

The City of Hanford
CALIFORNIA



City Council Meeting Agenda

November 15, 2022
7:00 PM – Regular Meeting
Council Chambers
400 N. Douty St.

Council Members will meet in-person in the Council Chambers.
The meeting will also be lived streamed on the City's website:
<http://livestream.hanford.city/>

CALL TO ORDER REGULAR SESSION:

ROLL CALL:

INVOCATION:

Stella Yarbrough

FLAG SALUTE:

COUNCIL REPORTS/GENERAL REPORTS:

Brief information-only reports from City Council and/or Staff, including committee reports and reports by City Council related to meetings attended at City expenses (AB1234).

PUBLIC COMMENT:

*This is the time for citizens to comment on subject matters within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. State law does not allow the Council to discuss or take action on issues not on the agenda, except that members of the Council or staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights (Gov. Code sec. 54954.2). A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

CONSENT CALENDAR:

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

- A. PROCEDURAL WAIVER: Waive reading in full of resolutions and ordinances and approval and adoption of same by reading title the only.
- B. City Clerk: Approval of the Minutes of the October 4, 2022, Meeting
- C. City Clerk: Approval of the Minutes of the October 18, 2022, Meeting
- D. City Clerk: Approval of the Minutes of the November 1, 2022, Meeting
- E. Administration: Authorization to renew the annual contract with Integrated Avian Solutions to continue to provide Falconer services in Downtown Hanford, for an amount not to exceed \$53,600 for Calendar Year 2023.
- F. Administration: Approval of Amendment No. 2 of the License Agreement between the Carnegie Museum of Kings County and the City of Hanford to extend the term of the agreement until December 31, 2023
- G. Administration: Approval of the City of Hanford Salary Schedules, as required by CCR 570.5, to reflect the state minimum wage increase for part-time employees and recent increases approved through the labor negotiation process and authorization for City Administration to amend all other documents as may be necessary to implement the updates.
- H. Public Works: Approval of a Sole-Source Purchase Order for One (1) 2024 Peterbilt/McClellan 2000 Gallon Water Truck from E.M. Tharpe of Porterville, in the amount of \$144,539, and appropriation of \$132,377 from Fleet Replacement Fund and of \$12,162 from Wastewater Fund for the purchase.
- I. Finance: Acceptance and authorization for staff to File the City of Hanford's Quarterly Investment Portfolio and Transactions Reports as of 9/30/2022

PUBLIC HEARINGS:

- A. Community Development: Mitigated Negative Declaration No. 2022-31: A request to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures. General Plan Amendment No. 2021-01C: A request to change the land use designation from Medium Density Residential to Corridor Mixed Use on 18 parcels totaling approximately 28 acres. The request is due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). The proposed land use designation is compatible with the ALUCP. Prezone 2021-14: A request related to an annexation request in process for a County Island that is within the City of Hanford Sphere of influence. A request to pre-zone/rezone the site from C-S – Service Commercial (County) to MX – C - Corridor Mixed Use (City), consistent with the proposed land use designation and the ALUCP, on 18 parcels totaling approximately 28 acres. The project is located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue in a County Island and within the City of Hanford Sphere of Influence (APNs 014-201-006, -009, 014-202-005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -020, -021, -022, and 014-221-026).

GENERAL BUSINESS:

- A. Administration: Authorization for the City Manager to execute contracts with Retail Strategies, Inc for an amount not to exceed \$70,000, for the Development of a 5-Year Downtown Strategic Plan and Retail consulting and appropriation of \$45,000 from the Downtown Parking and Improvement fund and \$25,000 from the General Fund to cover the costs of the contracts.
- B. Parks and Community Services: Adoption of Resolution 22-43-R, Authorizing the submittal of a Grant Proposal for the Proposition 64 Public Health and Safety Grant Program for the purpose of funding a Boys & Girls Club in the City of Hanford and Authorization for the City Manager to execute all related documents.
- C. Council: Consideration of a Request for Waiver of Fees for the use of the Civic Auditorium by the Hanford Chamber of Commerce

COUNCIL COMMENTS AND COMMUNICATIONS:

At this time, any Council Member may ask a question for clarification, make an announcement, or report briefly on their activities. In addition, subject to Council Policies and Procedures, they may request staff to report back to the Council at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (GOV. CODE SEC. 54954.2)

Council Future Agenda Items

Upcoming Events and Important Dates:

November 18: Employee Night at Winter Wonderland 4:00 pm, 6:00 pm, and 8:00 pm

November 19: Holiday Boutique Civic Auditorium 10:00 am – 6:00 pm

November 19: Winter Wonderland Celebration returns through January 8, 2023

<https://www.hanfordwinterwonderland.com/>

December 6: Regular City Council Meeting

December 20: Regular City Council Meeting

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting.

If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's office, 559-585-2515, 319 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}



**AGENDA
STAFF REPORT**

MEETING DATE: 11/15/2022	AGENDA SECTION: B
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SUBJECT:

City Clerk: Approval of the Minutes of the October 4, 2022, Meeting

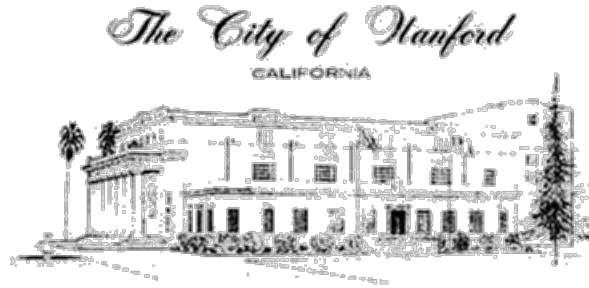
Recommendation:

Approve the minutes of the October 4, 2022 Meeting.

FISCAL IMPACT:

ATTACHMENTS:

10.4.2022



CITY COUNCIL MEETING MINUTES

**October 4, 2022 7:00 PM
Council Chambers
400 N. Douty St.**

4:00 PM CALL TO ORDER STUDY SESSION AND CLOSED SESSION:

Vice Mayor Sharp called the study session and closed session to order at 4:00 p.m.

ROLL CALL BY THE CITY CLERK:

Present: Diane Sharp, Francisco Ramirez, Amanda Saltray, Art Brieno

Absent: Kalish Morrow

PUBLIC COMMENT:

*Comments from the public are limited to items on the agenda (GC 54954.3a). A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

None.

STUDY SESSION:

- A. Presentation by Alarm Program Services (APS) regarding their automated system for the overall administration of the Alarm Permitting process for the City of Hanford.

The presentation was postponed until October 18, 2022.

RESULT:	TABLED [UNANIMOUS]
AYES:	Sharp, Brieno, Saltray, Ramirez
ABSENT:	Morrow

- B. Discussion regarding the impacts of homelessness in the City of Hanford; the City resources available and being used to address the issue; and direction from Council regarding future efforts and resources needed to address the issue.

Police Chief Parker Sever discussed the problems that the city is experiencing in various city departments, from criminal matters that occur, dangers to the staff, and problems staff experiences with maintaining park facilities. Staff also discussed the issues the city's residents and businesses are experiencing and the fiscal impact to the city for addressing the homelessness issue. Chief Sever also addressed the hostile architecture in some areas in the city and suggested removing them. Deputy City Manager Jason Waters and Administrative Analyst Sandra Lerma discussed possible funding sources for a low-barrier shelter, long-term solutions, solutions used by other cities/agencies, key partnerships, and the process to move forward on a low-barrier navigation center. Staff

answered questions from the Council. Kings Tulare Alliance Executive Director Miguel Perez discussed the organization's goals and mission, state resources, and funding sources and answered questions from the Council. Parks and Community Services Director Brad Albert recommended closing the Civic Park restroom due to the homeless. After much discussion, the Council directed staff to move forward with removing benches in the problematic areas, removing the arbor and outlets at the old courthouse, and temporally closing the Civic Park bathrooms for no more than a two-week period. Council Member Brieno suggested signage for the restroom closure. Staff will bring back a study session for a future discussion with an action plan for the Council's review and direction.

C. Presentation to Council and Receive direction regarding proposed improvements to the Civic Auditorium

Parks and Community Services Director Brad Albert discussed the continuing maintenance of the Civic Auditorium. He presented the suggested repairs and took the Council and the audience to view the site. Building Superintendent Randy Shaw discussed the flooring options, the budget, and the project timeline. Staff answered questions from the Council. The Council directed staff to move forward with replacing the hardwood floor and ceiling paint. Staff will present the projects at a future meeting for the Council's review and approval.

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

The Council convened to the closed session at 6:10 a.m.

CONFERENCE WITH LEGAL COUNSEL- REAL PROPERTY NEGOTIATIONS (GC 54956.8):

Property: APN 012-086-004
Agency Negotiators: Mario Cifunetez and Ty Mizote
Negotiating Party: A2Z Investments, LLC

Property: 113 Court St.
APN: 010-265-001-000
Agency Negotiators: Mario Cifunetez and Ty Mizote
Negotiating Party:

Property: APNs 028-240-018, 028-240-020, 08-310-007, 028-310-008, 028-310-025
Agency Negotiators: Mario Cifunetez and Ty Mizote
Negotiating Party: City Farm Industries, Inc.; Ross Lyndon-James and Mark Askey

CALL TO ORDER REGULAR SESSION:

Vice Mayor Sharp called the meeting to order at 7:02 p.m.

ROLL CALL:

Attendee Name	Title	Status	Arrived
Diane Sharp	Vice Mayor	Present	3:50 PM
Art Brieno	Council Member	Present	3:59 PM
Kalish Morrow	Mayor	Absent	
Amanda Saltray	Council Member	Present	3:35 PM
Francisco Ramirez	Council Member	Present	3:54 PM

INVOCATION:

The invocation was led by Pastor Ignacio Valdez.

FLAG SALUTE:

The flag salute was led by Kings United Way Executive Director Nanette Villarreal.

CLOSED SESSION ACTION REPORT:

None.

RECOGNITIONS/PROCLAMATIONS:

Proclamation National Fire Prevention Week October 9-15, 2022

Vice Mayor Sharp issued a proclamation for National Fire Prevention Week. Chief Steve Pendergrass discussed fire prevention week.

COUNCIL GENERAL REPORTS:

Brief information-only reports from City Council and/or Staff, including committee reports and reports by City Council related to meetings attended at City expenses (AB1234).

The Council discussed the meetings and events they attended.

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters not on the agenda within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. Comments related to Public Hearing items will be heard at the time the item is discussed.

*A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Abraham Valencia, Public Health Emergency Planner for Kings County informed the Council of programs offered by the county. He also discussed grant opportunities.

Nanette Villario, Executive Director of Kings United Way requested a fee waiver for the non-profit organization Kings Commission on Aging for the use of the Civic Auditorium, for a future event.

Bobbie Watson, Executive Director of Kings County Commission on Aging, requested a fee waiver for the use of the Civic Auditorium and she discussed their events.

Amory Marple, Executive Director of the Hanford Chamber of Commerce requested a partnership or alternative assistance from the city.

Bob Ramos commented on a political commercial. He also commented on the traffic circles project and spoke in opposition.

Michael Quinn spoke in support of waiving facility rental fees for non-profit organizations. He also expressed his concerns of the proposed placement of the traffic circles.

Lou Martinez spoke in favor of partnering with non-profit organizations. He also requested to pull items F and H from the consent calendar and he expressed his concerns about the lighting at the skate park.

Larry Faria spoke in favor of the request to waive rental fees for non-profit organizations. He also suggested adding a public comment period at the end of the study sessions.

Attachment: 10.4.2022 (Clerk: 10.4.2022 Minutes)

Chad Draxler requested to pull consent items F and H for clarification. He also stated the police department needs a new police station.

Mark Kairis commented on the Bob Hill sports complex lighting. He also spoke in support of the request to waive rental fees for non-profit organizations.

CONSENT CALENDAR:

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

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Art Brieno, Council Member
SECONDER:	Amanda Saltray, Council Member
AYES:	Sharp, Brieno, Saltray, Ramirez
ABSENT:	Morrow

- A. PROCEDURAL WAIVER: Waive reading in full of resolutions and ordinances and approval and adoption of same by reading title the only.
- B. City Clerk: Approval of the Minutes of the June 7, 2022 Meeting
- C. City Clerk: Approval of the Minutes of the June 21, 2022 Meeting
- D. City Clerk: Approval of the Minutes of the June 23, 2022 Special Meeting
- E. Public Works: Approval of an Annual Purchase Order with Martin Marietta, for a not to exceeded amount of \$100,000 for street maintenance materials.

PULLED ITEMS:

1. Parks and Community Services: Approval of a contract with Fresno Fence Connection in the amount of \$98,410 for the Skate Park Fencing Project.

[Item F]

Pulled during public comment.

Parks and Community Services Director Brad Albert discussed the contract for the Council's review and approval. Police Chief Sever provided his input on the condition of the current fence. Staff answered questions the Council.

Motion to approve.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Art Brieno, Council Member
SECONDER:	Amanda Saltray, Council Member
AYES:	Sharp, Brieno, Saltray, Ramirez
ABSENT:	Morrow

2. Finance: Approval of a Contract amendment with Avenu - MuniServices LLC, to provide Cannabis tax audit services, for a contract amount not to exceed a \$7,500 flat fee per retail establishment or 35% of additional Cannabis tax revenue collected by City, whichever is greater.

[Item H]

Pulled during public comment.

Finance Director Chris Tavarez discussed the purpose of the audit. City Manager Cifuentez discussed the services provided by MuniServices and answered questions from the Council.

Motion to approve.

RESULT:	APPROVED [3 TO 1]
MOVER:	Francisco Ramirez, Council Member
SECONDER:	Amanda Saltray, Council Member
AYES:	Sharp, Saltray, Ramirez
NAYS:	Brieno
ABSENT:	Morrow

3. City Attorney: Approval of a Purchase and Sale Agreement for the Sale of the City-Owned Parking Lot at Southeast Corner of Redington and Sixth Streets to A2Z Investments, LLC.

[Item E]

Pulled by Vice Mayor Sharp. She did not want to vote on the item due to a conflict of interest.

City Attorney Ty Mizote invited questions from the Council.

Motion to approve.

RESULT:	APPROVED [3 TO 0]
MOVER:	Art Brieno, Council Member
SECONDER:	Amanda Saltray, Council Member
AYES:	Brieno, Saltray, Ramirez
ABSTAIN:	Sharp
ABSENT:	Morrow

GENERAL BUSINESS:

- A. Community Development: Authorization for Interwest, JAS and Rod Carsey to provide on-call plan check services and Crawford and Bowen to provide on-call environmental planning services and Willdan to provide on-call building inspection services each contract not to exceed \$150,000 annually for the City of Hanford.

Deputy City Manager Jason Waters discussed the proposed services provided by Interwest, JAS, and Rod Carsey and the on-call building inspection services provided by Wildan, each contract not to exceed \$150,000 annually for the City of Hanford. Dep. City Manager Waters answered questions from the Council.

Motion to approve.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Art Brieno, Francisco Ramirez
SECONDER:	Amanda Saltray, Council Member
AYES:	Sharp, Brieno, Saltray, Ramirez
ABSENT:	Morrow

COUNCIL COMMENTS AND COMMUNICATION:

At this time, any Council Member may ask a question for clarification, make an announcement, or report briefly on their activities. In addition, subject to Council Policies and Procedures, they may request staff to report back to the Council at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (GOV. CODE SEC. 54954.2)

City Manager Cifuentez provided an update of the sale of the Comfort Inn parking lot and the lighting at the Bob Hill youth athletic complex.

The Council directed staff to bring back the following future agenda items:

- Review of facility rental fees for non-profit organizations.
- Discussion of a Chamber Sub-Committee.

Council Future Agenda Items

ADJOURNMENT:

Vice Mayor Sharp adjourned the meeting at 8:04 p.m.

Respectfully submitted,

Natalie Corral
City Clerk

Attachment: 10.4.2022 (Clerk: 10.4.2022 Minutes)



**AGENDA
STAFF REPORT**

MEETING DATE: 11/15/2022

AGENDA SECTION: C

SUBJECT:

City Clerk: Approval of the Minutes of the October 18, 2022, Meeting

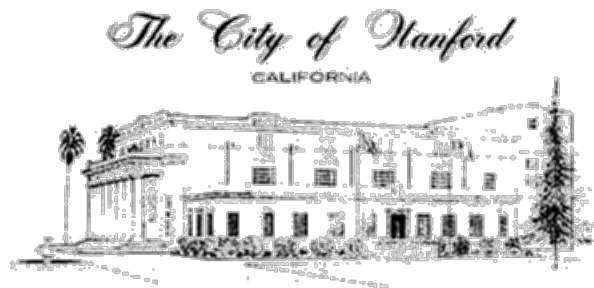
Recommendation:

Approve the minutes of the October 18, 2022 Meeting.

FISCAL IMPACT:

ATTACHMENTS:

10.18.2022



CITY COUNCIL MEETING MINUTES

**October 18, 2022 7:00 PM
Council Chambers
400 N. Douty St.**

5:00 PM CALL TO ORDER STUDY AND CLOSED SESSION:

Mayor Morrow called the study session and closed session to order at 5:00 p.m.

ROLL CALL BY THE CITY CLERK:

Present: Kalish Morrow, Diane Sharp, Francisco Ramirez, Amanda Saltray, Art Brieno

PUBLIC COMMENT:

*Comments from the public are limited to items on the agenda (GC 54954.3a). A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Rusty Brookshire spoke in opposition of the traffic circles project.

STUDY SESSION:

- A. Presentation by Alarm Program Services (APS) regarding their automated system for the overall administration of the Alarm Permitting process for the City of Hanford.

Alarm Program Services Vice President Brett Glass provided a brief overview of the company and discussed the proposal and goals, with a primary focus to reduce false alarms with a false alarm reduction program and creating awareness of the ordinance in the city. Police Chief Parker Sever discussed commercial and residential registered alarms and the protocol for alarm calls. The Council discussed the ordinance and invoicing process. Mr. Glass and staff answered questions and concerns from the Council. After much discussion the Council directed staff to move forward and amend the ordinance to reflect the services.

- B. Presentation and Discussion Regarding the Rental and Usage of City of Hanford Facilities

Parks and Community Services Director Brad Albert presented the facility rental usage and fees for the Council's direction. Recreation Supervisor Armando da Silva discussed the current rates and fees for non-profit organizations. He also answered questions from the Council regarding the park arbors and special events. King County Commission On Aging Executive Director Bobbie Watson discussed their events and past arrangement with the city. Staff addressed the questions and concerns from the Council. Council Member Ramirez suggested the city sponsor or host the Commission on Aging's Health Fair/Senior Day. The Council directed staff to bring back a revised resolution with the facility rental fees and the rules and regulations, and the cost of potentially sponsoring the Health Fair/Senior Day event.

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

Attachment: 10.18.2022 (Clerk: 10.18.2022 Minutes)

CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (GC 54956.9(d)(1)):

Helena v. City of Hanford
Kings County Case No. 17C0102

Paula Lofgren v. City of Hanford
Kings County Case No. 21C0188

Mendoza, et al. v. City of Hanford, Fabian Avalos
Eastern District of California Case No. 1:21-cv-00721

Luis Ortiz Alonzo v. City of Hanford, Ruben Cano
Kings County Case No. 21C0396

David Ponce v. City of Hanford
Eastern District of California Case No. 1:21-cv-01045

Darlene Mata v. City of Hanford
Kings County Case No. 22C0077

CONFERENCE WITH LEGAL COUNSEL - REAL PROPERTY NEGOTIATIONS (GC 54956.8):

Property: APNs 028-240-018, 028-240-020, 08-310-005, 028-310-007, 028-310-008, 028-310-025
Agency Negotiators: Mario Cifuentez and Ty Mizote
Negotiating Party: City Farm Industries, Inc.; Ross Lyndon-James and Mark Askey

CALL TO ORDER REGULAR SESSION:

Mayor Morrow called the meeting to order at 7:00 p.m.

ROLL CALL:

Attendee Name	Title	Status	Arrived
Diane Sharp	Vice Mayor	Present	4:30 PM
Art Brieno	Council Member	Present	4:37 PM
Kalish Morrow	Mayor	Present	4:28 PM
Amanda Saltray	Council Member	Present	4:35 PM
Francisco Ramirez	Council Member	Present	4:33 PM

INVOCATION:

The invocation was led by Pastor Pablo Róvere.

FLAG SALUTE:

The flag salute was led by Mayor Morrow.

CLOSED SESSION ACTION REPORT:

City Attorney Ty Mizote informed the Council that Francisco Ramirez was dismissed from the Darlene Mata lawsuit.

Attachment: 10.18.2022 (Clerk: 10.18.2022 Minutes)

PUBLIC HEARINGS:

- A. Public Works: Public Hearing regarding the City of Hanford's proposed refuse rate increase, including the counting of any protest votes and, if supported, adopt the proposed refuse rate increases and other report recommendations.

Mayor Morrow opened the public hearing at 7:09 p.m. and called for the staff report. IGS President Dan Bergman provided the Council with a presentation packet and presented the next steps, existing rates, the rate study, and Prop 218. Mr. Bergman and staff answered questions from the Council.

Public Comment:IN-FAVOR:

None.

OPPOSED:

Brenda Griffin asked for clarification of the rate increase.

Deputy Public Works Director Jim Ross discussed the protest letters received and the threshold. The city received 13 letters, two were the from the same residents. The Council discussed the cost of the trash bins, bin requirements and business enclosures. Dir. Ross and Mr. Bergman answered questions from the Council.

Motion to approve resolution 22-41-R

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Art Brieno, Council Member
SECONDER:	Diane Sharp, Vice Mayor
AYES:	Sharp, Brieno, Morrow, Saltray, Ramirez

Motion to approve:

- The purchase of one additional front load refuse vehicle at a cost of \$374,066.54 from EM Tharpe utilizing a Souncewell contract. This expense is slated for FY2024, but lead time on such vehicles is currently running 12 months.
- The hiring of two additional refuse driver at an annual cost of \$65,000 each, including benefits.
- The conversion of two part time refuse positions to full time positions.
- The installation of scales on the refuse vehicles to reduce overweight loads; estimated cost is \$125,000.

Mayor Morrow closed the public hearing at 7:47 p.m.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Diane Sharp, Vice Mayor
SECONDER:	Art Brieno, Council Member
AYES:	Sharp, Brieno, Morrow, Saltray, Ramirez

COUNCIL GENERAL REPORTS:

Brief information-only reports from City Council and/or Staff, including committee reports and reports by City Council related to meetings attended at City expenses (AB1234).

The Council discussed the events and meetings they attended. Council Member Ramirez commented on the Mata lawsuit.

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters not on the agenda within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. Comments related to Public Hearing items will be heard at the time the item is discussed.

A maximum of three minutes is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.

*This is the time for citizens to comment on subject matters within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. State law does not allow the Council to discuss or take action on issues not on the agenda, except that members of the Council or staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights (Gov. Code sec. 54954.2). A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Andre Barone, 9 1/4 Avenue resident, commented on the high-speed rail and expressed his concerns regarding the safety on the east side of town. He also commented on Heroes Park and requested speed bumps on 9 1/4 Ave.

Bob Ramos commented on Heroes Park. He also stated nobody wants traffic circles downtown. He also suggested other ways to use the ARPA funds.

Stella Yarbrough questioned the removal of the arbors at the old courthouse. She also spoke in opposition of the traffic circles.

Richard Tipton commented on the traffic circles project and the high-speed rail. He also questioned the traffic circles project bids. City Manager Cifuentez discussed the bid process for the project.

Larry Faria questioned the traffic circles project and asked why it has not been brought back for Council discussion.

Nathan Odom commented on the new cameras in the Council Chambers and the surveillance cameras throughout the city. He shared his concerns regarding the of license plate reader cameras. He also shared some facts regarding surveillance cameras.

Joseph Garcia commented on the traffic circles project and spoke in opposition. He suggested using the funds for more police officers.

Anna Brookshire commented on the city's website. City Manager Cifuentez asked the Communications Relations Manager Brian Johnson to assist Ms. Brookshire with her questions outside of the Council Chambers.

Liz Toppan commented on city council candidate campaigning, and she questioned the social media policy for council members.

CONSENT CALENDAR:

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

Attachment: 10.18.2022 (Clerk: 10.18.2022 Minutes)

Council Member Brien pulled consent item D. Motion to approve the consent calendar except for the items pulled for separate discussion.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Francisco Ramirez, Council Member
SECONDER:	Amanda Saltray, Council Member
AYES:	Sharp, Brien, Morrow, Saltray, Ramirez

- A. PROCEDURAL WAIVER: Waive reading in full of resolutions and ordinances and approval and adoption of same by reading title the only.
- B. City Clerk: Approval of the Minutes of the July 19, 2022 Meeting
- C. City Clerk: Approval of the Minutes of the August 2, 2022 Meeting
- D. Fire: Approval of an Instructor Service Agreement (ISA) with Fresno City College to provide training services for the Hanford Fire Department

PULLED ITEMS:

- 1. Public Works: Approval of an invoice from Valley Pump & Dairy Systems in the amount of \$61,099.63, for an emergency repair of Well #41, and appropriation of \$61,099.63 from water capital reserves to fund the repair.

[Item D]

Pulled by Council Member Brien.

Deputy Public Works Director Jim Ross answered questions from Council Member Brien.

Motion to approve.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Art Brien, Council Member
SECONDER:	Francisco Ramirez, Council Member
AYES:	Sharp, Brien, Morrow, Saltray, Ramirez

GENERAL BUSINESS:

- A. Police: Discussion and consideration of Automated License Plate Reader (ALPR) System and associated costs for the acquisition of 25 Automated License Plate Reader Cameras from Flock Camera Systems

Police Chief Parker Sever discussed the system. Flock Safety representative Hector Soleman-Valdez was available for questions (teleconference). Chief Sever also discussed the several private businesses that are currently using the system. Mayor Morrow expressed her concerns regarding the cost and retention period. Staff addressed the Council's questions and concerns. Vice Mayor Sharp and Council Member Ramirez spoke in support of the item.

Staff presented three options for the Council's review and consideration:

- Option 1: Direct staff to include as a possible project in the next two-year budget Capital Improvement

Program.

- Option 2: Authorize purchase agreement with Insight Public Sector and appropriate funding immediately in current fiscal year and future years.
- Option 3: Do not consider implementation at this time and have staff bring back in the future when additional funding is identified.

Motion to approve Option 1.

RESULT:	APPROVED [4 TO 1]
MOVER:	Diane Sharp, Council Member
SECONDER:	Amanda Saltray, Council Member
AYES:	Sharp, Brieno, Morrow, Saltray
NAYS:	Ramirez

- B. Fire: Authorization for Interwest Consulting Group, Bureau Veritas, and Fire Safety Solutions to provide on-call fire plan check and fire safety inspection services; each contract not to exceed \$100,000 annually for the City of Hanford.

Fire Chief Steve Pendergrass presented the authorization for Interwest Consulting Group, Bureau Veritas, and Fire Safety Solutions to provide on-call fire plan check and fire safety inspection services for the Council's review and consideration. Chief Pendergrass answered questions from the Council.

Motion to approve.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Francisco Ramirez, Council Member
SECONDER:	Art Brieno, Council Member
AYES:	Sharp, Brieno, Morrow, Saltray, Ramirez

- C. Council: Consideration of the reformation of a Council Ad-Hoc subcommittee to work with the Hanford Chamber of Commerce for consideration of future City support of the Chamber

City Manager Cifunetez discussed the background for the Council's direction. Council Member Saltray commended the Chamber staff and discussed her interest in reforming a subcommittee to partner with them without direct funding. Vice Mayor Sharp recommended reforming a subcommittee and suggested tabling the item until after the election. Hanford Chamber of Commerce Executive Director Amory Marple addressed the rental fees and other cost for their upcoming events. City Manager Cifunetez suggested Ms. Marple provide a proposal to be presented at a future meeting for the Council's review and consideration.

RESULT:	CONSENSUS
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COUNCIL COMMENTS AND COMMUNICATION:

At this time, any Council Member may ask a question for clarification, make an announcement, or report briefly on their activities. In addition, subject to Council Policies and Procedures, they may request staff to report back to the Council at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (GOV. CODE SEC. 54954.2)

Council Future Agenda Items

City Manager Cifunetez provided an update on the Civic Park restroom closures and the Hidden Valley Park rezoning.

ADJOURNMENT:

Mayor Morrow adjourned the meeting at 8:40 p.m.

Respectfully submitted,

Natalie Corral
City Clerk

Attachment: 10.18.2022 (Clerk: 10.18.2022 Minutes)



**AGENDA
STAFF REPORT**

MEETING DATE: 11/15/2022

AGENDA SECTION: D

SUBJECT:

City Clerk: Approval of the Minutes of the November 1, 2022, Meeting

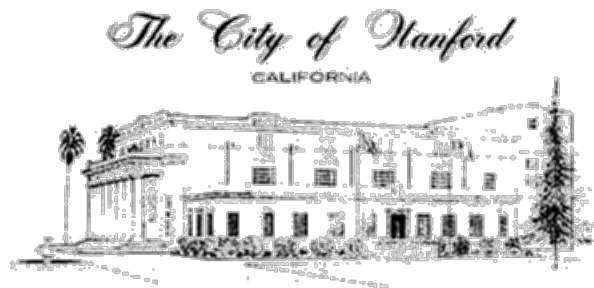
Recommendation:

Approve the minutes of the November 1, 2022 Meeting.

FISCAL IMPACT:

ATTACHMENTS:

11.1.2022



CITY COUNCIL MEETING MINUTES

**November 1, 2022 7:00 PM
Council Chambers
400 N. Douty St.**

4:00 PM CALL TO ORDER STUDY SESSION AND CLOSED SESSION:

Mayor Morrow called the study session and closed session to order at 4:00 p.m.

ROLL CALL BY THE CITY CLERK :

Present: Kalish Morrow, Diane Sharp, Amanda Saltray

Late: Art Brieno

Absent: Francisco Ramirez.

PUBLIC COMMENT:

*Comments from the public are limited to items on the agenda (GC 54954.3a). A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Richard Douglas thanked City Clerk Natalie Corral for her assistance with a reference letter. He also thanked the Council for appointing an alternate commissioner to the Planning Commission.

STUDY SESSION:

A. Community Development: Study Session - Presentation by LSA Associates, Inc, of the DRAFT Vehicle Miles Traveled (VMT) Thresholds and Implementation Guidelines

Deputy City Manager Jason Waters, Senior Planner Gabrielle Myers, and LSA Principal Ambarish Mukherjee (teleconference) presented and discussed Key Concepts of the CEQA VMT Analysis and the VMT Threshold and Implementation Guidelines. They also discussed how it can benefit the department. City Attorney Ty Mizote discussed the VMT threshold percentages, the current CEQA guidelines and project screening. Mr. Mukherjee and staff answered questions from the Council. After much discussion, the Council directed staff to bring back the item for review and approval.

B. Presentation, Council Discussion and Direction related to several upcoming annexations, an amendment to the Sphere of Influence, and related General Plan Amendments and pre-zoning.

Deputy City Manager Jason Waters and Senior Planner Gabrielle Myers discussed the process to initiate several annexations, a sphere of influence amendment, general plan amendments, and pre-zoning. Staff answered questions from the Council. After a brief discussion, the Council directed staff to include the rezoning of Hidden Valley Park in the proposed general plan amendments.

C. Public Work: Presentation by ENGIE Services regarding their proposal to perform modernization upgrades to the City's wastewater treatment facility via the design-build process.

Attachment: 11.1.2022 (Clerk: 11.1.2022 Minutes)

Deputy Public Works Director Jim Ross and ENGIE Senior Manager Ashu Jain discussed the expansion of the Waste Water Treatment Plant for the Council's authorization to move forward with the next steps of refining the project scope. Mr. Jain and staff answered questions from the Council. After some discussion the Council directed staff to move forward with the proposal. Staff will return at a future Council meeting to present a final proposal at no cost to the city.

The Council convened to closed session at 5:58 p.m.

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

CONFERENCE WITH LEGAL COUNSEL-REAL PROPERTY NEGOTIATIONS (GC 54956.8):

Property: 113 Court St.
 APN: 010-265-001-000
 Agency Negotiators: Mario Cifuentez and Ty Mizote
 Agency Negotiating Party: Jerry Irons

CALL TO ORDER REGULAR SESSION:

Mayor Morrow called the meeting to order at 7:00 p.m.

ROLL CALL:

Attendee Name	Title	Status	Arrived
Diane Sharp	Vice Mayor	Present	3:50 PM
Art Brieno	Council Member	Late	4:02 PM
Kalish Morrow	Mayor	Present	4:55 PM
Amanda Saltray	Council Member	Present	3:39 PM
Francisco Ramirez	Council Member	Absent	

INVOCATION:

The invocation was led by Pastor Marks Curts.

FLAG SALUTE:

The flag salute was led by Mayor Morrow.

CLOSED SESSION ACTION REPORT:

None.

RECOGNITIONS/PROCLAMATIONS:

Small Business Saturday 2022

Mayor Morrow issued a proclamation recognizing Small Business Saturday.

COUNCIL REPORTS/COMMENTS:

Brief information-only reports from City Council and/or Staff, including committee reports and reports by City Council related to meetings attended at City expenses (AB1234).

Mayor Morrow, Vice Mayor Sharp, and Council Member Saltray discussed the meetings and events they attended. Council Member Brieno had nothing to report.

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters not on the agenda within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. Comments related to Public Hearing items will be heard at the time the item is discussed.

*A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Bob Ramos expressed his concerns regarding the use of the ARPA funds. He suggested the funds be used to help people in the community. Mayor Morrow responded to his comments.

Gabriel Venegas expressed his concerns regarding the homeless and crime in his area of the city. (Hume Ave. and Shepard Dr.).

CONSENT CALENDAR:

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

City Manager Cifuentez pulled item G. Motion to approve the consent calendar except for the items pulled for separate discussion.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Diane Sharp, Vice Mayor
SECONDER:	Amanda Saltray, Council Member
AYES:	Sharp, Brieno, Morrow, Saltray
ABSENT:	Ramirez

- A. PROCEDURAL WAIVER: Waive reading in full of resolutions and ordinances and approval and adoption of same by reading title the only.
- B. City Clerk: Approval of the Minutes of the August 16, 2022 Meeting
- C. City Clerk: Approval of the Minutes of the September 20, 2022 Meeting
- D. City Clerk: Denial of a claim for damages and authorization for the City Clerk to send out notification of such to Jesse Torres.
- E. City Clerk: Denial of a claim for damages and authorization for the City Clerk to send out notification of such to Sheryl Zamora.
- F. Administration: Approval of the fee schedule for passport related fees as established by the U.S. Department of State and the addition of a \$15 photo/service fee per passport.

- G. Public Works: Approval of the Final Map and Subdivision Agreement for Tract No. 929, Unit No. 2 (13th Ave. and Devon St.)
- H. Public Works: Appropriation of \$499,067 in funding from the Refuse Capital Reserve fund to cover \$374,066.54 in costs for new front load refuse truck and \$125,000 for on-board truck scales to reduce overweight loads.

PULLED ITEMS:

1. Administration: Authorization for the City Manager to execute a contract with Nielsen, Merksamer, Parrinello, Gross and Leoni, LLP, of Sacramento to provide state legislative advocacy services, effective January 1, 2023 through Dec. 31, 2023, for a monthly fee of \$6,000.

[Item G]

Pulled by City Manager Cifuentez.

City Manager Cifuentez discussed the selection process and introduced Michelle Rubalcava Nielsen, Merksamer representative for the City of Hanford. Senior Counsel Michelle Rubalcava provided a brief overview of the firm and discussed the services to be provided. Ms. Rubalcava addressed the Council's questions and concerns.

Motion to approve.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Amanda Saltray, Council Member
SECONDER:	Art Brieno, Council Member
AYES:	Sharp, Brieno, Morrow, Saltray
ABSENT:	Ramirez

PUBLIC HEARINGS:

- A. Community Development: Mitigated Negative Declaration No. 2022-31: A request to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures. General Plan Amendment No. 2021-01C: A request to change the land use designation from Medium Density Residential to Corridor Mixed Use on 18 parcels totaling approximately 28 acres. The request is due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). The proposed land use designation is compatible with the ALUCP. Prezone 2021-14: A request related to an annexation request in process for a County Island that is within the City of Hanford Sphere of influence. A request to pre-zone/rezone the site from C-S – Service Commercial (County) to MX – C - Corridor Mixed Use (City), consistent with the proposed land use designation and the ALUCP, on 18 parcels totaling approximately 28 acres. The project is located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue in a County Island and within the City of Hanford Sphere of Influence (APNs 014-201-006, -009, 014-202-005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -020, -021, -022, and 014-221-026).

Due to a conflict of interest with two Council Members, the public hearing was tabled until November 15, 2022.

RESULT:	TABLED [UNANIMOUS]	Next: 11/15/2022 7:00 PM
AYES:	Sharp, Brieno, Morrow, Saltray	
ABSENT:	Ramirez	

GENERAL BUSINESS:

- A. Public Works: Approval of amendments to two (2) existing Energy Services Contracts with ENGIE Services to waive approximately \$500,000 in under performance penalties; reduce future performance guarantees by 25%; and provide for a ten year Operation and Maintenance (O&M) contract valued at \$1,059,974.

Deputy Public Work Directors Jim Ross discussed the contract and invited questions from the Council.

Motion to approve.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Diane Sharp, Vice Mayor
SECONDER:	Amanda Saltray, Council Member
AYES:	Sharp, Brieno, Morrow, Saltray
ABSENT:	Ramirez

- B. Community Development: Authorization to submit a grant application for the Urban Community Drought Relief Program and, if awarded, authorization for the City to Accept the grant agreement and the City Manager to execute any related documents

Deputy City Manager Jason Waters discussed the grant and the modification to add Wells 51 and 52 as potential projects. Dep. City Manager Waters answered questions from the Council.

Motion to approve as amended.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Art Brieno, Council Member
SECONDER:	Diane Sharp, Vice Mayor
AYES:	Sharp, Brieno, Morrow, Saltray
ABSENT:	Ramirez

COUNCIL COMMENTS AND COMMUNICATIONS:

At this time, any Council Member may ask a question for clarification, make an announcement, or report briefly on their activities. In addition, subject to Council Policies and Procedures, they may request staff to report back to the Council at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (GOV. CODE SEC. 54954.2)

Council Future Agenda Items

None.

ADJOURNMENT:

Mayor Morrow adjourned the meeting at 7:47 p.m.

Respectfully submitted,

Natalie Corral
City Clerk



AGENDA STAFF REPORT

MEETING DATE: 11/15/2022	AGENDA SECTION: E
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SUBJECT:

Administration: Authorization to renew the annual contract with Integrated Avian Solutions to continue to provide Falconer services in Downtown Hanford, for an amount not to exceed \$53,600 for Calendar Year 2023.

RECOMMENDATION:

That the City Council, by motion, authorize the City Manager to renew the annual contract with Integrated Avian Solutions for an amount not to exceed \$53,600, and approve an appropriation of \$20,000.00 from the Central Parking and Improvement Fund and \$33,600 from the General Fund to cover the expenditure.

BACKGROUND:

This renewal contract includes a \$2,000 reduction in the contract price for 2022. Efficiencies gleaned over the past year allowed the contractor to modify the schedule and continue to provide services at a slightly lower overall cost.

Large concentrations of American crows gather to roost in downtown Hanford year-round, reaching the highest numbers in the fall and winter. They come from the surrounding agricultural areas and residential neighborhoods to begin assembling just before sunset. The birds eventually settle in to roost in street trees and on power lines, and during the course of the night leave an unsightly and unhygienic mess on the sidewalks, benches, restaurant tables, lamp posts, parked vehicles, and everything else beneath them. Pressure washing can be cost-prohibitive and does not address the root of the problem. With the move of Thursday Night Market Place into the Civic Park and the hugely successful Winter Wonderland, the City now has two signature events in the downtown that span 9 months out of the year. Those events amplify the need to keep the crows from roosting in the downtown area.

Up until 2020, the approach to dealing with a growing Crow problem in the Downtown has been largely reactive. Through the efforts of the Main Street Hanford organization, they were able to work with the Falconer to dramatically reduce the crow population in downtown Hanford. Main

Street Hanford continues to support the Crow Abatement and, accordingly, their board has voted to continue to support the program at a level of \$10,000 for Calendar Year 2023.

Past results have proven that a year-long program with the firm Integrated Avian Solutions would be advantageous in relocating the Crow population to a more appropriate roosting and nesting environment away from local businesses.

FISCAL IMPACT:

Appropriations of \$20,000 from Fund 025 Central Parking and Improvements and \$33,600 from the General Fund.

ATTACHMENTS:

Hanford Crow Proposal_2023

INTEGRATED AVIAN SOLUTIONS

Falconry-based Bird Abatement for Industry & Agriculture

California, Oregon, Washington

www.avian-solutions.com

845.532.5401



Bird Abatement Proposal

8 October 2022

PURCHASER

City of Hanford

PURCHASER'S REPRESENTATIVE

Mario Cifuentez (City Manager) – 559.585.2516

Integrated Avian Solutions (Vendor) has successfully cleared roosting crows from an approximately 30-block area of downtown Hanford, CA for the past 3 winters. Due to the project's success we began providing year-round services over an expanded project area in 2021. Our work has provided an effective solution to the long-standing crow problem in Hanford, and virtually eliminated unsightly crow droppings. The need for a year-round crow abatement program in Hanford is evident and has been requested by several prominent businesses, including FAST Credit Union, Smart & Final, Aria Health Clinic, and Staples.

We propose continuing the year-round program in 2023 (January 1 – December 31). The project area (Page 5) includes the core of Hanford's BID as well as Woodrow Wilson and the surrounding businesses along 11th Ave. This proposal offers considerable value, in that we can expand the project area and deliver the work year-round for less than a 25 % increase over the cost of our previous 6-month program.

Our proposed Schedule of Services is outlined on Page 2. Given the success of our program in 2021 and 2022 we suggest this same scheduling. Services for year-round work will be billed at \$400 per day and total program costs will not exceed \$53,600 for the entirety of 2023. This is actually a slight reduction from our program costs in 2022.

Thank you for the opportunity to present our proposal. We look forward to helping you keep your community clean again this year.

Sincerely,

Adam Baz
Project Manager
845.532.5401

Kort Clayton
Principal
971.217.0080

SCHEDULE OF SERVICES

<u>Month</u>	<u>Shifts/week</u>	<u>Total shifts</u>	<u>Rate</u>	<u>Cost</u>
January	3	12	400	4,800
February	3	12	400	4,800
March	3	14	400	5,600
April	3	13	400	5,200
May	2	9	400	3,600
June	2	9	400	3,600
July	2	8	400	3,200
August	2	9	400	3,600
September	2	9	400	3,600
October	3	13	400	5,200
November	3	13	400	5,200
December	3	13	400	5,200
				\$53,600



SCOPE OF WORK

EXISTING SITUATION

Impressive numbers of American crows gather to roost in downtown Hanford year-round, reaching the highest numbers in the fall and winter. They come from the surrounding agricultural areas and residential neighborhoods to begin assembling just before sunset. The birds eventually settle in to roost in street trees and on power lines, and during the course of the night leave an unsightly and unhygienic mess on the sidewalks, benches, restaurant tables, lamp posts, parked vehicles, and everything else beneath them. Pressure washing can be cost-prohibitive and does not address the root of the problem.

Crows have roosted in downtown Hanford for decades. However, the population has escalated in recent years to levels that are now deemed problematic by much of the affected business community. Local businesses have filed complaints with the city and with Main Street Hanford. Past efforts made by City Council and the Hanford Police Department—including shooting crows and amplifying predator calls—have been unsuccessful and inhumane.

At the request of Main Street Hanford, we first initiated a falconry-based crow control program on 1 October 2018, covering 30 blocks in historic downtown Hanford. Upon arrival we found high numbers of crows roosting in street trees throughout the BID, with notable pockets around the McDonalds, Burger King, FAST Credit Union, train station, and car dealership on 11th Ave. Within weeks of initiating our services the crows were absent from the project area, and remained at bay for the duration of the program. We were able to achieve these same results the following 2 years. Businesses have been exceptionally pleased with the results. We are the only company to have successfully implemented a crow abatement project of this scale, and we look forward to bringing our experience and knowledge to further resolve your crow problem in Hanford.

BIRD CONTROL PROCESS

Bird abatement is accomplished through hazing, which is any number of methods used to intimidate and displace pest birds. Conventional hazing tools such as amplified predator calls, reflective mylar strips, raptor decoys, propane canons, and pyrotechnic noisemakers only yield temporary results because they quickly lose effectiveness as pest birds become acclimated.

We use a falconry-based hazing program. This method works, and because birds have an intrinsic fear of raptors, efficacy does not diminish. The sight of a hawk or falcon flying with purpose always compels birds to abandon what they are doing and flee the area. Birds never become habituated to the threat posed by a live, free-flying raptor.

Our abatement team will include two licensed falconers with Harris's hawks. The team will strategically clear the project area by "sweeping" crows from primary roosting corridors. Specifically, a falconer will walk along a street occupied by crows and their hawk will fly from perch to perch (including trees, signs, buildings, and the falconer's glove). This approach will elicit a strong antipredator response from the crows, which will retreat as the hawk approaches. The crows will quickly learn that the project area is no longer a comfortable or safe place for them to loiter or roost.

Falconers will work both independently and in coordination to efficiently clear the entire project area during each shift. Our team will adapt tactics to achieve maximum impact each night. For example, each falconer may work separate areas with their hawks, or we may work together by deploying



multiple hawks in the same area. We will coordinate between falconers and execute flanking maneuvers to steer retreating crows outside of the project area.

PROJECT DESCRIPTION

A. Vendor shall furnish the labor and falconry-trained raptors to assist in the abatement of roosting crows within the project area. Vendor is well experienced in bird abatement and possesses the relevant licenses and permit. All raptors used will be legally allowed for bird abatement.

B. Services will commence on 1 January 2023.

C. Services will include mobilization/demobilization to and from the project area, assessment and observation of pest birds, free flying of raptors, raptor feeding and maintenance, equipment maintenance, and tracking of wayward or lost raptors if required. Raptors are the primary method of bird abatement, but our falconers may use other tools such as noisemakers and visual deterrents (e.g., tree tappers, laser pointers, whistles, etc.).

D. Abatement activities will begin around sunset when crows are staging to roost. Shifts will end once crows have retreated from the project area. Some pre-dawn shifts may also be implemented if needed.

E. Vendor and Vendor's falconers are independent contractors and are not employees of Purchaser.

F. Purchaser shall assist Vendor in properly advertising the project and notifying relevant stakeholders (e.g., Police Department, City officials, local businesses, etc.) of the proposed activities.

G. Vendor shall submit monthly invoices to Purchaser. Payment terms are Net 15. Invoices remaining unpaid beyond thirty (30) days may be subject to service charge of 5% per annum.

H. This Proposal is confidential and contains proprietary information and intellectual property of Vendor. The rates, schedule, scope-of-work or other elements may not be disclosed to anyone outside this agreement without the express written permission of Vendor.

I. This agreement incorporates Vendor's standard Terms and Conditions (available upon request).



PROJECT AREA MAP



DEMONSTRATION OF RESULTS

The following images provide a before-and-after look at the crow situation during our work in Hanford. “Before” images are from October 2018, when the project began. “After” images are from December 2018, part way through our hazing efforts. The shaded green represents areas of crow activity, and the red line delineates the current project area.



ABOUT US

Integrated Avian Solutions is a network of talented falconers, experienced wildlife biologists, and passionate bird management professionals. We take a long and comprehensive view of every new opportunity and bring all our faculties and resources to bear with the singular goal of solving your bird problem. Our company is unique in that it is run and managed by falconers who also hold graduate degrees in wildlife biology. Thus, we offer a deep and unparalleled understanding of avian biology, which is invaluable for managing nuisance bird problems. Falconry is the foundation of our business and the most powerful bird management tool on the market. When everything else falls short, pest birds will not ignore the threat posed by a free-flying falcon or hawk. Our falconry programs are turn-key, natural, non-lethal, and sustainable.



Kort Clayton (Principal) is a Master Falconer with 25 years of experience. He has delivered and managed bird abatement services for a broad spectrum of clients, including vineyards, berry farms, solid waste, commercial real estate, and heavy industry. Kort holds an M.Sc. in Wildlife Biology and is well versed in both state and federal wildlife regulations from his 15 years of environmental consulting experience. He was a former Director and President of the Oregon Falconers Association.



Adam Baz (Project Manager) is a licensed falconer and holds an M.Sc. in Avian Biology from Portland State University. He has worked as a wildlife biologist for over 10 years throughout California and Oregon, focusing on birds and human-wildlife conflicts. He delivers abatement services and manages contracts throughout central and southern California.





AGENDA STAFF REPORT

MEETING DATE: 11/15/2022	AGENDA SECTION: F
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SUBJECT:

Administration: Approval of Amendment No. 2 of the License Agreement between the Carnegie Museum of Kings County and the City of Hanford to extend the term of the agreement until December 31, 2023

RECOMMENDATION:

That the City Council, by motion, approve Amendment No. 2 of the License Agreement between the Carnegie Museum of Kings County and the City of Hanford to extend the term of the agreement until December 31, 2023

BACKGROUND:

The Carnegie Museum of Kings County (CMKC) has occupied the City's Carnegie building since June of 2021 and have made significant improvements to the property and hosted several different exhibits. By all measures of success, CMKC has done a great job of developing their museum and building a reputation of offering items and exhibits that are of value to the citizens of Hanford. As the City and CMKC continue to work towards a long term lease or the possible sale of the property located at 109 E. Eighth Street, both parties agree that it is of mutual interest to extend the term of the current Agreement.

The major points of the current Agreement are as follows:

- **Term:** CMKC may occupy the property during the period January 1, 2023 through December 31, 2023.
- **License Fee:** CMKC will pay ten dollars (\$10.00) to the City for the right to occupy the property.
- **City Repair Responsibilities:** The City will address Fire Code issues associated with the former library building and will replace the building's electrical panel. The City will also

be responsible for maintaining electrical, air conditioning, and plumbing systems and the property's landscaping; provided however, the City's responsibilities will be limited to the electrical panel and Fire Code work plus up to five thousand dollars (\$5,000.00) in additional maintenance and repair work.

- ***Day-To-Day Maintenance:*** CMKC will be responsible for the day-to-day maintenance of the property, and CMKC will be allowed to paint the interior walls and ceilings of the former library building.

Should sales terms be successfully negotiated with CMKC, a Long-term lease or Purchase & Sale Agreement will be prepared and will be submitted to the Council for review in the future.

FISCAL IMPACT:

ATTACHMENTS:

Lic Agreement Amendment No 2

Lic Agreement Amendment No 1

Carnegie Agreement 2021



The Carnegie Museum of Kings County

Working together to bring Kings County history
to life through preservation and education.

November 9, 2023

Honorable Mayor and Members of the City Council
c/o Mario Cifuentez, City Manager
319 N. Douty Street
Hanford, California 93230

Re: Extension of Carnegie Museum of Kings County License Agreement
Through December 31, 2023

Dear Mayor and Council Members:

The Board of Directors of the Carnegie Museum of Kings County (CMKC) thanks you for the privilege of being able to operate our community's history museum at the historic Carnegie Library building and facilities. Earlier this year, CMKC presented the Council with a summary of our activities since obtaining possession of the property in mid-June 2021. These activities included:

1. Restoration of the historic Library building and facilities.

When we received possession of the historic Carnegie Library building and facilities, we found a property in need of major cleaning and suffering from deferred maintenance, unsafe conditions (including fire code violations) and lack of care.

With the help of community volunteers and in conjunction with City staff and employees, the following has been accomplished:

- Thoroughly cleaned the facilities and grounds;
- Repaired holes in walls and ceilings in the Library and Caminol building;
- Painted the East Gallery and the main gallery and exhibit displays;
- Repaired plumbing leaks;
- Addressed fire code violations;

carnegiemuseumofkingscounty.org

559.585.7526

carnegieofhanford@gmail.com

Museum Address:
109 E Eighth St.
Hanford, CA 93230

Mailing Address:
522 N. Redington Street
Hanford, CA 93230

Attachment: Lic Agreement Amendment No 2 (Admin: License Amendment with CMKC)

Honorable Mayor and Members of the City Council
November 9, 2022
Page 2.

- Installed new electrical panel (City);
- Installed a new security system;
- Installed an operational fire alarm system (City);
- Rehabilitated the gazebo;
- Rehabilitated the grounds (with City help), including new plants;
- Installed new window coverings in the Caminol building; and
- Taken responsibility for the museum's operating costs, thus relieving the City of that expense.

2. Themed Exhibitions:

To expand the reach of the museum to more residents of, and visitors to, Kings County, since the end of July 2021, we have embarked on a series of themed exhibitions which have focused on:

- China Alley;
- NAS Lemoore;
- Marchbanks / Hanford Speedway;
- Kings County Black History; and
- Kings County Athletes.

Each of these exhibitions were curated by volunteer community based subject matter curators and staffed with volunteer subject matter expert docents and other volunteers. All artifacts were loaned to CMKC for each exhibition by members of the communities in Kings County and residents of the Central Valley and southern California. Museums such as the Petersen Automotive Museum in Los Angeles, the Woodland Auto Display in Paso Robles and the Sarah Mooney Museum in Lemoore, as well as all six of Kings County's high schools have contributed to the success of these exhibitions.

We are pleased to inform you that during 2023, CMKC will be presenting three exhibitions titled:

***Retalhos: Celebrating 125 Years of Portuguese/
Azoreans in the greater Kings County area***

3. Community Outreach and Marketing:

Our activities have included reaching out to other groups and entities in Kings County who have provided support for the museum, including an original play by the Kings Players and hosting several car shows which have drawn entrants from five

Honorable Mayor and Members of the City Council
November 9, 2022
Page 3.

counties and two dozen cities. Thousands of persons have visited the museum since July 2021. We estimate that over thirty percent (30%) of our visitors are from areas outside of Hanford. During the summer of 2022, we partnered with the Hanford Elementary School District and the City's Park and Community Development Department to host approximately 400 elementary school students at the museum.

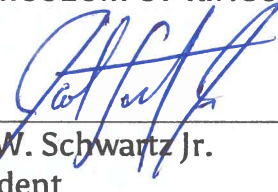
CMKC incorporated in August 2020 and received our IRC501(c)(3) status in 2021. When we look back on all that we have accomplished with the support of our communities in this short period, we are enthusiastically looking forward to continuing to bring Kings County's history to life through preservation and education,

Attached is a proposed amendment to our License Agreement that extends the term of the License Agreement through December 31, 2023 with all other terms and conditions remaining the same. Please contact me to discuss any issues or concerns.

Very truly yours,

CARNEGIE MUSEUM OF KINGS COUNTY

By:



Jack W. Schwartz Jr.

Its: President

Enclosure: Proposed Amendment No. 2 to License Agreement

Attachment: Lic Agreement Amendment No 2 (Admin: License Amendment with CMKC)

Amendment No. 2 to License Agreement

Licensor: City of Hanford, a municipal corporation
Licensee: Carnegie Museum of Kings County, a California nonprofit corporation
Property: 109 E. 8th Street, Hanford, CA 93230 [APN 012-041-017-000]
Date of License: June 1, 2021

Licensor and Licensee agree to, and hereby do, amend the License Agreement as follows:

1. Paragraph 4 (Term): Is amended as follows: The Term is extended through December 31, 2023; and
2. All other terms and conditions remain unchanged and in full force and effect.

LICENSOR:

CITY OF HANFORD, a municipal corporation

By: _____
Print name: Kalish Morrow
Its: Mayor

LICENSEE:

CARNEGIE MUSEUM OF KINGS COUNTY, a California nonprofit corporation

By: _____
Print name: Jack W. Schwartz Jr.
Its: President

Attachment: Lic Agreement Amendment No 2 (Admin: License Amendment with CMKC)

Amendment No. 1 to License Agreement

Licensor: City of Hanford, a municipal corporation
Licensee: Carnegie Museum of Kings County, a California nonprofit corporation
Property: 109 E. 8th Street, Hanford, California 93230 [APN 012-041-017-000]
Date of License: June 1, 2021

Licensor and Licensee agree, and hereby do, amend the License Agreement as follows:

1. Paragraph 4 (Term): Is amended as follows: The Term is extended through December 31, 2022; and
2. All other terms and conditions remain unchanged and in full force and effect.

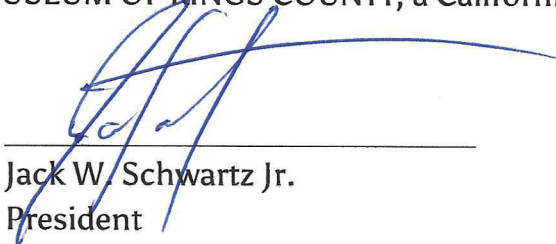
LICENSOR:

CITY OF HANFORD, a municipal corporation

By: _____
Print name: Francisco Ramirez
Its: Mayor

LICENSEE:

CARNEGIE MUSEUM OF KINGS COUNTY, a California nonprofit corporation

By: 
Print name: Jack W. Schwartz Jr.
Its: President

Attachment: Lic Agreement Amendment No 1 (Admin: License Amendment with CMKC)

LICENSE AGREEMENT

This License Agreement ("*Agreement*") is entered into on 6/1/ 2021 ("*Effective Date*") by and between the City of Hanford, a municipal corporation ("*Licensor*") and the Carnegie Museum of Kings County, a California non-profit corporation ("*Licensee*"). Licensor and Licensee may hereafter be referred to collectively as the "*Parties*" or individually as "*Party*". For valuable consideration, the adequacy and receipt of which is hereby acknowledged, the Parties agree as follows:

1. Description of Property:

Licensor is the owner of certain real property and improvements known as 109 E. Eighth Street, City of Hanford, County of Kings, State of California 93230, APN 012-041-017-000 ("*Property*"). A legal description of the Property is attached hereto as Exhibit "A".

2. Grant of License:

Licensor grants to Licensee a license (hereafter the "*License*") to perform the following acts on the Property: The organization, operation and maintenance of a museum to curate and display materials and artifacts in which the people of Kings County may be interested for educational and cultural enhancement and activities necessary, incidental and/or helpful to the operation of the Property (for example, meetings of community organizations, fund-raising, operating a gift store or event rentals to individuals or groups). The Parties agree that Licensee will make expenditures and perform work to improve the existing conditions of the Property in reliance of this License. In no event shall Licensee utilize the Property (including event rentals) for political activities.

3. License Nonassignable:

This License is personal to the Licensee and shall not be assigned. Any attempt to assign the License shall automatically terminate it. No legal title or leasehold interest in the Property is created or vested in Licensee by the grant of this License.

4. Term:

The term of this License shall be from June 15, 2021 through December 31, 2021 ("*Term*"). Prior to July 1, 2021, Licensor shall take the steps necessary to ensure that the Property complies with applicable fire code requirements and replace, or correct the conditions of, the Carnegie library building's electrical panel(s) as specified in the Stan Vierra Electric report dated October 26, 2020.

5. Occupancy fee; Utilities:

Prior to occupancy, Licensee shall pay Licensor an occupancy fee of Ten and No/100 Dollars (\$10.00). Licensee shall reimburse Licensor's gas, electric, water, sewer, and refuse

collection bills during the Term. Licensor will invoice Licensee for such utility fees, with payment due thirty (30) calendar days from the date of each invoice.

6. Maintenance of Property:

(A) Licensor shall be responsible for maintaining in a safe and operable condition the electrical, HVAC, plumbing systems and landscaping at the Property; provided however, Licensor's responsibilities for maintenance, repairs, and improvements shall be limited to the electrical panel and fire code work described in Paragraph 4 plus up to FIVE THOUSAND DOLLARS (\$5,000.00) ("Licensor's Expenditure Limit") in additional maintenance, repair, and improvement work. Licensor's obligation to maintain, repair, and improve the Property shall cease once the electrical panel and fire code work are completed and the City's total expenditures for additional maintenance, repair, and improvement work reach the Licensor's Expenditure Limit.

(B) Licensee shall be responsible for the day-to-day maintenance of the Property. Licensee may paint the interior walls and ceilings of the Carnegie Library building in a color similar to the existing color(s). Licensee shall make no structural modifications to the Property without the prior written consent of Licensor.

(C) Except as otherwise provided herein, Licensee shall occupy the Property in an "AS-IS," "WHERE-IS" condition, and Licensor shall have no further obligation to repair or improve the Property.

7. Termination of Occupancy:

On or before December 31, 2021 Licensee shall remove all of Licensee's personal property from the Property and shall surrender possession of the Property to Licensor in good order and repair to the satisfaction of Licensor, normal wear and tear excepted.

8. Indemnity by Licensee:

(A) Licensee, as a material part of the consideration to be rendered to Licensor under this Agreement, waives all claims against Licensor for damages to all personal property in, on, or about the Property, and, to the extent of Licensee's insurance, for injuries to persons in or about the Property, from any cause arising during the Term. Further, Licensee agrees to the extent of Licensee's insurance, to indemnify, defend, and hold Licensor exempt and harmless for and on account of any damage or injury to any person or personal property of any person, arising from Licensee's use of the Property, (b) Licensee's failure to keep the Property and surrounding areas clean and in good condition, (c) Licensee's negligence and intentional misconduct occurring hereunder; and (d) the negligence and intentional misconduct of Licensee's guests and invitees while on or about the Property. Licensor shall not be liable to Licensee for any damage by or from any act or negligence of any other occupant of the Property or any occupant of adjoining or contiguous property. To the extent of Licensee's insurance, Licensee agrees to pay for all damages to the Property, as well as all damage to occupants of the Property and to the property of those occupants caused by the negligence or intentional misconduct of Licensee or Licensee's members, officers, directors, employees, contractors, and invitees.

(B) Notwithstanding the provisions of Paragraph 8(A) above, Licensee shall not defend or indemnify Licensor from claims arising out of conditions of the Property due in whole or in part to the Property's: (1) non-compliance with accessibility requirements of the Americans With Disabilities Act and any regulations promulgated thereunder ("ADA") and/or State of California laws or regulations or local ordinances whose subjects are similar to the requirements of ADA and (2) seismic structural deficiencies of Carnegie Library building.

9. Indemnity by Licensor:

Licensor, as a material part of the consideration to be rendered to Licensee under this Agreement, shall defend and indemnify Licensee from claims arising out of conditions of the Property associated with the Property's non-compliance with accessibility requirements of the Americans With Disabilities Act and any regulations promulgated thereunder ("ADA") and/or State of California laws or regulations or local ordinances whose subjects are similar to the requirements of ADA.

10. Insurance:

- A. Licensee will, during the term of this Agreement, maintain insurance coverage which shall be at least as broad as:
 - (1) Commercial General Liability (CGL): Insurance Services Office (ISO) Form CG 0001 1207 covering CGL on an "occurrence" basis, including products-completed operations, personal and advertising injury, with limits no less than TWO MILLION AND NO/100 DOLLARS (\$2,000,000) per occurrence and FOUR MILLION (\$4,000,000) aggregate.
 - (2) Automobile Liability: If Licensee will utilize an automobile in exercising its rights hereunder, Licensee shall maintain automobile liability insurance written on ISO Form Number CA 00 01 covering any auto (Code 1), or if Licensee has no owned autos, hired (Code 8), and non-owned autos (Code 9), with a limit no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury and property damage.
 - (3) Workers' Compensation: as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with a limit of no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury or disease.
 - (4) Personal Property Coverage: Licensee shall maintain, at Licensee's sole cost, insurance coverage on Licensee's personal property and improvements at their full replacement cost. Licensor will not be responsible for insuring Licensee's personal property or improvements.

If Licensee maintains higher limits than the minimums shown above, Licenser requires and shall be entitled to coverage for the higher limits maintained by Licensee.

- B. Licensee's deductible amounts must be approved by Licenser.
- C. Licensee's insurance policies are to contain, or be endorsed to contain, the following provisions:
 - (1) Licenser and its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy. General liability coverage can be provided in the form of an endorsement to Licensee's insurance at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10 and CG 20 37 if a later edition is used. The coverage shall contain no special limitations on the scope of protection afforded to Licenser and its officers, officials, employees, or volunteers.
 - (2) For any claims related to this Agreement, Licensee's insurance coverage shall be the primary insurance as to Licenser and its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by Licenser and/or its officers, officials, employees, or volunteers shall be in excess of Licensee's insurance and shall be non-contributory.
 - (3) Each insurance policy required above shall provide that coverage shall not be canceled or modified, except with written notice to Licenser.
- D. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.
- E. Licensee shall furnish Licenser with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this section. All certificates and endorsements are to be received and approved by Licenser before Licensee enters the Property. However, failure to obtain the required documents prior to Licensee entering the Property shall not waive Licensee's obligation to provide them. Licenser reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.
- F. Licensee hereby grants to Licenser and its officers, officials, employees, and volunteers a waiver of any right to subrogation which any insurer of Licensee may acquire against Licenser and/or its officers, officials, employees, and volunteers by virtue of the payment of any loss under such insurance. Licensee agrees to obtain endorsements necessary to effect this waiver of subrogation, but this

provision applies regardless of whether Licensor receives a waiver of subrogation endorsement from the insurer.

11. Entire Agreement:

This Agreement constitutes the entire agreement between Licensor and Licensee relating to the License. Any prior agreements, promises, negotiations, or representations not expressly set forth in this Agreement are of no force and effect. Any amendment to this Agreement shall be of no force and effect unless it is in writing and signed by Licensor and Licensee.

12. Mediation:

In the event of a dispute between the Parties arising out of this Agreement, the Parties agree to mediate the dispute before resorting to any other dispute resolution proceeding. The mediation shall be conducted by a neutral third party mediator with at least five (5) years' experience in mediating real estate disputes. The Parties shall endeavor to jointly select a qualified mediator. If the Parties are unable to agree upon a mediator, the Parties will jointly create a list of five (5) qualified mediators; each Party shall have the option to strike two (2) of the five (5) mediators, and, thereafter, the remaining mediator shall hear the dispute. The Parties shall share the costs and expenses of such mediation on a 50/50 basis. Should a Party, within five (5) business days of receiving a written demand to mediate, which demand shall state the nature of the dispute to be mediated, not agree to mediate the dispute, such Party shall not be entitled to recover of costs, expenses and/or attorneys' fees in any later dispute resolution proceeding between the Parties.

12. Attorneys' Fees:

If any action at law or in equity is necessary to enforce or interpret the terms of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees, costs and necessary disbursements in addition to any other reasonable relief to which it may be entitled. With respect to any suit, action or proceeding arising out of or related to this Agreement, or the documentation related hereto, the parties hereby submit to the jurisdiction and venue of the Superior Court for the County of Kings, State of California, for any proceeding arising hereunder.

13. Amendment:

No change, amendment or modification of this Agreement shall be valid unless the same be in writing and signed by the parties hereto.

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Executed on June 3, 2021 [date].

LICENSOR

CITY OF HANFORD, a municipal corporation

By:

Print Name: FRANCISCO RAMIREZ

Its: Mayor

LICENSEE

CARNEGIE MUSEUM OF KINGS COUNTY

By:

Print Name: JACK SCHWARTZ

Its: PRESIDENT

Attachment: Carnegie Agreement 2021 (Admin: License Amendment with CMKC)

EXHIBIT "A"**Legal Description**

The land referred to herein is situated in the City of Hanford, County of Kings, State of California, more particularly described as follows:

Lots 26, 27, 28, and 29 in Block 134 of the City of Hanford, in the City of Hanford, County of Kings, State of California, according [to] the Map thereof recorded in Book 1 at Page 35 of Maps, Tulare County Records.

EXCEPTING THEREFROM the Northerly 16.50 feet of the Southerly 44.10 feet of the Westerly 8.50 feet and the Westerly 15.65 feet of the Southerly 27.60 feet of the aforesaid Lot 29.



AGENDA STAFF REPORT

MEETING DATE: 11/15/2022

AGENDA SECTION: G

SUBJECT:

Administration: Approval of the City of Hanford Salary Schedules, as required by CCR 570.5, to reflect the state minimum wage increase for part-time employees and recent increases approved through the labor negotiation process and authorization for City Administration to amend all other documents as may be necessary to implement the updates.

RECOMMENDATION:

That the City Council, by motion, approve the attached salary schedules to reflect the state minimum wage increase for part-time employees and recent increases approved through the labor negotiation process and authorize administration to amend all other documents as may be necessary to implement the updates.

BACKGROUND:

Pursuant to the California Code of Regulations (CCR) 570.5, the California Public Employees' Retirement System (CalPERS) requires that a publicly available pay schedule be used to determine pay rates. Additionally, pay rates shall be limited to the amount listed on a pay schedule and must meet all of the following eight requirements:

1. Be duly approved and adopted by the employer's governing body in accordance with requirements of applicable public meetings laws
2. Identify the position title for every employee position
3. Show the pay rate as a single amount or multiple amounts within a range for each identified position
4. Indicate the time base, including, but not limited to, whether the time base is hourly, daily, bi-weekly, monthly, bi-monthly, or annually
5. Be posted at the office of the employer or immediately accessible and available for public review from the employer during normal business hours or posted on the employer's website
6. Indicate an effective date and date of any revisions
7. Is retained by the employer and available for public inspection for not less than five years

8. Does not reference another document in lieu of disclosing the pay rate

Staff intends to continue to obtain City Council approval on a frequent basis to satisfy the requirements set forth by the California Code of Regulations (CCR) 570.5.

FISCAL IMPACT:

The bargaining group increases were previously approved by City Council and 21/22 budget also included step increases to absorb potential increases. After labor negotiations some increases were higher than budgeted, however, staff believes most will be covered in existing budget but will provide an update at a mid year budget review.

ATTACHMENTS:

COH Salary Schedule Description

COH Part Time Salary Schedule 2023

HPOA Salary Schedule 11-15-22

Fire Salary Schedule 11-15-22

EMEA & Unrepresented Salary Schedule 11-15-22

SEIU Salary Schedule 11-15-22

GEMA Salary Schedule 11-15-22



CITY OF HANFORD SALARY SCHEDULE DESCRIPTION

(Approved by City Council on November 15, 2022)

The City of Hanford (City) has created individual salary schedules based on bargaining group representation, if applicable. Below is additional information that identifies bargaining group, overtime and FLSA designation.

BARGAINING GROUP DESIGNATION

Executive Management Employees Association	EMEA
General Employees Management Association	GEMA
International Association of Firefighters	IAFF
Hanford Police Officers Association	HPOA
Service Employees International Union Local 521	SEIU
Unrepresented	Unrep
Not Applicable	NA

OVERTIME DESIGNATION

Management/Professional Employee	1. No compensation for overtime work
Confidential/Other Employee	2. Shall be paid for overtime work
General Employee	3. Shall be paid for overtime work
Fire/Police Employee	4. Shall be paid for overtime work

FAIR LABOR STANDARDS ACT (FLSA) DESIGNATION

E – Exempt
40 - 40 hour, 7 day work period (non-exempt)
14 - 86 hours/14 day work period (7k exemption)
24 - 182 hour/24 day work period (7k exemption)

For detailed salary information for full-time and part-time job classifications, please refer to the separate salary schedules.



City of Hanford Salary Schedule (Part-Time Employees)

Title	Hourly Rate			Bargaining Group Designation	Overtime Designation	FLSA Designation
Airport Manager	\$25.00	to	\$25.00	NA	3	40
Certified Instructor	\$15.50	to	\$21.50	NA	3	40
Clerical Support	\$15.50	to	\$17.50	NA	3	40
Code Enforcement Officer	\$15.50	to	\$17.50	NA	3	40
Community Service Officer	\$15.50	to	\$17.50	NA	3	40
Custodian	\$15.50	to	\$17.50	NA	3	40
Engineering Technician Aide	\$15.50	to	\$17.50	NA	3	40
Facilities Host	\$15.50	to	\$17.50	NA	3	40
Fire Inspector	\$25.00	to	\$25.00	NA	3	40
Fleet Mechanic (Helper)	\$15.50	to	\$23.50	NA	3	40
Graffiti Control Officer	\$15.50	to	\$17.50	NA	3	40
Intern	\$15.50	to	\$17.50	NA	3	40
Management Intern	\$15.50	to	\$20.50	NA	3	40
Meter Reader	\$15.50	to	\$17.50	NA	3	40
Paint Program Coordinator/Crew Leader	\$15.50	to	\$17.50	NA	3	40
Parking Control Officer	\$15.50	to	\$17.50	NA	3	40
Pool Manager	\$16.50	to	\$18.50	NA	3	40
Parks/Public Works Laborer	\$15.50	to	\$17.50	NA	3	40
Recreation Leader I	\$15.50	to	\$16.50	NA	3	40
Recreation Leader II	\$16.00	to	\$17.00	NA	3	40
Recreation Leader III	\$16.50	to	\$17.50	NA	3	40
Refuse Collector	\$15.50	to	\$19.00	NA	3	40
Reserve Police Officer (Level I)	\$22.24	to	\$26.40	NA	3	40
Sports Coordinator	\$22.00	to	\$22.00	NA	3	40
Sports Official	\$15.50	to	\$21.50	NA	3	40

Rates listed above go into effect December 26, 2022 (approved by City Council on November 15, 2022)

All positions, to which appointments are made for part-time work, as outlined in the Hanford Merit Personnel System Rules and Regulations, may be paid at an hourly rate as high as Step "C/3" of the range to which the position has been allocated. Part-time appointments made at higher than Step "C/3" must be approved by the City Manager. If a part-time employee works more than 1,000 hours in a fiscal year he/she must become a member of CalPERS with the employee and the City making the appropriate contribution as defined by the City's CalPERS contract. The employee will remain a CalPERS member until termination.

BARGAINING UNIT	JOB TITLE	OVERTIME	FLSA	SALARY	MONTHLY SALARY					HOURLY SALARY						
		DESIGNATION	DESIGNATION	RANGE	1/MIN	2	3	4	5/MAX	1/MIN	2	3	4	5/MAX		
HPOA	Police Cadet	4	40	44	\$3,267	\$3,431	\$3,602	\$3,782	\$3,971	18.85	19.79	20.78	21.82	22.91		
															Longevity and/or Specialty Pay	
HPOA	Police Officer/Investigator*	4	14	105	\$5,995	\$6,295	\$6,609	\$6,940	\$7,287	34.59	36.32	38.13	40.04	42.04	44.19	46.45
*If EE is receiving specialty pay and is not at step 5/MAX they will receive the pay of the next step in the salary range.															Longevity	
HPOA	Police Corporal	4	14	115	\$6,622	\$6,953	\$7,301	\$7,666	\$8,049	38.20	40.12	42.12	44.23	46.44	48.76	
HPOA	Police Sergeant	4	14	130	\$7,688	\$8,073	\$8,476	\$8,900	\$9,345	44.35	46.57	48.90	51.35	53.91	56.61	
HPOA	Police Lieutenant	1	E	144	\$8,837	\$9,279	\$9,743	\$10,230	\$10,742	50.98	53.53	56.21	59.02	61.97		
HPOA	Police Captain	1	E	152	\$9,570	\$10,048	\$10,550	\$11,078	\$11,632	55.21	57.97	60.87	63.91	67.11		

Salary rates last updated effective 8-8-22 per MOU agreement approved by City Council on 8-2-22
Please refer to the City of Hanford Salary Schedule Description for Bargaining Group, Overtime and FLSA Designation

BARGAINING UNIT	JOB TITLE	OVERTIME	FLSA	SALARY	MONTHLY SALARY					HOURLY SALARY				
		DESIGNATION	DESIGNATION	RANGE	1/MIN	2	3	4	5/MAX	1/MIN	2	3	4	5/MAX
IAFF	Firefighter	4	24	61	\$5,417	\$5,688	\$5,972	\$6,271	\$6,585	22.32	23.44	24.61	25.84	27.13
IAFF	Fire Engineer	4	24	71	\$5,984	\$6,283	\$6,597	\$6,927	\$7,274	24.66	25.89	27.19	28.55	29.97
IAFF	Fire Captain	4	24	88	\$7,087	\$7,441	\$7,813	\$8,204	\$8,614	29.20	30.66	32.20	33.81	35.50
IAFF	Fire Battalion Chief	4	E	109	\$8,734	\$9,170	\$9,629	\$10,110	\$10,616	35.99	37.79	39.68	41.66	43.75
IAFF	Fire Battalion Chief*	1	E	142	\$8,663	\$9,096	\$9,551	\$10,029	\$10,530	49.98	52.48	55.10	57.86	60.75

*2080 hours worked annually
Salary rates last updated effective 7-25-22 per MOU agreement approved by City Council on 7-19-22
Please refer to the City of Hanford Salary Schedule Description for Bargaining Group, Overtime and FLSA Designation

BARGAINING UNIT	JOB TITLE	OVERTIME	FLSA	SALARY	MONTHLY SALARY					HOURLY SALARY				
		DESIGNATION	DESIGNATION	RANGE	1/MIN	2	3	4	5/MAX	1/MIN	2	3	4	5/MAX
EMEA	Community Development Director	1	E	165	\$10,891	\$11,436	\$12,007	\$12,608	\$13,238	62.83	65.97	69.27	72.74	76.37
EMEA	Finance Director	1	E	171	\$11,561	\$12,139	\$12,746	\$13,383	\$14,053	66.70	70.03	73.54	77.21	81.07
EMEA	Fire Chief	1	E	171	\$11,561	\$12,139	\$12,746	\$13,383	\$14,053	66.70	70.03	73.54	77.21	81.07
EMEA	Parks & Community Services Director	1	E	164	\$10,783	\$11,322	\$11,888	\$12,483	\$13,107	62.21	65.32	68.59	72.02	75.62
EMEA	Police Chief	1	E	177	\$12,272	\$12,886	\$13,530	\$14,207	\$14,917	70.80	74.34	78.06	81.96	86.06
EMEA	Public Works Director	1	E	179	\$12,519	\$13,145	\$13,802	\$14,492	\$15,217	72.22	75.84	79.63	83.61	87.79
Unrepresented	Human Resources Manager	1	E	153	\$9,665	\$10,149	\$10,656	\$11,189	\$11,748	55.76	58.55	61.48	64.55	67.78
Unrepresented	Deputy City Manager	1	E	185	\$13,289	\$13,954	\$14,651	\$15,384	\$16,153	76.67	80.50	84.53	88.75	93.19
Unrepresented	City Manager	1	E	198	\$15,124	\$15,881	\$16,675	\$17,508	\$18,384	87.26	91.62	96.20	101.01	106.06

Salary rates last updated effective 7-25-22 per agreements approved by City Council on 7-19-22

Please refer to the City of Hanford Salary Schedule Description for Bargaining Group, Overtime and FLSA Designation

BARGAINING UNIT	JOB TITLE	OVERTIME	FLSA	SALARY	MONTHLY SALARY					HOURLY SALARY				
		DESIGNATION	DESIGNATION	RANGE	1/MIN	2	3	4	5/MAX	1/MIN	2	3	4	5/MAX
SEIU	Office Assistant I	3	40	36	\$3,017	\$3,168	\$3,327	\$3,493	\$3,667	17.41	18.28	19.19	20.15	21.16
SEIU	Custodian	3	40	43	\$3,235	\$3,397	\$3,566	\$3,745	\$3,932	18.66	19.60	20.58	21.60	22.68
SEIU	Office Assistant II	3	40	46	\$3,333	\$3,500	\$3,675	\$3,858	\$4,051	19.23	20.19	21.20	22.26	23.37
SEIU	Parking Control Officer	3	40	46	\$3,333	\$3,500	\$3,675	\$3,858	\$4,051	19.23	20.19	21.20	22.26	23.37
SEIU	Community Enhancement Officer	3	40	53	\$3,573	\$3,752	\$3,940	\$4,137	\$4,343	20.62	21.65	22.73	23.87	25.06
SEIU	Maintenance Worker I	3	40	53	\$3,573	\$3,752	\$3,940	\$4,137	\$4,343	20.62	21.65	22.73	23.87	25.06
SEIU	Senior Custodian	3	40	53	\$3,573	\$3,752	\$3,940	\$4,137	\$4,343	20.62	21.65	22.73	23.87	25.06
SEIU	Police Records Assistant	3	40	54	\$3,609	\$3,790	\$3,979	\$4,178	\$4,387	20.82	21.86	22.96	24.10	25.31
SEIU	Accounting Clerk	3	40	55	\$3,645	\$3,827	\$4,019	\$4,220	\$4,431	21.03	22.08	23.19	24.34	25.56
SEIU	Development Services Assistant	3	40	56	\$3,682	\$3,866	\$4,059	\$4,262	\$4,475	21.24	22.30	23.42	24.59	25.82
SEIU	Meter Reader	3	40	56	\$3,682	\$3,866	\$4,059	\$4,262	\$4,475	21.24	22.30	23.42	24.59	25.82
SEIU	Police Service Technician	3	40	56	\$3,682	\$3,866	\$4,059	\$4,262	\$4,475	21.24	22.30	23.42	24.59	25.82
SEIU	WWTP/OIT	3	40	56	\$3,682	\$3,866	\$4,059	\$4,262	\$4,475	21.24	22.30	23.42	24.59	25.82
SEIU	Facilities Maintenance Technician I	3	40	58	\$3,756	\$3,943	\$4,141	\$4,348	\$4,565	21.67	22.75	23.89	25.08	26.34
SEIU	Animal Control Technician	3	40	61	\$3,869	\$4,063	\$4,266	\$4,479	\$4,703	22.32	23.44	24.61	25.84	27.13
SEIU	Property and Evidence Technician	3	40	61	\$3,869	\$4,063	\$4,266	\$4,479	\$4,703	22.32	23.44	24.61	25.84	27.13
SEIU	Refuse Collector	3	40	62	\$3,908	\$4,104	\$4,309	\$4,524	\$4,750	22.55	23.67	24.86	26.10	27.41
SEIU	Sweeper Operator	3	40	62	\$3,908	\$4,104	\$4,309	\$4,524	\$4,750	22.55	23.67	24.86	26.10	27.41
SEIU	Maintenance Worker II	3	40	63	\$3,947	\$4,145	\$4,352	\$4,569	\$4,798	22.77	23.91	25.11	26.36	27.68
SEIU	Utilities Maintenance Worker I	3	40	63	\$3,947	\$4,145	\$4,352	\$4,569	\$4,798	22.77	23.91	25.11	26.36	27.68
SEIU	Fleet Mechanic I	3	40	64	\$3,987	\$4,186	\$4,395	\$4,615	\$4,846	23.00	24.15	25.36	26.63	27.96
SEIU	Senior Police Records Assistant	3	40	64	\$3,987	\$4,186	\$4,395	\$4,615	\$4,846	23.00	24.15	25.36	26.63	27.96
SEIU	Administrative Assistant	3	40	65	\$4,027	\$4,228	\$4,439	\$4,661	\$4,894	23.23	24.39	25.61	26.89	28.24
SEIU	Facilities Maintenance Technician II	3	40	68	\$4,149	\$4,356	\$4,574	\$4,802	\$5,043	23.93	25.13	26.39	27.71	29.09
SEIU	Heavy Equipment Operator	3	40	68	\$4,149	\$4,356	\$4,574	\$4,802	\$5,043	23.93	25.13	26.39	27.71	29.09
SEIU	Shop and Parts Specialist	3	40	69	\$4,190	\$4,400	\$4,620	\$4,850	\$5,093	24.17	25.38	26.65	27.98	29.38

SEIU	Communications Dispatcher	3	40	71	\$4,274	\$4,488	\$4,712	\$4,948	\$5,195	24.66	25.89	27.19	28.55	29.97
SEIU	Development Services Technician	3	40	71	\$4,274	\$4,488	\$4,712	\$4,948	\$5,195	24.66	25.89	27.19	28.55	29.97
SEIU	WWTP Operator I	3	40	71	\$4,274	\$4,488	\$4,712	\$4,948	\$5,195	24.66	25.89	27.19	28.55	29.97
SEIU	Refuse Service Worker	3	40	72	\$4,317	\$4,533	\$4,759	\$4,997	\$5,247	24.91	26.15	27.46	28.83	30.27
SEIU	Engineering Technician I	3	40	73	\$4,360	\$4,578	\$4,807	\$5,047	\$5,300	25.15	26.41	27.73	29.12	30.58
SEIU	Landscape Services Technician	3	40	73	\$4,360	\$4,578	\$4,807	\$5,047	\$5,300	25.15	26.41	27.73	29.12	30.58
SEIU	Senior Maintenance Worker	3	40	73	\$4,360	\$4,578	\$4,807	\$5,047	\$5,300	25.15	26.41	27.73	29.12	30.58
SEIU	Utilities Maintenance Worker II	3	40	73	\$4,360	\$4,578	\$4,807	\$5,047	\$5,300	25.15	26.41	27.73	29.12	30.58
SEIU	Fleet Mechanic II	3	40	74	\$4,404	\$4,624	\$4,855	\$5,098	\$5,353	25.41	26.68	28.01	29.41	30.88
SEIU	Administrative Technician	3	40	75	\$4,448	\$4,670	\$4,904	\$5,149	\$5,406	25.66	26.94	28.29	29.71	31.19
SEIU	Housing Program Specialist	3	40	75	\$4,448	\$4,670	\$4,904	\$5,149	\$5,406	25.66	26.94	28.29	29.71	31.19
SEIU	Water Conservation Technician	3	40	75	\$4,448	\$4,670	\$4,904	\$5,149	\$5,406	25.66	26.94	28.29	29.71	31.19
SEIU	Recreation Coordinator	3	40	77	\$4,537	\$4,764	\$5,002	\$5,252	\$5,515	26.18	27.49	28.86	30.30	31.82
SEIU	Senior Refuse Collector	3	40	77	\$4,537	\$4,764	\$5,002	\$5,252	\$5,515	26.18	27.49	28.86	30.30	31.82
SEIU	Computer Technician	3	40	78	\$4,583	\$4,812	\$5,052	\$5,305	\$5,570	26.44	27.76	29.15	30.61	32.14
SEIU	WWTP Operator II	3	40	81	\$4,721	\$4,958	\$5,205	\$5,466	\$5,739	27.24	28.60	30.03	31.53	33.11
SEIU	Construction Inspector I	3	40	83	\$4,816	\$5,057	\$5,310	\$5,576	\$5,854	27.79	29.18	30.63	32.17	33.77
SEIU	Engineering Technician II	3	40	83	\$4,816	\$5,057	\$5,310	\$5,576	\$5,854	27.79	29.18	30.63	32.17	33.77
SEIU	Senior Utilities Maintenance Worker	3	40	83	\$4,816	\$5,057	\$5,310	\$5,576	\$5,854	27.79	29.18	30.63	32.17	33.77
SEIU	Senior Fleet Mechanic	3	40	84	\$4,865	\$5,108	\$5,363	\$5,631	\$5,913	28.06	29.47	30.94	32.49	34.11
SEIU	Building Inspector I	3	40	85	\$4,913	\$5,159	\$5,417	\$5,688	\$5,972	28.35	29.76	31.25	32.81	34.45
SEIU	Code Compliance Officer	3	40	85	\$4,913	\$5,159	\$5,417	\$5,688	\$5,972	28.35	29.76	31.25	32.81	34.45
SEIU	Traffic Control Technician	3	40	88	\$5,062	\$5,315	\$5,581	\$5,860	\$6,153	29.20	30.66	32.20	33.81	35.50
SEIU	Communications Dispatch Supervisor	3	40	92	\$5,268	\$5,531	\$5,807	\$6,098	\$6,403	30.39	31.91	33.50	35.18	36.94
SEIU	Construction Inspector II	3	40	93	\$5,320	\$5,586	\$5,866	\$6,159	\$6,467	30.69	32.23	33.84	35.53	37.31
SEIU	Building Inspector II	3	40	95	\$5,427	\$5,699	\$5,983	\$6,283	\$6,597	31.31	32.88	34.52	36.25	38.06
SEIU	Assistant Planner	3	40	96	\$5,481	\$5,756	\$6,043	\$6,345	\$6,663	31.62	33.20	34.87	36.61	38.44
SEIU	Construction Coordinator/Inspector	3	40	103	\$5,877	\$6,171	\$6,479	\$6,803	\$7,143	33.90	35.60	37.38	39.25	41.21

Salary rates last updated effective 10-3-22 per MOU agreement approved by City Council on 9-20-22
Please refer to the City of Hanford Salary Schedule Description for Bargaining Group, Overtime and FLSA Designation

BARGAINING UNIT	JOB TITLE	OVERTIME	FLSA	SALARY	MONTHLY SALARY					HOURLY SALARY				
		DESIGNATION	DESIGNATION	RANGE	1/MIN	2	3	4	5/MAX	1/MIN	2	3	4	5/MAX
Conf/Mid Management	Accounting Technician I	2	40	70	\$4,232	\$4,444	\$4,666	\$4,899	\$5,144	24.42	25.64	26.92	28.26	29.68
Conf/Mid Management	Payroll Specialist	2	40	70	\$4,232	\$4,444	\$4,666	\$4,899	\$5,144	24.42	25.64	26.92	28.26	29.68
Conf/Mid Management	Administrative Specialist	2	40	77	\$4,537	\$4,764	\$5,002	\$5,252	\$5,515	26.18	27.49	28.86	30.30	31.82
Conf/Mid Management	Human Resources Technician	2	40	77	\$4,537	\$4,764	\$5,002	\$5,252	\$5,515	26.18	27.49	28.86	30.30	31.82
Conf/Mid Management	Accounting Technician II	2	40	80	\$4,675	\$4,908	\$5,154	\$5,412	\$5,682	26.97	28.32	29.73	31.22	32.78
Conf/Mid Management	Utility Billing Specialist	1	E	83	\$4,816	\$5,057	\$5,310	\$5,576	\$5,854	27.79	29.18	30.63	32.17	33.77
Conf/Mid Management	Recycling Coordinator	2	40	84	\$4,865	\$5,108	\$5,363	\$5,631	\$5,913	28.06	29.47	30.94	32.49	34.11
Conf/Mid Management	Fire Prevention Coordinator	1	E	85	\$4,913	\$5,159	\$5,417	\$5,688	\$5,972	28.35	29.76	31.25	32.81	34.45
Conf/Mid Management	Parks Supervisor	1	E	86	\$4,962	\$5,210	\$5,471	\$5,744	\$6,032	28.63	30.06	31.56	33.14	34.80
Conf/Mid Management	Administrative Analyst I	1	E	91	\$5,215	\$5,476	\$5,750	\$6,037	\$6,339	30.09	31.59	33.17	34.83	36.57
Conf/Mid Management	Fleet Supervisor	1	E	91	\$5,215	\$5,476	\$5,750	\$6,037	\$6,339	30.09	31.59	33.17	34.83	36.57
Conf/Mid Management	Payroll Analyst	1	E	91	\$5,215	\$5,476	\$5,750	\$6,037	\$6,339	30.09	31.59	33.17	34.83	36.57
Conf/Mid Management	Recreation Supervisor	1	E	91	\$5,215	\$5,476	\$5,750	\$6,037	\$6,339	30.09	31.59	33.17	34.83	36.57
Conf/Mid Management	Regulatory Compliance Analyst	1	E	91	\$5,215	\$5,476	\$5,750	\$6,037	\$6,339	30.09	31.59	33.17	34.83	36.57
Conf/Mid Management	Refuse Supervisor	1	E	94	\$5,373	\$5,642	\$5,924	\$6,220	\$6,531	31.00	32.55	34.18	35.89	37.68
Conf/Mid Management	Sanitary Sewer Collection Supervisor	1	E	96	\$5,481	\$5,756	\$6,043	\$6,345	\$6,663	31.62	33.20	34.87	36.61	38.44
Conf/Mid Management	Code Compliance Supervisor	1	E	97	\$5,536	\$5,813	\$6,104	\$6,409	\$6,729	31.94	33.54	35.21	36.97	38.82
Conf/Mid Management	Accountant	1	E	98	\$5,592	\$5,871	\$6,165	\$6,473	\$6,797	32.26	33.87	35.57	37.34	39.21
Conf/Mid Management	Streets Supervisor	1	E	98	\$5,592	\$5,871	\$6,165	\$6,473	\$6,797	32.26	33.87	35.57	37.34	39.21
Conf/Mid Management	Utilities Supervisor	1	E	100	\$5,704	\$5,989	\$6,289	\$6,603	\$6,933	32.91	34.55	36.28	38.09	40.00
Conf/Mid Management	Administrative Analyst II	1	E	101	\$5,761	\$6,049	\$6,352	\$6,669	\$7,003	33.24	34.90	36.64	38.48	40.40
Conf/Mid Management	Housing Analyst	1	E	101	\$5,761	\$6,049	\$6,352	\$6,669	\$7,003	33.24	34.90	36.64	38.48	40.40
Conf/Mid Management	Plans Examiner	1	E	103	\$5,877	\$6,171	\$6,479	\$6,803	\$7,143	33.90	35.60	37.38	39.25	41.21
Conf/Mid Management	WWTP Supervisor	1	E	103	\$5,877	\$6,171	\$6,479	\$6,803	\$7,143	33.90	35.60	37.38	39.25	41.21
Conf/Mid Management	Assistant Engineer	1	E	104	\$5,936	\$6,232	\$6,544	\$6,871	\$7,215	34.24	35.96	37.75	39.64	41.62

Conf/Mid Management	Human Resources Analyst	1	E	104	\$5,936	\$6,232	\$6,544	\$6,871	\$7,215	34.24	35.96	37.75	39.64	41.62
Conf/Mid Management	Associate Planner	1	E	106	\$6,055	\$6,358	\$6,676	\$7,009	\$7,360	34.93	36.68	38.51	40.44	42.46
Conf/Mid Management	Building Superintendent	1	E	107	\$6,115	\$6,421	\$6,742	\$7,079	\$7,433	35.28	37.05	38.90	40.84	42.88
Conf/Mid Management	Fleet Superintendent	1	E	107	\$6,115	\$6,421	\$6,742	\$7,079	\$7,433	35.28	37.05	38.90	40.84	42.88
Conf/Mid Management	Risk Management Analyst	1	E	107	\$6,115	\$6,421	\$6,742	\$7,079	\$7,433	35.28	37.05	38.90	40.84	42.88
Conf/Mid Management	Financial Analyst	1	E	111	\$6,364	\$6,682	\$7,016	\$7,367	\$7,735	36.71	38.55	40.48	42.50	44.63
Conf/Mid Management	Purchasing Agent	1	E	111	\$6,364	\$6,682	\$7,016	\$7,367	\$7,735	36.71	38.55	40.48	42.50	44.63
Conf/Mid Management	Senior Administrative Analyst	1	E	111	\$6,364	\$6,682	\$7,016	\$7,367	\$7,735	36.71	38.55	40.48	42.50	44.63
Conf/Mid Management	Police Support Services Administrator	1	E	112	\$6,427	\$6,749	\$7,086	\$7,441	\$7,813	37.08	38.94	40.88	42.93	45.07
Conf/Mid Management	Senior Plans Examiner	1	E	113	\$6,492	\$6,816	\$7,157	\$7,515	\$7,891	37.45	39.32	41.29	43.36	45.52
Conf/Mid Management	Fire Marshal	1	E	114	\$6,557	\$6,884	\$7,229	\$7,590	\$7,970	37.83	39.72	41.70	43.79	45.98
Conf/Mid Management	City Clerk	1	E	117	\$6,755	\$7,093	\$7,448	\$7,820	\$8,211	38.97	40.92	42.97	45.12	47.37
Conf/Mid Management	Information Systems Analyst	1	E	117	\$6,755	\$7,093	\$7,448	\$7,820	\$8,211	38.97	40.92	42.97	45.12	47.37
Conf/Mid Management	Senior Planner	1	E	118	\$6,823	\$7,164	\$7,522	\$7,898	\$8,293	39.36	41.33	43.40	45.57	47.85
Conf/Mid Management	Associate Civil Engineer	1	E	119	\$6,891	\$7,236	\$7,597	\$7,977	\$8,376	39.76	41.74	43.83	46.02	48.32
Conf/Mid Management	Community Relations Manager	1	E	119	\$6,891	\$7,236	\$7,597	\$7,977	\$8,376	39.76	41.74	43.83	46.02	48.32
Conf/Mid Management	Refuse Manager	1	E	121	\$7,030	\$7,381	\$7,750	\$8,138	\$8,544	40.56	42.58	44.71	46.95	49.30
Conf/Mid Management	WWTP Manager	1	E	122	\$7,100	\$7,455	\$7,828	\$8,219	\$8,630	40.96	43.01	45.16	47.42	49.79
Conf/Mid Management	Streets Manager	1	E	123	\$7,171	\$7,529	\$7,906	\$8,301	\$8,716	41.37	43.44	45.61	47.89	50.29
Conf/Mid Management	Utilities Manager	1	E	123	\$7,171	\$7,529	\$7,906	\$8,301	\$8,716	41.37	43.44	45.61	47.89	50.29
Conf/Mid Management	Project Manager	1	E	124	\$7,243	\$7,605	\$7,985	\$8,384	\$8,803	41.78	43.87	46.07	48.37	50.79
Conf/Mid Management	Senior Civil Engineer	1	E	129	\$7,612	\$7,993	\$8,392	\$8,812	\$9,252	43.92	46.11	48.42	50.84	53.38
Conf/Mid Management	Information Technology Manager	1	E	132	\$7,843	\$8,235	\$8,647	\$9,079	\$9,533	45.25	47.51	49.88	52.38	55.00
Conf/Mid Management	Building Official	1	E	133	\$7,921	\$8,317	\$8,733	\$9,170	\$9,628	45.70	47.98	50.38	52.90	55.55
Conf/Mid Management	Principal Planner	1	E	133	\$7,921	\$8,317	\$8,733	\$9,170	\$9,628	45.70	47.98	50.38	52.90	55.55
Conf/Mid Management	Parks and Facilities Manager	1	E	134	\$8,000	\$8,400	\$8,820	\$9,261	\$9,724	46.16	48.46	50.89	53.43	56.10

Conf/Mid Management	Finance Manager	1	E	138	\$8,325	\$8,741	\$9,178	\$9,637	\$10,119	48.03	50.43	52.95	55.60	58.38
Conf/Mid Management	Engineering Manager	1	E	142	\$8,663	\$9,096	\$9,551	\$10,029	\$10,530	49.98	52.48	55.10	57.86	60.75
Conf/Mid Management	Deputy Public Works Director	1	E	152	\$9,570	\$10,048	\$10,550	\$11,078	\$11,632	55.21	57.97	60.87	63.91	67.11
Conf/Mid Management	City Engineer	1	E	160	\$10,362	\$10,881	\$11,425	\$11,996	\$12,596	59.78	62.77	65.91	69.21	72.67

Salary rates last updated effective 7-25-22 per MOU agreement approved by City Council on 7-19-22

FLSA/OT Designation updated effective 12-26-22

Please refer to the City of Hanford Salary Schedule Description for Bargaining Group, Overtime and FLSA Designation



AGENDA STAFF REPORT

MEETING DATE: 11/15/2022

AGENDA SECTION: H

SUBJECT:

Public Works: Approval of a Sole-Source Purchase Order for One (1) 2024 Peterbilt/McClellan 2000 Gallon Water Truck from E.M. Tharpe of Porterville, in the amount of \$144,539, and appropriation of \$132,377 from Fleet Replacement Fund and of \$12,162 from Wastewater Fund for the purchase.

RECOMMENDATION:

1. Approve the purchase of one 2024 Peterbilt 536 water truck from E.M.Tharp Inc., of Porterville, in the amount of \$144,539;
2. Appropriate \$132,377 from Fleet Replacement Fund and \$12,162 from the Waste Water Fund;
3. Declare an existing 1994 water truck and a 1992 Chevy Kodiak dump truck as surplus and authorize the sale of the vehicles.

BACKGROUND:

The Streets division, along with Waste Water, utilizes a water truck when performing various maintenance activities. The current water truck is a former refuse truck, a 1994 Peterbilt, that was converted into a water truck after the useful service life as a refuse truck. The 28 year old truck, vehicle #190, has far exceeded its useful life and needs to be replaced.

Due to the changing maintenance performed by City streets, a large capacity two axle water truck is no longer needed. Instead, staff intends to purchase a smaller, single axle truck which is not only less costly, but also more maneuverable.

Because water trucks are typically available for rent, staff evaluated the option of renting a truck when needed as opposed to purchasing. Monthly rental rates are about \$3,350 per month. Since maintenance activities require a water truck year-round, annual cost would be about \$40,000. Since a water truck has a 20 useful life span, total rental cost over that time frame would be over \$400,000. Purchase price is less than half that figure at \$144,539.

The Fleet Replacement Reserve Fund has collected \$63,377.72 to replace the water truck. An

additional \$60,999.68 has been collected to replace a 1992 Chevy Kodiak dump truck which will not be replaced and will be eliminated from the fleet, an additional \$8,000 from radio reserves will be used as well. The total of \$132,377 will be applied and appropriated from the Fleet Replacement Fund to the purchase price of the new water truck. An appropriation of \$12,162 is needed from Waste Water Fund.

The City has received a quote through Sourcewell cooperative purchasing, which allows participating municipal agencies to purchase equipment for a lower overall purchase price due to larger overall quantity and contract pricing (Contract code No. 060920-PCM). The City of Hanford is a member of Sourcewell (#85061).

FISCAL IMPACT:

The FY22 Fleet Replacement Reserve Budget provided an estimate of \$60,999.68 for the purchase of one replacement water truck and \$63,377.72 for the purchase of one replacement dump truck for the Street Division, with an additional \$8,000 coming from radio reserves. To date, a combined total of \$132,378.40 has been collected through the City's fleet replacement program. Staff recommends using \$12,162 from Waste Water Fund and \$132,377 from Fleet Replacement Fund to complete the funding for the purchase of \$144,539.

ATTACHMENTS:

EM Tharpe Quote
Sourcewell Contract
Tank Quote

E.M. Tharp Inc., d.b.a. Golden State Peterbilt

15243 Road 192 Porterville, CA 93257 (559) 782-5800 Phone (559) 746-0346 Fax

City of Hanford
900 S. 10th Ave
Hanford Ca. 93230Stock Number: TBD
Quote Number: 86525Customer Proposal Letter
October 26, 2022

0

Tom Bettencourt

Thank you for the opportunity to earn your business. We look forward to working with you on your business needs.
Please accept the following proposal

Year	Make	Model	Description	Mileage
<u>2024</u>	<u>Peterbilt</u>	<u>536</u>	<u>2 axle Tank</u>	<u>0</u>
Estimated Delivery Date: <u>January 12, 2024</u>				
Quantity			<u>1</u>	<u>Total</u>
Vehicle Price per Unit			<u>\$88,447.00</u>	<u>\$88,447.00</u>
McLellan 2000 gallon tank to spec			<u>\$40,758.69</u>	<u>\$40,758.69</u>
N/A			<u>\$0.00</u>	<u>\$0.00</u>
N/A			<u>\$0.00</u>	<u>\$0.00</u>
PACCAR Material Surcharge HD			<u>\$770.00</u>	<u>\$770.00</u>
PACCAR Dealer Global Supply Base HD Surcharge			<u>\$0.00</u>	<u>\$0.00</u>
2021 Peterbilt HD Delivery Surcharge			<u>\$0.00</u>	<u>\$0.00</u>
Federal Excise Tax			<u>\$0.00</u>	<u>\$0.00</u>
Federal Excise Tax Tire Credit			<u>\$0.00</u>	<u>\$0.00</u>
Net Sales Price			<u>\$129,975.69</u>	<u>\$129,975.69</u>
Estimated License, License Transfer, Reg. Fee			<u>\$0.00</u>	<u>\$0.00</u>
State & Local Taxes	7.250%		<u>\$9,423.24</u>	<u>\$9,423.24</u>
Tire Recycling Fee			<u>\$10.50</u>	<u>\$10.50</u>
Documentary Fee			<u>\$45.00</u>	<u>\$45.00</u>
Administration Fee			<u>\$350.00</u>	<u>\$350.00</u>
Out of State Delivery			<u>\$0.00</u>	<u>\$0.00</u>
Optional Extended Warranty (ies) / Non Taxable Items				
Flooring			<u>\$3,200.00</u>	<u>\$3,200.00</u>
Delivery Fee			<u>\$450.00</u>	<u>\$450.00</u>
9409055 Carb Warranty 5/150 \$1084.00			<u>\$1,084.00</u>	<u>\$1,084.00</u>
N/A			<u>\$0.00</u>	<u>\$0.00</u>
N/A			<u>\$0.00</u>	<u>\$0.00</u>
Total Sales Price			<u>\$144,538.43</u>	<u>\$144,538.43</u>
Trade Allowance			*	<u>\$0.00</u>

Proposal Valid for: 12 Days

*See DISCLAIMER (page 2)

Attachment: EM Tharp Quote (PW: Purchase of a 2024 Peterbilt/McClellan Water Truck for \$144,539)

E.M. Tharp Inc., d.b.a. Golden State Peterbilt

15243 Road 192 Porterville, CA 93257 (559) 782-5800 Phone (559) 746-0346 Fax

Quote Number: 86525

NEW EQUIPMENT ORDERS & CHARGES:

Customer has 15 days from the estimated delivery date to accept delivery of the vehicle. After 15 days from the estimated delivery date the Dealer reserves the right to access a monthly charge of .83% percent on the cash price of vehicle. On any new vehicle orders that are canceled, there will be a loss of Non-Refundable Deposit.

Sales Representative

Signature

Chad Everett

Printed Name

Purchaser

Signature

Printed Name

Title

Date

Accepted by
Dealer General Sales Manager
Vice President or President

Signature

Title

Note: The above Customer Proposal is a quotation only. Sale terms subject to Dealer approval.

DISCLAIMER: Any order based on this Proposal subject to Customer executing Dealer's standard form Retail Order Incorporating above terms. Any documentary fees, state tax, title, registration, F.E.T., and license fees subject to adjustment and change. Manufacturer has reserved the right to change the price to Dealer of any vehicle not currently in Dealer's stock, without notice to Dealer. If Quoted Vehicle(s) not currently in Dealer's stock, Dealer reserves right to change Quotation Total to reflect any price increases from Manufacturer. This Proposal is based upon Dealer's current and expected inventory, which is subject to change. Dealer not obligated to retain any specific vehicles in stock, nor maintain any specific inventory level. Dealer shall not be obligated to fulfill proposal in event quoted vehicle(s) not in stock or available within requested delivery schedule at time Proposal accepted. Dealer shall not be liable for any delay in providing or inability to provide Quoted Vehicle(s), where such inability or delay is due, in whole or in part, to any cause beyond the reasonable control of Dealer or is without the gross negligence or intended misconduct of Dealer. Above listed Trade Value based upon current appraisal of Trade Vehicle(s). Dealer may adjust Trade Value of Trade Vehicle(s) to reflect changes in condition and/or mileage of Trade Vehicle(s) between date of current appraisal and acceptance of this Proposal by Customer.

Attachment: EM Tharpe Quote (PW: Purchase of a 2024 Peterbilt/McClellan Water Truck for \$144,539)



Peterbilt Motors Company

SOURCEWELL CONTRACT #060920-PMC - CY2021-2024

FILL IN ALL BLUE CELLS

Golden State Peterbilt G802	INSERT CUSTOMER INVOICE DATE	City of Hanford
315 Douty St. Hanford, Ca. 93230-3903	INSERT CUSTOMER SOURCEWELL NUMBER BELOW - LOOK UP AT: (https://www.sourcwell-mn.gov/member-lookup)	
	85061	

PETERBILT MODEL	536
-----------------	-----

CHASSIS #	INSERT CHASSIS #
-----------	------------------

CAB & CHASSIS LIST PRICE (do not factor in list discounts)	\$107,501
SOURCEWELL DISCOUNT %	16.00%
SOURCEWELL DISCOUNT \$	\$17,200
CAB & CHASSIS PRICE	\$90,301

BODY SUPPLIER (if applicable) name only (not distributor/dealer)	OEM- McLellan Industries
BODY SUPPLIER SOURCEWELL CONTRACT NUMBER (if applicable)	INSERT CONTRACT NUMBER

BODY PRICE (if applicable)	40759
----------------------------	-------

TOTAL PRICE FOR ALL SOURCED GOODS/SERVICES (other than body)	\$13,479
---	----------

TOTAL PRICE FOR CAB & CHASSIS, BODY, AND ALL SOURCED GOODS/SERVICES (automatically calculated)	\$144,539
--	-----------

PETERBILT MODEL	SOURCEWELL DISCOUNT
MEDIUM DUTY	
220	10.00%
220EV	14.00%
325	17.00%
330	18.00%
337	19.00%
348	26.00%
535	15.00%
536	16.00%
537	17.00%
548	20.00%
CLASS 8	
365	31.00%
367	34.00%
567	34.00%
579	35.00%
579EV	37.00%
389	35.00%
520	35.00%
520EV	37.00%

Notes:

Attachment: Sorcewell Contract (PW: Purchase of a 2024 Peterbilt/McClellan Water Truck for \$144,539)

559 816-9348 cell

Saleman: David Muncy

Packet Pg. 67

Attachment: Tank Quote (PW: Purchase of a 2024 Peterbilt/McClellan Water Truck for \$144,539)



Golden State Peterbilt (G802)
15243 Road 192
Porterville, California 93257

City Of Hanford
900 S 10Th Ave
Hanford, California 93230
United States of America

Chad Everett
Cell Phone: 661-667-3352
Office Phone: 559-782-5800
Email: chadeverett@emtharp.com

Tom Bettencourt

Vehicle Summary

Unit		Chassis	
Model:	Model 536	Fr Axle Load (lbs):	10000
Type:	Full Truck	Rr Axle Load (lbs):	21000
Description 1:	2000 WT	G.C.W. (lbs):	26000
Description 2:			
Application		Road Conditions:	
Intended Serv.:	Tanker, Liquid Bulk	Class A (Highway)	100
Commodity:	Other Commodity	Class B (Hwy/Mtn)	0
		Class C (Off-Hwy)	0
		Class D (Off-Road)	0
Body			
Type:	Tank	Maximum Grade:	6
Length (ft):	15	Wheelbase (in):	170
Height (ft):	8	Overhang (in):	85
Max Laden Weight (lbs):	2500	Fr Axle to BOC (in):	67.5
		Cab to Axle (in):	102.5
		Cab to EOF (in):	187.5
Trailer			
No. of Trailer Axles:	0	Overall Comb. Length (in):	295
Type:			
Length (ft):	0	Special Req.	
Height (ft):	0		
Kingpin Inset (in):	0		
Corner Radius (in):	0		
Restrictions			
Length (ft):	40		
Width (in):	102		
Height (ft):	13.5		

Approved by: _____

Date: _____

Note: All sales are F.O.B. designated plant of manufacture.

Price Level: January 1, 2023
Deal: 2000 WT
Printed On: 10/26/2022 11:23:35 AM

Date: October 26, 2022
Quote Number: QUO-997855-K5H0H5



Sales Code	Std/ Opt	Description	\$ List	Weight
Base Model				
0005361	S	Model 536 The Model 536 is the ultimate Class 6 medium duty. It is highly adaptable and can be configured up to 26,000 lbs. to meet the demands of a variety of medium-duty applications. Combining durability and power with options to match the needs of both the job and driver, the 536 is an exceptional performer and ideal for refrigerated van, pickup and delivery, wrecker and municipal utility applications.	102,158	9,470
0091200	S	Other Commodity	0	0
0093020	O	Tanker, Liquid Bulk General freight (linehaul) service using a liquid bulk tanker body or tanker trailer.	0	0
0095150	O	Tank A truck equipped to transport liquefied loads, dru bulk cargo, or gases. May be insulated or non-insulated; pressurized or non-pressurized; and designed for single or multiple loads (often by means of internal divisions in their tank).	0	0
0098010	O	California Registry California Registry Required for all vehicles that will be registered in the State of California.	0	0
Configuration				
0200700	S	Not Applicable Secondary Manufacturer	0	0
0210260	S	Class 6 Chassis Weight Rating 26,000 lb GVWR	0	0
Frame & Equipment				
0515030	O	10-5/8" Steel Rails to 285" 10.625 x 3.45 x .313 Dimension, 1,776,000 RBM; Yield Strength: 120,000 psi. Section Modulus: 14.8 cubic inches. Weight: 1.44 lbs/inch pair	142	316
0611300	O	Heavy Duty 5-Piece Crossmember BOC IPO Standard Class 5, 6, 7	118	20
0611350	S	1-Piece Steel Frame Rail Xmbr Excludes Suspension	0	0
0612230	O	Custom Wheelbase or Overhang Engineering approval may be required.	350	0
0644090	S	EOF Square without Crossmember End-of-frame square without crossmember. For use with body builder installed crossmember.	0	0
0651090	S	Omit Rear Mudflaps and Hangers	0	0
Front Axle & Equipment				
1014130	S	Hendrickson SteerTek NXT 10,000 lb 3.32" Drop	0	0
1111155	S	Mono-Leaf Springs, Shocks, 10,000 LBS.	0	0

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Sales Code	Std/ Opt	Description	\$ List	Weight
1243040	S	Power Steering Sheppard HD94 Sheppard HD94 power steering gear is a light weight version of heavy duty line-haul power steering gear. For use with 10,000 to 13,200 lb. axle ratings.	0	0
1250180	O	Power Steering Reservoir Frame Mounted The power steering reservoir is a steering system that eases drivability by applying hydraulic pressure to the steering gear.	0	0
1354840	S	PHP10 Iron PreSet PLUS Hubs PHP10 iron PreSet PLUS hubs have a fully integrated spindle nut design, an optimized wheel spacer, magnetic fill plug on drive and trailer hubs for inspection of metal particles in lubricant, with a long life oil seal and bearings are pre-adjusted. Use with Front Axle.	0	0
1380070	O	Greasable Front Spring Pins	124	0
1380510	S	Bendix Air Cam Front Drum Brakes 15 x 4 Bendix Air Cam front drum brakes fit all heavy haul, construction, refuse and highway truck and tractor applications. 8,000 lb. And 10,000 lb. Steer Axles.	0	0
1380550	O	Hendrickson Wide Track IPO Standard Hendrickson Wide Track in place of standard front axle 71" KPI IPO 69" front axle for improved turning radius.	0	15
Rear Axle & Equipment				
1511940	O	Meritor MS21-14X 21,000 LB MS-14X single rear drive axles have hypoid-generoid gearing options that offer long life and increased durability. Rigid differential cases offer precise gear alignment and durability. Optional driver-controlled differential lock (DCDL) maximizes traction and spinout protections in slippery conditions.	457	0
1616300	S	PHP10 Iron PreSet PLUS Hubs	0	0
1680500	S	SBM Valve Full trucks require a spring brake modulation (SBM) system for emergency braking application. This system requires an SBM valve and a relay valve with spring brakes on the rear axles. The SBM valve allows the foot valve to operate the rear axle spring brakes if a failure exists in the rear air system.	0	0
1680795	O	Diff Lock, Single Drive Axle with Speed Interlock	1,708	30
1680950	S	Stability System Not Selected Or Not Available	0	0
1682430	S	Anti-Lock Braking System (ABS) 4S4M ABS-6. Includes air braking system.	0	0
1684200	S	Synthetic Axle Lubricant All Axles Peterbilt heavy duty models include Fuel Efficient Cognis EMGARD FE75W-90 which provides customers performance advantages over current synthetic lubricants with reduced gear wear and extended maintenance intervals, resulting in increased uptime. In addition, the lubricant provides improved fluid flow to protect gears in extreme cold	0	0

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Sales Code	Std/ Opt	Description	\$ List	Weight
		conditions and withstand the stress from high temperatures, extending component life.		
1687010	S	Bendix Air Cam Rear Drum Brakes 16.5x7 Bendix Air Cam Rear Drum Brakes to fit all heavy haul, construction, refuse and highway truck and tractor applications. Includes Automatic Slack Adjusters & Outboard Mounted Brake Drums.	0	0
1706830	O	Ratio 6.83 Rear Axle	0	0
1816020	O	Reyco 79KB Multi Leaf 23,000 Lb	-4	-155
1911280	O	Reyco Helper Springs 3,000 lb For use with Reyco 79KB suspension	355	60
Engine & Equipment				
2073116	S	PACCAR PX-7 200@2400 GOV@2600 520@1600 Efficiency (2021 Emissions) N21350 C121 70....Maximum Accelerator Pedal Ve N21370 C128 70....Maximum Cruise Speed (P059) N21460 C132 1400..Max PTO Speed (P046) N21520 C133 5.....Timer Setting (P030) N21610 C188 39....Low Ambient Temperature Thre N21620 C189 60....Intermediate Ambient Tempera N21630 C190 80....High Ambient Temperature Thr N21550 C206 35....Engine Load Threshold (P516) N21340 C209 120...Hard Maximum Speed Limit (P1 N21510 C225 YES...Enable Idle Shutdown Park Br N21450 C231 NO....Gear Down Protection (P026) N21570 C233 NO....Idle Shutdown Manual Overrul N21440 C234 NO....Engine Protection Shutdown (N N21480 C238 NO....Auto Engine Brake in Cruise N21470 C239 NO....Cruise Control Auto Resume (N N21430 C333 0.....Reserve Speed Limit Offset (N N21410 C334 0.....Maximum Cycle Distance (N202 N21590 C382 YES...Enable Hot Ambient Automatic N21500 C395 0.....Expiration Distance (N209) N21530 C396 YES...Enable Impending Shutdown Wa N21540 C397 60....Timer For Impending Shutdown N21320 C399 120...Standard Maximum Speed Limit N21400 C400 252...Reserve Speed Function Reset N21420 C401 10....Maximum Active Distance (N20 N21330 C402 0.....Expiration Distance (N207)	0	0
2091130	S	VMUX Electronics Architecture	0	0
2091305	O	Engine Idle Shutdown Timer Enabled	0	0
2091315	O	Enable EIST Ambient Temp Override	0	0
2091372		Eff EIST NA Expiration Miles	0	0

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Sales Code	Std/ Opt	Description	\$ List	Weight
2091640		Effective VSL Setting NA	0	0
2092008	O	Typical Operating Speed 52 MPH	0	0
2092031	S	Powertrain Optimized for Fuel Economy Best analysis for vehicles which operate at or near cruise speed 90 plus percent of time.	0	0
2140200	O	CARB Engine Idling Compliance PACCAR PX-7, PX-9 and MX, Cummins X15 and ISX diesel engines will include the required factory installed serialized sticker on the drivers door to identify them as meeting the NOx idling standard.	0	0
2140660	O	CARB Emission Warranty	0	0
2141990	O	Omit Chevron Engine Oil Sticker (DELO)	-5	0
2513060	S	PACCAR 160 Amp Alternator, Brushed PACCAR 160 AMP alternator, brushed producing 160 Amps at road speed and 100 Amps at idle.	0	0
2522160	S	PACCAR 12V Starter PX-7 Engine Only	0	0
2538100	O	2 PACCAR AGM 12V Batteries 1850 CCA	-26	0
2621090	S	DM Advantage ON/OFF Fan Clutch Horton DM Advantage Two-Speed Fan Clutch On/Off for heavy-duty, medium-duty and a variety of off-highway equipment.	0	0
2723210	S	18.7 CFM Air Compressor N/A X15. Furnished on engine. Teflon lined stainless steel braided compressor discharge line.	0	0
2812210	S	VGT Exhaust Brake (Variable Geometry Turbo). Provides approximately 90-100 HP of retardation and is part of the turbocharger.	0	0
2921110	S	PACCAR Fuel/Water Separator Standard Service PACCAR Fuel/Water separator standard service intervals. High efficiency media protects critical engine components.	0	0
2921210	S	No Fluid Heat Option for Fuel Filter	0	0
2921310	S	No Electric Heat Option for Fuel Filter	0	0
3010400	O	Engine Protection Shutdown w/ Label Includes oil pressure, oil temperature, coolant temperature, and intake manifold temperature.	5	0
3114270	S	High Efficiency Cooling System Cooling module is a combination of steel and aluminum components, with aluminum connections to maximize performance and cooling capability. Silicone radiator & heater hoses enhance value, durability, & reliability. Constant tension band clamps reduce leaks. Chevron Delo Extended Life Coolant (NOAT) extends maintenance intervals reducing maintenance costs. Anti-freeze effective to -30 degrees F helps protect the engine. Low coolant level sensor warns of low coolant condition to prevent engine damage. Radiator Size by Model: 367 1325 sq in, 367	0	0

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Sales Code	Std/ Opt	Description	\$ List	Weight
		HH Fepto 1325 sq in, 365 Fepto 1183 sq in, 365 Full Frame Extension 1000 sq in, 520 1202 sq in, 579 1456.9 sq in, 535/536/537/548 949.3 sq in, 537/548 VOC 1000.3 sq in, 389/367 HH 1604 sq in, 365/567 1379 sq in.		
3211140	S	(1) Air Cleaner Engine Mounted	0	0
3365290	S	Exhaust Single RH Horizontal DPF/SCR RH Under Frame.	0	0
Transmission & Equipment				
4058010	S	PACCAR TX-8AP560 Automatic 8-Speed, No Cooler	0	0
4210930	S	SPL100 Driveline, 1 Midship Bearing	0	0
4233510	O	Park Brake Interlock For use with transmission mounted PTO	72	2
4233900	O	(1) Dash Mounted Single Acting EOA PTO Control Electric-over-air (EOA), spec'ing PTO (power-take-off) control switch does not ensure the PTO will fit.	78	1
4252610	S	Column Mounted Shifter RH Side	0	0
4256365	O	TP-650 Torque Converter PACCAR 8 Speed Transmission	0	0
4257110	O	LH Mounted Trans PTO Provisions	35	0
Air & Trailer Equipment				
4510190	S	Bendix AD-HF Air Dryer, Heater Bendix AD-HF air filters protects the life of your engine system and components. Proven PuraGuard oil coalescing technology in the the air dryer cartridge. This oil coalescing filter ensures the removal of oil and oil aerosols before they can contaminate the moisture removing desiccant.	0	0
4520420	O	Pull Cords All Air Tanks	3	0
4540420	S	Nylon Chassis Hose	0	0
4543340	O	Aluminum Painted Air Tanks All air tanks are aluminum with painted finish except when Code 4543330 Polish Aluminum Air Tanks is also selected (then exposed air tanks outside the frame rails will be polished aluminum). Peterbilt will determine the optimal size and location of required air tanks. Narratives requesting a specific air tank size or location will not be accepted for factory installation. See ECAT to determine number or location of air tanks installed.	-23	-45
Tires & Wheels				
5066120	O	FF: BR 14ply 11R22.5 R213 Ecopia	312	4

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Sales Code	Std/ Opt	Description	\$ List	Weight
5169830	O	RR: BR 14 PLY 11R22.5 M760 Ecopia Efficiency Rating: Poor Diameter= 42.2 inches; SLR= 19.6 inches	482	44
5190004	O	Code-rear Tire Qty 04	0	0
5211020	S	FF: Accur Std Armor 51455PK 22.5X8.25 PHP10-5 hand holes.	0	0
5311020	S	RR: Accur Std Armor 51455PK 22.5X8.25 PHP10-5 hand holes.	0	0
5390004	O	Code-rear Rim Qty 04	0	0
Fuel Tanks				
5581070	O	D-Shaped Aluminum 60 Gallon Fuel Tank RH U/C Non-slip step RH under cab	125	5
5601060	O	Location RH U/C 60 Gallon	0	0
5652890	S	DEF Tank Mounted LH BOC Models 220 and 520 mounted left hand back-of-cab.	0	0
5652980	S	DEF To Fuel Ratio Between 1:1 And 2:1	0	0
5655019	S	DEF Tank Small, HD 14 Gal 2.1M MD 5.5 Gal	0	0
Battery Box & Bumper				
6020030	S	MD Battery Box, Non-Slip Step LH Under Cab	0	0
6030660	S	Plastic Battery Box Cover	0	0
6121790	S	Aero Bumper Molded One Piece Gray ***Warning*** Due to a new legal regulations, all New Medium Duty trucks require headlights to be located in the bumper when the chassis height is GREATER than the following chassis height: Measurement to bottom of frame at front of frame: for the 107 Aero Hood 32.6, for the 109 Aero Hood 31.4, for the 109 Vocational Hood 26.7. Work with applications if your chassis height is unacceptable.	0	0
Cab & Equipment				
6510150	S	Aerodynamic 107in BBC Aluminum Cab & SMC Hood With molded charcoal crown.	0	0
6540160	O	Thermal Insulation Package in Cab The thermal insulation package is designed to make the cab thermally efficient in extreme temperatures. The model 520 adds insulation surrounding the doghouse to reduce engine heat transmitted to the cab.	68	2
6917320	S	Seats Inc. Driver Seat	0	0
6923170	O	None Furnished Passenger Seat	-503	-70

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Sales Code	Std/ Opt	Description	\$ List	Weight
6930800	O	Black Seat Color IPO Standard Color	0	0
6937040	O	Cloth Driver	0	0
6939400	S	Air Ride Driver	0	0
6939430	S	Mid Back Driver	0	0
7001520	S	Adjustable Steering Column - Tilt/Telescope	0	0
7001620	S	Steering Wheel With Peterbilt Logo Steering Wheel with embossed Peterbilt logo over horn button.	0	0
7036140	S	Probilt Interior Gray/Black - Flat Roof	0	0
7110680	O	Exterior Cab Entry Grabhandle Textured; NFPA compliant. Available on Day Cab specifications only.	176	0
7210420	O	Dark Window Tint IPO Standard Tint - Day Cab	18	0
7210540	S	Day Cab Rear Window Day cab rear window flush to back of cab.	0	0
7210550	S	1-Piece Glass Rear Cab Window Fixed	0	0
7230060	S	1-Piece Curved Windshield	0	0
7230360	S	Power Door Locks and Power Window Lifts Standard	0	0
7322010	S	Combo Fresh Air Heater/Air Conditioner With radiator mounted condenser, dedicated side window defrosters, Bi-Level Heater/Defroster Controls, 54,500 BTU/HR, and silicone heater hoses.	0	0
7330880	O	Additional Fine Particulate Filter For HVAC Syst 3 micron filtration. For use in extreme high dust applications. Not available with Ember filter 7330890.	18	1
7510070	S	Aero Rear View Mirror Housing, Molded Black	0	0
7514010	O	Peterbilt Aero Rear View Mirror, Motorized Includes top mirror with motorized, adjustable dual axis heated glass. Bottom mirror is an integrated convex surface. Includes black textured arms with breakaway feature.	257	3
7514050	S	Look Down Mirror Over Passenger Door with Black Housing	0	0
7610500	O	Air Horn Mounted Under Cab	78	8
7722120	O	ConcertClass, AM/FM, Weatherband, 3.5 Aux	341	11
7725710	O	Standard Speaker Package For Cab (2) Speakers	51	4

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Sales Code	Std/ Opt	Description	\$ List	Weight
7728030	O	Radio Mute When In Reverse For automatic or automated transmission	0	0
7728040	O	Bluetooth Phone and Audio Requires USB Port	39	0
7728050	O	USB Port	39	0
7851480	S	Peterbilt Electric Windshield Wipers With Intermittent Feature.	0	0
7852020	O	Cab Air Suspension	175	15
7852050	O	Auto Reset Circuit Protection Daycab and Sleeper	19	0
7900090	O	Triangle Reflector Kit, Ship Loose Florescent triangle emergency road flares are designed to meet and exceed all DOT standards.	24	13
7900310	O	Fire Extinguisher, Mounted Outboard Driver Seat Hazmat approval UL listed/rated ABC	57	9
7901130	O	Backup Alarm (107 DB)	35	3
8011410	O	Drive Axle #1 Front Oil Temperature Gauge 52mm round, backlit. Physical gauges must be ordered in pairs and are limited to a total of 6. If this option is selected on a truck with VMUX electrical architecture, the gauge will be included in the digital display.	134	0
8011850	O	Transmission Oil Temperature (Main) Located in Digital Cluster Display.	25	0
8021380	S	Air Restriction Indicator Mounted on air cleaner, intake piping, or firewall	0	0
8021810	O	Brake Application Air Pressure (Tractor) Located in Digital Cluster Display.	0	0
8070100	O	(4) Additional Dash Switches With Wiring Located on dash panel C. Availability subject to dash space. Includes 4" 14 gauge wire with butt splice at rear of each additional switch.	188	1
8070390	O	Engine Hourmeter Gauge Located in Digital Cluster Display	0	0
8070450	O	Engine PTO Hourmeter Gauge Located In Digital Cluster Display	0	0
8070810	O	Engine Manifold Pressure (Turbo Boost) Located in Digital Cluster Display	0	0
8070820	O	Engine Percent Torque Located in Digital Cluster Display	0	0
8070860	S	Main Instrumentation Panel Digital Cluster 7" Display includes: Physical (Analog) - Speedometer, Tachometer, Oil Pressure, Coolant Temp and Display Gauges - Fuel Level, DEF Level, DPF Filter Status, Fuel Economy, Volts Telltale, OAT and Primary Air Pressure, Secondary Air Pressure for air brake trucks.	0	0
8070940	O	Voltmeter Gauge (MD/520 Only) Located in Digital Cluster Display	0	0
8111110	S	Headlights Composite Fender Mounted	0	0

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Sales Code	Std/ Opt	Description	\$ List	Weight
		Integral DRL/Park, Turn, and Side Marker		
8120980	S	(5) Marker Lights, Aero LED	0	0
8133900	O	None Furnished Stop/Tail/Backup Lights Available with full truck only, not available with tractor	-54	-16
8134160	S	Self-Canceling Turn Signal	0	0
8153100	O	(1) F/O Load Light, Switch, 10' Wire Coil Under / in cab / sleeper baggage compartment	50	2
Paint				
8500710	O	Standard Paint Color Selection	-200	0
8530770	S	(1) Color Axalta Two Stage - Cab/Hood Base Coat/Clear Coat N85020 A - L0006EY WHITE N85500 CAB ROOF L0006EY WHITE N85300 FENDER L0006EY WHITE N85200 FRAME L0001EA BLACK N85400 HOOD TOP L0006EY WHITE	0	0
Shipping Destination				
Options Not Subject To Discount				
9400091	S	Peterbilt Class 7 Standard Coverage 1 year/Unlimited Miles/km	0	0
9400093	S	PACCAR PX-7 Standard Coverage 3 years/Unlimited Miles/Unlimited hrs	0	0
9408702	O	Base Warr: Emissions (CARB Surcharge) 5YR/150K MI - PX-7 Engine	1,084	0
Miscellaneous				
9409041	S	Aero Hood (MODEL 536)	0	0
9409055	O	State Registry: California	0	0
9409843	O	Peterbilt Sourcewell Program Code	0	0

Promotions

Order Comments

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Total List Price (W/O Freight & Warranty & Surcharges)	\$107,501
Marketing and Service Support Fee	\$770
Prepaid Freight	\$3,525
Total Surcharge/Options Not Subject To Discount	\$1,084
Total Weight	9,753

Prices and Specifications Subject to Change Without Notice.

Unpublished options may require review/approval.

Dimensional and performance data for unpublished options may vary from that displayed in CRM.

PRICING DISCLAIMER

While we make every effort to maintain the web site to preserve pricing accuracy, prices are subject to change without notice. Although the information in this price list is presented in good faith and believed to be correct at the time of printing, we make no representations or warranties as to the completeness or accuracy of this information. We reserve the right to change, delete or otherwise modify the pricing information which is represented herein without any prior notice. We carefully check pricing specifications, but occasionally errors can occur, therefore we reserve the right to change such prices without notice. We disclaim all liability for any errors or omissions in the materials. In no event will we be responsible for any damages of any nature whatsoever from the reliance upon information from these materials. Please check your order prebills to confirm your pricing information

Attachment: Tank Quote (PW: Purchase of a 2024 Peterbilt/McClellan Water Truck for \$144,539)

**Shipping Destinations**

Intermediate Destination: NONE

Final Destinations	Quantity
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Attachment: Tank Quote (PW: Purchase of a 2024 Peterbilt/McClellan Water Truck for \$144,539)

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AGENDA STAFF REPORT

MEETING DATE: 11/15/2022	AGENDA SECTION: I
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SUBJECT:

Finance: Acceptance and authorization for staff to File the City of Hanford's Quarterly Investment Portfolio and Transactions Reports as of 9/30/2022

Recommended Motion

That the City Council accept the City of Hanford's Quarterly Investment Portfolio and Transactions Report.

Background

Quarterly Investment Report. The City has approximately \$112.9 million in investments and cash as of 09/30/2022.

Recent Activity. The City actively maintains its Wells Fargo cash accounts at a minimum of \$2.5 million while typically investing excess cash in the Tulare County Investment Pool (TCIP). The interest rate for TCIP has consistently remained higher than the Local Agency Investments Fund (LAIF) until most recently. On an ongoing basis, securities which mature are quickly reinvested to avoid idle cash making little to no interest. In August, \$4 million was wired to a money market account in Umpqua Bank in accordance with provisions for the Council approved Pension Obligation Bond. This maintained deposit will allow for the City to receive a reduced interest rate on the Pension Obligation Bond.

Current Investment Environment. Interest rates continue to steadily increase. The Federal Reserve key short-term interest rate is currently in a range of 3.75% to 4% following a fourth consecutive rate hike of three-quarters of a percentage point the first week of November. Predictions are favoring that in December an additional hike will put the interest rate range to 4.25% to 4.75% (CNN). The 10 year Treasury Note interest is currently at 4.22%, an almost point and a half increase from last quarter. In comparison, last year same time the rate was at

1.45%

Proposed Actions. With the close of fiscal year end 2022, the Finance Department will review current cash balances and make determinations on liquid cash needs for the current and upcoming fiscal years. With foreseen continued inflation increases and volatile 2022 stock market, great care and consideration will be taken in the placement of idle cash.

The City will be adding an additional broker to assist with the City's investment portfolio. Funds will be withdrawn from money pools or bank account if excess cash is determined available. With the City being a buyer in the current market we can capitalize off of the current high interest rates that we have not seen in the last 3-4 years.

Summary. The primary purpose of the City's cash is to provide residents of Hanford with services. In order to maximize the earnings potential on the City's idle cash, the City utilizes registered securities dealers to purchase low-risk investments which will provide a higher return versus allowing the cash to be held in savings accounts earning little to no interest. Additionally, idle cash is also held with government pools including Tulare County Investment Pool and LAIF. It is the policy of the City to invest public funds in a manner that will provide a high investment return with a high level of security while meeting the daily cash flow demands of the entity and conforming to all state and local statutes governing the investment of public funds.

Attachments: Quarterly Treasurer's Report- As of September 30, 2022
 Quarterly Investment Detail Report- As of September 30, 2022
 Quarterly Transactions Report- 07/01/2022-09/30/2022

FISCAL IMPACT:

ATTACHMENTS:

Quarterly Treasurer's Report 09.30.22
 Quarterly Investment Detail Report 09.30.22
 Quarterly Transaction Report 07.01.22-09.30.22

Treasurer's Report

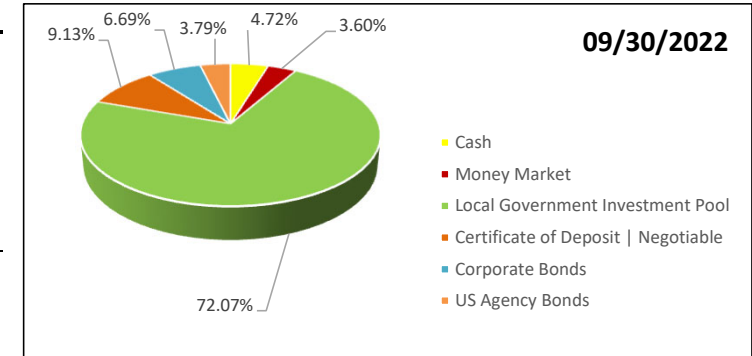
September 30, 2022



Performance

Weighted Average Yield **1.166%**

Diversification Security Sector	% of Portfolio	YTM @Cost	Days to Maturity	Face Amount / Shares	Cost Value	Market Value
Cash	4.72%	0.00%	1	5,269,732	5,269,732	5,269,732
Money Market	3.60%	0.02%	1	4,024,309	4,024,309	4,024,309
Local Government Investment Pool	72.07%	1.37%	1	80,469,226	80,469,226	80,469,226
Certificate of Deposit Negotiable	9.13%	1.15%	472	10,632,000	10,632,000	10,190,481
Corporate Bonds	6.69%	0.67%	431	7,700,000	7,967,867	7,465,306
US Agency Bonds	3.79%	0.68%	751	4,575,000	4,575,000	4,232,546
	100.00%	1.166%	101	112,670,267	112,938,134	111,651,599



City of Hanford
Quarterly Investment Detail Report
As of 9/30/22

Description	CUSIP/Ticker	Security Sector	Settlement Date	YTM @ Cost	Face Amount/Shares	Cost Value	Market Value	Maturity Date	Days To Maturity	% of Portfolio
Brokerage Higgins Capital										
Higgins Cash	HIGGINS CASH	Cash	9/30/2022	0.000	1,278,430.42	1,278,430.42	1,278,430.42	N/A	1	1.13
Goldman Sacs NY 2.3 10/11/2022	38148PRA7	Certificate Of Deposit	10/11/2017	2.300	200,000.00	200,000.00	199,958.00	10/11/2022	11	0.18
CD Bank of Ruston 2.3 12/29/2022	06427LCH6	Certificate Of Deposit	12/29/2017	2.300	250,000.00	250,000.00	249,385.00	12/29/2022	90	0.22
Genoa Banking OH 2.25 12/29/2022	372348BY7	Certificate Of Deposit	12/29/2017	2.250	250,000.00	250,000.00	249,355.00	12/29/2022	90	0.22
Morgan Stanley UT 2.65 1/25/2023	61747MH46	Certificate Of Deposit	1/25/2018	2.650	64,000.00	64,000.00	63,825.92	1/25/2023	117	0.06
Morgan Stanley UT 3.4/19/2023	61747MV32	Certificate Of Deposit	4/19/2018	3.000	186,000.00	186,000.00	185,083.02	4/19/2023	201	0.17
BMW Bank UT 3.4/20/2023	05580AMJ0	Certificate Of Deposit	4/20/2018	3.000	250,000.00	250,000.00	248,762.50	4/20/2023	202	0.22
UBS Bank UT 3.15 5/30/2023	90348JCR9	Certificate Of Deposit	5/30/2018	3.150	249,000.00	249,000.00	247,732.58	5/30/2023	242	0.22
Citibank National SD 3.55 11/24/2023	17312QW47	Certificate Of Deposit	11/23/2018	3.550	250,000.00	250,000.00	248,255.00	11/24/2023	420	0.22
Sallie Mae Bank UT 1.9 10/30/2024	7954504Z5	Certificate Of Deposit	10/30/2019	1.900	100,000.00	100,000.00	95,232.00	10/30/2024	761	0.09
First National Bank TX 1.8 12/30/2024	32112UDJ7	Certificate Of Deposit	12/30/2019	1.800	250,000.00	250,000.00	236,555.00	12/30/2024	822	0.22
Wells Fargo NV 1.85 12/30/2022	949495AF2	Certificate Of Deposit	12/30/2019	1.850	245,000.00	245,000.00	244,113.10	12/30/2022	91	0.22
Merrick Bank UT 1.85 12/31/2024	59013KEP7	Certificate Of Deposit	12/31/2019	1.850	250,000.00	250,000.00	236,805.00	12/31/2024	823	0.22
Citadel Federal PA 1.65 2/27/2025	17286TAG0	Certificate Of Deposit	2/27/2020	1.650	250,000.00	250,000.00	234,755.00	2/27/2025	881	0.22
Nebraska State Bank NE 1.9/29/2023	63970BAK5	Certificate Of Deposit	3/30/2020	1.000	250,000.00	250,000.00	242,325.00	9/29/2023	364	0.22
Northstar Bank MI 1.15 3/31/2023	66704MEQ0	Certificate Of Deposit	3/31/2020	1.150	250,000.00	250,000.00	246,582.50	3/31/2023	182	0.22
Pacific Western Bank CA 1.2 4/17/2023	69506YRJ0	Certificate Of Deposit	4/16/2020	1.200	250,000.00	250,000.00	246,370.00	4/17/2023	199	0.22
Centerstate Bank FL 1.2 4/17/2023	15201QDC8	Certificate Of Deposit	4/17/2020	1.200	250,000.00	250,000.00	246,370.00	4/17/2023	199	0.22
Flagstar Bank MI 1.15 4/17/2023	33847E229	Certificate Of Deposit	4/17/2020	1.150	250,000.00	250,000.00	246,302.50	4/17/2023	199	0.22
Nicolet National Bank WI 1.2 4/17/2023	654082KJ6	Certificate Of Deposit	4/17/2020	1.200	250,000.00	250,000.00	246,342.50	4/17/2023	199	0.22
West Michigan Bank MI 1.4/24/2023	954444BW4	Certificate Of Deposit	4/24/2020	1.000	250,000.00	250,000.00	245,930.00	4/24/2023	206	0.22
Sterling Bank MO 1.05 4/27/2023	85916VDR3	Certificate Of Deposit	4/27/2020	1.050	250,000.00	250,000.00	245,972.50	4/27/2023	209	0.22
Northwest Bank ID 1.4/28/2023	66736ABS7	Certificate Of Deposit	4/30/2020	1.000	250,000.00	250,000.00	245,830.00	4/28/2023	210	0.22
Pinnacle Bank TN 0.7 5/8/2023	72345SKU4	Certificate Of Deposit	5/8/2020	0.700	250,000.00	250,000.00	245,215.00	5/8/2023	220	0.22
Jonesboro State Bank LA 0.8 5/29/2025-20	48040PGX7	Certificate Of Deposit	5/29/2020	0.800	249,000.00	249,000.00	226,906.23	5/29/2025	972	0.22
Continental Bank UT 0.55 6/26/2025	211163KK5	Certificate Of Deposit	6/26/2020	0.550	175,000.00	175,000.00	158,040.75	6/26/2025	1,000	0.16
State Bank of India GA 0.95 6/26/2025	856283N69	Certificate Of Deposit	6/26/2020	0.950	250,000.00	250,000.00	226,760.00	6/26/2025	1,000	0.22
Partners Bank AK 0.6 6/30/2025	70212VAB4	Certificate Of Deposit	6/30/2020	0.600	250,000.00	250,000.00	225,820.00	6/30/2025	1,004	0.22
Bank Baroda NY 0.65 7/22/2025	06063HMT7	Certificate Of Deposit	7/22/2020	0.650	198,000.00	198,000.00	178,819.74	7/22/2025	1,026	0.18
Luana Savings Bank IA 0.45 7/29/2025	549104RJ8	Certificate Of Deposit	7/29/2020	0.450	250,000.00	250,000.00	224,300.00	7/29/2025	1,033	0.22
Medallion Bank UT 0.55 7/30/2025	58404DHQ7	Certificate Of Deposit	7/30/2020	0.550	250,000.00	250,000.00	224,772.50	7/30/2025	1,034	0.22
Enerbank UT 0.5 8/29/2025	29278TRA0	Certificate Of Deposit	8/31/2020	0.500	245,000.00	245,000.00	219,233.35	8/29/2025	1,064	0.22
BMO Harris Bank IL 0.5 3/28/2025-21	05600XAY6	Certificate Of Deposit	9/28/2020	0.500	249,000.00	249,000.00	226,575.06	3/28/2025	910	0.22
First Choice Bank CA 0.4 9/30/2025-21	319461DB2	Certificate Of Deposit	9/30/2020	0.400	249,000.00	249,000.00	221,380.92	9/30/2025	1,096	0.22
Greenstate Credit Union 0.5 7/30/2024	39573LBQ0	Certificate Of Deposit	7/30/2021	0.500	250,000.00	250,000.00	233,390.00	7/30/2024	669	0.22
Texas Exchange Bank TX 0.5 7/30/2024	88241TLS7	Certificate Of Deposit	7/30/2021	0.500	249,000.00	249,000.00	232,451.46	7/30/2024	669	0.22
Pentagon Federal Credit Union 0.55 9/30/2024	70962LAR3	Certificate Of Deposit	9/29/2021	0.550	250,000.00	250,000.00	232,065.00	9/30/2024	731	0.22
Live Oak Bank 0.5 12/11/2023	538036TF1	Certificate Of Deposit	12/10/2021	0.500	250,000.00	250,000.00	239,275.00	12/11/2023	437	0.22
Synchrony Bank 0.9 12/10/2024	87165HK41	Certificate Of Deposit	12/10/2021	0.900	250,000.00	250,000.00	232,307.50	12/10/2024	802	0.22
Bank of New York Mellon 1.6 4/24/2025-25	06406RAN7	Corporate	5/13/2020	1.216	1,000,000.00	1,018,368.00	923,760.00	4/24/2025	937	0.89
John Deer Capital 2.6 3/7/2024	24422EUX5	Corporate	5/15/2020	1.160	700,000.00	737,464.00	680,428.00	3/7/2024	524	0.62
Citibank NA 3.65 1/23/2024-23	17325FA57	Corporate	5/22/2020	1.183	1,000,000.00	1,088,310.00	986,560.00	1/23/2024	480	0.89
Caterpillar Financial 3.75 12/24/2023	14912LSX5	Corporate	11/23/2020	0.466	1,000,000.00	1,100,500.00	990,840.00	12/24/2023	450	0.89
Toyota Motor Credit 0.45 1/11/2024	89236THU2	Corporate	9/20/2021	0.450	1,000,000.00	1,000,000.00	948,940.00	1/11/2024	468	0.89
FHLB 0.5 9/24/2024-21	3130ALKN3	US Agency	3/24/2021	0.500	2,000,000.00	2,000,000.00	1,847,180.00	9/24/2024	725	1.78
FHLB 0.57 10/15/2024-22	3130ALWW0	US Agency	4/15/2021	0.570	1,000,000.00	1,000,000.00	922,800.00	10/15/2024	746	0.89
FHLB 0.5 10/4/2024-22	3130AP4G7	US Agency	10/4/2021	0.500	1,000,000.00	1,000,000.00	922,640.00	10/4/2024	735	0.89
FHLB Step 1/27/2025-22	3130AQLM4	US Agency	1/27/2022	1.370	325,000.00	325,000.00	303,306.25	1/27/2025	850	0.29
Sub Total / Average Brokerage Higgins Capital				0.946	19,211,430.42	19,456,072.42	18,304,039.31		558	17.05
Brokerage Wells Fargo Securities										
Bank of China/NY 0.2 11/29/2022	06428FUY1	Certificate Of Deposit	11/29/2021	0.200	250,000.00	250,000.00	248,801.49	11/29/2022	60	0.22
Israel Discount Bank 0.45 6/12/2023	465076SW8	Certificate Of Deposit	11/24/2021	0.450	250,000.00	250,000.00	244,010.20	6/12/2023	255	0.22
Safra Natl Bank 0.2 11/23/2022	78658RGA3	Certificate Of Deposit	11/24/2021	0.200	250,000.00	250,000.00	248,933.26	11/23/2022	54	0.22
Bank of India NY 0.2 11/25/2022	06279KU38	Certificate Of Deposit	11/26/2021	0.200	250,000.00	250,000.00	248,889.63	11/25/2022	56	0.22
State Bank of India 0.55 11/29/2023	856285YX3	Certificate Of Deposit	11/29/2021	0.550	250,000.00	250,000.00	239,783.40	11/29/2023	425	0.22
Cumberland Fed Bank 0.2 3/3/2023	23062KDQ2	Certificate Of Deposit	12/3/2021	0.200	250,000.00	250,000.00	246,288.15	3/3/2023	154	0.22
Goldman Sachs 0.6 12/15/2023	38149MQ22	Certificate Of Deposit	12/15/2021	0.600	224,000.00	224,000.00	214,619.85	12/15/2023	441	0.20
IADB 0.25 11/15/2023	4581XDP0	Corporate	11/24/2021	0.586	500,000.00	496,710.00	479,200.00	11/15/2023	411	0.44
IFC 0.61 11/24/2023	45950VQS8	Corporate	11/24/2021	0.570	1,000,000.00	1,000,790.00	956,584.64	11/24/2023	420	0.89
IFC 2 10/24/2022-22	45950VLH7	Corporate	11/24/2021	0.127	1,500,000.00	1,525,725.00	1,498,992.98	10/24/2022	24	1.33
Wells Fargo Securities MM	WFMM5968	Money Market	11/3/2021	2.290	24,271.71	24,271.71	N/A		1	0.02
FHLB 2.3 3/28/2025-22	3130AREM9	US Agency	3/28/2022	2.300	250,000.00	250,000.00	236,619.80	3/28/2025	910	0.22
Sub Total / Average Brokerage Wells Fargo Securities				0.454	4,998,271.71	5,021,496.71	4,886,995.11		248	4.44
LGIP LAIF										
Local Agency Investment Fund LGIP	LAIF6352	Local Government Investment Pool	2/28/2009	1.513	27,638,664.99	27,638,664.99	27,638,664.99	N/A	1	24.53
Sub Total / Average LGIP LAIF				1.513	27,638,664.99	27,638,664.99	27,638,664.99		1	24.53
LGIP Tulare County										
Tulare County Pool LGIP	TULARE860	Local Government Investment Pool	5/5/2017	1.299	52,830,560.75	52,830,560.75	52,830,560.75	N/A	1	46.89
Sub Total / Average LGIP Tulare County				1.299	52,830,560.75	52,830,560.75	52,830,560.75		1	46.89

Umpqua Bank										
Umpqua MM	MM7248	Money Market	8/19/2022	0.010	4,000,037.13	4,000,037.13	4,000,037.13	N/A	1	3.55
Sub Total / Average Umpqua Bank				0.010	4,000,037.13	4,000,037.13	4,000,037.13		1	3.55
Wells Fargo Operating Accounts										
Wells Fargo General Account Cash	WFGENERAL5186	Cash	10/31/2007	0.000	55,570.00	55,570.00	55,570.00	N/A	1	0.05
Wells Fargo Self Insurance Cash	WFSELFINS1892	Cash	6/30/2020	0.000	173,507.01	173,507.01	173,507.01	N/A	1	0.15
Wells Fargo Sweep Cash	WFSWEEP5186	Cash	6/30/2020	0.000	3,762,224.84	3,762,224.84	3,762,224.84	N/A	1	3.34
Sub Total / Average Wells Fargo Operating Accounts				0.000	3,991,301.85	3,991,301.85	3,991,301.85		1	3.54
Total / Average				1.162	112,670,266.85	112,938,133.85	111,651,599.14		107	100

City of Hanford
Quarterly Transaction Report
07/01/22-09/30/22

Description	CUSIP/Ticker	Settlement Date	Face Amount/Shares	Principal	Interest/Dividends	Total	Portfolio Name
Deposit							
Tulare County Pool LGIP	TULARE860	8/11/2022	7,000,000.00	7,000,000.00	0.00	7,000,000.00	LGIP Tulare County
Umpqua MM	MM7248	8/19/2022	4,000,000.00	4,000,000.00	0.00	4,000,000.00	Umpqua Bank
Matured							
Barclays Bank 2.25 9/27/2022	06740KKY2	9/27/2022	250,000.00	250,000.00	0.00	250,000.00	Brokerage Higgins Capital
Capital One 2.25 9/20/2022	14042RHW4	9/20/2022	250,000.00	250,000.00	0.00	250,000.00	Brokerage Higgins Capital
Capital One VA 2.25 9/20/2022	1404204Z0	9/20/2022	250,000.00	250,000.00	0.00	250,000.00	Brokerage Higgins Capital
Insbank TN 1 9/27/2022	45776NDN3	9/27/2022	250,000.00	250,000.00	0.00	250,000.00	Brokerage Higgins Capital
Lakeside Bank IL 1.1 9/30/2022	51210SRZ2	9/30/2022	250,000.00	250,000.00	0.00	250,000.00	Brokerage Higgins Capital
Withdraw							
Local Agency Investment Fund LGIP	LAIF6352	8/17/2022	4,000,000.00	4,000,000.00	0.00	4,000,000.00	LGIP LAIF



AGENDA STAFF REPORT

MEETING DATE: 11/15/2022	AGENDA SECTION: A
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SUBJECT:

Community Development: Mitigated Negative Declaration No. 2022-31: A request to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures. General Plan Amendment No. 2021-01C: A request to change the land use designation from Medium Density Residential to Corridor Mixed Use on 18 parcels totaling approximately 28 acres. The request is due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). The proposed land use designation is compatible with the ALUCP. Prezone 2021-14: A request related to an annexation request in process for a County Island that is within the City of Hanford Sphere of influence. A request to pre-zone/rezone the site from C-S – Service Commercial (County) to MX – C - Corridor Mixed Use (City), consistent with the proposed land use designation and the ALUCP, on 18 parcels totaling approximately 28 acres. The project is located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue in a County Island and within the City of Hanford Sphere of Influence (APNs 014-201-006, -009, 014-202-005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -020, -021, -022, and 014-221-026).

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - General Plan Amendment 2021-01 C

Resolution 22-42-R

Ordinance No. 22-08

Attachment 1 ISMND 2022-31

Attachment 2 - Lavenson-Avedisian comments to City Council re Zoning Changes_10-26-2022_SIGNED

**CITY OF HANFORD CITY COUNCIL
STAFF REPORT**

MEETING DATE: Tuesday, November 1, 2022

PROJECT: **Mitigated Negative Declaration No. 2022-31:** A request to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures.

General Plan Amendment No. 2021-01C: A request to change the land use designation from Medium Density Residential to Corridor Mixed Use on 18 parcels totaling approximately 28 acres. The request is due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). The proposed land use designation is compatible with the ALUCP.

Prezone 2021-14: A request related to an annexation request in process for a County Island that is within the City of Hanford Sphere of influence. A request to pre-zone/rezone the site from C-S – Service Commercial (County) to MX – C - Corridor Mixed Use (City), consistent with the proposed land use designation and the ALUCP, on 18 parcels totaling approximately 28 acres.

LOCATION: The project is located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue in a County Island and within the City of Hanford Sphere of Influence (APNs 014-201-006, -009, 014-202-005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -020, -021, -022, and 014-221-026).

PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the City Council:

1. Adopt Mitigated Negative Declaration No. 2022-31, certifying that the project will not have a significant effect on the environment with the incorporation of mitigation measures.
2. Adopt Resolution 22-42-R approving General Plan Amendment No. 2021-01C.
3. Introduce and waive the first reading of Ordinance No. 2022-08, approving Prezone No. 2021-14.

RECOMMENDED MOTION

1. I move to adopt Mitigated Negative Declaration No. 2022-31, certifying that the project will not have a significant effect on the environment with the incorporation of mitigation measures.
2. I move to adopt Resolution 22-42-R approving General Plan Amendment No. 2021-01C.

3. I move to introduce and waive the first reading of Ordinance No. 2022-08, approving Prezone No. 2021-14.

PROJECT DESCRIPTION

The project includes a General Plan Amendment (GPA No. 2021-01C) and Pre-Zone/Rezone (Rezone No. 2021-14) pertaining to 18 parcels, totaling approximately 28 acres, located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue in a County Island and within the City of Hanford Sphere of Influence (APNs 014-201-006, -009, 014-202-005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -020, -021, -022, and 014-221-026) (See **Figure 1**). No physical development is proposed.

The General Plan Amendment is requested, due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). According to the ALUCP, a portion of the project site is located within Zone B1 (North), which limits the maximum residential density to one (1) unit per 10 acres. Residential subdivisions and multi-family residential uses are identified as non-acceptable uses in this zone. As such, the current planned land use designation of Medium Density Residential is incompatible with the ALUCP. The General Plan Amendment will change the General Plan land use designation from Medium Density Residential to Corridor Mixed Use (See **Figure 2** and **Figure 3**). The proposed land use designation is compatible with the ALUCP.

The project is currently in a County unincorporated island within the City's Sphere of Influence, but will be considered for annexation into the City at a future date. The Pre-Zone/Rezone is related to the annexation request in process for the project site. The site is currently zoned C-S – Service Commercial in Kings County (See **Figure 4**). The Pre-Zone/Rezone will pre-zone the site to MX-C – Corridor Mixed Use (See **Figure 5**). Various land uses within the MX-C Corridor Mixed Use zone district are permissible uses within the B1 zone and compatible with the ALUCP.

Figure 1
Project Location

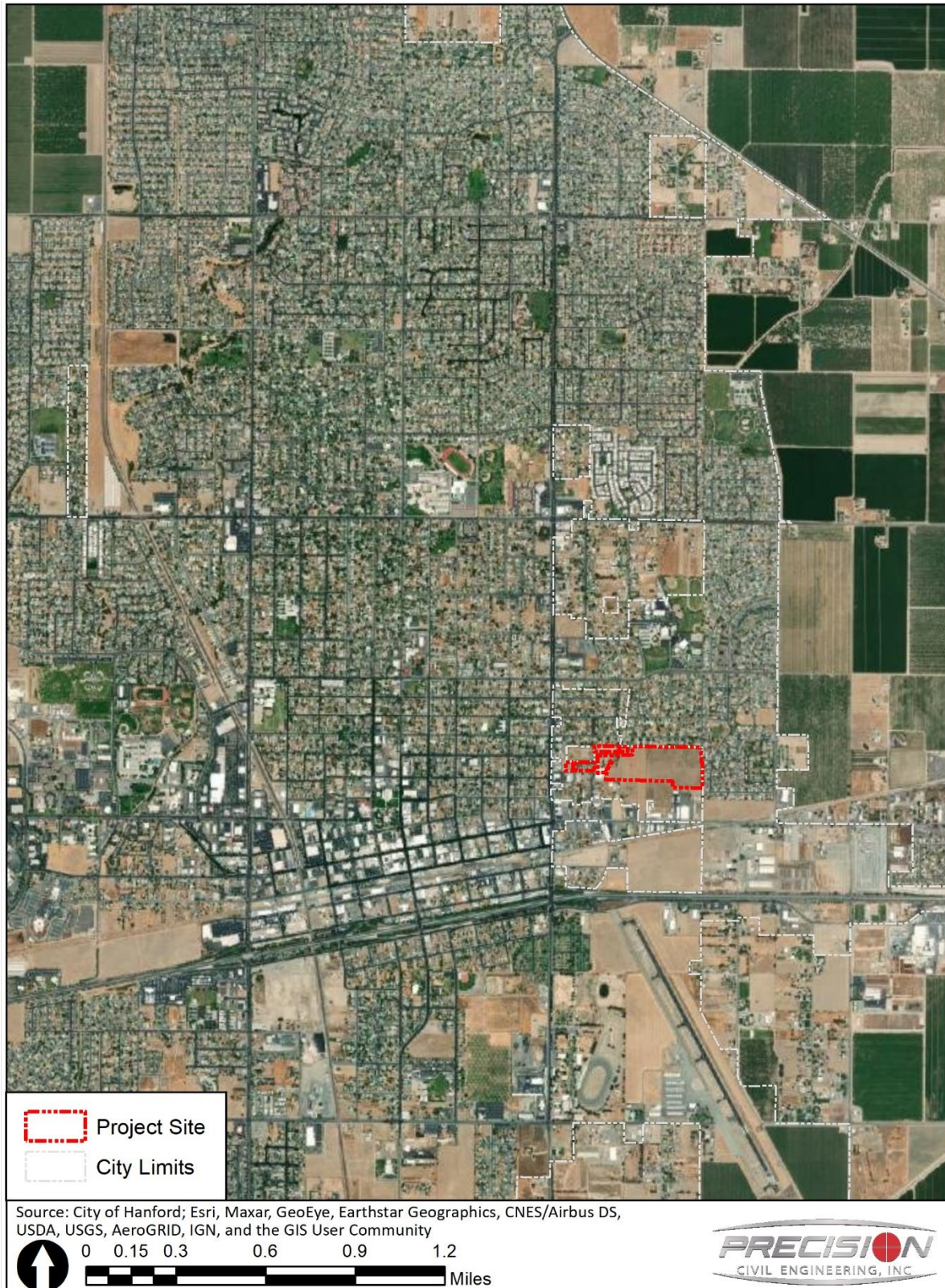


Figure 2
Current General Plan Land Use Designation

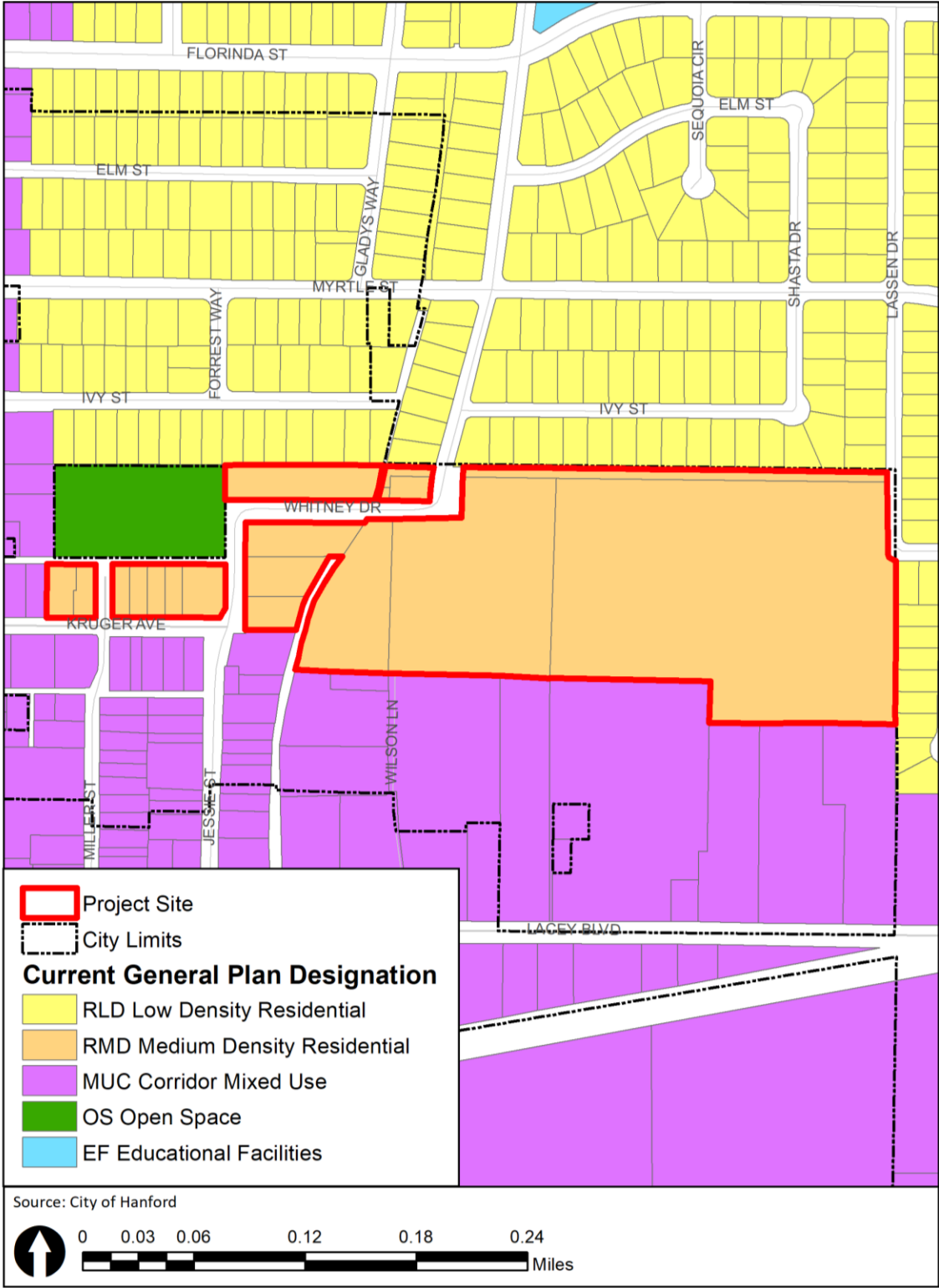
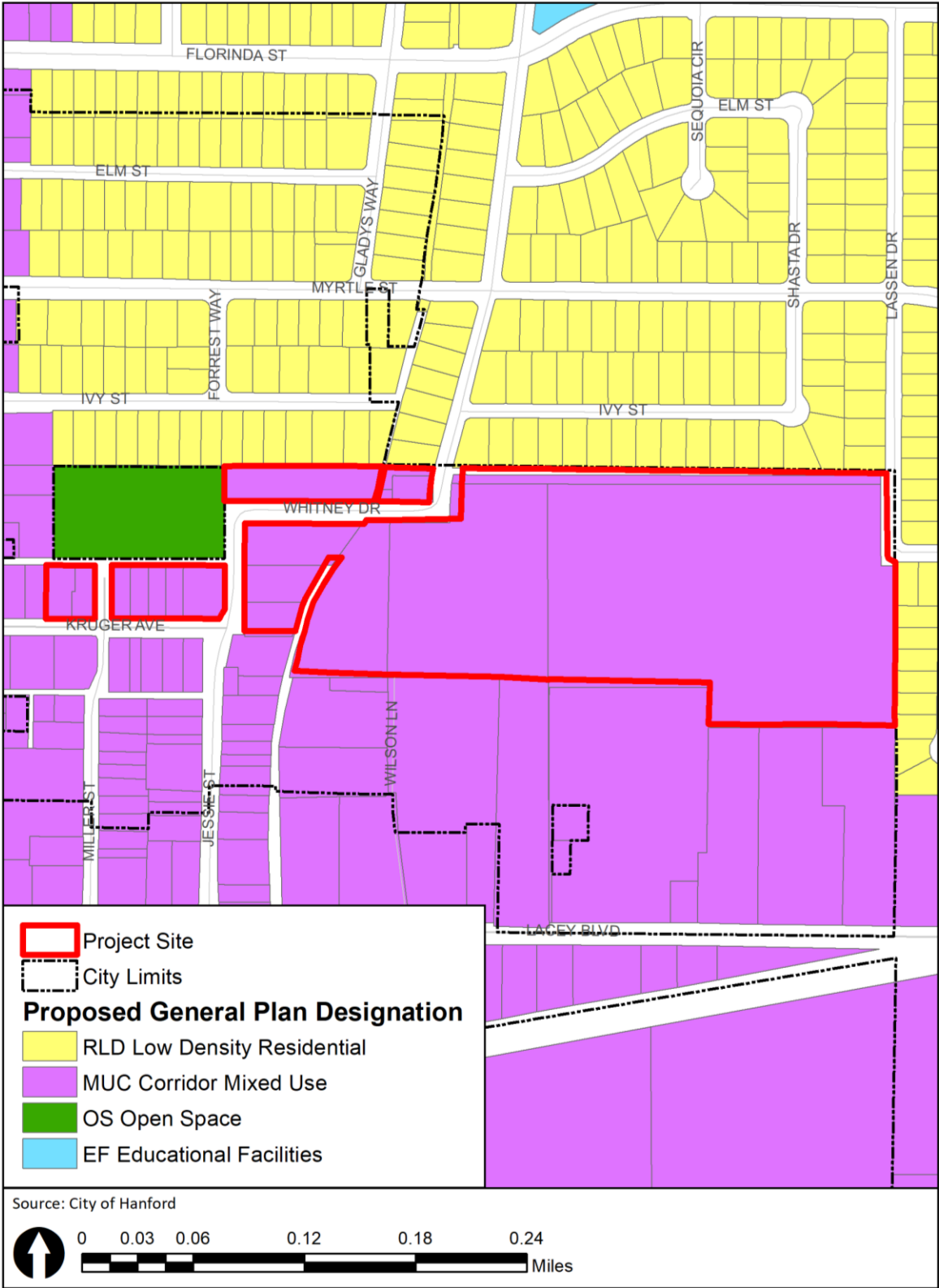


Figure 3
Proposed General Plan Land Use Designation



Attachment: Staff Report - General Plan Amendment 2021-01 C (CD: Lassen GPA 2021-01 C)

Figure 4
Current Zone District

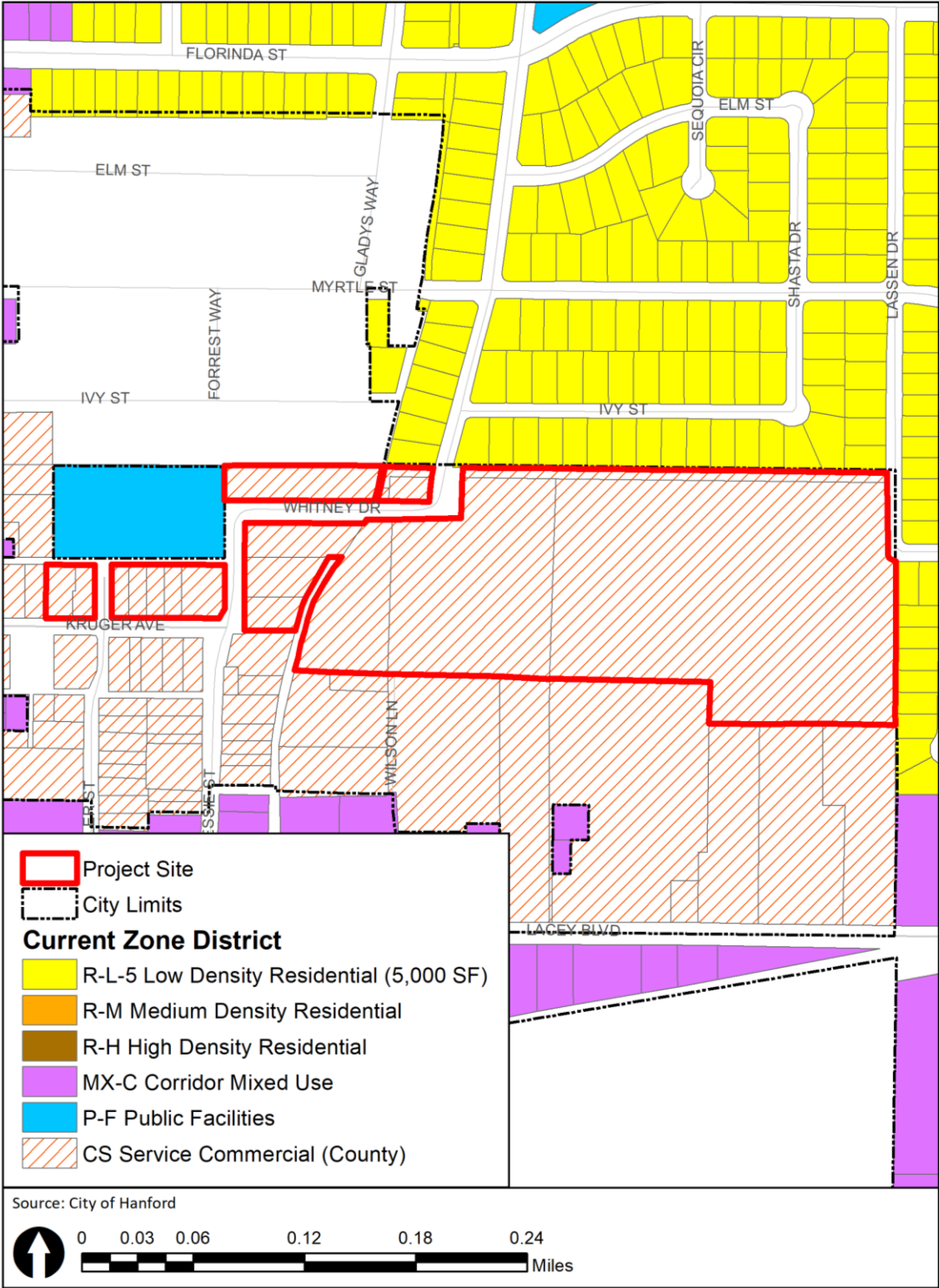
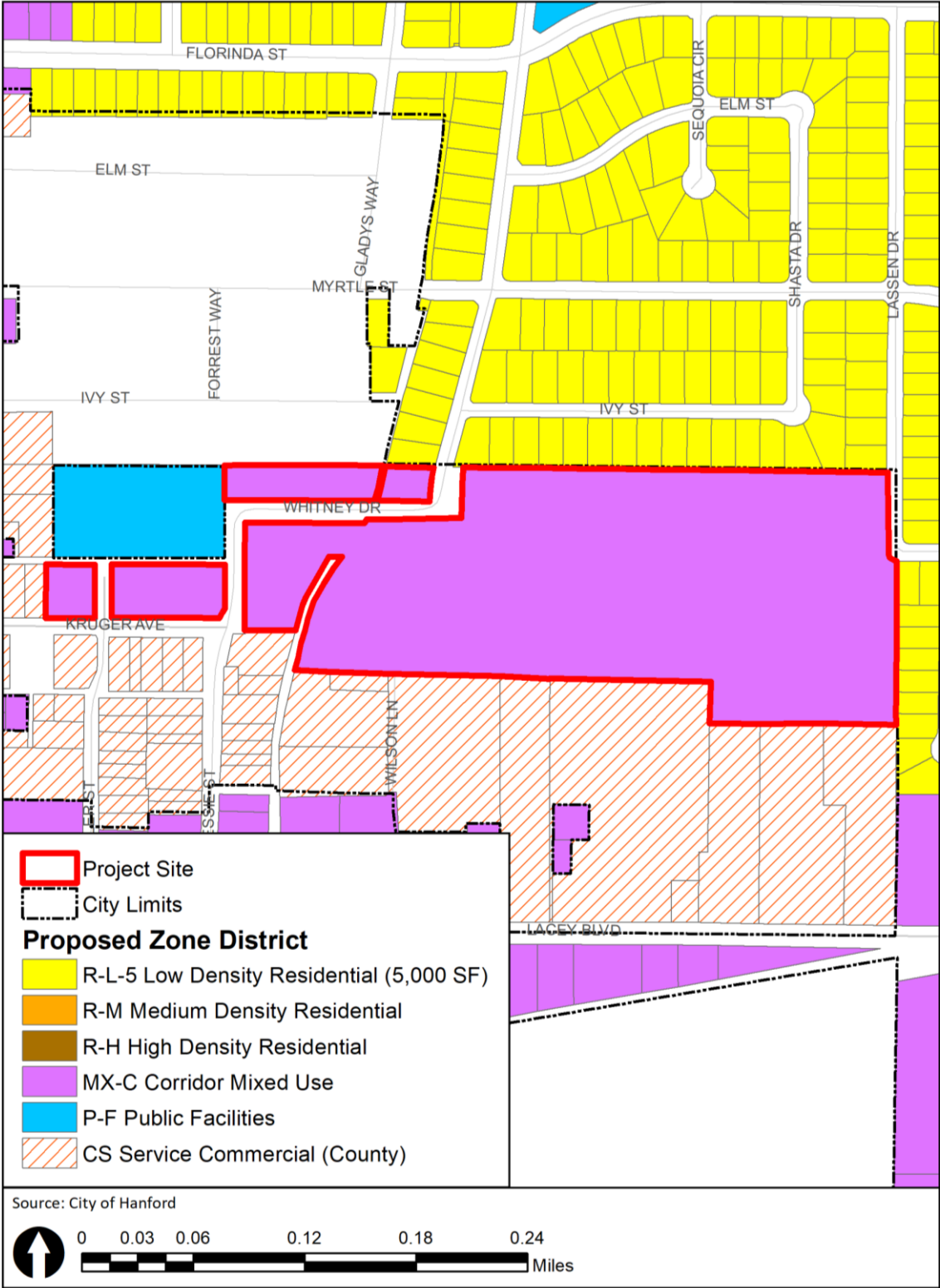


Figure 5
Proposed Zone District



As referenced in the table below, the project site is surrounded by residential uses to the north, east, and west and commercial uses to the south and west. The properties to the north and east are planned and zoned for low-density residential development and the properties to the south and west are planned for mixed use development.

Direction from the project site	Existing Land Use	Planned Land Use	Zone District
North	Single-family residential	Low Density Residential	R-L-5 Low Density Residential
South	America's Best Value Inn, Joe's Tires, Saldana's Exhaust and Muffler, Medallion Supply, Kings County Bowl	Corridor Mixed Use	C-S – Service Commercial (County)
East	Single-family residential	Low Density Residential	R-L-5 Low Density Residential
West	Vacant, Bullet Impressions, Champi Fence Company, Single-family residential	Corridor Mixed Use	PF – Public Facilities (County)

BACKGROUND

General Plan and Zoning Designation

The General Plan designates the subject property as Medium Density Residential with a Kings County zone district of C-S – Service Commercial. In order to be consistent with the Kings County Airport Land Use Compatibility Plan (ALUCP) the City of Hanford is proposing to change the General Plan designation for the subject property to Corridor Mixed Use and the corresponding prezone district MX-C – Corridor Mixed.

The ALUCP locates the site within the Zone B of the plan, which deems medium and high densities as unacceptable land uses in this area. Thus, a clean-up action is required in order for the ALUCP, Hanford General Plan, and Hanford Zoning Ordinance to be consistent with each other.

There is not a development project associated with this request. Future development within the project area will be subject to review and compliance with the MX-C Corridor Mixed Use zone district if the designation change is permitted.

PROJECT EVALUATION

General Plan Amendment No. 2021-01C

General Plan Amendment No. 2021-01C is a request to change the land use from Medium Density Residential to Corridor Mixed Use on 18 parcels totaling approximately 28 acres. The request is due to incompatibility with the Kings County Airport Land Use Compatibility Plan (ALUCP). The proposed land use designation is compatible with the ALUCP. GPA No. 2021-01C is consistent with the following goals and policies of the General Plan.

Goal L10: [Provide] a wide range of commercial shopping opportunities that serve people's needs for goods and services at the neighborhood, citywide, and regional level, as well as the needs of the traveling public.

Analysis: The re-designation from Medium Density Residential to Corridor Mixed Use will allow the site to be used for a wide range of commercial shopping opportunities that serves people's needs for goods and services at the neighborhood and citywide level, while complying with the allowable uses in the Airport Land Use Compatibility Plan. The purpose of the Corridor Mixed Use designation is to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhoods, with intent of creating a pedestrian-friendly environment that encourages walking between uses.

Goal L12: Compatibility of commercial land uses with adjacent, surrounding land uses.

Analysis: The re-designation of the project site from Medium Density Residential to Corridor Mixed Use will not affect the ability of the project site to be compatible with adjacent, surrounding land uses. The project site is surrounded by residential uses to the north, east, and west and commercial uses to the south and west. The properties to the north and east are planned and zoned for low-density residential development and the properties to the south and west are planned for mixed use development. The uses allowed in the Corridor Mixed Use designation allow for a mix of commercial, office, and multi-family residential uses.

Policy L65 Purpose of Corridor Mixed Use Land Use Designation: Establish the Corridor Mixed Use land use designation to promote a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhood, with the intent of creating a pedestrian-friendly environment that encourages walking between uses.

Analysis: The project's re-designation from Medium Density Residential to Corridor Mixed Use will not conflict with General Plan Policy L65. The parcels could be developed as uses permitted or conditionally permitted in the land use table for the MX-C Corridor Mixed Use zone district, which allows for a mix of commercial, office, and multi-family residential uses. The existing site is mostly vacant with some existing structures. The existing structures are primarily residential and commercial, which is consistent with permitted uses in the Corridor Mixed Use designation.

Policy L66 Typical Uses in Corridor Mixed Use Land Use Designation Define the uses allowed in the Corridor Mixed Use land use designation to include small- and medium-scale commercial providing primarily day-to-day goods and services, office, and multi-family dwellings, along with horizontal and vertical mixed-use developments that include these uses. Typical uses include duplexes, townhomes, apartments, small retail shops,

eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. Both vertical and horizontal mixed-use developments are encouraged.

Analysis: The project's re-designation to Corridor Mixed Use from High-Density Residential will not conflict with General Plan Policy L66. The parcels could be developed as uses permitted or conditionally permitted in the land use table for the MX-C Corridor Mixed Use zone district, which allows for commercial, office, and multi-family uses, as long as such uses are consistent with the ALUCP. The existing site is mostly vacant with some existing structures. The existing structures are primarily residential and commercial, which are consistent with permitted uses in the Corridor Mixed Use designation.

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

Analysis: Any development of the project site would be subject to the Site Plan Review process, which would ensure that all requirements of the MX-C Corridor Mixed Use zone district were implemented. As a general provision and standard for all new construction in the MX-C Corridor Mixed Use zone district, the following is implemented as conditions of approval:

1. That Mixed Use Corridor zone districts shall be designed to provide and encourage walking within the commercial uses and between the commercial uses and the residential uses within the MX-C zone and other nearby residential uses. At a minimum, this shall be accomplished with a minimum six-foot wide pedestrian path of travel between site entrances and the public sidewalk.

The Site Plan Review process ensures that all new development projects and major site reconfigurations in the Corridor Mixed Use land use designation provide site layouts, buildings, landscaping, and walkways that are designed to encourage pedestrian access on the site and between adjacent sites.

Policy L68: Location and Size of Corridor Mixed Use Land Use Designation: Locate Corridor Mixed Use land use designations along one or both sides of portions of arterial streets where a mix of commercial and residential uses would benefit the neighborhood. Specific locations shall include portions of 10th Avenue, Lacey Boulevard, Garner Avenue, and Hanford-Armona Road.

Analysis: There are instances where the Corridor Mixed Use designation is located on portions of streets which are not arterials as referenced in Policy L68. The subject project site is located where mixed-use development would benefit the neighborhood, as a continuation of commercial uses located adjacent to East Lacey Boulevard and North 10th Avenue. The designation would provide as continuation of the Corridor Mixed Use designation existing west and south of the project area.

Rezone No. 2021-14

Pre-Zone/Rezone No. 2021-14 is a request related to an annexation request in process for a County Island that is within the City of Hanford Sphere of influence. A request to pre-zone/rezone the site from C-S – Service Commercial (County) to MX – C - Corridor Mixed Use (City), consistent with the proposed land use designation and the ALUCP, on 18 parcels totaling approximately 28 acres.

FINDINGS FOR APPROVAL

General Plan Amendment No. 2021-01C

In accordance with HMC Section 17.88.040, before a general plan amendment may be approved, all of the following findings shall be made by the reviewing authority:

1. That the amendment is internally consistent with the goals, objectives, and policies of the General Plan.

Analysis: That General Plan Amendment No. 2021-01C is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals 10 and 12, and Land Use Policies L65, L66, and L67.

2. That this amendment would not be detrimental to the public health, safety, or welfare of the community.

Analysis: That this application has been reviewed by County departments, utility companies, City Fire Department, City Building Department, and other involved departments. Any mitigation required for public health and safety were applied to the proposal and required in the mitigation monitoring and reporting program.

3. That the amendment would maintain the appropriate balance of land uses within the City.

Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is 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. The proposal to change the designation from Medium Density Residential to Corridor Mixed Use will not affect the City's ability to maintain an appropriate balance of land uses within the City, both jobs and housing are permitted in the Corridor Mixed Use designation.

4. That the anticipated land uses on the subject site would be compatible with existing and future surrounding uses.

Analysis: That the anticipated land uses of the sites designated for Corridor Mixed Use would be compatible with existing and future surrounding uses. The parcels will be developed as typical uses of the Corridor Mixed Use designation, which according to General Plan Policy L66, include duplexes, townhomes, apartments, small retail shops, eating establishments,

offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. The existing site is mostly vacant with some existing structures. The existing structures are primarily residential and commercial, which is consistent with permitted uses in the Corridor Mixed Use designation. Further, the project site is surrounded by residential uses to the north, east, and west and commercial uses to the south and west. The properties to the north and east are planned and zoned for low-density residential development and the properties to the south and west are planned for mixed use development. The uses allowed in the Corridor Mixed Use designation allow for a mix of commercial, office, and multi-family residential uses.

Rezone No. 2021-14

In accordance with HMC Section 17.86.030, before a zone change may be approved, all of the following findings shall be made by the reviewing authority:

1. That the amendment is internally consistent with the goals, objectives, and policies of the General Plan and the Municipal Code.

Analysis: That Rezone No. 2021-14 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals 10 and 12, and Land Use Policies L65, L66, and L67. All regulations pertaining to MX-C – Mixed Use Corridor zone district will be enforced as development occurs through the Site Plan Review process.

2. That the amendment would not be detrimental to the public health, safety, or welfare of the community.

Analysis: That this application has been reviewed by County departments, utility companies, City Fire Department, City Building Department, and other involved departments. Any mitigation required for public health and safety were applied to the proposal and required in the mitigation monitoring and reporting program.

3. That the amendment would maintain the appropriate balance of land uses within the City.

Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is 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. The proposal to change the designation from Medium Density Residential to Corridor Mixed Use will not affect the City's ability to maintain an appropriate balance of land uses within the City, both jobs and housing are permitted in the Corridor Mixed Use designation. Commercial and housing opportunities would be limited to the density and intensity allowable within the Airport Land Use Compatibility Plan.

4. That the anticipated land uses on the subject site would be compatible with existing and future surrounding uses.

Analysis: That the anticipated land uses of the sites designated for Corridor Mixed Use would be compatible with existing and future surrounding uses. The parcels will be developed as

typical uses of the Corridor Mixed Use designation, which according to General Plan Policy L66, include duplexes, townhomes, apartments, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. The existing site is mostly vacant with some existing structures. The existing structures are primarily residential and commercial, which is consistent with permitted uses in the Corridor Mixed Use designation. Further, the project site is surrounded by residential uses to the north, east, and west and commercial uses to the south and west. The properties to the north and east are planned and zoned for low-density residential development and the properties to the south and west are planned for mixed use development. The uses allowed in the Corridor Mixed Use designation allow for a mix of commercial, office, and multi-family residential uses. Commercial and housing opportunities would be limited to the density and intensity permitted within the Airport Land Use Compatibility Plan.

CONSULTATION

Early Consultation

Early consultation to agencies outside of the City of Hanford (pursuant to CEQA Guidelines Section 15082) was conducted for each project.

Early consultation was received from:

- Edgar Hernandez with Caltrans on October 4, 2021.
- Liliana Stransky with Kings County Department of Public Health on September 13, 2021.
- Santa Rosa Rancheria Tachi Yokut Tribe on October 19, 2021.

Early consultation letters are included and analyzed in the initial study and are provided in **Attachment 1**.

Consultation

In accordance with Section 15073 of the California Environmental Quality Act Guidelines, a Notice of Intent to Adopt a Mitigated Negative Declaration was sent to the concerned agencies on April 5, 2022. No comments were received.

ENVIRONMENTAL ASSESSMENT

Mitigated Negative Declaration No. 2022-31 is recommended for the project based on the following: In accordance with the California Environmental Quality Act (CEQA), General Plan Amendment No. 2021-01C and Rezone No. 2021-14 were evaluated in an Environmental Assessment/Initial Study. Based on the review, it was determined that the proposed project would not result in a significant adverse impact on the environment with the incorporation of mitigation measures, therefore Mitigated Negative Declaration No. 2022-31 has been prepared, attached as **Attachment 1**.

PUBLIC COMMENTS

Notice of Public Hearing for the proposed projects was published in the Hanford Sentinel and mailed to property owners within 300 ft. of the project site on October 21, 2022.

The Community Development Department received one comment in favor of the project:

1. Kurt Lavenson & Lesly Avedisian – **Attachment 2**

STAFF RECOMMENDATION

Staff recommends that the City Council:

1. Adopt Mitigated Negative Declaration No. 2022-31, certifying that the project will not have a significant effect on the environment with the incorporation of mitigation measures.
2. Adopt Resolution 22-42-R approving General Plan Amendment No. 2021-01C.
3. Introduce and waive the first reading of Ordinance No. 2022-08, approving Prezone No. 2021-14.

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

Owner(s): Champi Development Group, LLC
1951 Dalrymple Drive
Hanford, CA 93230

Champi Nick Enterprises
615 N 10th Avenue
Hanford, CA 93230

Vieyra Martin/Vieyra Fanny C
16210 18th Avenue
Lemoore, CA 93245

Lopez Lupe R 2005 Family Trust
421 E 5th Street
Hanford, CA 93230

Ortiz Arturo M & Olivia P Rev Trust
820 N Brown Street
Hanford, CA 93230

Dos Panchos Holdings, LLC
3780 Centre Street
San Diego, CA 92103

Hickman Everett L/Hickman Cindy F
608 N E Street
Tulare, CA 93274

Edgar Ramos
108 E Hanford Armona Road
Hanford, CA 93230

Sandoval Adrian/Sandoval Maria E
1550 Spring Crest Drive
Hanford, CA 93230

Davis Larry D/Davis Lona B
865 Whitney Drive
Hanford, CA 93230

Valdovinos Maria
600 Whitney Drive
Hanford, CA 93230

Fontana John & Kathleen Revoc Trust
2501 E Westcott Avenue
Visalia, CA 93292"

RESOLUTION NO. 22-42-R**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD
APPROVING AN AMENDMENT TO THE LAND USE ELEMENT OF THE GENERAL
PLAN.****GENERAL PLAN AMENDMENT NO. 2021-01 C: A REQUEST TO CHANGE THE LAND
USE DESIGNATION FROM MEDIUM-DENSITY RESIDENTIAL TO CORRIDOR
MIXED USE ON 18 PARCELS TOTALING 28 ACRES.**

**THE PROJECT IS LOCATED NORTH OF EAST LACEY BOULEVARD BETWEEN
NORTH 10TH AVENUE AND 9 ¼ AVENUE IN A COUNTY ISLAND AND WITHIN
THE CITY OF HANFORD SPHERE OF INFLUENCE (APNS 014-201-006, -009, 014-202-
005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -
020, -021, -022, AND 014-221-026).**

At a regular meeting of the City Council of the City of Hanford, duly called to order and held on November 1, 2022, at 7:00 p.m., it was moved by Council Member _____, and seconded by Council Member _____, and duly carried that the following resolution be adopted:

WHEREAS, General Plan Amendment No. 2022-01 C) proposes to amend the land use designation of certain real property as follows:

General Plan Amendment No. 2021-01 C)

Approximately 18 acres from Medium-Density Residential to Corridor Mixed Use, as shown in attached **Exhibit A**; and

WHEREAS, the proposed general plan amendment was presented to the Planning Commission of the City of Hanford; and

WHEREAS, the City of Hanford Planning Commission, at its regularly scheduled meeting on May 10, 2022, held a public hearing and received testimony and evidence for and against the proposed general plan amendment. After closing the public hearing, the Planning Commission, by resolution, recommended that the City Council of the City of Hanford approve General Plan Amendment No. 20221-01 C); and

WHEREAS, the City Council of the City of Hanford, at its regularly scheduled meeting on November 1, 2022, held a public hearing and received testimony and evidence regarding proposed General Plan Amendment No. 2021-01 C); and

WHEREAS, the City Council of the City of Hanford considered the evidence presented in the staff report and testimony presented during the public hearing; and

WHEREAS, the City Council of the City of Hanford finds that no significant environmental impacts would result from the proposed project with the incorporation of mitigations, as presented in the Mitigation Monitoring and Reporting Program, attached as **Exhibit B**; and

WHEREAS, Mitigated Negative Declaration No. 2022-31 was prepared and adopted; and,

WHEREAS, on the basis of the application for the amendment to the general plan, the documentation and information provided in the staff report, and the evidence and testimony submitted at the public hearing, the City Council of the City of Hanford hereby makes the following findings in accordance with Section 17.88.040 of the Hanford Municipal Code:

General Plan Amendment No. 2021-01 C)

1. That the amendment is internally consistent with the goals, objectives, and policies of the General Plan.

Analysis: That General Plan Amendment No. 2021-01C is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals 10 and 12, and Land Use Policies L65, L66, and L67.

2. That this amendment would not be detrimental to the public health, safety, or welfare of the community.

Analysis: That this application has been reviewed by County departments, utility companies, City Fire Department, City Building Department, and other involved departments. Any mitigation required for public health and safety were applied to the proposal and required in the mitigation monitoring and reporting program.

3. That the amendment would maintain the appropriate balance of land uses within the City.

Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is 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. The proposal to change the designation from Medium Density Residential to Corridor Mixed Use will not affect the City's ability to maintain an appropriate balance of land uses within the City, both jobs and housing are permitted in the Corridor Mixed Use designation.

4. That the anticipated land uses on the subject site would be compatible with existing and future surrounding uses.

Analysis: That the anticipated land uses of the sites designated for Corridor Mixed Use would be compatible with existing and future surrounding uses. The parcels will be developed as typical uses of the Corridor Mixed Use designation, which according to General Plan Policy L66, include duplexes, townhomes, apartments, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. The existing site is mostly vacant with some existing structures. The existing structures are primarily residential and commercial, which is consistent with permitted uses in the Corridor Mixed Use designation. Further, the project site is surrounded by residential uses to the north, east, and west and commercial uses to the south and west. The properties to the north and east are planned and zoned for low-

density residential development and the properties to the south and west are planned for mixed use development. The uses allowed in the Corridor Mixed Use designation allow for a mix of commercial, office, and multi-family residential uses.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Hanford hereby approves General Plan Amendment No. 2022-01 C). Passed and adopted at a regular meeting of the City Council of the City of Hanford, duly called and held on November 1, 2022, by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

KALISH MORROW

MAYOR of the City of Hanford

Attest:

NATALIE CORRAL
CITY CLERK

STATE OF CALIFORNIA)

COUNTY OF KINGS) ss

CITY OF HANFORD)

Attachment: Resolution 22-42-R (CD: Lassen GPA 2021-01 C)

I, Natalie Corral, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the __ day of _____, 2022.

Date: _____

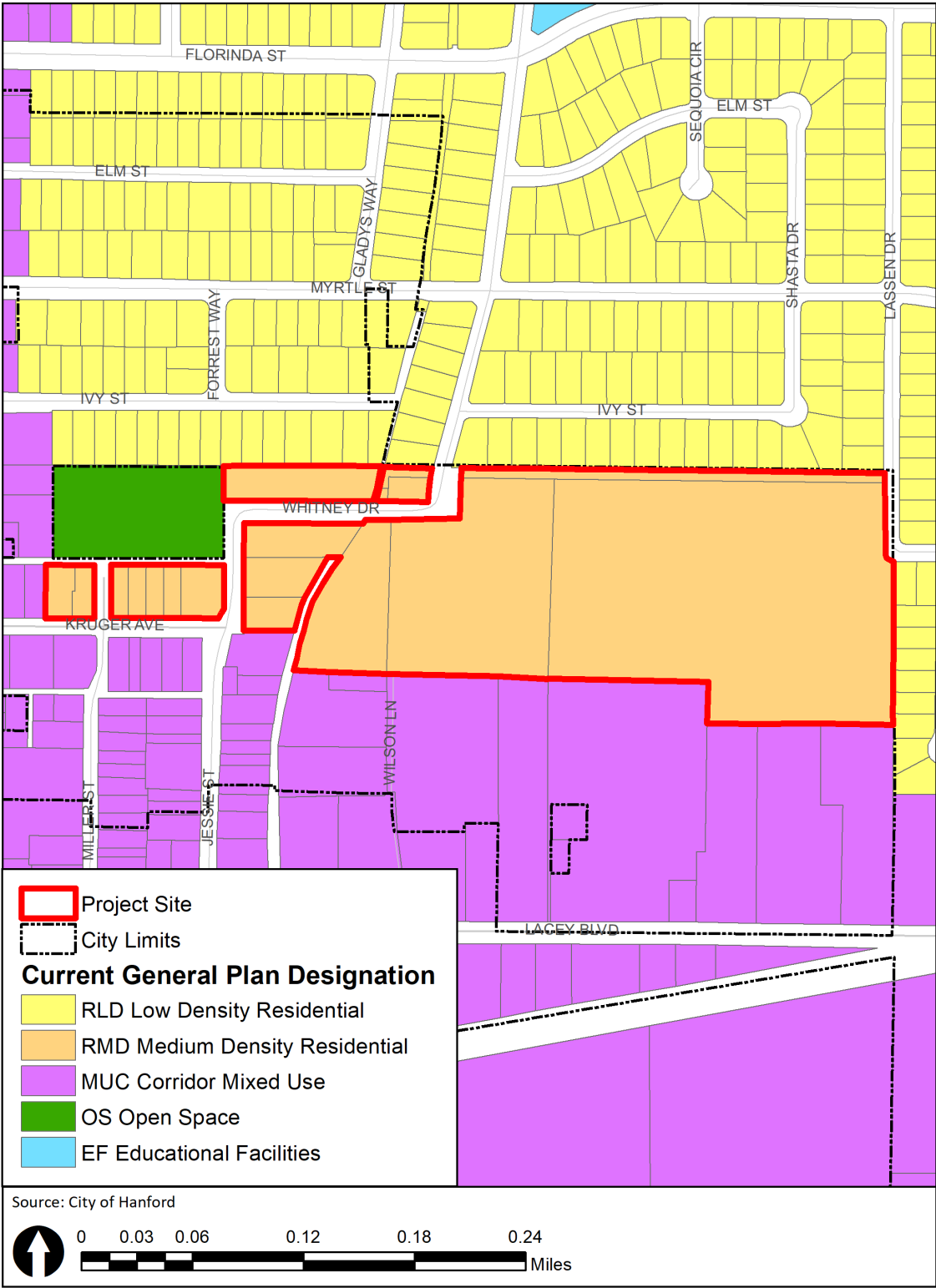
City Clerk

Exhibit A

General Plan Amendment No. 2021-01 C

Attachment: Resolution 22-42-R (CD: Lassen GPA 2021-01 C)

Current General Plan Land Use Designation



Proposed General Plan Land Use Designation

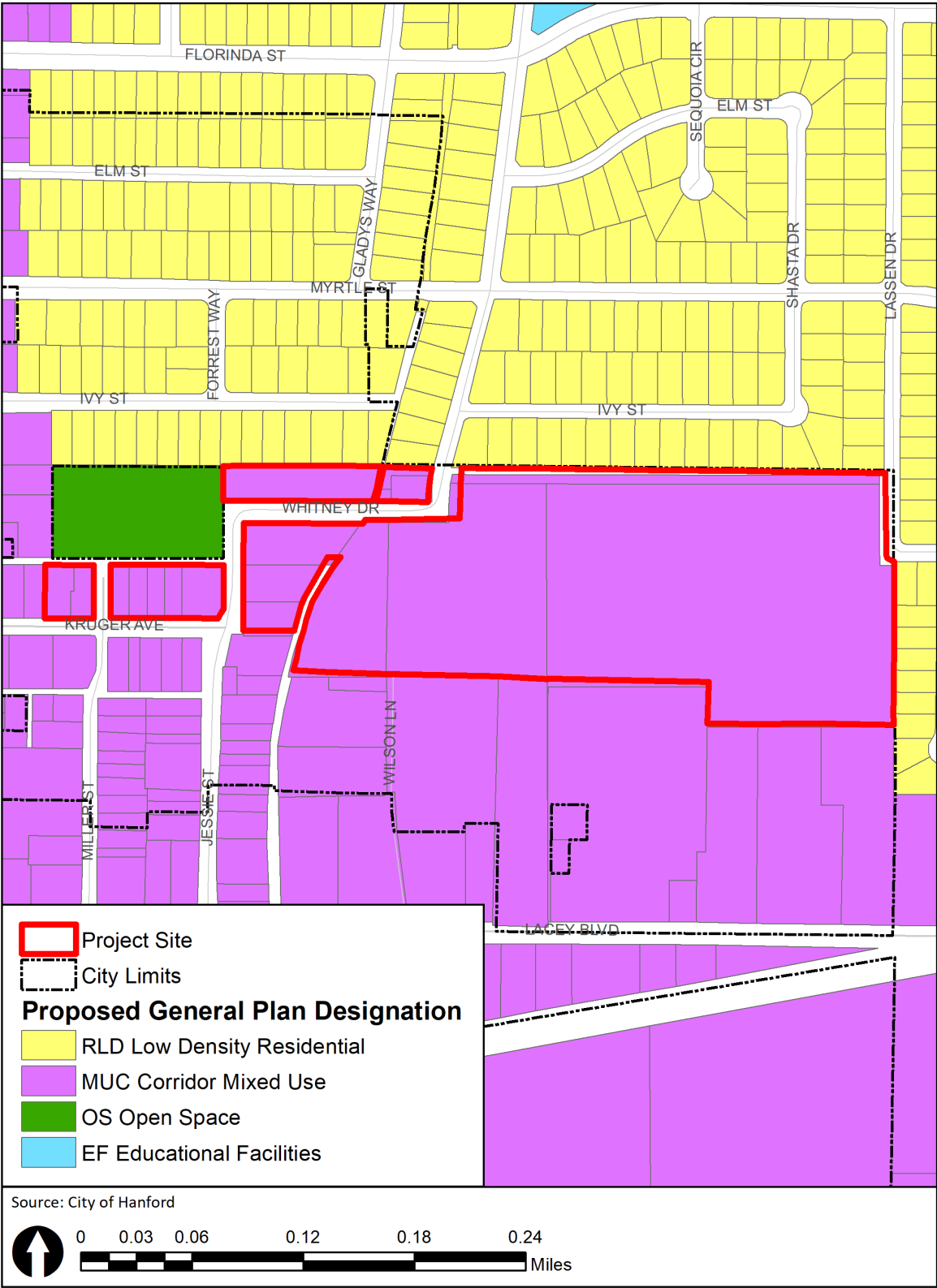


Exhibit B

Mitigation Monitoring and Reporting Program

Attachment: Resolution 22-42-R (CD: Lassen GPA 2021-01 C)

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initials
Biological Resources					
MM BIO-1: The Project shall implement the following measures to mitigate for possible disturbance to Swainson’s hawks if they are nesting within 0.5 miles of the Project site: • Avoidance. If feasible, vegetation removal and initial grading of the Project site will occur outside the Swainson’s hawk nesting season (March 1-September 15). • Pre-construction Surveys. If vegetation removal and initial grading must occur between March 1 and September 15, a qualified biologist will conduct pre-construction surveys for Swainson’s hawk nests following the survey methodology developed by the Swainson’s Hawk Technical Advisory Committee (SWHA TAC 2000) prior to the onset of these construction activities. In addition, a pre-activity survey for active nests will be conducted by a qualified biologist no more than 10 days prior to the start of Project implementation. • Establish Buffers. Should any active nests be discovered within 0.5 miles of proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged. • Monitor Nest. Should construction activity be necessary within the designated buffer around an active Swainson’s hawk nest, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success,	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

construction activity within the designated buffer will be altered or suspended until the biologist determines that Swainson's hawks at the nest site are no longer susceptible to deleterious disturbance. • Nest Tree Replacement. In the unlikely event that a SWHA nest tree is found on the site during preconstruction surveys, LOA recommends that the nest tree be replaced with appropriate native tree species plantings at a ratio of 3:1 at or near the Project site or in other immediately suitable lands.					
MM BIO-2: The Project shall implement the following measures to mitigate for loss of suitable habitat and impacts to the San Joaquin kit fox during ground-disturbing activities of the Project site: • Pre-construction Surveys. Preconstruction surveys for the SJKF shall be conducted on and within 200 feet of the project site, where accessible, within 30 days prior to the start of ground disturbance activities on the site. The primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on and adjacent to the site and evaluate their use by kit foxes. • Avoidance. Should active kit fox dens be detected during preconstruction surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified. A disturbance-free buffer will be established around the burrows in consultation with the USFWS and CDFW, to be maintained until an agency-approved biologist has determined that the burrows have been abandoned. • Exclusion. If the kit fox does not abandon the burrow, then a den exclusion plan will be developed in consultation with USFWS and CDFW. The exclusion plan would, at a minimum, include the following elements. - o Kit fox will be excluded from the den(s), outside the natal season (June 1-December 31), through installation of one-way doors consisting of a 5" pipe with a plastic flap over the top. The one-way doors will be	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

installed in all onsite burrows large enough to accommodate the San Joaquin kit fox. The one-way doors will be supported by sandbags to ensure a tight fit in the burrow and to discourage the foxes from digging around the one-way doors to gain access to the dens. - o The one-way doors will be monitored for three days through the placement of motion sensing cameras and daily review of the captured images by a qualified biologist. - o Once the cameras show no more activity at a den site, the interior of the den will be viewed through the use of a bore scope to ensure kit fox are absent from the dens. - o Once the den is determined vacant it will be plugged with sand bags and immediately and carefully excavated following the USFWS Standardized recommendations for protection of the endangered San Joaquin kit fox prior to or during ground disturbance (USFWS 2011). The dens will be completely excavated, backfilled, and compacted to prevent later use by kit foxes.					
MM BIO-3: The Project shall implement the following measures to mitigate for loss of nesting habitat of the Project in compliance with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes: • Avoidance. In order to avoid impacts to nesting raptors and migratory birds, the Project will be constructed, if feasible, from September 16th and January 31st, which is outside the avian nesting season. • Preconstruction Surveys. If Project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 10 days prior to the start of these activities. The survey will include the proposed work area(s) and surrounding lands within 500 feet, where accessible, for all nesting raptors and migratory	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

birds. If no active nests are found within the survey area, no further mitigation is required. • Establish Buffers. Should any active nests be discovered near proposed work areas, no disturbance buffers of 250 feet around active nests of non-listed bird species and 500 feet around active nests of non-listed raptors will be established. If work needs to occur within these no disturbance buffers, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that the nest site is no longer susceptible to deleterious disturbance.					
Cultural Resources					
MM CR-1: In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: a. Cultural Resources Alert on Project Plans. The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources. b. Pre-Construction Briefing. The project proponent shall retain Santa Rosa Rancheria Cultural Staff to provide a pre-construction Cultural Sensitivity Training to construction staff regarding the discovery of cultural resources and the potential for discovery during ground disturbing activities, which will include information on potential cultural material	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

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Tribal Cultural Resources					
See MM CR-1 and CR-2 under Cultural Resources					

ORDINANCE NO. 22-08

AN ORDINANCE OF THE CITY OF HANFORD CITY COUNCIL APPROVING PREZONE NO. 2021-14, A REQUEST TO PRE-ZONE/REZONE THE SITE FROM C-S – SERVICE COMMERCIAL (COUNTY) TO MX – C - CORRIDOR MIXED USE (CITY) ON 18 PARCELS TOTALING APPROXIMATELY 28 ACRES. THE PROJECT IS LOCATED NORTH OF EAST LACEY BOULEVARD BETWEEN NORTH 10TH AVENUE AND 9 ¼ AVENUE IN A COUNTY ISLAND AND WITHIN THE CITY OF HANFORD SPHERE OF INFLUENCE (APNS 014-201-006, -009, 014-202-005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -020, -021, -022, AND 014-221-026).

Section 1: The following described territory situated in the City of Hanford is hereby zoned under the terms of Chapter 17.86 of the Hanford Municipal Code:

Rezone No. 2021-14, filed by the City of Hanford:

FROM: County CS Service Commercial

TO: City MX-C Corridor Mixed Use

On property described as follows:

Approximately 18 acres, located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue in a County Island and within the City of Hanford Sphere of Influence (APNs 014-201-006, -009, 014-202-005, -006, 014-203-002, -003, -004, -005, -006, 014-204-001, -002, 014-221-017, -018, -019, -020, -021, -022, and 014-221-026), as depicted in attached **Exhibit A**; and

Section 2: The Council does hereby find as a fact that the Planning Commission of the City of Hanford held a public hearing on May 10, 2022 after notice required by Section 17.70.110 of the Hanford Municipal Code and Government Code Section 65854. The City Council finds that Mitigated Negative Declaration No. 2022-31 and the Mitigation Monitoring and Reporting Program, depicted in attached **Exhibit B**, are approved in conformance with the California Environmental Quality Act. The City Council hereby finds that the prezoning/rezoning is consistent with the objectives of the zoning regulations as set forth in Section 17.86 of the Hanford Municipal Code, and that this Ordinance has been introduced by the City Council after public hearing held on the 1st day of November 2022, at 7:00 p.m. of said day after notice required under the provisions of Section 65856 of the Government Code.

Attachment: Ordinance No. 22-08 (CD: Lassen GPA 2021-01 C)

Section 3: That pursuant to Section 17.86.030, the City Council of the City of Hanford makes the following findings:

Prezone/Rezone No. 2021-14

1. That the amendment is internally consistent with the goals, objectives, and policies of the General Plan and the Municipal Code.

Analysis: That Rezone No. 2021-14 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Goals 10 and 12, and Land Use Policies L65, L66, and L67. All regulations pertaining to MX-C – Mixed Use Corridor zone district will be enforced as development occurs through the Site Plan Review process.

2. That the amendment would not be detrimental to the public health, safety, or welfare of the community.

Analysis: That this application has been reviewed by County departments, utility companies, City Fire Department, City Building Department, and other involved departments. Any mitigation required for public health and safety were applied to the proposal and required in the mitigation monitoring and reporting program.

3. That the amendment would maintain the appropriate balance of land uses within the City.

Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is 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. The proposal to change the designation from Medium Density Residential to Corridor Mixed Use will not affect the City's ability to maintain an appropriate balance of land uses within the City, both jobs and housing are permitted in the Corridor Mixed Use designation. Commercial and housing opportunities would be limited to the density and intensity allowable within the Airport Land Use Compatibility Plan.

4. That the anticipated land uses on the subject site would be compatible with existing and future surrounding uses.

Analysis: That the anticipated land uses of the sites designated for Corridor Mixed Use would be compatible with existing and future surrounding uses. The parcels will be developed as typical uses of the Corridor Mixed Use designation, which according to General Plan Policy L66, include duplexes, townhomes, apartments, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. The existing site is mostly vacant with some existing structures. The existing structures are primarily residential and commercial, which is consistent with permitted uses in the Corridor Mixed Use designation. Further, the project site is surrounded by residential uses to the north, east, and west and commercial uses to the south and west. The properties to the north and east are planned and zoned for low-density residential development and the properties to the south and west are planned for mixed use development. The uses allowed in the Corridor Mixed Use designation allow for a mix of commercial, office, and multi-family residential uses. Commercial and housing opportunities would be limited to the density and intensity permitted within the Airport Land Use Compatibility Plan.

Section 4: This ordinance shall take effect (30) days after its passage, and be published once in the Hanford Sentinel within fifteen (15) days after its passage or a summary of this ordinance shall be published in the Hanford Sentinel in a manner consistent with the requirements of the California Government Code.

Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on _____, by the following roll call vote:

AYES: _____
 NOES: _____
 ABSTAIN: _____
 ABSENT: _____

APPROVED

KALISH MORROW

MAYOR of the City of Hanford

ATTEST:

NATALIE CORRAL
CITY CLERK

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

I, NATALIE CORRAL, City Clerk of the City of Hanford, do hereby certify the foregoing ordinance was duly introduced at a regular meeting of the City Council of the City of Hanford on the 1st day of November 2022, and it was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 15th day of November 2022.

NATALIE CORRAL
CITY CLERK

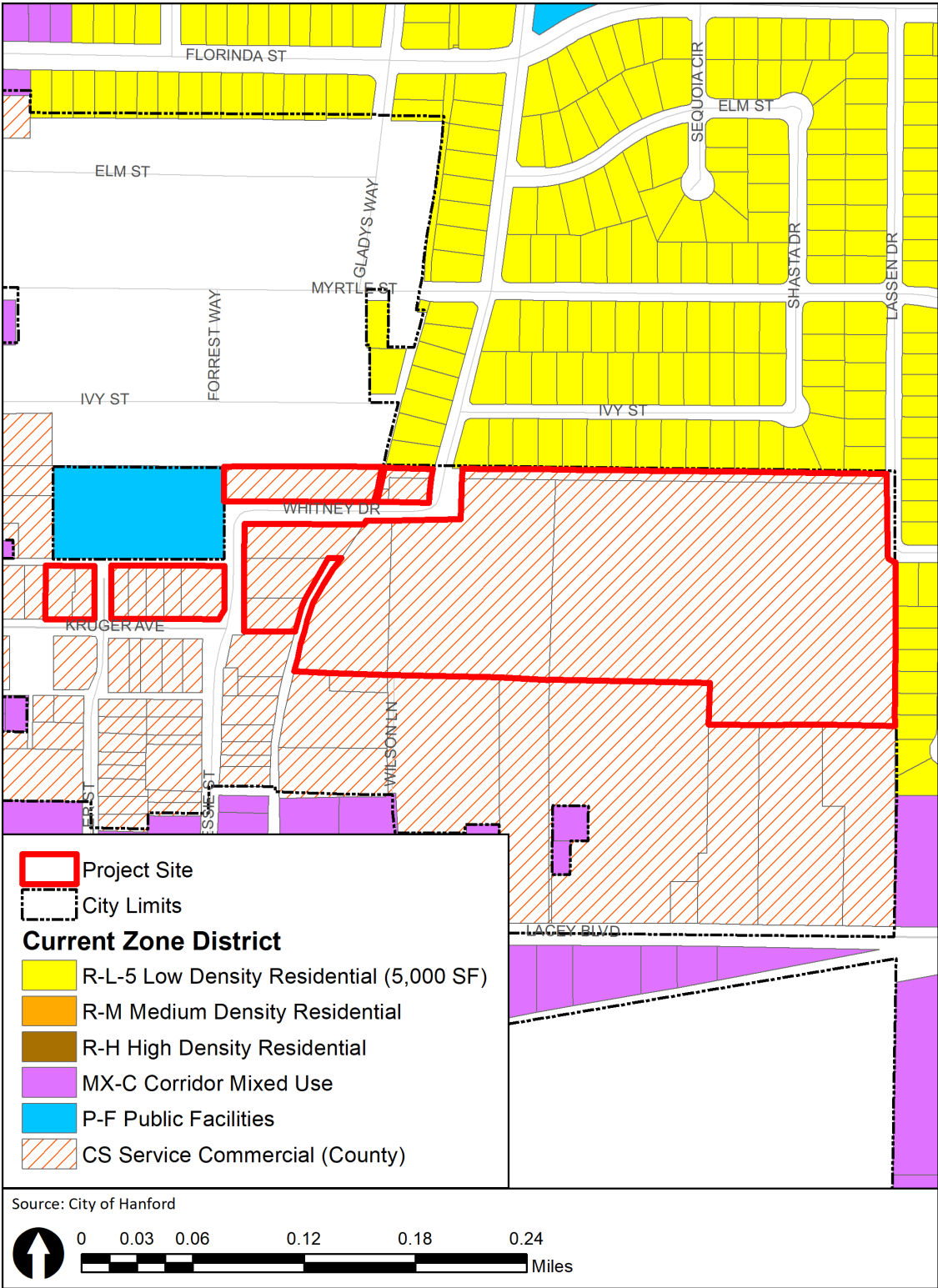
Attachment: Ordinance No. 22-08 (CD: Lassen GPA 2021-01 C)

Exhibit A

Prezone No. 2021-14

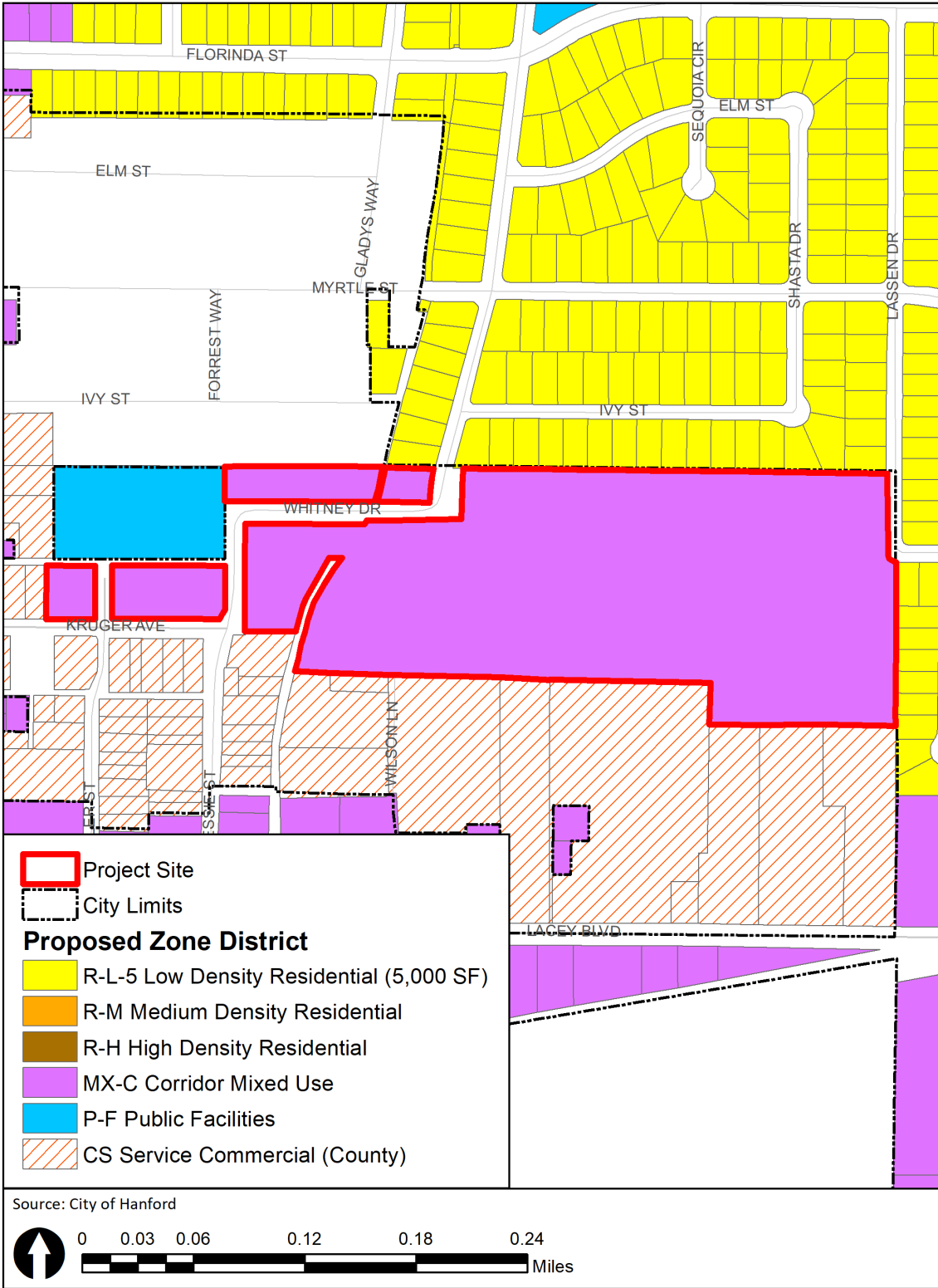
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Current Zone District



Attachment: Ordinance No. 22-08 (CD: Lassen GPA 2021-01 C)

Proposed Zone District



Attachment: Ordinance No. 22-08 (CD: Lassen GPA 2021-01 C)

Exhibit B:
Mitigation Monitoring and Reporting Program

Attachment: Ordinance No. 22-08 (CD: Lassen GPA 2021-01 C)

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initials
Biological Resources					
MM BIO-1: The Project shall implement the following measures to mitigate for possible disturbance to Swainson’s hawks if they are nesting within 0.5 miles of the Project site: • Avoidance. If feasible, vegetation removal and initial grading of the Project site will occur outside the Swainson’s hawk nesting season (March 1-September 15). • Pre-construction Surveys. If vegetation removal and initial grading must occur between March 1 and September 15, a qualified biologist will conduct pre-construction surveys for Swainson’s hawk nests following the survey methodology developed by the Swainson’s Hawk Technical Advisory Committee (SWHA TAC 2000) prior to the onset of these construction activities. In addition, a pre-activity survey for active nests will be conducted by a qualified biologist no more than 10 days prior to the start of Project implementation. • Establish Buffers. Should any active nests be discovered within 0.5 miles of proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged. • Monitor Nest. Should construction activity be necessary within the designated buffer around an active Swainson’s hawk nest, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success,	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

construction activity within the designated buffer will be altered or suspended until the biologist determines that Swainson's hawks at the nest site are no longer susceptible to deleterious disturbance. • Nest Tree Replacement. In the unlikely event that a SWHA nest tree is found on the site during preconstruction surveys, LOA recommends that the nest tree be replaced with appropriate native tree species plantings at a ratio of 3:1 at or near the Project site or in other immediately suitable lands.					
MM BIO-2: The Project shall implement the following measures to mitigate for loss of suitable habitat and impacts to the San Joaquin kit fox during ground-disturbing activities of the Project site: • Pre-construction Surveys. Preconstruction surveys for the SJKF shall be conducted on and within 200 feet of the project site, where accessible, within 30 days prior to the start of ground disturbance activities on the site. The primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on and adjacent to the site and evaluate their use by kit foxes. • Avoidance. Should active kit fox dens be detected during preconstruction surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified. A disturbance-free buffer will be established around the burrows in consultation with the USFWS and CDFW, to be maintained until an agency-approved biologist has determined that the burrows have been abandoned. • Exclusion. If the kit fox does not abandon the burrow, then a den exclusion plan will be developed in consultation with USFWS and CDFW. The exclusion plan would, at a minimum, include the following elements. - o Kit fox will be excluded from the den(s), outside the natal season (June 1-December 31), through installation of one-way doors consisting of a 5" pipe with a plastic flap over the top. The one-way doors will be	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

installed in all onsite burrows large enough to accommodate the San Joaquin kit fox. The one-way doors will be supported by sandbags to ensure a tight fit in the burrow and to discourage the foxes from digging around the one-way doors to gain access to the dens. - o The one-way doors will be monitored for three days through the placement of motion sensing cameras and daily review of the captured images by a qualified biologist. - o Once the cameras show no more activity at a den site, the interior of the den will be viewed through the use of a bore scope to ensure kit fox are absent from the dens. - o Once the den is determined vacant it will be plugged with sand bags and immediately and carefully excavated following the USFWS Standardized recommendations for protection of the endangered San Joaquin kit fox prior to or during ground disturbance (USFWS 2011). The dens will be completely excavated, backfilled, and compacted to prevent later use by kit foxes.					
MM BIO-3: The Project shall implement the following measures to mitigate for loss of nesting habitat of the Project in compliance with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes: • Avoidance. In order to avoid impacts to nesting raptors and migratory birds, the Project will be constructed, if feasible, from September 16th and January 31st, which is outside the avian nesting season. • Preconstruction Surveys. If Project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active raptor and migratory bird nests within 10 days prior to the start of these activities. The survey will include the proposed work area(s) and surrounding lands within 500 feet, where accessible, for all nesting raptors and migratory	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

birds. If no active nests are found within the survey area, no further mitigation is required.					
• Establish Buffers. Should any active nests be discovered near proposed work areas, no disturbance buffers of 250 feet around active nests of non-listed bird species and 500 feet around active nests of non-listed raptors will be established. If work needs to occur within these no disturbance buffers, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that the nest site is no longer susceptible to deleterious disturbance.					
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MM CR-1: In order to avoid the potential for impacts to historic and prehistoric archaeological resources, the following measures shall be implemented, as necessary, in conjunction with the construction of each phase of the Project: a. Cultural Resources Alert on Project Plans. The project proponent shall note on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources. b. Pre-Construction Briefing. The project proponent shall retain Santa Rosa Rancheria Cultural Staff to provide a pre-construction Cultural Sensitivity Training to construction staff regarding the discovery of cultural resources and the potential for discovery during ground disturbing activities, which will include information on potential cultural material	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

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Tribal Cultural Resources					
See MM CR-1 and CR-2 under Cultural Resources					

LASSEN DRIVE CORRIDOR MIXED USE

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

General Plan Amendment No. 2021-01 C

Rezone No. 2021-11

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

Prepared for

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

Prepared by

Precision Civil Engineering, Inc.
1234 O Street
Fresno, CA 93721

March 2022





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Table 4-12 Percent reduction in VMT per employee	123



1 INTRODUCTION

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

1.1 Regulatory Information

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

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

b. The IS identified potentially significant effects, but:



- 1. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed Mitigated Negative Declaration and Initial Study is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and*
- 2. There is no substantial evidence, in light of the whole record before the agency, that the proposed Project as revised may have a significant effect on the environment.*

1.2 Document Format

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

1.3 Early Consultation Letters Received

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

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

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

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



2 PROJECT DESCRIPTION

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

2.1 Project Title

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

2.2 Lead Agency Name and Address

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

2.3 Contact Person and Phone Number

Lead Agency	Applicant
Community Development Department Mary E. Beatie Interim Director (559) 585-2500	City of Hanford 317 N. Douty Street Hanford, CA 93230

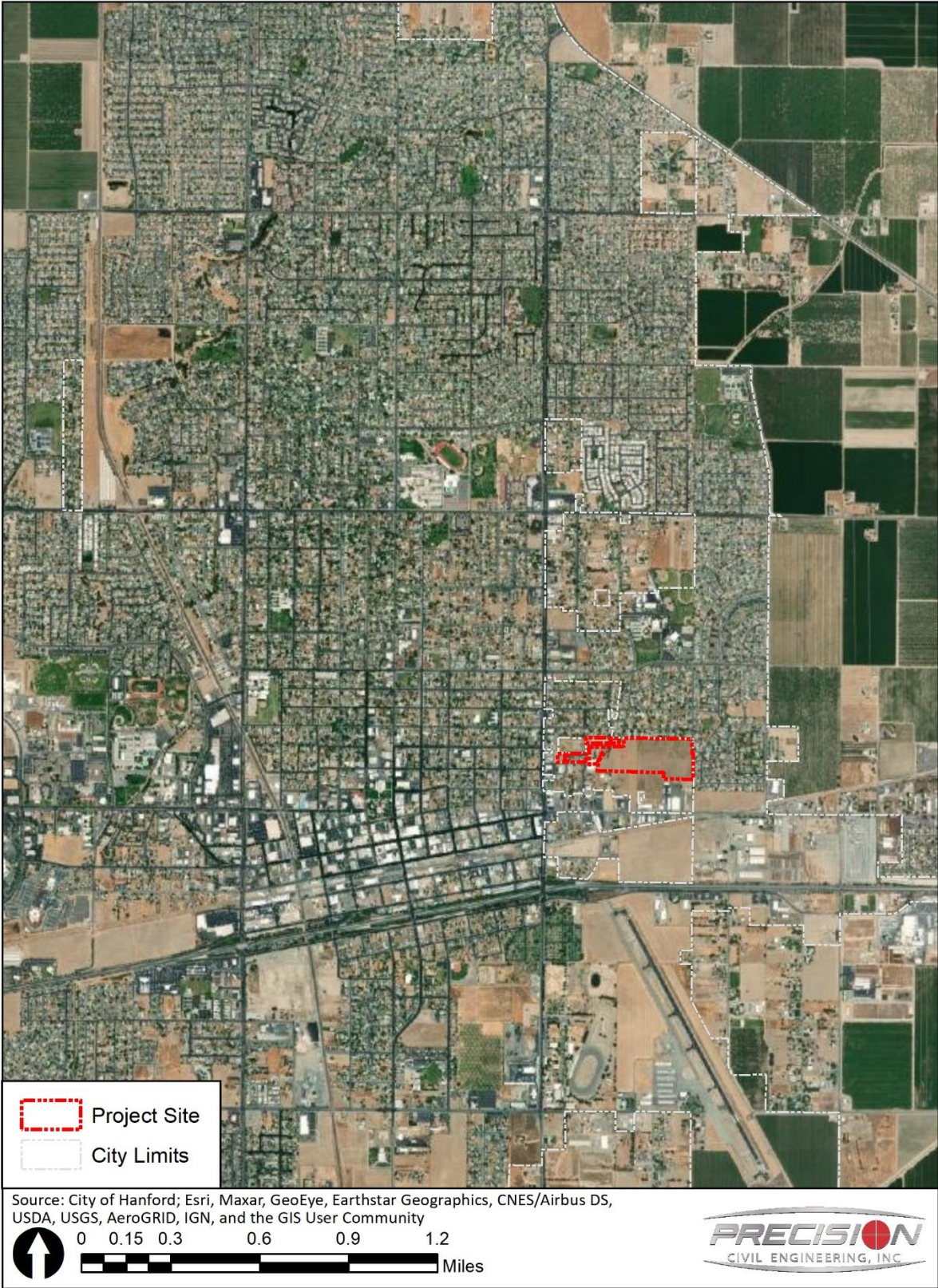
2.4 Study Prepared By

Precision Civil Engineering
1234 O Street
Fresno, CA 93721

2.5 Project Location

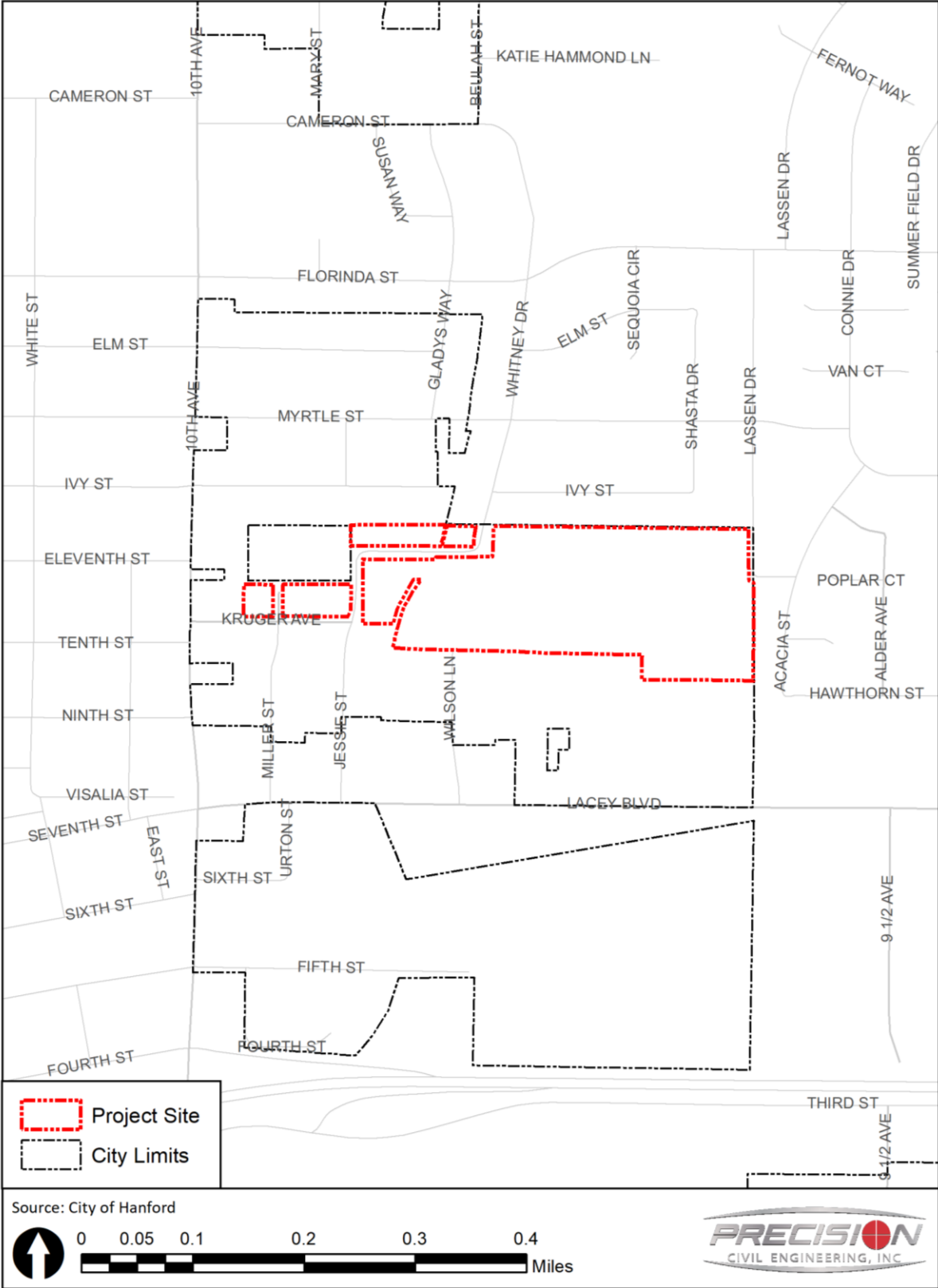
The Project is located in the southeast portion of the city of Hanford, California, generally located north of East Lacey Boulevard between North 10th Avenue and 9 ¼ Avenue in a County island and within the City of Hanford Sphere of Influence (SOI) (see **Figure 2-1** and **Figure 2-2**). The Project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

Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)



Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)

Figure 2-1 Project Location

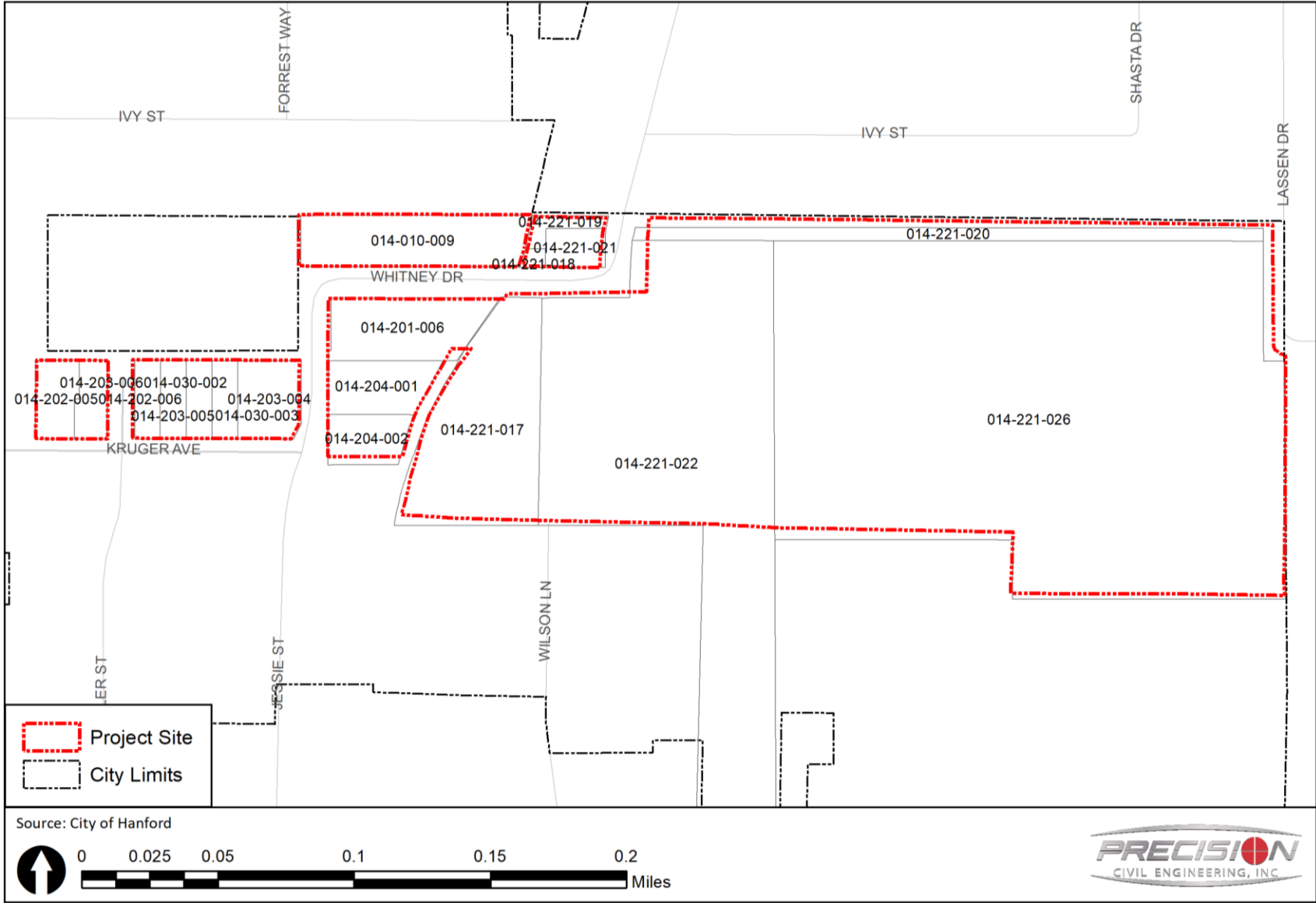


CITY OF HANFORD - LASSEN DRIVE CORRIDOR MIXED USE
INITIAL STUDY

Created: 1/17/2022

Figure 2-2 Project Vicinity Map

Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)



Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)

Figure 2-3 APN Map





2.6 Latitude and Longitude

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

2.7 General Plan Designation

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

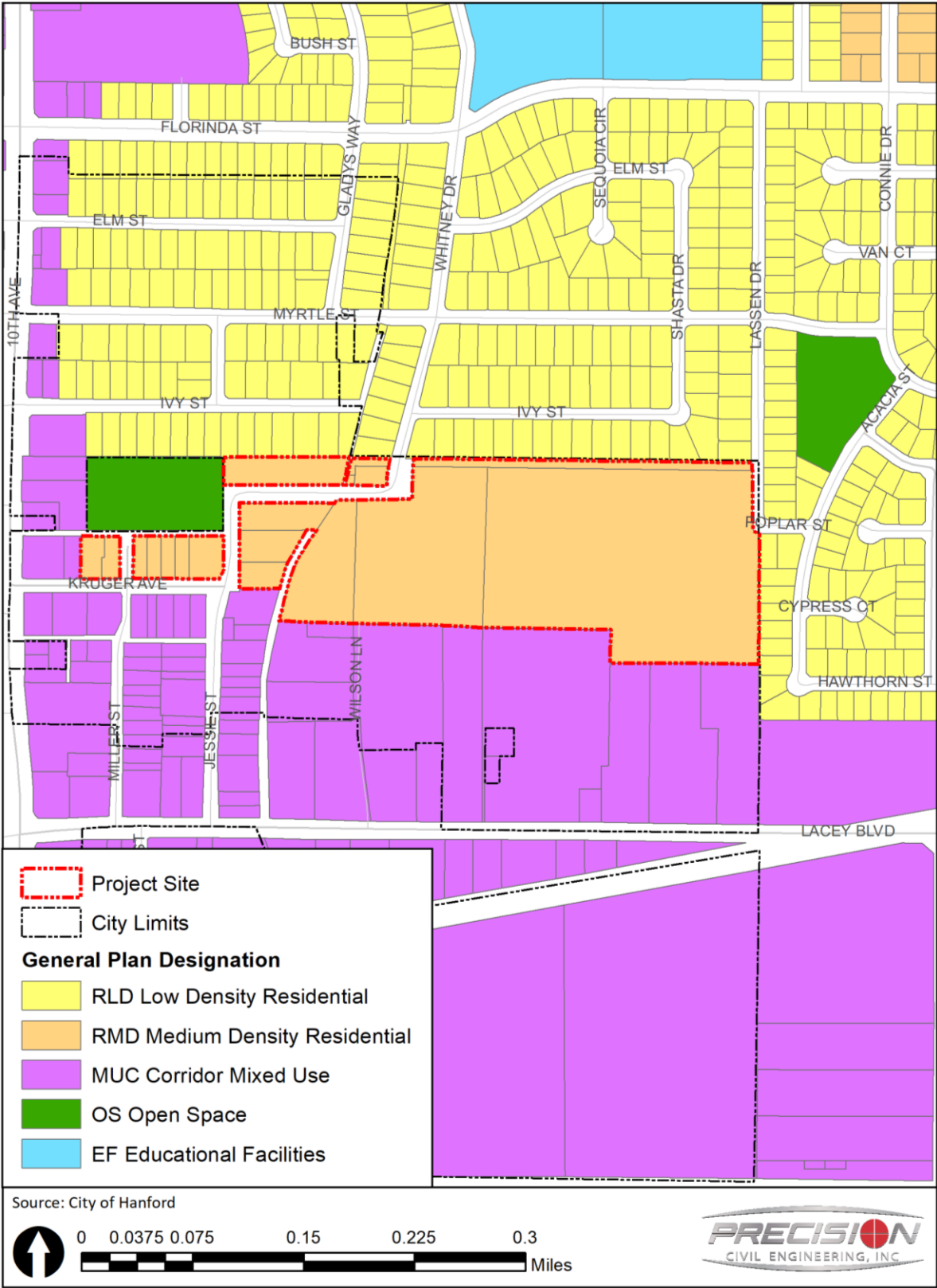
In anticipation of the annexation request being approved by LAFCO pursuant to GC Section 56375.3 the Project includes a General Plan Amendment (GPA No. 2021-01 C) that proposes a change to the site's land use designation from Medium Density Residential to Corridor Mixed Use, to ensure land use conformance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

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



2.8 Zoning

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

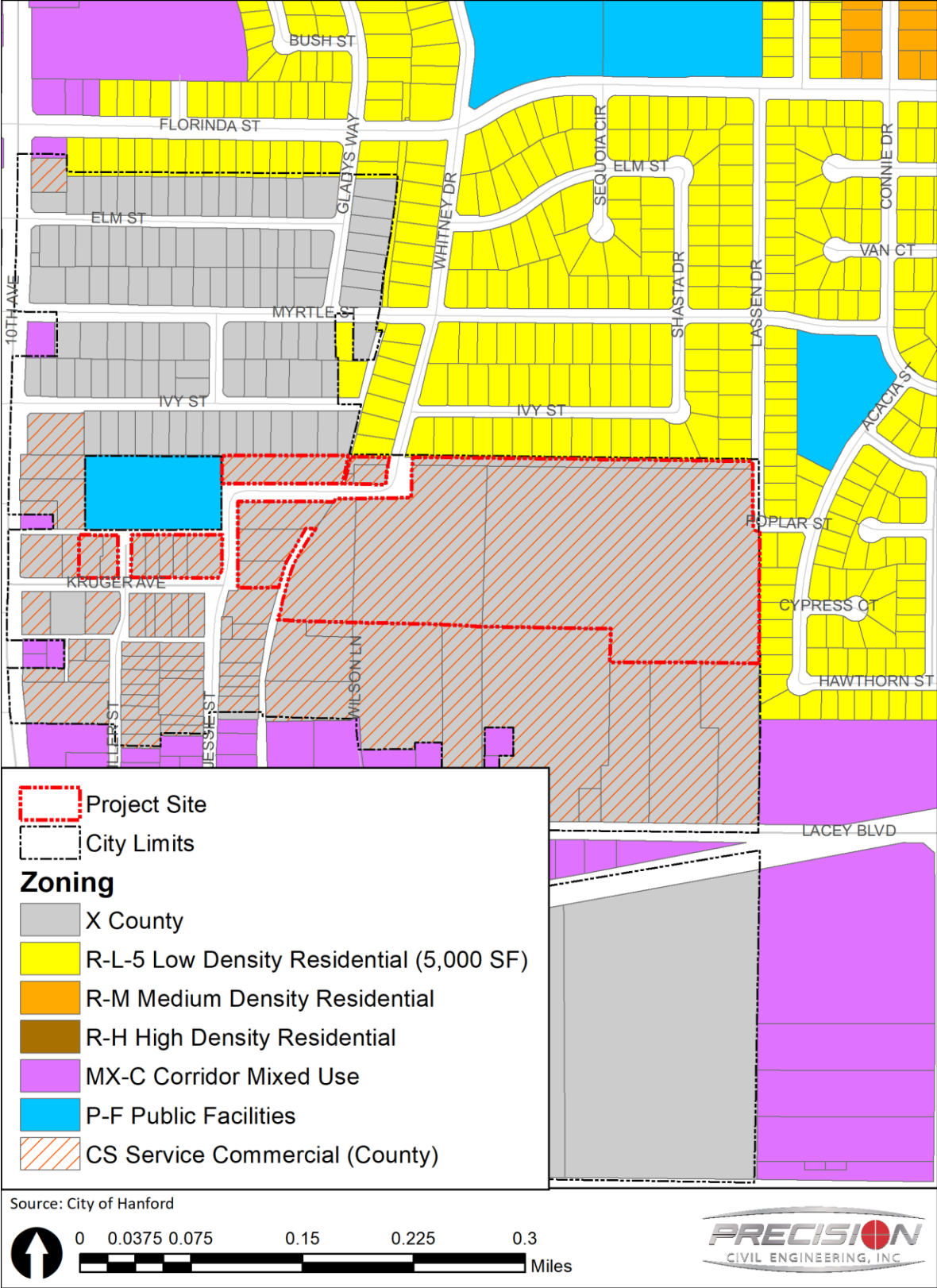


CITY OF HANFORD - LASSEN DRIVE CORRIDOR MIXED USE
INITIAL STUDY

Created: 1/17/2022

Figure 2-4 General Plan Designated Land Use

Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)



CITY OF HANFORD - LASSEN DRIVE CORRIDOR MIXED USE
INITIAL STUDY

Created: 1/24/2022

Figure 2-5 Current Zoning

Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)



2.9 Description of Project

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

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

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

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

Table 2-1 Vacant and Underutilized Parcels

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



014-221-026	14.16	Vacant
Total	21.71	-

2.10 Site and Surrounding Land Uses and Setting

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

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

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

2.11 Technical Studies/Appendices

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

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



2.12 Consultation with California Native American Tribes

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

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

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

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

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



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

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

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



3 DETERMINATION

3.1 Environmental Factors Potentially Affected

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

- | | |
|---|---|
| ☐ Aesthetics | ☐ Land Use Planning |
| ☐ Agriculture and Forestry Resources | ☐ Mineral Resources |
| ☐ Air Quality | ☐ Noise |
| ☒ Biological Resources | ☐ Population and Housing |
| ☒ Cultural Resources | ☐ Public Services |
| ☐ Energy | ☐ Recreation |
| ☐ Geology and Soils | ☐ Transportation |
| ☐ Greenhouse Gas Emissions | ☒ Tribal and Cultural Resources |
| ☐ Hazards and Hazardous Materials | ☐ Utilities and Service Systems |
| ☐ Hydrology and Water Quality | ☐ Wildfire |

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

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

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

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



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

3.2 Determination

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

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

Approved By:

Mary E. Beatie
Mary E. Beatie, Interim Director

3-30-22
Date

City of Hanford Community Development Department



4 EVALUATION OF ENVIRONMENTAL IMPACTS

4.1 AESTHETICS

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

4.1.1 Environmental Setting

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



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

California Scenic Highway Program

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

Hanford General Plan

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

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

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

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



Hanford Municipal Code

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

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

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

4.1.2 Impact Assessment

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

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

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



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

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

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

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

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

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



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

4.1.3 *Mitigation Measures*

None required.



4.2 AGRICULTURE AND FORESTRY RESOURCES

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

4.2.1 Environmental Setting

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



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

Farmland Monitoring and Mapping Program

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

California Land Conservation Act

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

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



4.2.2 Impact Assessment

Would the project:

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

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

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

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

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

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

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

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

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

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

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



4.2.3 *Mitigation Measures*

None required.



4.3 AIR QUALITY

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

4.3.1 Environmental Setting

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

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



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

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

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

(1) Criteria Air Pollutants: SJVAPCD adopted thresholds of significance for criteria air pollutants, as shown in [Error! Reference source not found.](#). The thresholds of significance are based on a calendar year basis. For construction emissions, the annual emissions are evaluated on a rolling 12- month period. The following summarizes these thresholds:

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



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

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

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

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

Table 4-1 SJVAPCD Recommended Air Quality Thresholds of Significance³

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

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

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



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

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

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

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

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

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

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

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



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

San Joaquin Valley Air Pollution Control District

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

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

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

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

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

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

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

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

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



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

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

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

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

City of Hanford General Plan - Air Quality Element

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

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

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

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

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



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

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

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

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

CalEEMod

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

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

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



Table 4-2 Vacant and Underutilized Parcels within Project site

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

4.3.2 Impact Assessment

Would the project:

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

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

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

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

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



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

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

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

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

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

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

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



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

c. Expose sensitive receptors to substantial pollutant concentrations?

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

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

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



4.3.3 *Mitigation Measures*

None required.



4.4 BIOLOGICAL RESOURCES

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

Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)



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

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

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

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

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

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

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

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



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

California Department of Fish and Wildlife – Natural Diversity Database

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

The CNDDDB also provides CNDDDB-known occurrences within a set geographic radius. Error! Reference source not found. lists all species CNDDDB-known occurrences within the five (5)-mile radius of the Project site, organized by distance to the site. As shown, the nearest occurrences were 0.9 miles east (1971) and 1.6 miles northwest (2006). The CNDDDB ranks occurrences by the condition of habitat and ability of the species to persist over time. As shown, the occurrences within the five (5)-mile radius of the Project site are primarily ranked as good or fair, and of those, the most recent occurrences of the kit fox and hawk were 2006 and 2016, respectively.

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

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

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

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

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



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

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

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

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

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

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

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

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



**California Natural Diversity
Database BIOS**

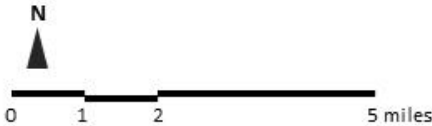
Symbology

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

Note: Data Accuracy

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

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



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Lassen Drive Corridor Mixed Use
Biological Resources Assessment

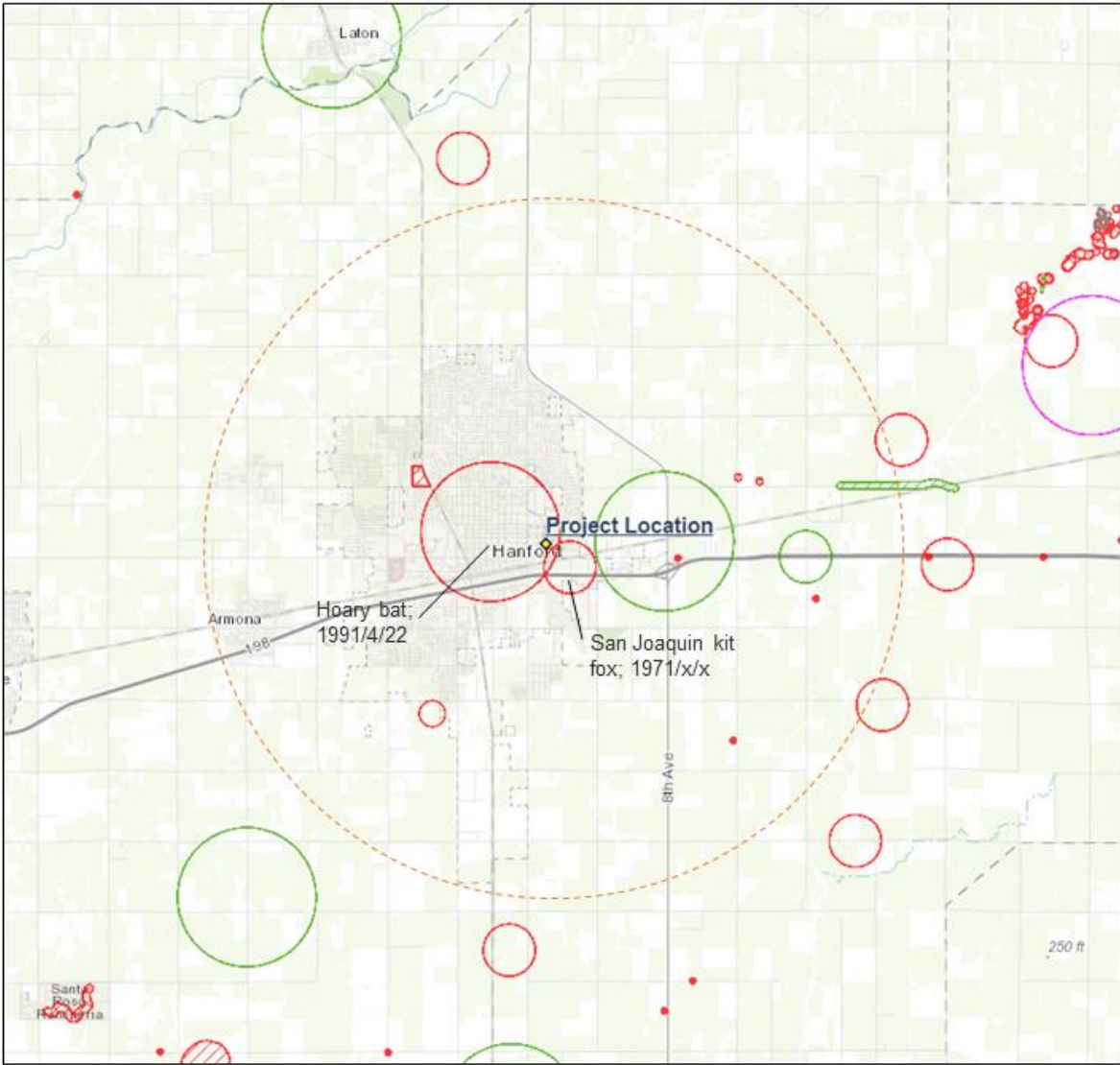


Figure 4-1 CNDDDB Species Occurrences

Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)



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

Special-Status Species	General Habitat	Habitats	Assessment
San Joaquin kit fox	Annual grasslands or grassy open stages with scattered shrubby vegetation.	- Chenopod scrub - Valley & foothill grassland	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any grasslands or grassy open stages. As such, the site does not provide suitable habitat.
Swainson's hawk	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees.	- Great Basin grassland - Riparian forest - Riparian woodland - Valley & foothill grassland	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any grasslands, trees, or riparian areas. In addition, the site does not contain agricultural or ranch lands. As such, the site does not provide suitable habitat.
Hoary bat	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding.	- Broadleaved upland forest - Cismontane woodland - Lower montane coniferous forest - North coast coniferous forest	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any forests or trees. As such, the site does not provide suitable habitat.
California alkali grass	Meadows and seeps, chenopod scrub, valley and foothill grasslands, vernal pools.	- Chenopod scrub - Meadow & seep - Valley & foothill grassland - Vernal pool	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any grasslands, wetlands, or riparian areas. As such, the site does not provide suitable habitat.
Alkali-sink goldfields	Vernal pools.	Vernal pool	The Project site is largely disturbed and is surrounded by urban development. The site does not contain any wetlands or riparian



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

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

Hanford General Plan

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

Goal 04 Protection of natural habitat and other biological resources.

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

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

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

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



Environmental Protection
Agency - WATERS GeoViewer

-  Streams
-  Canals
-  Waterbodies
-  Catchments
-  Hydrologic Units



January 25, 2022

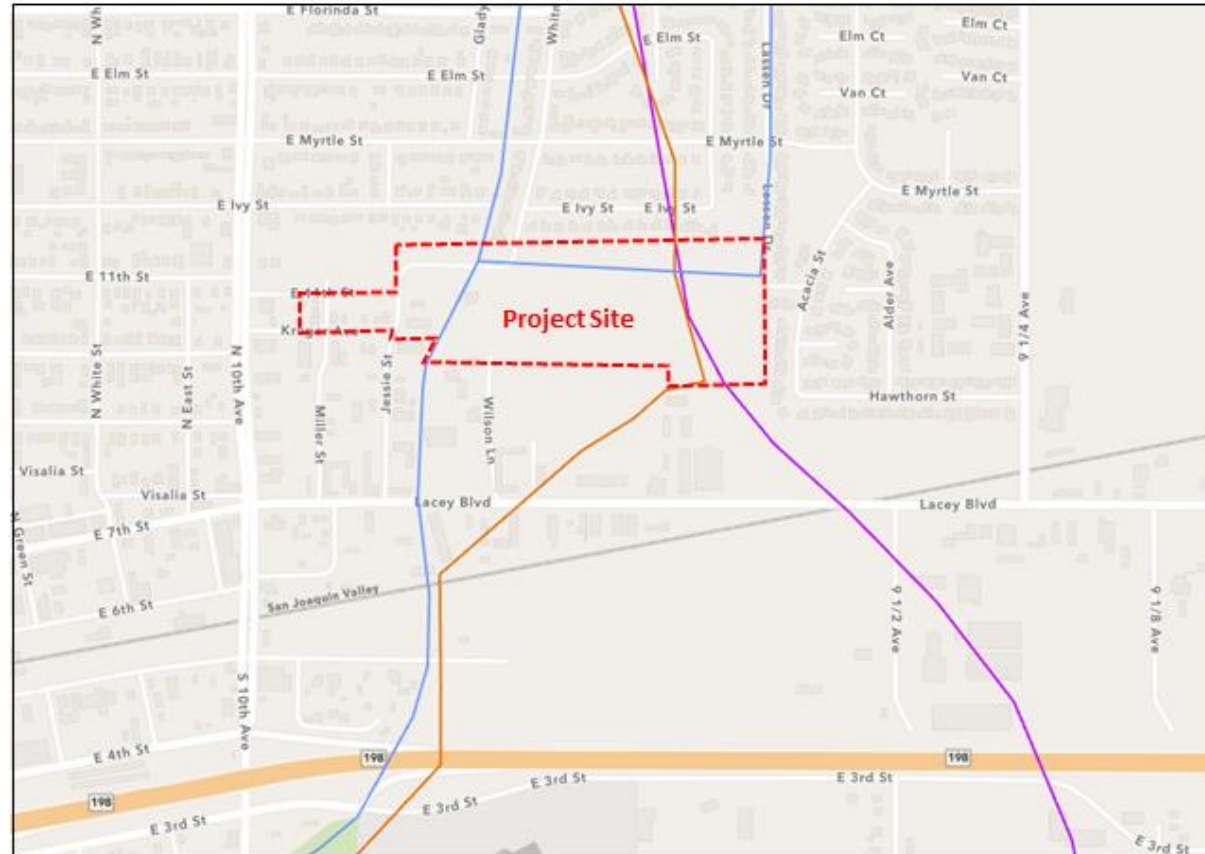
Lassen Drive Corridor Mixed Use
Biological Resources Assessment

Figure 4-2 Surface Water Features



4.4.2 Impact Assessment

Would the project:

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

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

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

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



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

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

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

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



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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

4.4.3 Mitigation Measures

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



4.5 CULTURAL RESOURCES

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

4.5.1 Environmental Setting

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

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

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



Hanford General Plan

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

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

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

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

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

Early Consultation

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

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

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

AB 52 and SB 18 Tribal Consultation

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



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

California Historical Resource Information System Record Search

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

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

The results of the SJJIC CHRIS Record Search indicate:

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

Further, the SJJIC provided the following comments and recommendations:

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



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

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

4.5.2 *Impact Assessment*

Would the project:

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

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

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

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

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



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

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

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

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

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

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



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

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

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

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

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



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

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

4.5.3 Mitigation Measures

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



4.6 ENERGY

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

4.6.1 Environmental Setting

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

Building Energy Efficiency Standards & Green Building Standards Code

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



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

California Energy Action Plan

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

Hanford General Plan

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

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

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

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

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

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



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

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

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

4.6.2 Impact Assessment

Would the project:

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

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

Construction

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

Operations

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



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

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

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

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

4.6.3 Mitigation Measures

None Required.



4.7 GEOLOGY AND SOILS

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



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

4.7.1 Environmental Setting

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

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

Faulting

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

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

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



Subsurface Soils

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

Expansive Soils

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

Liquefaction

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

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

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



Erosion

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

Ground Subsidence

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

Hanford General Plan

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

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

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

Hanford Municipal Code

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

California Building Standards Code

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



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

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

4.7.2 *Impact Assessment*

Would the project:

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

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

ii. Strong seismic ground shaking?

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



iii. Seismic-related ground failure, including liquefaction?

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

iv. Landslides?

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

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

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

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

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



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

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

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

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

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

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

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

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

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



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

4.7.3 *Mitigation Measures*

None required.



4.8 GREENHOUSE GAS EMISSIONS

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

4.8.1 Environmental Setting

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

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

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



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

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

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

4.8.2 *Thresholds of Significance*

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

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

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



2017 Climate Change Scoping Plan

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

2009 San Joaquin Valley Air Pollution Control District Guidance

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

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

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

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

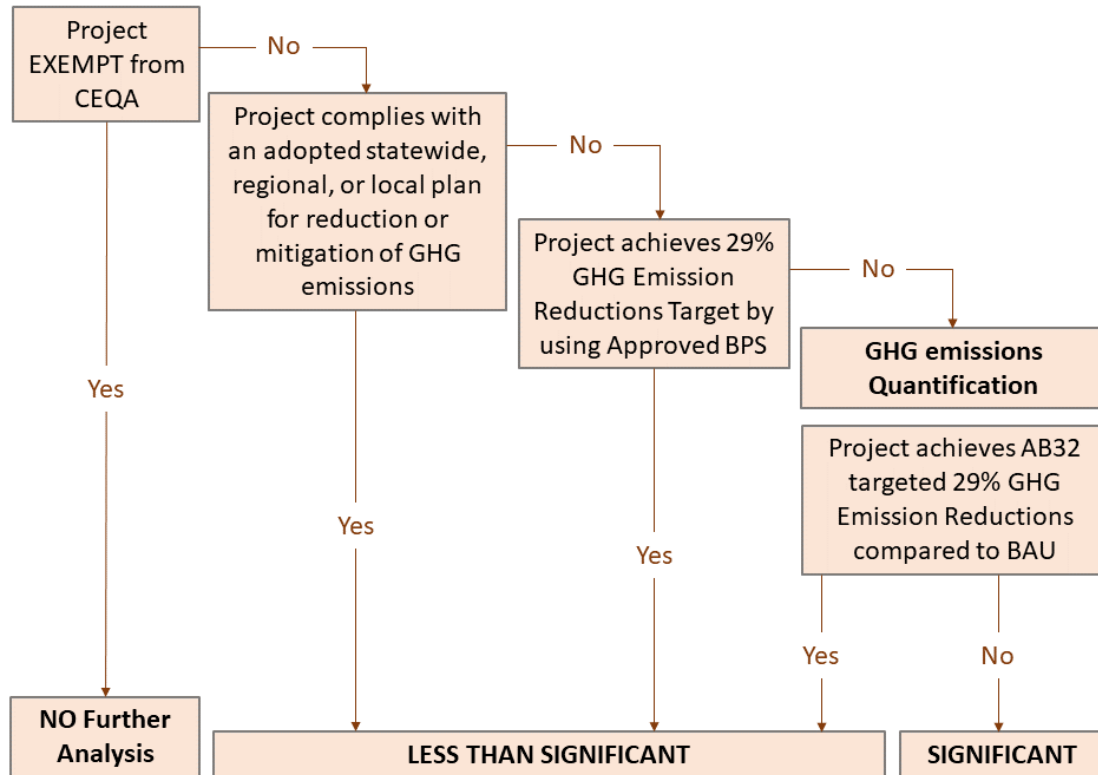


Figure 4-3 SJVAPCD's GHG Thresholds of Significance

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

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



2014 KCAG Regional Climate Action Plan

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

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

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

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

Source: KCAG Regional Climate Action Plan, 2014

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

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



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

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

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

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

2035 Hanford General Plan

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

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

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

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

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



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

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

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

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

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



4.8.3 Impact Assessment

Would the project:

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

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

Construction Emissions

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



Operational Emissions

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

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

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

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

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

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

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

Consistency with the 2017 Climate Change Scoping Plan

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



Table 4-9 Scoping Plan Reduction Measures Consistency Analysis

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



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

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

Consistency with the 2035 Hanford General Plan

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

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

4.8.4 Mitigation Measures

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



4.9 HAZARDOUS AND HAZARDOUS MATERIAL

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



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

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

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

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

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



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

Record Search

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

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

Hanford General Plan

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

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

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

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

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

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

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



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

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

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

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

4.9.2 Impact Assessment

Would the project:

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

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

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



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

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

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

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

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

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

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



County Airport Land Use Compatibility Plan (ALUCP) ²³ adopted in 1994 and the Hanford Municipal Airport Master Plan adopted January 19, 2010. ²⁴ According to the ALUCP, the Project site is located within the airport influence area of the Hanford Municipal Airport. Because the site is within the airport influence area, future development projects are subject to established airport compatibility policies within the ALUCP and General Plan (including *Policy T76*, *Policy T77*, and *Policy H39 listed below*) to ensure that projects would not result in a safety hazard or excessive noise for people residing or working in the area.

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

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

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

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

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

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



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

Table 4-10 Kings County ALUCP Primary Compatibility Criteria

Zone	B1
Location	Approach/Departure Zone and Adjacent to Runway
Impact Elements	- Substantial risk – aircraft commonly below 400 ft. AGL or within 1,000 sf. of runway - Substantial noise
Maximum Densities	- Residential – 0.1 (10 ac-parcel)/ac - Other Uses – 60 people/ac
Required Open Land	30%
Prohibited Uses	- Children’s schools, day care centers, libraries - Hospitals, nursing homes - Highly noise-sensitive uses (e.g. outdoor theaters) - Aboveground bulk storage of hazardous materials - Hazards to flight*
Other Development Conditions	- Locate structures maximum distance from extended runway centerline - Minimum NLR of 25 dBA in residential and office buildings - Dedication of aviation easement
Normally Acceptable Uses	- Uses in Zone A - Agricultural uses except ones attracting birds - Single-family residences on existing lots - Warehousing, truck terminals, low-intensity manufacturing - Single-story offices - Low-intensity retail (e.g., auto, furniture sales)
Uses Not Normally Acceptable	- Residential subdivisions - Multi-family residential - Intensive retail uses - Intensive manufacturing or food processing uses - Multiple story offices - Hotels and motels

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

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

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



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

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

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

4.9.3 Mitigation Measures

None required.

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



4.10 HYDROLOGY AND WATER QUALITY

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



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

4.10.1 Environmental Setting

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

Water

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

Stormwater

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

4.10.2 Impact Assessment

Would the project:

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

Source: City of Hanford, 2017 Water System Master Plan

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

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



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

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

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

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

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

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

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



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

iv. Impede or redirect flood flows?

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

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

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

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

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

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



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

4.10.3 Mitigation Measures

None Required.



4.11 LAND USE PLANNING

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

4.11.1 Environmental Setting

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

4.11.2 Impact Assessment

Would the project:

a. Physically divide an established community?

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

Surrounding Land Uses

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



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

Circulation System

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

Utility Infrastructure

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

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

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

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



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

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

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

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

4.11.3 Mitigation Measures

None required.



4.12 MINERAL RESOURCES

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

4.12.1 Environmental Setting

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

4.12.2 Impact Assessment

Would the project:

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



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

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

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

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

4.12.3 Mitigation Measures

None required.



4.13 NOISE

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

4.13.1 Environmental Setting

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

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



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

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

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

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

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

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

4.13.2 Impact Assessment

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

4.13.3 Mitigation Measures

None required.



4.14 POPULATION AND HOUSING

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

4.14.1 Environmental Setting

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

4.14.2 Impact Assessment

Would the project:

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



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

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

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

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

4.14.3 Mitigation Measures

None required.



4.15 PUBLIC SERVICES

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

4.15.1 Environmental Setting

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

Fire Protection Services

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



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

Police Protection Services

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

Schools

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

Parks and Recreation

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

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



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

4.15.2 Impact Assessment

Would the project:

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

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

- c. Police protection?*

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

- i. Schools?*



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

ii. Parks?

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

iii. Other public facilities?

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

4.15.3 Mitigation Measures

None required.



4.16 RECREATION

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

4.16.1 Environmental Setting

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

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



4.16.2 Impact Assessment

Would the project:

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

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

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

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

4.16.3 Mitigation Measures

None required.



4.17 TRANSPORTATION

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

4.17.1 Environmental Setting

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

Early Consultation

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



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

SB 743 and VMT Analysis

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

CEQA Guidelines

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

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

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



construction traffic.

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

OPR’s Technical Advisory

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

Kings County Online VMT Mapping Tool

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

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

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



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

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

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

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

4.17.2 Impact Assessment

Would the project:

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

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

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



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

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

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

Table 4-13 Percent reduction in VMT per employee

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

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

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

- d. Result in inadequate emergency access?*



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

4.17.3 Mitigation Measures

Non required.



4.18 TRIBAL CULTURAL RESOURCES

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

4.18.1 Environmental Setting

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



Hanford General Plan

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

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

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

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

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

Early Consultation

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

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

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

AB 52 and SB 18 Tribal Consultation

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



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

California Historical Resource Information System Record Search

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

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

The results of the SJJIC CHRIS Record Search indicate:

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

Further, the SJJIC provided the following comments and recommendations:

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



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

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

4.18.2 *Impact Assessment*

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

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

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

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

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



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

4.18.3 Mitigation Measures

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



4.19 UTILITIES AND SERVICE SYSTEMS

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



4.19.1 *Environmental Setting*

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

Water

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

Wastewater

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

Solid Waste

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

Stormwater

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



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

Natural Gas and Electricity

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

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

Telecommunications

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

4.19.2 Impact Assessment

Would the project:

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

4.19.3 Mitigation Measures

None required.



4.20 WILDFIRE

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

4.20.1 Environmental Setting

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



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

4.20.2 *Impact Assessment*

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

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

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

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

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

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



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

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

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

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

4.20.3 Mitigation Measures

None required.



4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

4.21.1 Impact Assessment

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



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

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

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

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

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

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



5 MITIGATION MONITORING AND REPORTING PROGRAM

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

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initials
Biological Resources					
MM BIO-1: The Project shall implement the following measures to mitigate for possible disturbance to Swainson’s hawks if they are nesting within 0.5 miles of the Project site: Avoidance. If feasible, vegetation removal and initial grading of the Project site will occur outside the Swainson’s hawk nesting season (March 1-September 15). Pre-construction Surveys. If vegetation removal and initial grading must occur between March 1 and September 15, a qualified biologist will conduct pre-construction surveys for Swainson’s hawk nests following the survey methodology developed by the Swainson’s Hawk Technical Advisory Committee (SWHA TAC 2000) prior to the onset of these construction activities. In addition, a pre-activity survey for active nests will be conducted by a qualified biologist no more than 10 days prior to the start of Project implementation. Establish Buffers. Should any active nests be discovered within 0.5 miles of proposed construction zones, the biologist will identify a suitable construction-free buffer around the nest. This buffer will be identified on the ground with flagging or fencing, and will be maintained until the biologist has determined that the young have fledged.	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		



• Monitor Nest. Should construction activity be necessary within the designated buffer around an active Swainson's hawk nest, a qualified biologist will monitor the nest daily for one week, and thereafter once a week, throughout the duration of construction activity. Should the nature of construction activity significantly change, such that a higher level of disturbance will be generated, monitoring will occur daily for one week and then resume the once-a-week regime. If, at any time, the biologist determines that construction activity may be compromising nesting success, construction activity within the designated buffer will be altered or suspended until the biologist determines that Swainson's hawks at the nest site are no longer susceptible to deleterious disturbance. • Nest Tree Replacement. In the unlikely event that a SWHA nest tree is found on the site during preconstruction surveys, LOA recommends that the nest tree be replaced with appropriate native tree species plantings at a ratio of 3:1 at or near the Project site or in other immediately suitable lands.					
MM BIO-2: The Project shall implement the following measures to mitigate for loss of suitable habitat and impacts to the San Joaquin kit fox during ground-disturbing activities of the Project site: • Pre-construction Surveys. Preconstruction surveys for the SJKF shall be conducted on and within 200 feet of the project site, where accessible, within 30 days prior to the start of ground disturbance activities on the site. The primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on and adjacent to the site and evaluate their use by kit foxes. • Avoidance. Should active kit fox dens be detected during preconstruction surveys, the Sacramento Field Office of the USFWS and the Fresno Field Office of CDFW will be notified. A disturbance-free buffer will be established around	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		



the burrows in consultation with the USFWS and CDFW, to be maintained until an agency-approved biologist has determined that the burrows have been abandoned. Exclusion. If the kit fox does not abandon the burrow, then a den exclusion plan will be developed in consultation with USFWS and CDFW. The exclusion plan would, at a minimum, include the following elements. - Kit fox will be excluded from the den(s), outside the natal season (June 1-December 31), through installation of one-way doors consisting of a 5" pipe with a plastic flap over the top. The one-way doors will be installed in all onsite burrows large enough to accommodate the San Joaquin kit fox. The one-way doors will be supported by sandbags to ensure a tight fit in the burrow and to discourage the foxes from digging around the one-way doors to gain access to the dens. - The one-way doors will be monitored for three days through the placement of motion sensing cameras and daily review of the captured images by a qualified biologist. - Once the cameras show no more activity at a den site, the interior of the den will be viewed through the use of a bore scope to ensure kit fox are absent from the dens. - Once the den is determined vacant it will be plugged with sand bags and immediately and carefully excavated following the USFWS Standardized recommendations for protection of the endangered San Joaquin kit fox prior to or during ground disturbance (USFWS 2011). The dens will be completely excavated, backfilled, and compacted to prevent later use by kit foxes.					
MM BIO-3: The Project shall implement the following measures to mitigate for loss of nesting habitat of the Project in compliance with the federal Migratory Bird Treaty Act and relevant Fish and Game Codes:	Onsite Verification	During Project Construction, prior to	Developer to provide (or comply), City of		



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



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



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





6 REPORT PREPARATION

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

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



7 APPENDICES



Appendix A: CalEEMod Output Files

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

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

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

Lassen Drive Corridor Mixed Use

San Joaquin Valley Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

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

1.2 Other Project Characteristics

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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

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

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

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

Area Mitigation -

Energy Mitigation -

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

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

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

2.0 Emissions Summary

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

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

2.1 Overall Construction

Unmitigated Construction

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

Mitigated Construction

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

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

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

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

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

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

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

2.2 Overall Operational

Unmitigated Operational

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

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

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.0378	4.0000e-005	4.3300e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.4500e-003	8.4500e-003	2.0000e-005	0.0000	9.0000e-003
Energy	0.0329	0.2995	0.2516	1.8000e-003		0.0228	0.0228		0.0228	0.0228	0.0000	712.7508	712.7508	0.0688	0.0136	718.5123
Mobile	1.5399	2.5764	13.6146	0.0318	3.1256	0.0287	3.1543	0.8365	0.0269	0.8634	0.0000	3,006.816 ₉	3,006.816 ₉	0.1639	0.1711	3,061.904 ₉
Waste						0.0000	0.0000		0.0000	0.0000	89.2551	0.0000	89.2551	5.2748	0.0000	221.1258
Water						0.0000	0.0000		0.0000	0.0000	26.6596	58.7492	85.4088	2.7477	0.0658	173.7119
Total	3.6106	2.8759	13.8705	0.0336	3.1256	0.0514	3.1771	0.8365	0.0497	0.8862	115.9148	3,778.325₄	3,894.240₂	8.2553	0.2505	4,175.264₀

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

3.0 Construction Detail

Construction Phase

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

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

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 105

Acres of Paving: 0

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

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

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Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	151.00	77.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	30.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Demolition - 2022**Unmitigated Construction On-Site

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

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3.2 Demolition - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

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3.2 Demolition - 2022

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

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

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

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

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3.3 Site Preparation - 2022

Mitigated Construction Off-Site

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

3.4 Grading - 2022

Unmitigated Construction On-Site

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

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3.4 Grading - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

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3.4 Grading - 2022

Mitigated Construction Off-Site

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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

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

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3.5 Building Construction - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

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3.5 Building Construction - 2022

Mitigated Construction Off-Site

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

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3.5 Building Construction - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

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3.5 Building Construction - 2023

Mitigated Construction Off-Site

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

3.5 Building Construction - 2024

Unmitigated Construction On-Site

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

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3.5 Building Construction - 2024

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

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3.5 Building Construction - 2024

Mitigated Construction Off-Site

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

3.6 Paving - 2024

Unmitigated Construction On-Site

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

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

3.6 Paving - 2024

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

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

3.6 Paving - 2024

Mitigated Construction Off-Site

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

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

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

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

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

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3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

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

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

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

4.4 Fleet Mix

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

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

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

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

Mitigated

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

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

Mitigated

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

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Low VOC Paint - Non-Residential Interior

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

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

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

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

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

6.2 Area by SubCategory

Unmitigated

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

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

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

6.2 Area by SubCategory

Mitigated

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

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

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

7.2 Water by Land Use**Unmitigated**

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

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

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

7.2 Water by Land Use

Mitigated

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

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

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

8.2 Waste by Land Use

Unmitigated

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

Mitigated

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

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Lassen Drive Corridor Mixed Use - San Joaquin Valley Air Basin, Annual

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

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

Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)



Appendix B: CHRIS Search Records

Prepared by SSJIC dated January 18, 2022.



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

Record Search 22-004

Date: January 18, 2022

Re: City of Hanford – Lassen Rezone

County: Kings

Map(s): Hanford 7.5'

CULTURAL RESOURCES RECORDS SEARCH

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

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

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

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

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

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

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

COMMENTS AND RECOMMENDATIONS

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

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

By:



Celeste M. Thomson, Coordinator

Date: January 18, 2022

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



Appendix C: Early Consultation Letters

Received by the City of Hanford.

California Department of Transportation

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



October 4, 2021

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

Sent via email

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

Dear Gabrielle Meyers:

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

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

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

Gabrielle Meyers
 October 4, 2021
 Page 2

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

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

Sincerely,



Edgar Hernandez, Associate Transportation Planner
 Transportation Planning – North

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

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)

Hello Gabrielle,

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

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

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

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

Liliana Stransky, MPA, REHS

Environmental Health Officer

Kings County Department of Public Health

330 Campus Drive | Hanford, CA | 93230

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

www.countyofkings.com/ehs



CONFIDENTIALITY NOTICE: This e-mail communication and any attachments may contain confidential and privileged information for the use of the designated recipients. If you are not the intended recipient, (or authorized to receive for the recipient) you are hereby notified that you have received this communication in error and that any

Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)

review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this communication in error, please destroy all copies of this communication and any attachments and contact the sender by reply e-mail or telephone 559.584.1411.

NATIVE AMERICAN HERITAGE COMMISSION

October 25, 2021

Gabrielle de Silva Myers
City of Hanford

Via Email to: gmyers@cityofhanfordca.com

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

Dear Ms. Myers:

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

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

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

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

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



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

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

Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)

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

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

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

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

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

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

Sincerely,



Andrew Green
Cultural Resources Analyst

Attachment

Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)

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

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

Dear Gabrielle,

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

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

Sincerely,

Samantha McCarty

Santa Rosa Rancheria Tachi-Yokut Tribe

Cultural Specialist II

SMcCarty@tachi-yokut-nsn.gov

Office: (559) 924-1278 x 4091

Cell: (559) 633-6640

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

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

Dear Gabrielle,

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

Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)

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

Sincerely,

Samantha McCarty

Santa Rosa Rancheria Tachi-Yokut Tribe

Cultural Specialist II

SMcCarty@tachi-yokut-nsn.gov

Office: (559) 924-1278 x 4091

Cell: (559) 633-6640

*PLEASE KEEP ALL CULTURAL STAFF IN EMAILS UNLESS STATED OTHERWISE

Attachment: Attachment 1 ISMND 2022-31 (CD: Lassen GPA 2021-01 C)



September 9, 2021

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

Ref: Gas and Electric Transmission and Distribution

Dear Gabrielle Myers,

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

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

Below is additional information for your review:

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

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

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

Sincerely,

Plan Review Team
Land Management



Attachment 1 – Gas Facilities

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

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

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

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

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

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



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

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

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

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

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

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

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.



11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.



Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.



8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Kurt Lavenson & Lesly Avedisian

1842 Leimert Boulevard
Oakland, CA 94602
510-530-0970

October 26, 2022

Natalie Corral
City Clerk
City of Hanford
319 N. Douty Street
Hanford, CA 93230
via email to: Ncorral@cityofhanfordca.com

RE: **General Plan Amendment 2021-01C and Pre/Rezone 2021-11**
Specifically parcels: **014-221-020 and 014-221-026**

Dear Ms. Corral,

We are writing to provide our comments for the City Council Meeting meeting scheduled for November 1, 2022, specifically General Plan Amendment No. 2021-01C and the Pre-Zone/Rezone 2021-11. As long-time owners of land within the subject site (also known as a portion of Island #4 pending Annexation) we support and are strongly in favor of the proposed General Plan Amendment and the Rezoning.

We also support the General Plan Amendment and Pre/Rezoning for its effect on our neighbors who own adjacent parcels described in the hearing notice. It is important to us, and we think it is important to the larger community, that development in the pending Island #4 Annexation area be allowed and encouraged. The zoning change from Medium Density Residential (R-M) to Corridor Mixed Use (MX-C) will facilitate this.

The General Plan Amendment and Pre/Rezoning will alleviate a serious conflict with the Kings County Airport Land Use Compatibility Plan (ALUCP) that prohibits most forms of residential development. After the rezoning, the land could be developed into an array of mixed uses, including some specified residential uses, in combinations that satisfy the conditions of the ALUCP. That will provide the maximum benefit to this growing area of the community and to the resurgence of commerce along E. Lacey Boulevard.

We thank you and the City Council members for your time and attention on these matters and we appreciate all of the efforts of the Planning Department to resolve the General Plan conflicts.

Sincerely,



Kurt Lavenson

Lesly Avedisian



AGENDA STAFF REPORT

MEETING DATE: 11/15/2022

AGENDA SECTION: A

SUBJECT:

Administration: Authorization for the City Manager to execute contracts with Retail Strategies, Inc for an amount not to exceed \$70,000, for the Development of a 5-Year Downtown Strategic Plan and Retail consulting and appropriation of \$45,000 from the Downtown Parking and Improvement fund and \$25,000 from the General Fund to cover the costs of the contracts.

RECOMMENDATION:

That the City Council, by motion, Authorize the City Manager to execute contracts with Retail Strategies, Inc for an amount not to exceed \$70,000, for the Development of a 5-Year Downtown Strategic Plan and Retail consulting and Appropriate \$45,000 from the Downtown Parking and Improvement fund and \$20,000 from the General Fund to cover the costs of the contracts..

BACKGROUND:

In 2017, after many years of stagnant growth in the downtown district and amid concerns that efforts were not being made to address the lack of a vibrant downtown, discussion began the Council level regarding the need for reviving Hanford's downtown.

During the City Council Goals and Objectives session that year, the Council identified Downtown Incentives as a priority item. Past discussions of Downtown Incentives were as follows:

- June 2015 City Council discussed Downtown incentives
- July 2016 Recommendation from Downtown Revitalization Committee to Joint City

Additionally, past Council and Planning Commission discussions were as follows:

- August 2016 Report to City Council including
 - o Report of Building Conditions
 - o Recommendation from Downtown Revitalization Committee
 - o Recommendation on Downtown Incentives

- September 2016 Report to City Council on the Abatement Process

Fast forward to today and concerns still exist with regards to Zoning, Property Use and the mix of businesses that is required to truly “activate” Hanford’s downtown. Incentives have never been provided because any financial support over \$1,000 triggers prevailing wage for a private project and adds significant costs for the project applicant.

Accordingly, Council and members of the community have recently mentioned the need for a Downtown Strategic Plan. Staff agrees that creating a strategic plan is a crucial first step in determining the vision and path for our downtown. Often times, community leaders are fearful of investing in a master plan that will ultimately “*sit on a shelf*.” Accordingly, staff is presenting this proposal from Retail Strategies, Inc. With Downtown Strategies, they choose to meet communities where they are. They build on the community’s existing plans and ideas rather than reinventing the wheel and duplicating efforts. Their efforts include:

- Their downtown team coming to our market to meet with downtown businesses, citizens and city leaders to help understand the visions for Hanford; and
- Putting together a 5 year strategic plan focused on Policy & Administration, Walkability & Beautification and Commercial Real Estate.

The attached proposal and agreements provide a solution to addressing the future of Hanford’s downtown. The consultant will conduct the community outreach, host public meetings, bring property owners together with retail opportunities and train City staff to take advantage of retail data. All of which, will be part of the Strategic Plan and Retail outreach efforts to be developed and supported by Retail Strategies, Inc.

FISCAL IMPACT:

The approval of the contracts will require the appropriation of \$45,000 from the Downtown Parking & Improvement District (Fund 025) and \$25,000 from the General Fund.

ATTACHMENTS:

Downtown Strategies Partnership - Hanford, CA
 Downtown Strategies - Hanford, CA Agreement
 Retail Academy Agreement - Hanford, CA

2022



retail strategies

Downtown Revitalization Partnership

DOWNTOWN FIVE-YEAR STRATEGIC PLAN & IMPLEMENTATION SUPPORT



CITY OF
HANFORD

Prepared for **Hanford, California**

September 19, 2022

Strictly Private & Confidential

Pricing Valid for 60 Days

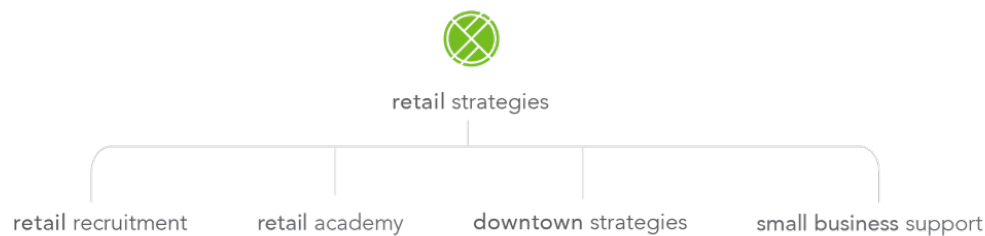
Attachment: Downtown Strategies Partnership - Hanford, CA (Admin: Downtown Strategic Plan & Retail Outreach)

Executive Summary

Downtown Strategies exists to provide **realistic** and **implementable** solutions for communities to revitalize their downtowns. Led by a team of practitioners and real estate experts, our combination of real-world experience uniquely qualifies us to assist with placemaking, backfilling vacancies, and increasing tourism. Serving rural communities in 22 states, Downtown Strategies is *the* leading national firm for downtown revitalization planning.

Communities do not suffer from a lack of ideas; they struggle with knowing where to start when it comes to implementing. With our approach, we focus on a **five-year** timeframe rather than brainstorming everything you could ever potentially do within your downtown. We believe that **action** and **implementation** are more important than a flashy twenty-year vision.

We've been in your shoes as community leaders and know what it's like to manage downtown revitalization efforts. Our plan will identify where your community should focus its energy and efforts **right now**. Implementing our short-term, feasible strategies will incrementally shift the trajectory of your downtown and create the spark that you and your community desire.



IN THE NEWS

ICSC Names Lacy Beasley to Board of Trustees

December 14, 2021

Lacy Beasley, President of Retail Strategies, was appointed to **ICSC's Board of Trustees** for an initial three-year term. She was one of 16 new trustees added to the board, and one of only two members representing the **public sector**.

The board provides input in helping **ICSC** achieve its goal of serving its more than 70,000 members globally by proactively advocating and communicating the critical social, civic, and economic role played by the retail real estate industry across the world.

Lacy has cemented herself as a go-to source in the commercial real estate world, developing a niche working with municipalities on their retail development strategies. View the full list of the Board of Trustees [here](#).



DOWNTOWN STRATEGIES

Our Process

Downtown Roadmap

Creating a strategic plan is a crucial first step in determining the vision and path for your downtown.

Oftentimes, community leaders are fearful of investing in a master plan that will ultimately “sit on a shelf.”

With Downtown Strategies, we meet communities where they are. We build on your existing plans and ideas rather than reinventing the wheel and duplicating efforts. ***What we deliver, you can implement.***

Critical factors for successful implementation:

- Community Buy-In
- Communication
- Support
- Resources

The Five Pillars

Through our Downtown Strategic Visioning process, we assess the five pillars of your downtown’s mix to provide a true **downtown roadmap**.



IN THE NEWS

Downtown Strategies sanctioned by USDA as a national technical assistance provider

June 8, 2022

On May 31, 2022, USDA unveiled a free digital toolkit to help rural leaders build placemaking plans in small towns and communities across America. As part of that toolkit, USDA has identified sanctioned technical assistance providers as national or regional partners to assist communities in building strategic plans, of which Downtown Strategies is included.



DOWNTOWN STRATEGIES

Scope of Services: Downtown Strategic Plan

Support from your immediate team isn't enough to see transformational change within your community. Our workshops generate the needed community buy-in from stakeholders to ensure that all parties with a vested interest believe in the vision and are committed to successful implementation.

Once stakeholders leave our session, they're excited, eager, and ready to contribute to the successful implementation of the overall vision. Consistent communication between our team, your team, and stakeholders is critical to maintain the momentum and commitment.

Strategic Visioning Workshop + Tour of Study Area

- We begin the process with a detailed **kick-off call** to introduce our team and examine the current status of your Downtown.
- An electronic **community input survey** will be circulated to gain insight on your Downtown's past, present, and future.
- Our team will host an **in-market stakeholder input session** with property owners, merchants, business owners, community leaders, and elected officials to gain feedback and allow open dialogue.
- During the in-market visit our team will also conduct a **walking tour** of the defined **study area** with your team

Custom Market Analysis

- Identification of market trade area using mobile data analysis
- Trade area demographics (population, income, housing, etc.)
- Market and retail GAP analysis for trade area (i.e. leakage and surplus)
- Tapestry lifestyles – psychographic profile of trade area
- Consumer Spending Pattern Reports
- Commute Patterns Report
- Identification of priority business categories for entrepreneurship, recruitment and/or local expansion
- Downtown Walkability Assessment
- Downtown Neighborhood Demographics

Downtown Five-Year Strategic Plan

Your downtown will be evaluated and a customized, strategic, asset-based, and market driven plan will be presented to your team. This plan will include practical, actionable, and transformational strategies defined and developed considering the following:

- Connectivity & Walkability
- Landscaping & Streetscapes
- Public Art
- Historic Preservation
- Special Events & Promotions
- Wayfinding Signage
- Transportation & Parking
- Messaging & Branding
- Hospitality
- Retail & Restaurant Recruitment
- Backfilling Vacancies
- Real Estate Analysis
- Supporting Entrepreneurs
- Incentives & Financial Tools
- Zoning & Codes
- Identifying Partnerships
- Catalyst Projects
- Community Input Survey Results



DOWNTOWN STRATEGIES

Scope of Services: Implementation Support (add-on)

Our **implementation support** keeps your team on track by providing accountability, benchmarks, and success stories to share with the community and stakeholders throughout the life of the partnership. Our strategies and recommendations are based on three stages of time and monetary investment:

- **little to no cost with immediate impact** – just time and energy!
- **minimal investment** that requires proper partnerships & persistence
- **long-term investment** for substantial projects

This allows for your team to build capacity, assemble funds, and generate partnerships and **resources** that allow for the successful implementation of our plan.

Strategic Vision Implementation Support

- Implementation support of **one (1) – Year 1 recommendation** from strategic plan - collaboratively identified - and development of associated documents, collateral and resources necessary for successful implementation.
- Support via email and Zoom to provide collaboration, assess progress, troubleshoot roadblocks, and provide accountability for implementation.
- Data and analytics available upon request

Downtown Real Estate Analysis + Property Owner Toolkit

- Real Estate analysis deliverable identifying approximately five (5) pieces of real estate prime for adaptive re-use, infill, higher and better use, or new development within the downtown.
- **One (1)** hour virtual property owner training to deliver custom market analysis, business recruitment outlook, and marketing toolkit overview.

Marketing Toolkit:

- Custom Site-Specific Property Flyers
- Custom Downtown Community Flyer
- Custom Downtown “There’s Opportunity Here” window signs to promote opportunity rather than vacancy.



DOWNTOWN STRATEGIES

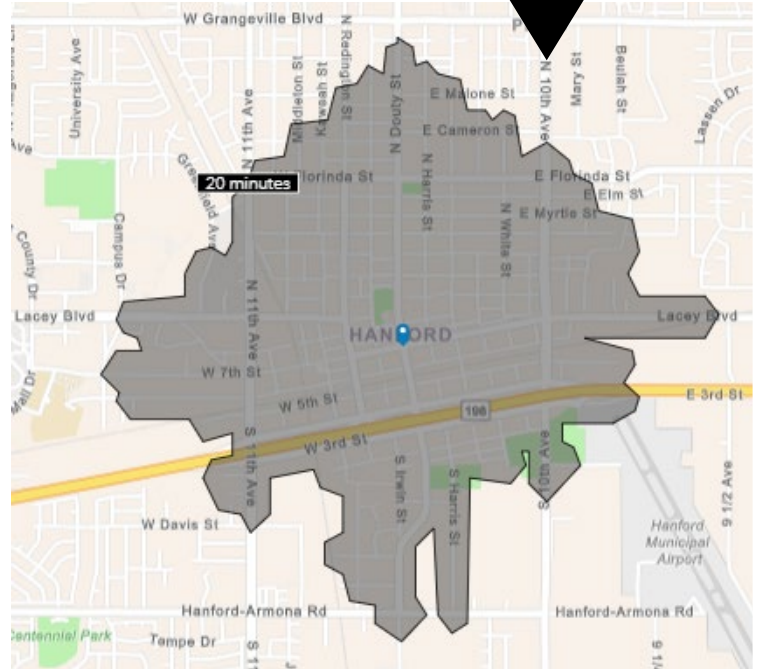
Walkability Assessment

94

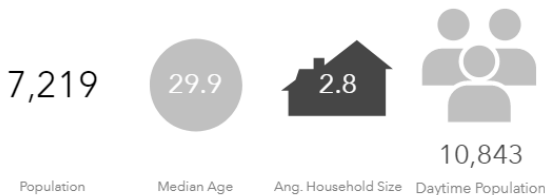
What's your Community's Walk Score?

A walkable downtown is highly desirable by consumers, local businesses, and municipal leaders. But what makes a walkable downtown and how do you improve your community's walkability?

A community's walk score is determined by analyzing 3 factors: **walkable distance** between boundaries, presence of a **comprehensive network of pathways** designed for pedestrians and cyclists, and variety of restaurants, retailers, and service providers **necessary for regular life**.



KEY FACTS

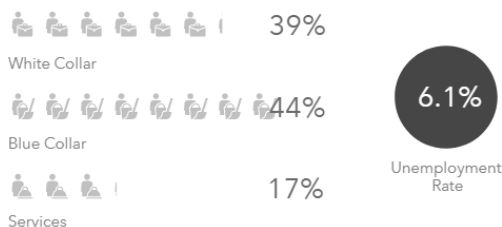


INCOME



90-100	Walker's Paradise Daily errands do not require a car
70-89	Very Walkable Most errands can be accomplished on foot
50-69	Somewhat Walkable Some errands can be accomplished on foot
25-49	Car-Dependent Most errands require a car
0-24	Car-Dependent Almost all errands require a car

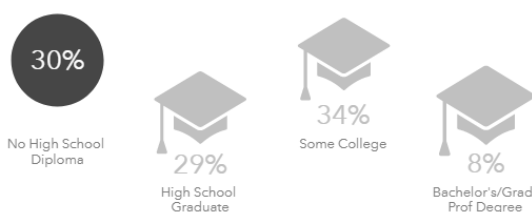
EMPLOYMENT



EMPLOYMENT & BUSINESSES



EDUCATION



HOUSING STATS



The following demographic represent the **population of residents** within a **20-minute walk time** of the Downtown Study Area. A walk time from one Downtown boundary to next that exceeds 20 minutes is not considered walkable.

Keep these figures in mind when imagining the possible economic impacts of developing your Downtown into a walkable destination.

DOWNTOWN STRATEGIES

Recommendations: Your Timeline



These recommendations can be implemented now with **minimal cost** and **immediate impact**.



Plan now to implement these recommendations in the next 1-2 years.

With **proper partnerships & persistence**, these initiatives will elevate your community with minimal investment.



These recommendations represent substantial projects requiring long-term investment.

Position your community for **transformational change**.



Sample Design Recommendation: Zachary, LA

DOWNTOWN STRATEGIES

Partnership Timeline



Day 1-30

DISCOVERY

Kick-off Call
Workshop Schedule
Community Input Survey

STEP 01

We begin the process of your Downtown Strategic Visioning Workshop with a detailed conference call with your team to introduce ourselves and examine the current status of your Downtown area.

We'll learn about your community and Downtown organization's governance structure, discuss goals that have already been internally identified, and uncover existing roadblocks to your community achieving its highest purpose.

STEP 02

Next, we'll engage in a detailed discovery phase, in which our team will independently analyze customized data regarding your community's retail mix, economic vitality, and opportunities for growth.



Day 30-60

STRATEGIC VISIONING WORKSHOP & WALKING TOUR

An **in-market process** where our team engages stakeholders, merchants, and community leaders in thought provoking conversation, combined with independent discovery and market analysis, to provide a strategic, asset-based and market driven plan.



Day 60 - 120

FIVE-YEAR DOWNTOWN STRATEGIC VISION

Strategic Plan created and delivered

Includes:

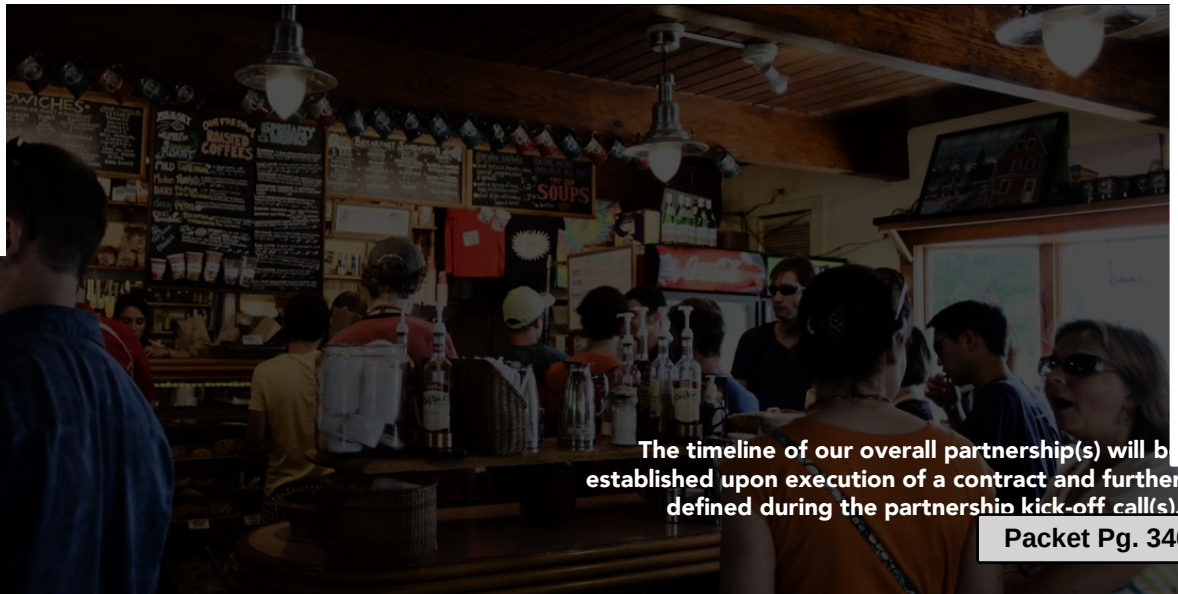
- Market Analysis
- Community input survey results
- Market driven and asset-based transformation strategies



Day 120 - 365

IMPLEMENTATION SUPPORT – JUMPSTART (ADD-ON)

- Implementation support of **one (1) – Year 1 recommendation** from strategic plan.
- Support via email and Zoor to provide collaboration, assess progress, troubleshoot roadblocks, and provide accountability for implementation.
- Data and analytics available upon request
- **Downtown Real Estate Analysis & Property Owner Training Toolkit**



The timeline of our overall partnership(s) will be established upon execution of a contract and further defined during the partnership kick-off call(s).

Packet Pg. 346

RETAIL STRATEGIES

Your Team

Jenn Gregory, President, Downtown Strategies



Jenn is the president of Downtown Strategies, where her focus is on community development for our client communities. Through her Downtown Strategic Visioning Workshop process, Jenn advises communities on market analysis, tourism, economic vitality, and design updates for downtown areas. She also directly assists small businesses in client communities with elevating their digital presence, enhancing their omni-channel marketing strategies, and understanding market challenges in a post-COVID world.

Jeremy Murdock, Community Development Specialist, Downtown Strategies



As the Community Development Specialist for the Downtown Strategies Team, Jeremy utilizes his background in landscape architecture and urban design to analyze the physical condition of our clients' downtown areas. In addition to facilitating strategic visioning workshops and developing strategic plans, he helps community leaders take action by coordinating efforts with our downtown implementation clients.

Elliott Cook, Director of Real Estate, Downtown Strategies



As the director of real estate, Elliott conducts workshops and executes our Downtown Strategic Plans with a focus on local real estate assets. Elliott specializes in retail recruitment and focuses on the identification of companies to fill the product and service gaps within each city's trade area. His primary role is to leverage industry relationships and knowledge to assist retailers' expansion in our client communities.

Laura Marinos, Director of Client Services, Downtown Strategies



As the Director of Client Services, Downtown Strategies Laura oversees the day-to-day management and implementation of services for downtown clients. She specializes in market research, strategic plans, project coordination, and team operations for the Downtown Strategies division of Retail Strategies. Acting as a liaison between clients and the operations team, Laura's attention to detail and knack for processes make for an excellent client experience.

Timeline & Investment

The timeline of our overall partnership(s) will be established upon execution of a contract and further defined during the partnership kick-off call(s).

The total fee for completion of work is due upon execution of agreement. Project fees are due within 30 days of receipt of the invoice.

Should the Client request a special assignment, additional work, and/or additional travel needs not specifically referenced in the contract, we will prepare written authorization to be signed by the Client in advance of commencing any additional work.

Pricing valid for 60 days

Product	Investment
Downtown Revitalization Partnership	\$50,000 (-\$5,000 bundled discount)
Downtown Five-Year Strategic Plan....	\$25,000
Implementation Support (add-on)....	\$25,000
	\$45,000 Total Investment

AGREEMENT TO PROVIDE CONSULTING SERVICES

This Agreement to Provide Consulting Services (this “Agreement”) sets forth the mutual understanding of (the “Client”) Hanford, CA and Retail Strategies, LLC, an Alabama limited liability company (the “Consultant”) on this _____ day of _____ 2022 (the “Execution Date”), for the provision of professional consulting services as more fully set forth below.

R E C I T A L S:

The Consultant possesses a high degree of professional skill and experience and is a unique provider of professional consulting services in retail recruitment.

The Client desires to hire the Consultant to provide professional consulting services because of its professional skill and experience.

NOW, THEREFORE, in consideration of the foregoing and the mutual covenants and agreements set forth in this Agreement, the Client and the Consultant, intending to be legally bound, do hereby agree as follows:

1. CONSULTING SERVICES. The Consultant agrees to provide the following professional services to the Client as detailed in Exhibit A (a copy of which is attached hereto and incorporated herein by reference) (the “Services”):

2. TERM. The Consultant’s engagement and provision of Services will commence upon the Execution Date as set forth above. The Consultant’s engagement and this Agreement will terminate automatically on the third anniversary of the Execution Date (the “Term”) unless earlier terminated as provided in Section 6 below. At the end of the Term, the Client, acting by and through the Client Representative, may extend the Term at its option for successive one-year periods on such terms and conditions as the Client Representative, acting for and on behalf of the Client, and the Consultant may agree upon in writing.

3. CONSULTING FEE.

A. Consulting Fee. In consideration for providing the Services, the Client agrees to pay the Consultant a consulting fee (the “Consulting Fee”) in an amount equal to \$135,000. The Consulting Fee will be paid in installments of immediately available funds as follows:

Contract Period	Payment Date	Payment Amount
Year One	Upon execution of this agreement	\$45,000
Year Two	On or before the 1st anniversary of the Execution Date	\$45,000
Year Three	On or before the 2 nd anniversary of the Execution Date	\$45,000

- B. Payment Default.** If the Client fails to pay any portion of the Consulting Fee on the requisite payment date, the Consultant will immediately cease all Services identified in Exhibit A.

4. CLIENT INFORMATION AND ACCESS.

- A. To the extent permitted by law, the Client will provide the Consultant with access to relevant personnel, facilities, records, reports, and other information (including any information specified in the Consultant's proposal to the Client) accessible by the Client that the Consultant may reasonably request from time-to-time during the Term. The Client acknowledges and agrees that the Consultant's scheduled delivery of the Services is dependent upon the timely access to such personnel, facilities, records, reports and other requested information.
- B. To facilitate such access and Consultant's delivery of the Services, the Client designates the City Manager (the "Client Representative"), currently Mario CiFuentez. The Client Representative will serve as the primary liaison between the Consultant and the Client. The Client Representative will have responsibility for regular communications between the Client and the Consultant, including providing updates in a timely manner through Basecamp. The Client Representative's communications to the Consultant will include information regarding retail growth and development, such as actual and prospective business openings and closings, changes in economic drivers (e.g., significant increases or decreases in workforce of major employers, school enrollments, housing or healthcare services) and changes in the ownership of targeted real estate (e.g., transfers of real estate or changes in the finances of ownership). The Client Representative will also be responsible for disseminating updates relative to consultants' activities related to scope of work to members of local stakeholder groups of the Client (e.g. City Council, Economic Development Boards, and Chamber of Commerce etc.).
- C. The Client hereby authorizes the Client Representative (i) to act on behalf of the Client in the day-to-day administration and operation of this Agreement and the arrangements it contemplates and (ii) to execute and deliver on behalf of the Client, such notices, approvals, consents, instruments, amendments or other documents as may be necessary or desirable to facilitate or assist the Consultant with the provision of the Services.

- 5. INTELLECTUAL PROPERTY.** As part of the Services, the Consultant will prepare periodic and final reports including demographic and other research reports that will become the property of the Client upon delivery from the Consultant. Any other reports, memoranda, electronic mail, facsimile transmissions, or other written documents prepared or used by the Consultants in connection with the Services will remain the property of the Consultant. With the Consultant's prior permission, the Client may use other information provided by the Consultant, such as specifics related to retailers, developers, site information or other "confidential information" for internal purposes while taking reasonable steps to so limit the use of such materials and maintain its confidentiality.

6. TERMINATION.

- A. **By the Client At-Will.** The Client may terminate this Agreement at any time for any or no reason upon delivery of 30 days' prior written notice to the Consultant. Any portion of

the Consulting Fee paid prior to such termination of this Agreement is earned when paid and nonrefundable.

- B. **By the Client Upon the Consultant's Default.** The Client may notify the Consultant within 90 days of the day that the Client knows or should have known that the Consultant breached this Agreement. The Consultant will have 30 days following receipt of such notice to cure any alleged breach. If the Consultant fails to cure any alleged breach within that 30-day period, then the Client may terminate this Agreement. Within 30 days of such termination of this Agreement, the Consultant will refund a pro rata portion of the installment of the Consulting Fee previously paid for the contract period during which such termination occurs based upon the number of days remaining in such contract period.
- C. **By the Consultant At-Will.** The Consultant may terminate this Agreement at any time for any or no reason upon delivery of 30 days' prior written notice to the Client. Within 30 days of such termination of this Agreement, the Consultant will refund a pro rata portion of the installment of the Consulting Fee previously paid for the period during which such termination occurs based upon the number of days remaining in such period.
- D. **By the Consultant Upon the Client's Default.** The Consultant may notify the Client within 90 days of the day that the Consultant knows or should have known that the Client breached this Agreement. The Client will have 30 days following receipt of such notice to cure any alleged breach. If the Client fails to cure any alleged breach within that 30-day period, then the Consultant may terminate this Agreement. Any portion of the Consulting Fee paid prior to such termination of this Agreement is earned when paid and nonrefundable.

7. **NOTICES.** Any notice or communication in connection with this Agreement will be in writing and either delivered personally, sent by certified or registered mail, postage prepaid, delivered by a recognized overnight courier service, or transmitted via facsimile or other electronic transmission, addressed as follows:

Client: City Of Hanford, CA
319 N Douty Street
Hanford, CA 93230
559.585.2516
mcifuentez@cityofhanfordca.com

Consultant: Retail Strategies, LLC
2200 Magnolia Ave. South, Suite 100
Birmingham, AL 35205
Email: sleara@retailstrategies.com
Fax: (205) 313-3677
Attention: Stephen P. Leara, Esq – EVP | General Counsel

or to such other address as may be furnished in writing by either party in the preceding manner. Notice shall be deemed to have been properly given for all purposes: (i) if sent by a nationally recognized overnight carrier for next business day delivery, on the first business day following deposit of such notice with such carrier, (ii) if personally delivered, on the actual date of delivery, (iii) if sent by certified U.S. Mail, return receipt requested postage prepaid, on the third business day following the date of mailing, or (iv) if sent by facsimile or email of a PDF document (with

confirmation of transmission), then on the actual date of delivery if sent prior to 5 p.m. Central Time, and on the next business day if sent after such time.

8. **INDEPENDENT CONTRACTOR.** The Consultant, in its capacity as a professional consultant to the Client, is and will be at all times an independent contractor. The Consultant does not have the express, implied or apparent authority either (A) to act as the Client's agent or legal representative or (B) to legally bind the Client, its officers, agents or employees.

9. **STANDARD TERMS.**

- A. **Affiliated Services:** Client acknowledges that affiliates of consultant act in the capacity of a real estate brokerage service business and may earn fees for services including brokerage, development, leasing and management fees in the performance of such affiliates services which may encompass a portion of the Project. In no event will the Client be responsible for any such fees, to the extent they are earned pursuant to this paragraph.
- B. **Applicable Laws:** The Consultant will abide by all laws, rules and regulations applicable to the provision of the Services.
- C. **Insurance:** The Consultant will carry all employee insurance necessary to comply with applicable state and federal laws.
- D. **Third Party Beneficiaries:** This Agreement is for the sole benefit of the parties to this Agreement and their permitted successors and assigns. Nothing in this Agreement, whether express or implied, is intended to or will confer upon any other person or entity any legal or equitable right, benefit, or remedy of any nature whatsoever under or by reason of this Agreement.
- E. **Publicity:** The Client agrees that the Consultant may, from time-to-time, use the Client's name, logo and other identifying information on the Consultant's website and in marketing and sales materials.
- F. **Entire Agreement:** This Agreement, together with any exhibits or amendments hereto, constitutes the entire agreement of the parties, as a complete and final integration thereof with respect to its subject matter. Any prior written or oral understandings and agreements between the parties are merged into this Agreement, which alone fully and completely expresses their understanding. No representation, warranty, or covenant made by any party which is not contained in this Agreement or expressly referred to herein has been relied on by any party in entering into this Agreement.
- G. **Further Assurances:** Each party hereby agrees to perform any further acts and to execute and deliver any documents which may be reasonably necessary to carry out the provisions of this Agreement.
- H. **Force Majeure:** Neither party to this Agreement will hold the other party responsible for damages or delay in performance caused by acts of God, strikes, lockouts or other circumstances beyond the reasonable control of the other or the other party's employees, agents or contractors.

- I. **Limitation on Liability; Sole Remedy:** Each party's liability to the other party arising out of or related to this Agreement or the Services will not exceed the amount of the Consulting Fee. The Client's sole remedy in the event of any alleged breach of this Agreement by the Consultant will be the notice, cure, and refund provisions of Section 6(B) of this Agreement.
- J. **Amendment in Writing:** This Agreement may not be amended, modified, altered, changed, terminated, or waived in any respect whatsoever, except by a further agreement in writing, properly executed by a duly authorized officer of the Consultant and the Client Representative, acting for and on behalf of the Client.
- K. **Binding Effect:** This Agreement will bind the parties and their respective successors and assigns. If any provision in this Agreement will be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions will not in any way be affected or impaired thereby.
- L. **Captions:** The captions of this Agreement are for convenience and reference only, are not a part of this Agreement and in no way define, describe, extend, or limit the scope or intent of this Agreement.
- M. **Construction:** This Agreement will be construed in its entirety according to its plain meaning and will not be construed against the party who provided or drafted it.
- N. **Prohibition on Assignment:** No party to this Agreement may assign its interests or obligations hereunder without the written consent of the other party obtained in advance of any such assignment. No such assignment will in any manner whatsoever relieve any party from its obligations and duties hereunder and such assigning party will in all respects remain liable hereunder irrespective of such assignment.
- O. **Waiver:** Non-enforcement of any provision of this Agreement by either party will not constitute a waiver of that provision, nor will it affect the enforceability of that provision or of the remaining terms and conditions of this Agreement.
- P. **Survival:** Section 5 and Section 9(H) will survive termination of this Agreement.
- Q. **Counterparts; Electronic Transmission:** This Agreement may be executed in counterparts, each of which will be deemed to be an original, and such counterparts will, together, constitute and be one and the same instrument. A signed copy of this Agreement delivered by telecopy, electronic transmission or other similar means will be deemed to have the same legal effect as delivery of an original signed copy of this Agreement.

[SIGNATURE PAGES FOLLOW]

IN WITNESS WHEREOF, the Client and the Consultant have caused this Agreement to be executed by their duly authorized officers to be effective as of the Executed Date.

CLIENT:

Hanford, CA

By: _____
Name:
Title:
Date:

CONSULTANT:

RETAIL STRATEGIES, LLC

By: _____
Name:
Title:
Date:

EXHIBIT A DOWNTOWN REVITALIZATION

This section outlines what Retail Strategies (the “consultant”) will provide to Hanford, CA (the “client”).

1. PHASE 1: STRATEGIC VISIONING WORKSHOP

•IN-MARKET WORKSHOP

Stakeholder input session hosted and facilitated by Downtown Strategies with property owners, merchants, business owners, community leaders, and elected officials to gain feedback, allow dialogue, and provide immediate support to those needing it most.

•MARKET ANALYSIS

- Identification of market trade area using mobile data analysis
- Trade area demographics (population, income, housing, etc.)
- Market and retail GAP analysis for trade area (i.e. leakage and surplus)
- Tapestry lifestyles – psychographic profile of trade area
- Consumer Spending Pattern Reports
- Commute Patterns Report
- Identification of priority business categories for entrepreneurship, recruitment and/or local expansion
- Downtown Walkability Assessment
- Downtown Neighborhood Demographics

•DOWNTOWN STRATEGIC PLAN

Downtown will be evaluated and a customized, strategic, asset-based and market driven plan will be provided with transformation strategies defined and developed considering the following:

- | | |
|-------------------------------|-----------------------------------|
| • Connectivity & Walkability | • Retail & Restaurant Recruitment |
| • Landscaping & Streetscapes | • Backfilling Vacancies |
| • Public Art | • Real Estate Analysis |
| • Historic Preservation | • Supporting Entrepreneurs |
| • Special Events & Promotions | • Incentives & Financial Tools |
| • Wayfinding Signage | • Zoning & Codes |
| • Transportation & Parking | • Identifying Partnerships |
| • Messaging & Branding | • Catalyst Projects |
| | • Community Input Survey Results |

2. PHASE 2: IMPLEMENTATION SUPPORT

1. STRATEGIC VISION IMPLEMENTATION SUPPORT

- Implementation support of one (1) – Year 1 recommendation from strategic plan - collaboratively identified - and development of associated documents, collateral and resources necessary for successful implementation.
- Support via email and Zoom to provide collaboration, assess progress, troubleshoot roadblocks, and provide accountability for implementation.
- Data and analytics available upon request

2. DOWNTOWN REAL ESTATE ANALYSIS + PROPERTY OWNER TOOLKIT

- Real Estate analysis deliverable identifying approximately five (5) pieces of real estate prime for adaptive re-use, infill, higher and better use, or new development within the downtown.

- One (1) hour virtual property owner training to deliver custom market analysis, business recruitment outlook, and marketing toolkit overview.
- Marketing Toolkit:
 - Custom Site-Specific Property Flyers
 - Custom Downtown Community Flyer
 - Custom Downtown “There’s Opportunity Here” window signs to promote opportunity rather than vacancy.

3. PHASE 3: ONGOING IMPLEMENTATION SUPPORT - YEARS 2 & 3

- Ongoing implementation support for three (3) additional strategic recommendations (per year) - to be collaboratively identified - and development of associated documents, collateral, and resources necessary for successful implementation.
- Ongoing support via email and Zoom to provide collaboration, assess progress, troubleshoot roadblocks, and provide accountability for implementation.
- Delivery of new and refreshed data and analytics.

PROFESSIONAL SERVICES AGREEMENT TO PROVIDE CONSULTING AND RELATED SERVICES

THIS AGREEMENT is entered into by and between Retail Strategies, LLC, an Alabama limited liability company (hereinafter referred to as “Consultant”) and the Hanford, CA (hereinafter referred to as “Client”) on this the _____ day of _____, 2022, (the “Effective Date”) as follows:

WHEREAS, the Client desires to have performed those consultation services identified on Exhibit A attached hereto by Consultant (the “Project”); and,

WHEREAS, Consultant has agreed to provide professional consulting services for the Project to Client as further set forth below.

W-I-T-N-E-S-S-E-T-H:

NOW, THEREFORE, this agreement is made and entered into on the date first above written by and between the Client and Consultant, by which Consultant will provide professional consulting and related services to the Client as hereinafter specified:

3. SCOPE OF SERVICES

Consultant hereby agrees to provide professional services for Client in the form of consulting and related services for the Project as set out in Exhibit A. These professional services are consulting services and not that of a contractor or other provider.

2. TERM

The Term of this Agreement shall commence upon the Effective Date and terminate immediately following the Client’s completion of the Retail Academy Workshop as set forth in Exhibit A or six (6) months after the Effective Date, whichever occurs first.

3. COMPENSATION

As compensation for the consultation services provided herein by Consultant, Client agrees to pay Consultant a total of \$25,000. Consultant will invoice Client immediately upon execution

of the contract. Client must remit payment within fifteen (15) days of receipt of invoice. Compensation shall be fully earned when paid and as such is nonrefundable.

4. **CLIENT RESPONSIBILITIES**

(a) **Information and Access.** In addition to paying Consultant for services according to the preceding paragraph, the Client shall also provide for Consultant: Access to its relevant personnel, facilities, and materials including, but not necessarily limited to, those items specified in Consultant's proposal to Client, and such records, reports, and information as reasonably requested by Consultant and in Client's possession.

(b) **Scheduling of Workshop.** The Parties understand and agree that the Retail Academy Workshop will take place in Birmingham, Alabama and the time must be agreed upon by Consultant and Client a minimum of thirty (30) days prior to Workshop taking place.

5. **INTELLECTUAL PROPERTY**

The Client and Consultant, jointly and separately, acknowledge and agree that the intellectual property of both parties shall remain owned by the respective party. With the exception of Consultant's periodic and final reports generated for performance of this agreement to or for the Client (which shall belong to Client), reports, memorandums, electronic mail, facsimile transmissions and other written and prepared documents shall be owned by the party who authored, generated or who originally possessed the same and nothing in this agreement shall contravene said rights. The Client acknowledges that all intellectual property developed during the course of this agreement by Consultant shall belong exclusively to Consultant. However, the Client may utilize any of the foregoing for and on behalf of its internal operations, but will take steps reasonably necessary with its employees with respect to the use, copying, protection and security of the foregoing. All strategic plans and other materials delivered by Consultant to Client shall belong to Client.

6. **APPLICABLE LAWS**

Consultant, in its role as a professional service provider of consulting services, shall abide by all laws, rules and regulations applicable to such services.

7. **INSURANCE**

Consultant shall carry all appropriate and necessary insurance to be in compliance with state and federal laws regarding the insurance coverage of its employees.

8. **DEFAULT AND TERMINATION**

(a) **Default Termination.** In the event Consultant should violate any of the terms of this Agreement, Client shall provide Consultant with written notice of such default. Consultant shall have a period of thirty (30) days following such notice to cure any alleged deficiencies. Should Consultant fail to cure such default in the time period provided, Client shall be permitted to terminate this Agreement. All fees previously paid by Client to Consultant are understood to be fully earned when paid and are not subject to refund following any termination hereunder.

(b) **Automatic Termination.** This Agreement shall automatically terminate upon the completion of the Retail Academy Workshop but no later than six (6) months after the Execution Date.

9. **NOTICES/PARTIES REPRESENTATIVES**

All notices, bills, invoices and reports required by this agreement shall be sufficient if sent by the parties hereto in the United States Mail, postage prepaid thereon to the addresses noted below:

Client: City Of Hanford, CA
319 N Douty Street
Hanford, CA 93230
559.585.2516
mcifuentez@cityofhanfordca.com

Consultant: Retail Strategies, LLC
2200 Magnolia Ave. South, Suite 100
Birmingham, AL 35205
Email: sleara@retailstrategies.com
Fax: (205) 313-3677
Attention: Steve Leara

10. **INDEPENDENT CONTRACTOR**

While Consultant's role will be that of consultant to the Client, Consultant shall be and remain an independent contractor and not act in the role of an agent or legal representative on behalf of the Client. Consultant shall not have the authority to bind or obligate the Client, its officers, agents or employees.

11. **MISCELLANEOUS**

Third Party Beneficiaries: It is the intent of the parties hereto that there shall be no third party beneficiaries to this agreement.

Final Integration: This agreement, together with any exhibits or amendments hereto, constitutes the entire agreement of the parties, as a complete and final integration thereof with respect to its subject matter. All written or oral understandings and agreements heretofore had between and among the parties are merged into this agreement, which alone fully and completely expresses their understandings. No representation, warranty, or covenant made by any party which is not contained in this agreement or expressly referred to herein have been relied on by any party in entering into this agreement.

Force Majeure: Neither party to this agreement shall hold the other party responsible for damages or delay in performance caused by acts of God, strikes, lockouts or other circumstances beyond the reasonable control of the other or the other party's employees, agents or contractors.

Amendment in Writing: This agreement may not be amended, modified, altered, changed, terminated, or waived in any respect whatsoever, except by a further agreement in writing, properly executed by all of the parties.

Binding Effect: This Agreement shall bind the parties and their respective personal representatives, heirs, next of kin, legatee, distributees, successors, and assigns. If any

provision in this agreement shall be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions shall not in any way be affected or impaired thereby.

Captions: The captions of this agreement are for convenience and reference only, are not a part of this agreement, and in no way define, describe, extend, or limit the scope or intent of this agreement.

Construction: This agreement shall be construed in its entirety according to its plain meaning and shall not be construed against the party who provided or drafted it.

Governing Law: This Agreement shall be construed under the laws of the State of Alabama.

Prohibition on Assignment and Delegation: No party to this agreement may assign or delegate its interests or obligations hereunder without the written consent of all other parties hereto obtained in advance of any such assignment or delegation. No such assignment or delegation shall in any manner whatsoever relieve any party from its obligations and duties hereunder and such assigning or delegating party shall in all respects remain liable hereunder irrespective of such assignment or delegation.

Waiver: Non-enforcement of any provision of this agreement by either party shall not constitute a waiver of that provision, nor shall it affect the enforceability of that provision or of the remaining terms and conditions of the agreement.

Agreement Date/Counterparts: The date of this agreement is intended as and for a date for the convenient identification of this agreement and is not intended to indicate that this agreement was necessarily executed and delivered on said date. This instrument may be executed in any number of counterparts, each of which so executed shall be deemed an original, but all such counterparts shall together constitute but one and the same instrument.

Brokerage Rights: Client acknowledges that affiliates of Consultant act in the capacity of a real estate brokerage service business and may earn fees for services including brokerage, development, leasing and management fees in the performance of such affiliates services which may encompass a portion of the Project. In no event will the Client be responsible for any such fees, to the extent they are earned pursuant to this paragraph.

CLIENT:

Hanford, CA

By _____

Title _____

Date _____

CONSULTANT:

RETAIL STRATEGIES, LLC

By _____

Title _____

Date _____

EXHIBIT A

This section outlines the Services which Retail Strategies (the “consultant”) will provide to the Hanford, CA (the “client”).

A. RESEARCH

1. Identification of priority retail categories for recruitment and/or local expansion
2. Retail Prospect List- Identification of at minimum 10 retail prospects to be targeted for recruitment
3. Contact Information for Retail Prospects
4. Retail Site Selection Criteria for retail prospects
5. Mobile Data Collection from major retail node
6. Retail Gap Analysis for trade area (i.e. leakage and surplus)
7. Peer Market Identification and Trade Area Comparison Analysis
8. Peer Market Retailer Void Analysis
9. Custom demographic research – historical, current, and projected demographics – to include market trade areas by political boundaries, radius/drive times, and custom trade area Identification of retail trade area using political boundaries, drive times and radii and custom boundary geographies.
10. Consumer Spending Patterns and Behavior Report
11. Tapestry Lifestyle Segmentation Analysis – psychographic profile of trade area

B. REAL ESTATE ANALYSIS

1. Retail Real Estate Analysis identifying 5+ real estate sites performed by licensed retail real estate professionals
2. Create Aerial imagery of trade area(s) with traffic counts
3. Identify Target Zones for short- and long-term retail development
4. Property Catalog

C. MARKETING MATERIALS

1. Development of customized marketing guide
2. Customized Retail Recruitment Plan

D. RETAIL ACADEMY

1. Access to Retail Academy: ONLINE Education Course and Resource Library
2. One (1) Retail Academy Workshop, totaling six (6) hours in Birmingham, AL
3. Industry overview from Commercial Real Estate professionals
4. Quarterly 1:1 virtual meeting to discuss progress



AGENDA STAFF REPORT

MEETING DATE: 11/15/2022	AGENDA SECTION: B
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SUBJECT:

Parks and Community Services: Adoption of Resolution 22-43-R, Authorizing the submittal of a Grant Proposal for the Proposition 64 Public Health and Safety Grant Program for the purpose of funding a Boys & Girls Club in the City of Hanford and Authorization for the City Manager to execute all related documents.

RECOMMENDATION:

That the City Council by motion adopt Resolution 22-43-R and authorize the City Manager to execute the grant application and agreement, if awarded.

BACKGROUND:

The Need

According to the results of the 2017-2018 California Healthy Kids Survey, the following data reports

marijuana use by the percentage of Hanford students by grade level:

Grade Level	5th	7th	9th	11th
Percent of Use	2%	6%	9%	16%

Context

In November 2016, voters approved Proposition 64, the Control, Regulate, and Tax Adult Use of Marijuana Act (AUMA). AUMA legalized the recreational use of marijuana in California for individuals 21 years of age and older. Proposition 64, in pertinent part, provides that a portion of the tax revenue from the cultivation and retail sale of cannabis or cannabis products will be appropriated:

To the Board of State and Community Corrections for making grants to local governments to assist with law enforcement, fire protection, or other local programs addressing public health and safety associated with implementing the Control, Regulate, and Tax Adult Use of Marijuana Act. The board shall not make any grants to local governments that ban both indoor and outdoor commercial cannabis cultivation or ban the retail sale of cannabis or cannabis products pursuant to Section 26200 of the Business and Professions Code or as otherwise provided by law.

The total funding available for this Request for Proposals (RFP) for Cohort 3 is \$150,000,000. The total available grant funds in this RFP are contingent on timely deposits made available to the BSCC through the Proposition 64 Initiative (the Control, Regulate, and Tax Adult Use of Marijuana Act) via the State and Local Government Law Enforcement Account through the fiscal year 2021-22.

Successful applicants will be funded for a five-year grant project cycle commencing on May 1, 2023, and ending on April 30, 2028. The maximum grant award per agency is \$3 Million.

All project components and activities must link to the intent of Proposition 64 public health and safety initiative - local impacts due to the legalization of adult use of recreational cannabis in California. Applicants must identify and address one or more priorities, and the City of Hanford and its partners chose Youth Development/Youth Prevention and Intervention as the priority.

Youth Prevention and Intervention programs should address preventing youth substance use and addiction and intervening to promote healthy behaviors and environments while minimizing illness, injury, and other harms associated with substance use. Approaches may include preventing exposure, preventing youth from progressing from substance use to misuse and preventing the onset of addiction, overdose, and other harms associated with the abuse.

The City of Hanford's Youth Development Program will partner with the Boys & Girls Club (BGC) of the Sequoias in coordination with the Hanford Elementary School District and the Hanford Unified High School District. The BGC will be open daily for at least 4 hours per day and will operate out of the Coe Park Building.

The BGC will provide a mix of "high yield activities" and curriculum-based programs for youth ages 12-18. All BGC programs will focus on four priority outcomes:

- 1) **Academic success** - graduate from high school ready for college or trade school;
- 2) **Good character and citizenship** - be an engaged citizen involved in the community and model strong character; and

- 3) **Healthy lifestyles** - adopt a healthy diet, practice healthy lifestyle choices, and commit to fitness.
- 4). **Science, Technology, Engineering, and Math (STEM)** - provide equitable opportunities to students from lower-income and marginalized households who are often left behind regarding educational achievements and career aspirations due to physical and financial barriers.

These outcomes will be achieved through various mentoring-based programs, service-based programs, and evidence-based curricula focused on substance abuse prevention and teaching leadership skills.

The Boys and Girls Club has developed five evidence-based vital elements that weave themselves through all program delivery:

- A safe, positive environment - provision of age-appropriate settings to create stability, consistency, and a sense of physical and emotional safety.
- Fun - the club generates fun for members. Members develop a strong sense of belonging through connections established with staff and peers.
- Supportive Relationships - staff members actively cultivate adult and peer mentoring to ensure that every member feels connected to one another
- Opportunities and Expectations - Club youth acquire physical, social, technological, artistic, and life skills.
- Recognition - Clubs recognize and support young people's self-worth and accomplishments.

In addition, this grant opportunity requires the development of a Local Evaluation Plan (LEP) to ensure that the project can be evaluated according to the specific project goals and objectives. The LEP will describe the evaluation design and model used to evaluate the program components.

FISCAL IMPACT:

ATTACHMENTS:

Resolution 22-43-R (Prop 64)

RESOLUTION 22-43-R

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD
AUTHORIZING THE CITY MANAGER ON BEHALF OF THE CITY COUNCIL TO
SUBMIT A GRANT PROPOSAL FOR THE PROPOSITION 64 PUBLIC HEALTH AND
SAFETY GRANT PROGRAM

WHEREAS the City of Hanford desires to participate in the Proposition 64 Public Health and Safety Grant Program funded through the California State and Local Government Law Enforcement Account and administered by the Board of State and Community Corrections (hereafter referred to as the BSCC).

NOW, THEREFORE, BE IT RESOLVED that the City Manager be authorized on behalf of the City Council to submit the grant proposal for this funding and sign the Grant Agreement with the BSCC, including any amendments thereof.

BE IT FURTHER RESOLVED that grant funds received hereunder shall not be used to supplant expenditures controlled by this body.

BE IT FURTHER RESOLVED that the City Council agrees to abide by the terms and conditions of the Grant Agreement as set forth by the BSCC.

Passed, approved, and adopted by the City of Hanford in a meeting thereof held on November 15, 2022, by the following:

PASSED, ADOPTED AND APPROVED this 15th day of November 2022 by the following vote:

AYES: _____

NOES: _____

ABSTAINS: _____

ABSENT: _____

Kalish Morrow
MAYOR of the City of Hanford

Attest:

Natalie Corral
City Clerk

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

I, Natalie Ortega, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the ____ day of _____, 2022.

Date: _____

City Clerk



AGENDA STAFF REPORT

MEETING DATE: 11/15/2022	AGENDA SECTION: C
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SUBJECT:

Council: Consideration of a Request for Waiver of Fees for the use of the Civic Auditorium by the Hanford Chamber of Commerce

RECOMMENDATION:

That the City Council consider the Request for Waiver of Fees for the use of the Civic Auditorium by the Hanford Chamber of Commerce and provide direction to staff accordingly.

BACKGROUND:

At the October 4, 2022 City Council meeting, the Chamber requested that the Council consider reforming a committee to work with the Chamber on the possibility of a future contract and some level of compensation. There was Council consideration to bring back an item to discuss the reformation of a subcommittee and that is the reason that this matter is being reconsidered.

Council formally reviewed the matter at the October 18, 2022 City Council meeting and, after some discussion between Council, the decision was made to table the matter of the subcommittee formation until after a new Council is seated. Additionally, Council directed the Chamber Director to submit a formal request for Council to consider any additional fee waivers.

So far this year (2022), the Chamber of Commerce has used the Civic Auditorium four (4) times for events that they held or sponsored. For those four events that the Chamber was the permit holder for, they received fee waivers totaling \$2,275 in facility rental fees. Each time, per City policy, the Chamber was responsible for all costs related to staffing charges, permits, processing fees.

FISCAL IMPACT:

Approval of this request could have a financial impact on the General Fund, dependant upon the formal action that Council may take.

ATTACHMENTS:

Chamber partnership request letter



November 9, 2022

Dear honorable Mayor Morrow and City Council Members,

On behalf of the Hanford Chamber of Commerce, I am requesting a partnership of the City of Hanford for our upcoming Christmas Charity Event. The Christmas Charity Event is an annual fundraiser that the Hanford Chamber has had the honor of hosting for the community for over 20 years. For numerous years the City of Hanford has graciously extended their assistance in providing the venue for this event at no additional cost to the Chamber.

I unfortunately could not find specific details outlined in our previous contract with the City. I believe it was just an understanding between the Hanford Parks and Community Services Department and our organization. As you know, the contract between the Hanford Chamber and the City terminated June 30, 2022. Our organization is still committed to continue hosting this event which provides an opportunity for ten local nonprofits to raise additional funding during the holiday season. We hope that even though the contract is terminated, and are currently working towards a new partnership in the future, that the Council may consider this individual request. The fiscal amount of the request would be \$950. The Christmas Charity Event will be held at the Civic Auditorium on December 1, 2022.

If you have any additional questions I will be available during the next City Council meeting.

Thank you in advance for your consideration,

Sincerely,

Amory Marple
Executive Director/CEO
Hanford Chamber of Commerce

Attachment: Chamber partnership request letter (CC; Chamber Fee Waiver Request)



**AGENDA
STAFF REPORT**

MEETING DATE: 11/15/2022	AGENDA SECTION:
---------------------------------	------------------------

SUBJECT:
Council Future Agenda Items

FISCAL IMPACT:

ATTACHMENTS:
Council Future Agenda Items

Council Future Agenda Items				
Originated Date	Item	Originator	Staff Lead	Date Estimate
12/21/21	Review of City Ordinance related to property line setbacks for Patio structures and Driveway Awnings	Council Consensus	Tom Webb	12/20/2022
7/19/2022	Formal direction from Council on roundabouts or signalized intersections in the Downtown Pedestrian and Traffic Safety project	Council Consensus	Various	12/6/2022
8/2/2022	Discussion regarding a process to formally oppose any movement of groundwater outside of the jurisdiction of Kings County and update on Groundwater	Council Consensus	Jason Waters	12/20/2022
9/20/22	Review of Measurable Objectives for Parks as previously reviewed and approved by Council on June 7, 2022	Council Consensus	Brad Albert	12/6/2022

Attachment: Council Future Agenda Items (Council: Future Agenda Items)