

The City of Hanford
CALIFORNIA



City Council Meeting Agenda

December 6, 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/>

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

ROLL CALL BY THE CITY CLERK:

PUBLIC COMMENT:

*Comments from the public are limited to items listed 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.*

STUDY SESSION:

- A. Introduction to Council of the recently awarded cannabis permit recipient, Embarc Hanford, and Presentation of their proposed Retail Boutique and future revitalization of the entire downtown block
- B. Presentation by Peters Engineering regarding the Downtown Pedestrian and Traffic Safety project and Council direction regarding the proposed roundabouts or 4-Way stops at the Douty Intersection locations

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

A. 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
Negotiating Party:

Kensington Way, between Richardson and Leland Ways
APN: 008-192-011
Agency Negotiators: Mario Cifuentez and Ty Mizote
Negotiating Party: Eric Delgado

CALL TO ORDER REGULAR SESSION:

ROLL CALL:

INVOCATION:

Jay Rubalcalva

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 November 15, 2022, Meeting.
- C. Administration: Authorization for the City Manager to execute a contract with George Hills Company, Inc. to provide Third-Party General Liability Administration services, effective January 1, 2023, through December 31, 2027, for a monthly fee of \$4,425 with a one time on-boarding fee of \$7,800.

- D. Community Development: Second Reading of Ordinance No. 22-08, 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).
- E. Public Works: Approval of the Notice of Completion for the Civic Park Boring and Electrical Project and Authorization for the Mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.
- F. Public Works: Approval of the Notice of Completion for the Campus Drive Reconstruction Project and Authorization for the Mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.
- G. Public Works: Adoption of Resolution 22-46-R setting various Refuse related fees that are not subject to the Prop 218 process, such as extra empties, temporary bin rentals, special event service, etc.
- H. Fire: Approval of the purchase of one 2023 Chevrolet Tahoe from Keller of Hanford; approval of outfitting as an emergency response vehicle; and appropriation of \$63,530, (\$36,972 from Fleet Replacement Fund, \$14,133 from the General Fund and \$12,425 from the Fire Department Ambulance Fine Reserve).
- I. Police: Authorization to enter into a contract with Alarm Program Services (APS), at an annual cost of \$12,000 for the overall administration of the Alarm Permitting process for the City of Hanford and Appropriation of an additional \$7,000 for the Police Department's budget for the remainder of the year.
- J. Police: Approval of the Purchase of a Mustang Mach E Police Admin Vehicle from Keller Ford of Hanford, CA in the amount of \$62,379.99 and up to \$2,500 for outfitting costs with Cooks Communications (Fresno).
- K. Finance: Authorize amendment to professional services agreement, in an amount not to exceed \$48,700, with SDI Presence LLC (Carmichael, CA) and appropriate said funding from the Computer Replacement Fund (0414) to assist in completion of the Tyler Software Implementation.
- L. Finance: Review and Approval of the City of Hanford's Fiscal Year 2021/2022 Annual Report of Development Impact Fees (AB 1600 Mitigation Fee Act).

GENERAL BUSINESS:

- A. Administration: Council consideration of the renewal of 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.

- B. Public Works: Presentation and Council consideration of authorization for a water conservation education and incentive program consisting of three sub programs: 1) Outreach education campaign, 2) Installation of sign boards on all City Refuse trucks, and 3) a turf replacement program from \$300,000 previously allocated by City Council from the American Rescue Plan Act of 2021 (ARPA).

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)

A. Council Future Agenda Items

Upcoming Events and Important Dates:

December 7: City County Coordinating Meeting, Hosted by: City of Avenal Location: Avenal Theater & Event Center 5:30 p.m.

December 20: Regular City Council Meeting

December 23, 26, 30: Holiday, City offices closed

January 17: Regular City Council Meeting

January 18-20: New Mayors and Council Members in Sacramento

February 1-3: New Mayors and Council Members in Universal City

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. Douth 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. Douth 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: 12/6/2022

AGENDA SECTION: A

SUBJECT:

Introduction to Council of the recently awarded cannabis permit recipient, Embarc Hanford, and Presentation of their proposed Retail Boutique and future revitalization of the entire downtown block

BACKGROUND:

City Staff recently solicited and scored applications for the City's third retail commercial cannabis permit in accordance with the City's approved review process. The process includes several steps prior to a selection being made:

- Application Solicitation
- Phase 1: Determination of Eligibility and Application
 - Background Check
 - Proposed Location
 - Indemnification Agreements
- Phase 2: Initial Ranking
 - City scores applications based on approved criteria
 - Applicants receiving an 80% or higher move on to Phase 3
- Phase 3: Second Ranking
 - Applicants are interviewed and scored based on approved criteria
 - Staff sends final scores and rankings to the City Manager
- Phase 4 City Manager's Recommendation
 - City Manager reviews scores and makes selection
 - All applicants are notified of City Manager's selection and are given an opportunity to appeal (10 Days)
 - Property owners within 500 feet are notified of the selection and may comment (20 Days)
 - Scoring and licensee are presented to City Council

The City received five applications from the following companies: Culture Cannabis Club, Element 7, Embarc, GBH Retail and MMD Hanford.

City Staff scored applications based on several criteria including safety, location, benefits to the local economy and labor force, and compatibility with the neighborhood. Based on the City's approved scoring criteria the results after Phase III were as follows:

Culture: 92%

Element 7: 76%

Embarc: 98%

GBH: 88%

MMD: 92%

Following the Phase III scoring process, the City Manager reviewed the scoring and applications and Embarc was selected as the recipient of the available retail commercial cannabis permit.

All applicants were notified of the selection on November 15th and were given 10 days to appeal the proposed selection. The City did not receive any formal appeals and the appeal period closed on November 25th. Property owners within 500 feet of the project were notified on November 15th of the proposed selection were invited to submit questions and comments to the City. As of December 1st the City has received an email from a property owner requesting clarification on the location of the business. The City provided a response to the owner indicating the location but no appeal has been filed.

FISCAL IMPACT:

ATTACHMENTS:



AGENDA STAFF REPORT

MEETING DATE: 12/6/2022	AGENDA SECTION: B
--------------------------------	--------------------------

SUBJECT:

Presentation by Peters Engineering regarding the Downtown Pedestrian and Traffic Safety project and Council direction regarding the proposed roundabouts or 4-Way stops at the Douty Intersection locations

RECOMMENDATION:

That the City Council direct staff to move forward with the design of the Downtown project and indicate the Council's preference for either roundabouts or 4-way stops at the intersections of Douty Street at Sixth, Seventh and Eighth.

BACKGROUND:

On May 5, 2015, staff presented an item to City Council for the removal of five midblock crosswalks. These crosswalk locations were determined as non-compliant with current ADA requirements and need excessive improvements required to bring into compliance. The Council heard comments and voted to remove two of the five crosswalks, and to evaluate the others for upgrades to meet ADA compliance. Attachment No. 1 is an exhibit of Mid-Block Crosswalks for Elimination, along with the direction by Council.

In September of 2018, as directed by City Council, a Downtown Pedestrian and Vehicular Safety Committee was formed. Their purpose was to meet with staff and consultants to discuss potential conversions to one-way streets, traffic calming at intersections, safety lighting, and traffic controls in the downtown area, with the intention of meeting with City Council to provide recommendations for a final report and plan for downtown improvements that will provide added benefit to pedestrian and vehicular safety in the downtown area. The committee consisted of local downtown business owners and representatives.

At the February 16, 2021 City Council meeting, staff along with the City's consultant, Peters Engineering, presented the Council with the results of the Downtown Committee's recommendations for the Downtown Pedestrian Safety & Traffic Circulation Study. Council directed staff to move forward with the recommendations of the committee. The recommendations included roundabouts along Douth Street at Sixth, Seventh and Eighth Street, the removal of five mid-block crosswalks on Irwin, Douth, and Sixth Street, and construction of pedestrian curb extensions at twenty eight (28) intersections in the downtown study area.

At the September 7, 2021 City Council Study Session, staff discussed the Downtown traffic circulation and related improvements to improve Safety and Walkability and potential funding opportunities of the Clean California Local Grant Program administered by the California Department of Transportation. Staff presented the committee project recommendations for the Council's review and direction. The Council further discussed the mid-block crosswalks and the project budget. It was the Council consensus to direct staff to move forward with the recommendations. Additional appropriations would be presented to the Council at a future meeting for review and approval.

At the June 21, 2022 Council meeting Study Session, the Finance department presented the ARPA funding information to Council and requested approval for allocations. Council approved the recommendation to allocate \$4.4 million for Downtown Street Economic Development of Sixth Street, Seventh Street and Eighth Street improvements. Should additional funding become available, or if existing funding is redirected, additional downtown intersections could be improved with curb extensions as identified in the Study.

As requested by Council, Peters Engineering Group, along with City staff, will present a fly-thru video of the downtown roundabouts. It should be noted that the animation is intended to help visualize how the round-a-bout will function for vehicles and pedestrians. It is not meant to represent every detail of how the project will be constructed nor the size of the circles themselves.

FISCAL IMPACT:

There are no immediate financial impacts as a result of any Council actions related to this matter. The initial financial impact will result from the award of a design contract for the project.

ATTACHMENTS:

Attachment 1- remove crosswalks with Council direction Photos
Downtown Ped and Traffic Study Report Section
Downtown Study Final Report Powerpoint 12-6-22, JR

Mid-Block Crosswalks

Proposed to be removed

2.a

1

Make ADA repairs and keep.

2

Evaluate for removal.

4

Remove crosswalk.

3

Evaluate for removal.

5

Make ADA repairs and keep.

Google Earth

© 2017 Google

400 ft

Packet Pg. 8

Attachment: Crosswalk Locations (Crosswalk Removals)



2 a
4.B.a

Location 1

Make ADA repairs
and keep.



West Side ramp is constructible.

4.B.a

Location 1

Make ADA repairs and keep.



West side - Fire Hydrant
blocks ramp area

Evaluate for
Removal

Location 2

Packet

4.B.a



2 a
4.B.a

East side - Light post
blocks ramp area

Location 2

Packet

Evaluate for
Removal



West side - Fire Hydrant and utility pole block ramp area

Location 3

Evaluate for Removal

4.B.a

2 a



2 a

4.B.a

East side - Light pole, banner pole, and permanent structure block ramp area

Evaluate for Removal

Location 3

Packet



4.B.a

Location 4

Remove Crosswalk



2 a
4.B.a

Remove Crosswalk

South side - ramp terminates into driveway approach (not allowed per ADA)

Location 5

Make ADA repairs and keep.



North side ramp
is constructible

2 a
4.B.a

Location 5

Packet

Make ADA repairs
and keep.



City of Hanford

Downtown Pedestrian Safety & Traffic Circulation Project

January 27, 2021



BACKGROUND

The project includes identifying intersections in the Central Parking and Business District that can potentially benefit from pedestrian safety and accessibility improvements. The analysis will include consideration of traffic calming (bulb-outs), evaluation of one-way streets downtown for traffic flow and parking/pedestrian safety, evaluation of conversion of Douty Street and Seventh Street to one lane with traffic calming, and design of intersection improvements for pedestrian safety/ADA compliance.

Figure 1 presents the boundary of the downtown area which includes twenty eight (28) intersections and nine (9) mid-block crosswalks.



Figure 1 – Study Area

DOWNTOWN COMMITTEE / PUBLIC MEETINGS

During the course of the preparation of this report, Peters Engineering Group participated in several meetings with the City of Hanford Downtown Committee. The purpose of the meetings was to collaborate with members of the downtown community and receive input on the analysis and recommendations being developed. The three coordination meetings and a brief summary of discussion items are presented below:

December 13, 2018 – A meeting was held in person with the Committee at the City Hall training room. The purpose of the meeting was to introduce the scope of the project and receive initial feedback from members regarding the study.

February 21, 2019 – A meeting was held in person with the Committee at the City Hall training room. The purpose of the meeting was to present the initial traffic analysis related to mid-block crosswalks, roadway operations and traffic signal operations.

August 27, 2020 – A virtual meeting was held with the Committee utilizing Zoom. The Committee was presented with findings and recommendations regarding mid-block crosswalks, proposals for roadway modifications, and the recommendations regarding signalized intersections.

Throughout the process the Committee provided feedback and recommendations that in some instances are contrary to Peters Engineering Group recommendations. The feedback from the Committee will be presented in this report in addition to the traffic recommendations herein.

CIRCULATION ANALYSIS

A traffic analysis was performed to evaluate the following proposed circulation modifications:

1. Conversion of Seventh Street and Sixth Street to one-way traffic in the downtown area to potentially create additional parking on the street.
2. Conversion of Douty Street and Seventh Street to single lane with angled parking in the downtown area.

Twenty-four-hour traffic counts were performed on each approach to the various study intersections in order to perform the analysis. Manual traffic counts, including turning movements, were performed at all intersections between the hours of 7:00 a.m. and 9:00 a.m. and between the hours of 4:00 p.m. and 6:00 p.m. on a weekday. Pedestrian and vehicle counts were performed at mid-block crosswalks between the hours of 7:00 a.m. and 9:00 a.m., between the hours of 11:00 a.m. and 2:00 p.m. and between the hours of 4:00 p.m. and 6:00 p.m.

The results of the PM peak hour analysis is presented in Table 1.

DOWNTOWN PEDESTRIAN SAFETY & TRAFFIC CIRCULATION PROJECT

Table 1 – PM Peak Hour Analysis

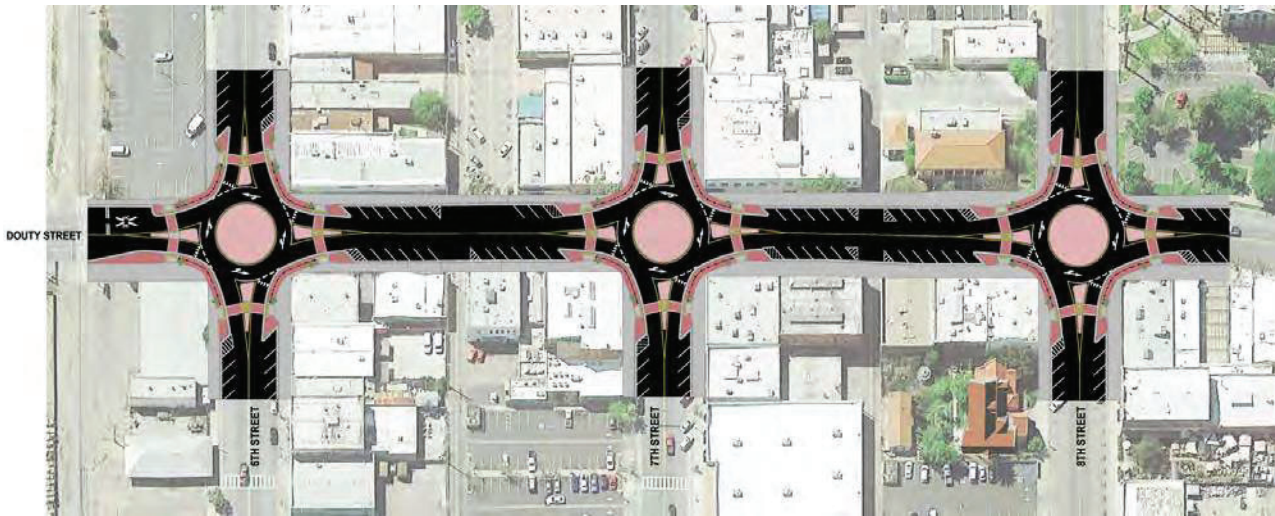
EXISTING					2040				
	Redington	Irwin	Douty	Harris		Redington	Irwin	Douty	Harris
7th Street	A	B	A	A	7th Street	B	B	B	B
6th Street	B	B	C	B	6th Street	C	C	E	C
EXISTING (Existing traffic signals removed)					2040 (Existing traffic signals removed)				
	Redington	Irwin	Douty	Harris		Redington	Irwin	Douty	Harris
7th Street	B	B	C	B	7th Street	D	B	D	C
6th Street	B	B	C	B	6th Street	C	C	E	C
ONE-WAY, ONE LANE (Existing traffic signals removed)					ONE-WAY, ONE LANE (Existing traffic signals removed)				
	Redington	Irwin	Douty	Harris		Redington	Irwin	Douty	Harris
7th Street	D	C	F	E	7th Street	F	F	F	F
6th Street	F	C	F	F	6th Street	F	E	F	F
ONE-WAY, TWO LANES (Existing traffic signals removed)					ONE-WAY, TWO LANES (Existing traffic signals removed)				
	Redington	Irwin	Douty	Harris		Redington	Irwin	Douty	Harris
7th Street	B	B	C	C	7th Street	C	C	E	D
6th Street	C	C	C	F	6th Street	E	C	E	F

The analysis concluded that Seventh Street and Sixth Street operate within acceptable levels of service without one-way conversion. Furthermore, if the streets were to be converted to one-way operation, two lanes would be required which would not allow for additional parking to be developed.

Douty Street and Seventh Street were analyzed to determine if a reduction in the number of lanes in each direction, otherwise known as a “lane diet,” would provide adequate capacity and allow for the development of angled parking. The analysis concluded that the street segment portions of the roadways would operate at acceptable levels of service with a single lane in each direction until the year 2040. However, the intersections will require additional lanes to operate efficiently. Because the intersections are relatively closely spaced, very little of the roadway, if any, would be available for angled parking. Therefore, reducing these streets to one-lane in each direction is not a long-term solution.

Another alternative considered in the analysis was the construction of compact roundabouts on Douty Street at Sixth Street, Seventh Street, and Eighth Street. Figure 2 presents the proposed compact roundabouts on Douty Street.

Figure 2 – Douty Street Compact Roundabouts



The proposed Douty Street compact roundabouts will operate at an acceptable level of service through the year 2040 and will provide opportunities for development of angled parking between intersections.

It is recommended that the streets remain two-way operation and that the roundabouts are pursued at a time in the future when funding can be secured for construction of the facilities.

An interim alternative was identified that includes reducing Douty Street to one lane in each direction with the addition of angled parking between Sixth Street and Eighth Street. While not a permanent solution, implementing this alternative would only allow for implementation of additional parking along this segment until funding for the roundabouts can be secured. Only a single approach lane on Douty at the 6th / 7th and 8th Street intersections would be provided under this alternative. This would require modifications to the signalization at 7th Street to provide for split phasing on the Douty Street approached so that left turning vehicles do not impair through movements.

The Downtown Committee concurred with maintaining the two-way operation on both Seventh and Sixth Streets, pursuing the interim alternative of reducing Douty Street to one lane in each direction with angled parking, and supported pursuing the roundabout alternatives in the future if/when funding becomes available.

Traffic analysis calculations are included in the Appendix.

TRAFFIC SIGNAL WARRANT ANALYSIS

The study performed intersection analyses to ascertain the operational conditions at following five (5) existing signalized intersections:

1. Seventh Street / Harris Street
2. Seventh Street / Irwin Street
3. Seventh Street / Douty Street
4. Seventh Street / Redington Street
5. Lacey Boulevard / Redington Street

The purpose of the analysis was to determine which, if any, of the multi-way stop sign and traffic signal criteria presented in the most recent California Manual on Uniform Traffic Control Devices (CMUTCD) are satisfied. The intent of this task is to determine whether traffic signals or multi-way stop control is the preferred intersection control.

The traffic analysis concluded that traffic signals should be removed at the following intersections due to the fact that they do not currently meet warrants and are non-standard signal installations:

1. Seventh Street / Harris Street
2. Seventh Street / Irwin Street
3. Seventh Street / Douty Street (possibly replaced with a roundabout)

Traffic signal warrants are met at both the Seventh Street / Redington Street and Lacey Boulevard / Redington Street intersections. It is recommended to maintain traffic signals at both locations due to the intersections meeting warrants and the traffic signals being mostly in compliance with modern standards. The Downtown Committee concurred with this recommendation.

MID-BLOCK CROSSWALKS

Several mid-block crosswalks were analyzed to determine the safety and effectiveness of these facilities. Warrants for installation of mid-block crosswalks are as follows:

- Pedestrian volume (>10/hr)
- Speed Limit (<45 mph)
- Nearest crosswalk (>800 feet)
- If minimum criteria are met further evaluation is necessary
 - i. Number of pedestrians
 - ii. Effectiveness of crosswalk (visibility, channelization, etc.)
 - iii. Available gaps in traffic

DOWNTOWN PEDESTRIAN SAFETY & TRAFFIC CIRCULATION PROJECT

A summary of the mid-block crosswalk metrics is presented in Table 2.

Table 2
Mid-Block Crosswalk Summary

Location	Street	Adjacent Streets	Near Alley?	Pedestrian Peak Hour Volume	Conflicting Vehicular Peak-Hour Volume	Time Period	Special Notes
A	Lacey Blvd.	Redington / Irwin	No	7	530	Mid-day	Curb in median blocks accessibility
B	Eighth St.	Phillips / Redington	No	26	228	Mid-day	Relatively good access exists
C	Eighth St.	Redington / Irwin	No	13	309	Mid-day	Relatively good access exists
D	Irwin St.	7th / 8th	Yes	15	305	Mid-day	No ramps, difficult access
E	Douty St.	7th / 8th	Yes	17	558	PM	No ramps, difficult access, fire hydran
F	Seventh St.	Phillips / Redington	No	14	609	Mid-day	Relatively good access exists
G	Seventh St.	Douty / Harris	No	15	460	PM	Relatively good access exists
H	Irwin St.	6th / 7th	Yes	27	126	PM	No ramps, difficult access, fire hydran
I	Douty St.	6th / 7th	Yes	18	590	PM	No ramps, difficult access, poles
J	Sixth St.	Redington / Irwin	No	5	427	Mid-day	Relatively good access exists
K	Sixth St.	Irwin / Douty	No	19	418	Mid-day	Relatively good access exists
L	Sixth St.	Douty / Harris	No	4	523	PM	No curb ramp on north side

The analysis focused on determining whether each individual crosswalk was warranted and, if so, if improvements could be made to enhance safety. If the crosswalk was not warranted and exhibited safety deficiencies it would be identified to be removed. An example of a crosswalk that met warrants and included sufficient safety features, such as ramps and sufficient sight distance, is shown in Figure 3.

Figure 3
Sixth Street between Irwin Street and Douty Street



An example of a crosswalk that did not meet warrants and exhibited deficiencies, such as inadequate ramps and insufficient sight distance, is shown in Figure 4.

Figure 4
Sixth Street between Douty Street and Harris Street.



A summary of recommendations at the seven mid-block crosswalks analyzed is presented in Table 3.

Table 3
Mid-Block Crosswalk Recommendations

Location	Recommendation
Irwin Street (6 th / 7 th)	Remove
Irwin Street (7 th / 8 th)	Remove
Douty Street (6 th / 7 th)	Remove
Douty Street (7 th / 8 th)	Remove
Sixth (Douty / Harris)	Remove
Lacey (Redington / Irwin)	Maintain
Sixth (Redington / Irwin)	Maintain

The Downtown Committee reviewed these recommendations and disagreed with the recommendation to remove both of the mid-block crosswalks on Irwin Street as well as the removal of the mid-block crosswalk on Douty Street between 6th and 7th streets. The remaining recommendations were accepted by the Committee. For the three mid-block crosswalks that the committee wishes to maintain, it is recommended that the additional safety improvements be considered at the crosswalks:

Rapid Flashing Beacons (RFB) – Install RFB's at the crosswalks to alert approaching traffic of pedestrian activity. Additionally, install led warning signs that activate on alley approaches similar to Figure 5 below.

Figure 5
RFB Application



Speed Tables – The City could consider installing low-profile speed tables at the crosswalk locations to slow approaching vehicles. An example of a speed table is shown in Figure 6 below.

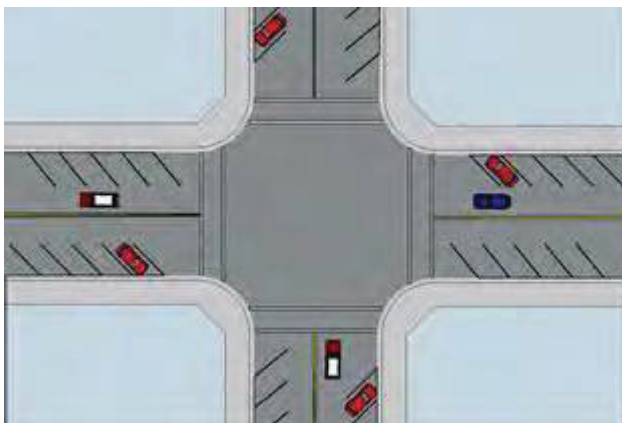
Figure 6 – Speed Table



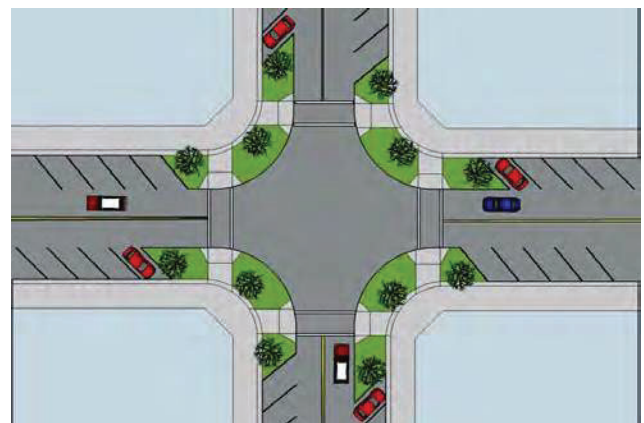
INTERSECTION PEDESTRIAN IMPROVEMENTS

In an effort to provide a more walkable pedestrian friendly environment in the downtown area, intersections were evaluated to determine improvements which would promote pedestrian travel and improve safety. Figure 7 presents curb extension improvements proposed at twenty eight (28) intersections in downtown:

Figure 7
Pedestrian Intersection Treatment



Existing Intersection



Proposed Intersection

The Downtown Committee concurred with the benefits of the proposed pedestrian improvements and concurred with the recommendation to pursue these improvements.

Preliminary layouts of curb extension improvements for each of the twenty eight intersections are included in the Appendix.

CONCLUSIONS/SUMMARY OF RECOMMENDATIONS

The study conclusions and recommendations are summarized as follows:

Recommendation	Committee Response
Sixth Street and Seventh Street should be maintained as two-way streets	Concurred.
Compact roundabouts should be considered on Douty Street at Sixth Street, Seventh Street, and Eighth Street in the future if/when funding becomes available.	Concurred.
As in interim project, Douty Street between 6 th Street and 8 th Street should be reduced to one-lane in each direction and angled parking should be developed along this segment. This will require split phase signal operations at Douty / 7 th .	Concurred.
Traffic signals should be removed at Seventh Street / Harris Street, Seventh Street / Irwin Street, and Seventh Street / Douty Street and maintained at Seventh Street / Redington Street and Lacey Boulevard / Redington.	Concurred.
Pedestrian curb extensions should be installed at twenty eight (28) intersections included in the study area.	Concurred.
Remove mid-block crosswalk on Irwin Street between 6 th /7 th .	Maintain crosswalk – install safety improvements.
Remove mid-block crosswalk on Irwin Street between 7th/8th.	Maintain crosswalk – install safety improvements.
Remove mid-block crosswalk on Douty Street between 6th/7th.	Maintain crosswalk – install safety improvements.
Remove mid-block crosswalk on Douty Street between 7th/8th.	Concurred.
Remove mid-block crosswalk on Sixth Street between Douty / Harris.	Concurred.
Maintain mid-block crosswalk on Lacey Blvd between Redington/Irwin.	Concurred.
Maintain mid-block crosswalk on Sixth Street between Redington/Irwin.	Concurred.



CITY OF HANFORD

DOWNTOWN PEDESTRIAN SAFETY AND TRAFFIC CIRCULATION STUDY

December 6, 2022



PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION



September 2018 – by Council direction
Downtown Pedestrian and Vehicular Safety Committee
was selected.

Committee members:

- ✓ Johnathan Doyel – Public Works Director
- ✓ David Peters – Project Manager
- ✓ John Rowland – Project Engineer
- ✓ Downtown Committee (downtown business owners)

Three meetings were held

- ✓ Initial
- ✓ Traffic Operations
- ✓ Recommendations

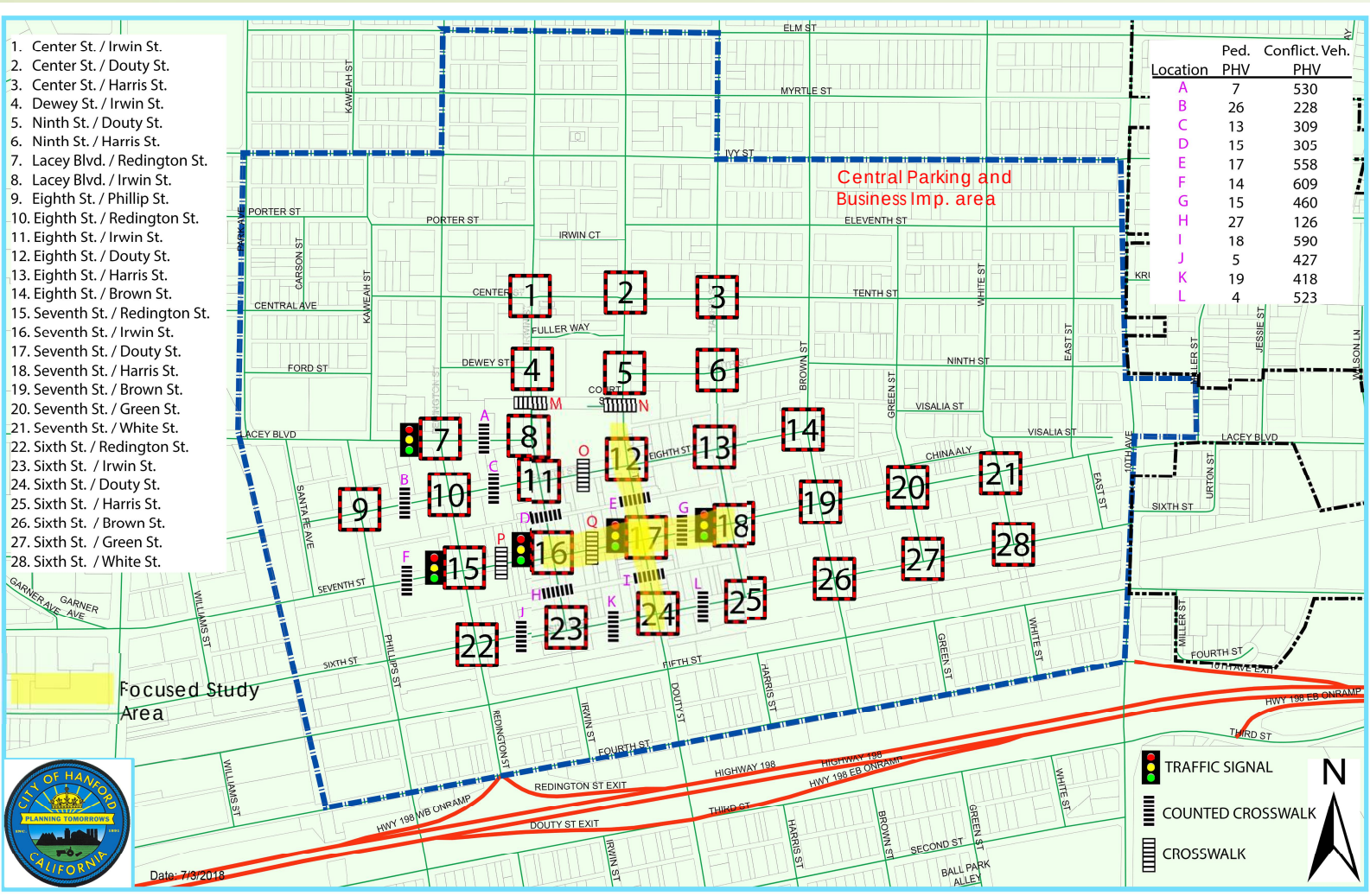


STUDY OBJECTIVES: to improve pedestrian and vehicular safety.

- ✓ Evaluate existing mid-block crosswalks
 - § Verify if crossings area Warranted
 - § Determine ADA and Safety Improvements needed
- ✓ Evaluate conversion of 6th & 7th to one-way streets
- ✓ Evaluate conversion of Douty & 7th to single lane in each direction w/ angled parking
- ✓ Evaluate traffic signal warrants at existing signalized intersections
- ✓ Evaluate intersections for pedestrian safety improvements including:
 - § Curb extensions (bulb outs)
 - § Striping / Signing Improvements
 - § Other safety enhancements



STUDY AREA





MID-BLOCK CROSSWALKS

- ✓ For a Crosswalk to be installed, it must meet Warrants
 - ✓ Pedestrian volume (>10/hr – any hour of day)
 - ✓ Speed Limit (<45 mph)
 - ✓ Nearest crosswalk (>800 feet)
 - ✓ If minimum criteria are met further evaluation is necessary
 - ✓ Number of pedestrians
 - ✓ Effectiveness of crosswalk (visibility, channelization, etc.)
 - ✓ Available gaps in traffic



Maintain Crosswalk "K" 6th between Irwin & Douty



Remove Crosswalk “D” Irwin between 7th & 8th



MID-BLOCK XWALKS CONCLUSIONS

- Eliminate at:

- Irwin (6th/7th)
- Irwin (7th/8th)
- Douty (6th/7th)
- Douty (7th/8th)
- Sixth (Douty/Harris)
- Maintain low-volume crosswalks (due to quality improvements) at:
 - Lacey (Redington/Irwin)
 - Sixth (Redington/Irwin)



MID-BLOCK XWALKS CONCLUSIONS

- ✓ Reasons for Removal
 - ✓ < 800 feet from nearest crosswalk
 - ✓ Disabled accessibility
 - ✓ Visibility





6th & 7th One-Way Conversion Benefits

- ✓ Better operations / capacity on higher volume roads w/ complex intersections
- ✓ Potential for additional parking
- ✓ Pedestrian safety





6th & 7th One-Way Conversion Disadvantages

- ✓ Circuitous routes
- ✓ Confusion
 - ✓ Wrong way drivers
 - ✓ Pedestrian safety



One-Way Conversion Conclusions

- ✓ Streets operate well in 2040 without conversion
- ✓ One-way operation would require two-lane streets
- ✓ Will not allow for additional parking
- ✓ One-way single lane streets would operate acceptably now, but will fail by 2040
- ✓ Recommend streets remain two-way operation



Douty & 7th “Lane Diet” Benefits

- ✓ 4 Lane -> 2 Lane
- ✓ Additional parking opportunities
- ✓ Bike lane opportunities
- ✓ Pedestrian Safety (curb extensions & visibility)





Douty & 7th “Lane Diet” Disadvantages

- ✓ Traffic operations
 - ✓ Roadways
 - ✓ Intersections



Douty Street “Lane Diet”

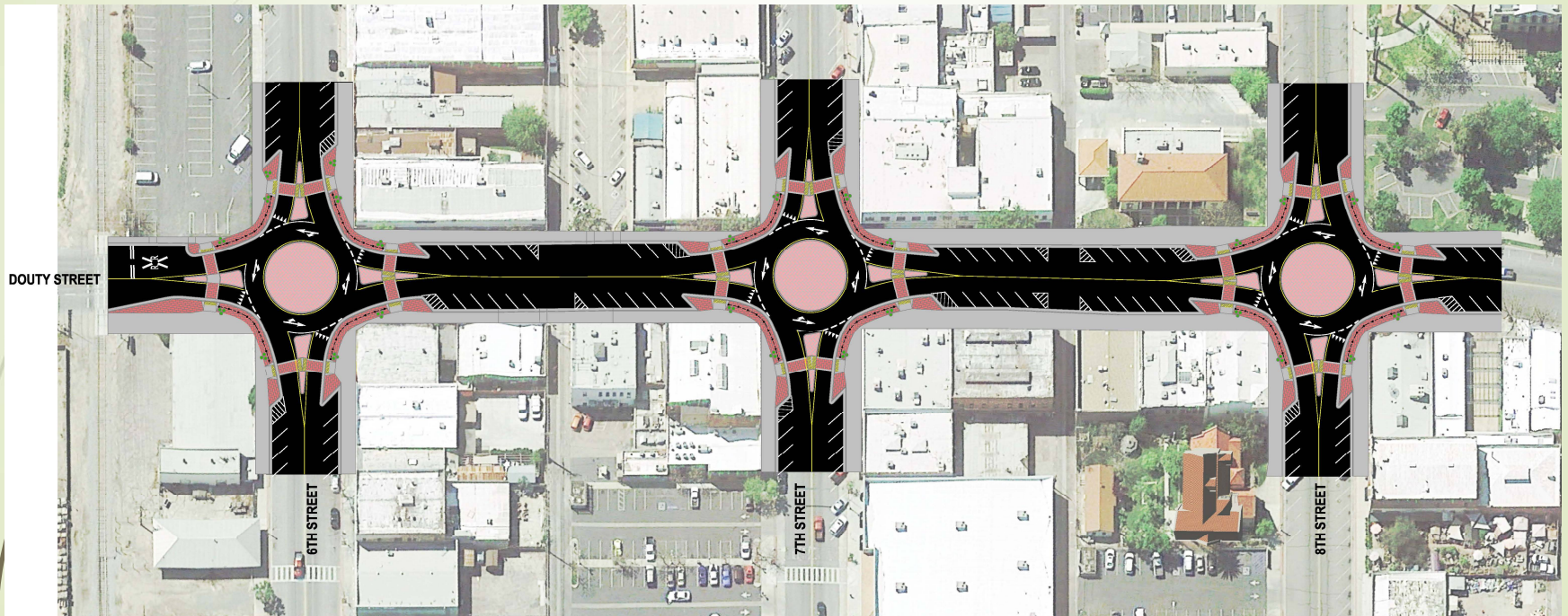


“Lane Diet” Conclusion

- ✓ 2-lane Douty street segment expected to operate at an acceptable LOS now and in 2040
- ✓ Intersections (6th/7th/8th) also expected to operate at acceptable LOS now but will fail by 2040
- ✓ Can cause concentrated delays at signalized intersection (Douty / 7th)
- ✓ Can not mitigate Douty / 7th intersection delay with 4-way stop - will need to consider other options such as split phasing or roundabouts



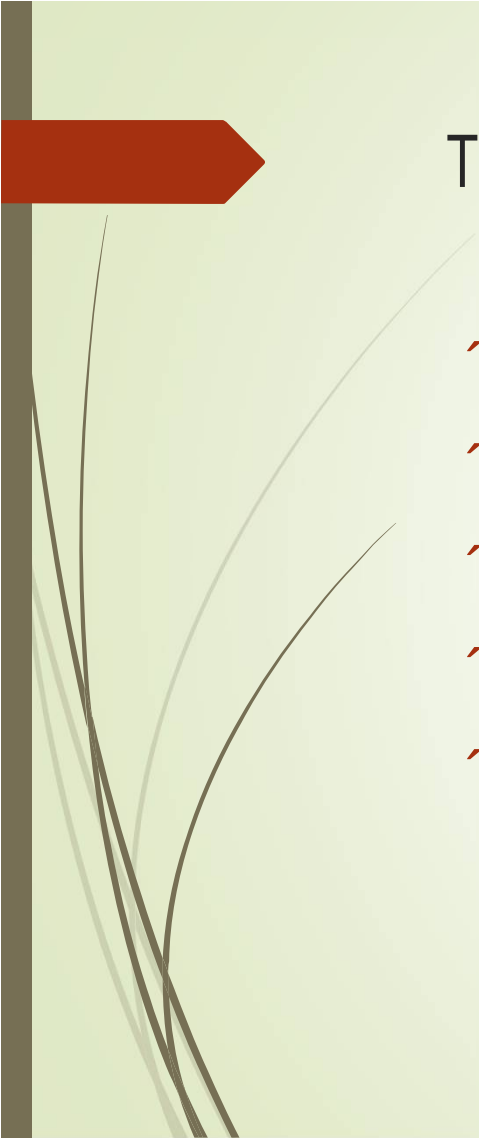
Douty Street Roundabouts



Roundabout Traffic Operations

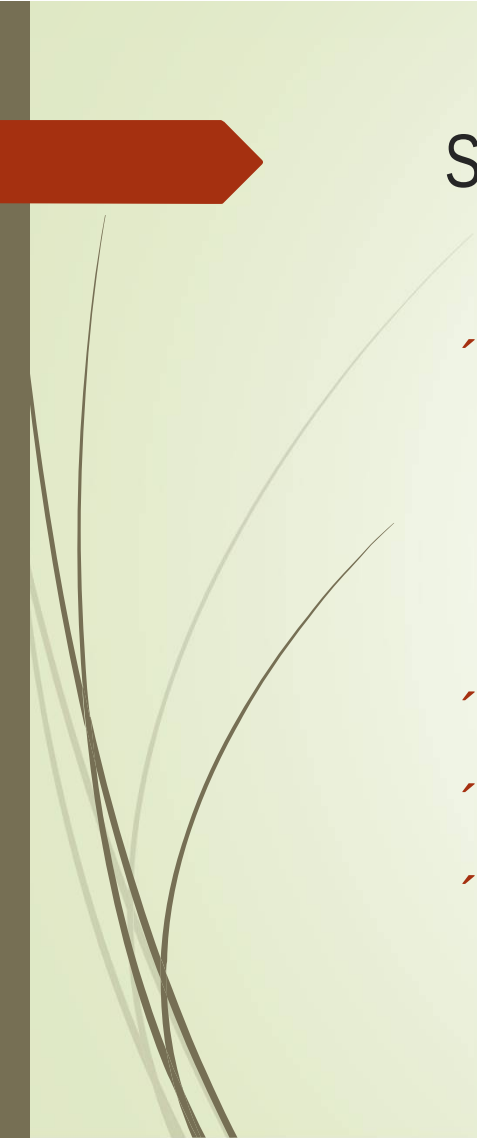
- ✓ Single lane roundabouts sufficient
- ✓ Roundabouts will operate at acceptable levels through 2040.
- ✓ Queuing will not be excessive
- ✓ Opportunities for additional parking





Traffic Signal Removal Benefits

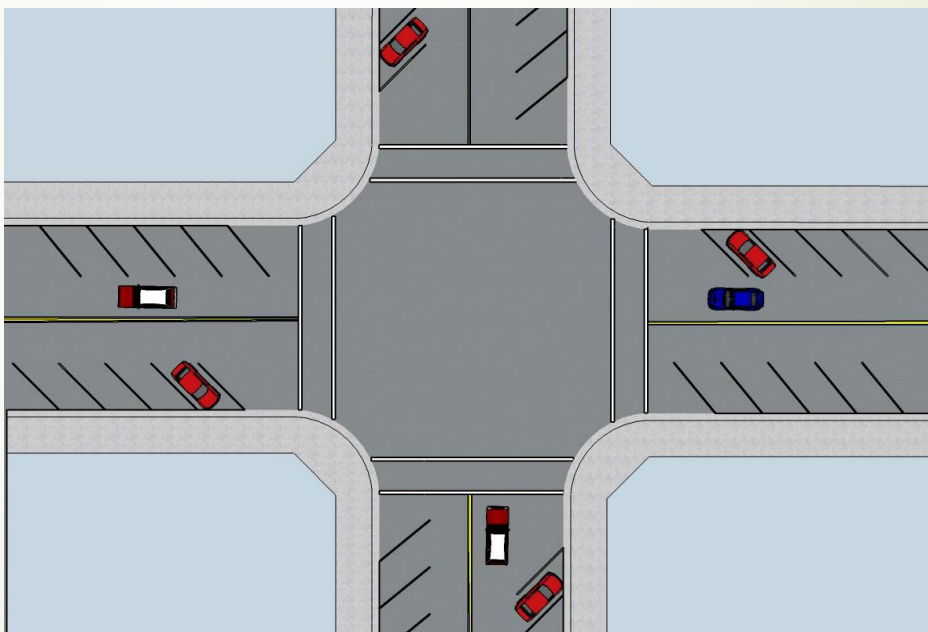
- ✓ Possible increase in pedestrian safety
- ✓ Eliminates non-standard facility
- ✓ Decreases delay during off-peak hours
- ✓ Improves safety for left turning vehicles
- ✓ Decreased maintenance and operations costs.



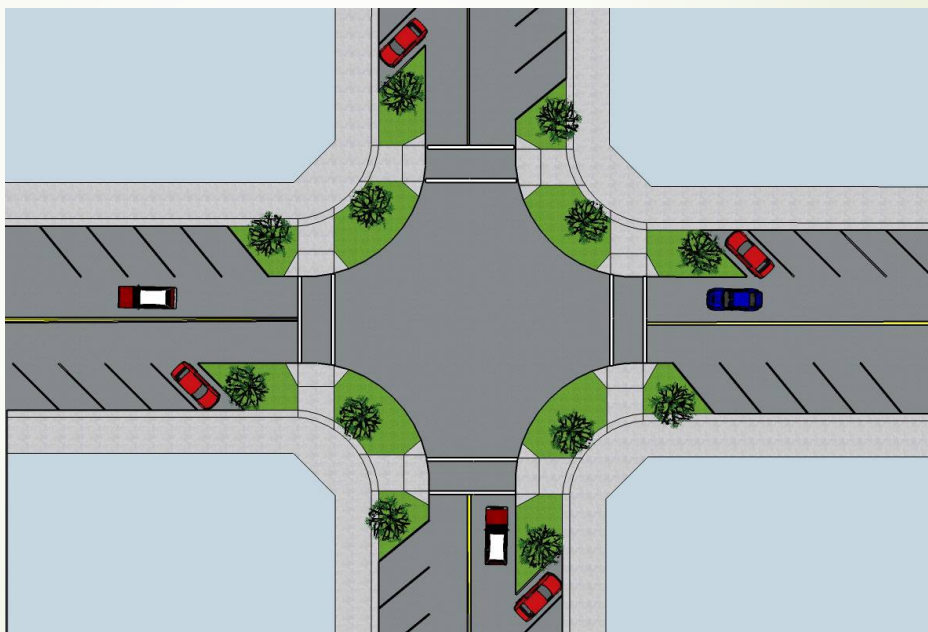
Signal Conclusions / Recommendations

- ✓ Remove signals that do not meet warrants:
 - ✓ 7th / Harris
 - ✓ 7th / Irwin
 - ✓ 7th / Douty ***
- ✓ Maintain 7th / Redington (meets warrants)
- ✓ Maintain Lacey / Redington (meets warrants)
- ✓ *** Possibly replaced with roundabout

Existing Intersection



Modified Intersection



Recommendations

Recommendation	Committee Response
Sixth Street and Seventh Street should be maintained as two-way streets	Concurred.
Compact roundabouts should be considered on Douty Street at Sixth Street, Seventh Street, and Eighth Street in the future if/when funding becomes available.	Concurred.
As in interim project, Douty Street between 6 th Street and 8 th Street should be reduced to one-lane in each direction and angled parking should be developed along this segment. This will require split phase signal operations at Douty / 7 th .	Concurred.
Traffic signals should be removed at Seventh Street / Harris Street, Seventh Street / Irwin Street, and Seventh Street / Douty Street and maintained at Seventh Street / Redington Street and Lacey Boulevard / Redington.	Concurred.
Pedestrian curb extensions should be installed at twenty eight (28) intersections included in the study area.	Concurred.
Remove mid-block crosswalk on Irwin Street between 6th/7th.	Maintain crosswalk – install safety improvements.
Remove mid-block crosswalk on Irwin Street between 7th/8th.	Maintain crosswalk & install safety improvements.
Remove mid-block crosswalk on Douty Street between 6th/7th.	Maintain crosswalk – install safety improvements.
Remove mid-block crosswalk on Douty Street between 7th/8th.	Concurred.
Remove mid-block crosswalk on Sixth Street between Douty / Harris.	Concurred.
Maintain mid-block crosswalk on Lacey Blvd between Redington/Irwin.	Concurred.
Maintain mid-block crosswalk on Sixth Street between Redington/Irwin.	Concurred.



Questions



**AGENDA
STAFF REPORT**

MEETING DATE: 12/6/2022	AGENDA SECTION: B
--------------------------------	--------------------------

SUBJECT:

City Clerk: Approval of the Minutes of the November 15, 2022, Meeting

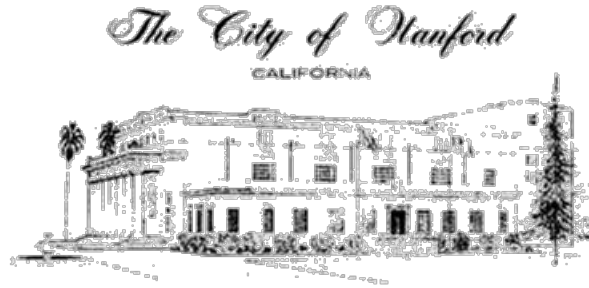
Recommendation:

Approve the minutes of the November 15, 2022 Meeting.

FISCAL IMPACT:

ATTACHMENTS:

11.15.2022



CITY COUNCIL MEETING MINUTES

November 15, 2022 7:00 PM

Council Chambers

400 N. Douty St.

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	6:54 PM
Art Brieno	Council Member	Late	7:01 PM
Kalish Morrow	Mayor	Present	6:50 PM
Amanda Saltray	Council Member	Present	6:40 PM
Francisco Ramirez	Council Member	Present	6:45 PM

INVOCATION:

The invocation was led by Stella Yarbrough.

FLAG SALUTE:

The flag salute was led by Mayor Morrow.

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).

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.*

Attachment: 11.15.2022 (Clerk: 11.15.2022 Minutes)

Rusty Brookshire spoke in opposition of the traffic circles project.

Jim Nelson requested to pull item E from the consent calendar.

Chad Draxler asked the Council to hold off making any major decisions until the beginning of the year. He also expressed his concerns regarding the Boys and Girls Club.

Bob Ramos commented on the Boys and Girls Club. He also suggested allowing the seniors to use the old Goodwill building again.

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.

It E was pulled by the public and Council Member Brieno pulled item H.

Motion to approve except the items approved for separate consideration.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Diane Sharp, Vice Mayor
SECONDER:	Amanda Saltray, Council Member
AYES:	Sharp, Brieno, 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 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: 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
- F. 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.
- G. Finance: Acceptance and authorization for staff to File the City of Hanford's Quarterly Investment Portfolio and Transactions Reports as of 9/30/2022

PULLED ITEMS: :

1. 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.

[Item E]

Jim Nelson expressed his concerns regarding the services.

City Manager Cifuentez responded to the questions and comments from the Council. City Manager Cifuentez suggested a future study session presentation by Integrated Avian Solutions Falconer. After a brief discussion, Council Member Ramirez motioned to table the item.

RESULT:	TABLED [UNANIMOUS]	Next: 12/6/2022 7:00 PM
MOVER:	Francisco Ramirez, Council Member	
SECONDER:	Art Brieno, Council Member	
AYES:	Sharp, Brieno, Morrow, Saltray, Ramirez	

2. 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.

[Item H]

Pulled by Council Member Brieno.

Deputy Public Works Director Jim Ross and City Manager Cifuentez answered questions from Council Member Brieno.

Motion to approve.

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

Mayor Morrow opened the public hearing at 7:20 p.m. and called for the staff report. Vice Mayor Sharp and Council Member Brieno recused themselves. Deputy City Manager Jason Waters discussed the project and answered questions from the Council.

Public Comment:

IN-FAVOR

Chad Draxler spoke in favor.

Bob Ramos spoke in favor.

OPPOSED

None.

After a brief discussion, Council Member Ramirez motioned to approve the item.

Mayor Morrow closed the public hearing at 7:31 p.m.

RESULT:	APPROVED [3 TO 0]
MOVER:	Francisco Ramirez, Council Member
SECONDER:	Kalish Morrow, Mayor
AYES:	Morrow, Saltray, Ramirez
ABSTAIN:	Sharp, Brieno

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.

Before the discussion, Vice Mayor Sharp recused herself. City Manager Cifuentez discussed project and Introduced Retail Strategies Inc. Director of Business Matthew Tate and President Jenn Gregory (teleconference). Mr. Tate introduced the Retail Strategies, Inc. team and provided an overview of goals and partnerships. City Manager Cifuentez discussed funding sources and the importance of community input. Staff and the consultant answered questions from the Council.

Motion to approve.

RESULT:	APPROVED [4 TO 0]
MOVER:	Francisco Ramirez, Council Member
SECONDER:	Art Brieno, Council Member
AYES:	Brieno, Morrow, Saltray, Ramirez
ABSTAIN:	Sharp

- 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.

Parks and Community Services Director Brad Albert discussed the grant program and concept. Staff addressed the Council's questions and concerns.

Motion to approve.

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

C. 5614 : CC: Chamber Fee Waiver Request

City Manager Cifuentez provided an overview of the request from the Chamber of Commerce and answered questions from the Council. Chamber of Commerce Executive Director Amory Marple discussed the past partnership with the city for the Candy Cane Charity event and the Distinguished Awards Ceremony. The Council discussed the organizations benefiting from the events. Vice Mayor Sharp spoke in opposition to the request.

Motion to approve.

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

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)

None.

ADJOURNMENT:

Mayor Morrow adjourned the meeting at 8:43 p.m.

Respectfully submitted,

Natalie Corral
City Clerk



AGENDA STAFF REPORT

MEETING DATE: 12/6/2022	AGENDA SECTION: C
--------------------------------	--------------------------

SUBJECT:

Administration: Authorization for the City Manager to execute a contract with George Hills Company, Inc. to provide Third-Party General Liability Administration services, effective January 1, 2023 through December 31, 2027, for a monthly fee of \$4,425 with a one time on-boarding fee of \$7,800.

RECOMMENDATION:

That the City Council, by motion, Authorize the City Manager to execute a contract with George Hills Company, Inc. to provide Third-Party General Liability Administration services, effective January 1, 2023 through December 31, 2027, for a monthly fee of \$4,425 with a one time on-boarding fee of \$7,800, and authorize the City Manager to settle claims when the action would be consistent with the recommendation by George Hills, within the fiscal authority granted to the City Manager.

BACKGROUND:

The City of Hanford had an existing contract with York Risk Services Group for Third Party General Liability Administration services. York Risk Services Group was then acquired by Sedgwick in September of 2019, and the City continued our contracted TPA relationship following the acquisition.

Due to the lack of service that the City began to experience in late 2021, it was determined that consideration of alternative services was needed. In the Spring of 2022, a Request for Proposals (RFP) was sent to three (3) companies who specialize in general liability claim administration services and are recognized by Public Risk Innovation, Solutions, and Management (PRISM), the City's Risk Management Insurance Pool. All three companies submitted RFP's prior to the deadline.

A committee, which included the City Manager, Human Resources Manager, Risk Management Analyst and City Attorney's office reviewed the three proposals and unanimously determined that George Hills proposal, responsiveness, experience, and corporate structure would best suit

the City of Hanford's needs. Accordingly, staff is proposing to recommend for Council to approve an annual contract, with four (4) additional one-year options to commence effective January 1, 2023, with George Hills Company, Inc.

George Hills is the only known California TPA with a legal division. They are adept in litigation management and experienced in working with city municipalities. In addition to this, they offer claims and litigation management training to their clients. Another service that George Hills provides is subrogation recovery, which the City is currently contracted with them to provide.

The full scope of services to be provided is included in the attached Proposal but the primary benefits are as such:

To take over the current general liability claims administration beginning January 1, 2023, George Hills would perform the following tasks on an ongoing basis, with guidance from and in concert with City of Hanford staff:

- Promptly set up a claim file upon receipt of claims and maintain claim files on each potential or actual claim reported.
- Investigate accidents or incidents as warranted, to include on-site investigation, photographs, witness interviews, determination of losses and other such investigative services necessary to determine all City of Hanford losses but not to include extraordinary investigative services outside their expertise.
- Access and evaluate the nature and extent of each claim, establish claims reserves for indemnity and legal expense.
- Ensure timely tort claim handling, including contact and follow-up with claimants regarding claim issues and processing.
- Maintain service on a 24-hour, 7 days per week basis, to receive reports of any incident or accident which may be subject of a liability claim and provide immediate investigative services to the extent necessary to provide a complete investigation.
- Report claims to the excess insurer in compliance with excess carrier's reporting requirements and coordinate with the excess insurer on a claim's progress in accordance with the excess insurer's insurance requirements.
- Obtain settlement contracts and releasees upon settlement of claims or potential claims not in litigation.
- Perform the necessary data gathering for the Medicare, Medicaid, and SCHIP Extension Act of 2007 (MMSEA) and the Set Aside Contracts in compliance with Section 111 of the MMSEA including the required reporting.
- To the extent there is privileged information or PHI shared between agencies, which is subject to protection under HIPAA, implement all necessary measures in compliance with the Act and execute a Business Associates Agreement (BAA).

- Establish and maintain a trust fund to pay indemnity and expenses that may be due on claims.
- Monitor account balance, prepare replenishment requests as needed.
- Monthly bank reconciliations, prepared and sent to client.
- Monthly loss runs and claim reports, prepared, and sent to client.

FISCAL IMPACT:

The fee requested by George Hills Company, Inc. is \$4,425 per month (\$53,100 per year) with a one-time onboarding fee of \$7,800. The funding for these services will be drawn from various General and Enterprise Fund departmental budgets. Overall, the City anticipates saving money compared our current process as the need for legal oversight will reduce significantly.

ATTACHMENTS:

2023 George Hills Contract

CLAIMS ADJUSTING AND ADMINISTRATION
SERVICE CONTRACT BETWEEN
THE CITY OF HANFORD AND GEORGE HILLS COMPANY, INC.

January 1, 2023 – December 31, 2027

This Contract is made, entered into, and shall be effective as of, this 1st day of January 2023 by and between the CITY OF HANFORD, hereinafter referred to as "CLIENT," and GEORGE HILLS COMPANY, INC., hereinafter referred to as "GH."

GH is a California Corporation doing business as licensed, independent insurance adjusters and administrators, with John Chaquica, Chief Executive Officer, responsible for contract compliance, terms and corporate governance. Chris Shaffer, Chief Operating Officer, shall oversee the daily operations. The company's corporate office is located at P.O. Box 278, Rancho Cordova, California, 95741, telephone, (916) 859-4800.

The CLIENT is an incorporated public entity located at 319 N. Douty Street, Hanford, CA 93230.

IT IS HEREBY AGREED by and between the parties signing this contract as follows:

1. GENERAL

CLIENT is desirous of availing itself of liability and property claims adjusting and administration services for those claims assigned per the Scope of Services (Section II). GH is a Third-Party Claims Administrator handling self-insured claims and is ready to and capable of performing such services. As such, GH may act as a representative of the CLIENT when directed for the investigation, adjustment, processing, and evaluation of general liability, motor vehicle, and potential money damage claims or incidents filed by third parties against the CLIENT, or against parties for whom the CLIENT is alleged to be legally responsible, which are premised upon allegations of willful, intentional, negligent, or careless acts and/or omissions ("CLAIMS").

For all other claims, CLIENT will report to GH monthly only for purposes of input into the claims system to ensure complete and accurate reports are provided to the excess carrier.

2. SCOPE OF SERVICES

GH agrees to provide complete claim handling services on each accident or incident, as directed by CLIENT. Each CLAIM will be subject to the Scope of Services form, attached hereto as Attachment A and incorporated herein as part of the Contract, which shall be completed by the CLIENT. The Scope of Services form shall be the controlling document for the claims adjusting services to be provided by GH for and on behalf of CLIENT and may be amended as needed during the Contractual period.

3. DENIAL, COMPROMISE, OR SETTLEMENT OF CLAIMS

It is agreed that CLIENT has granted no authority to GH for the purpose of compromising, settling, and paying any claims against CLIENT being handled by GH. GH will issue payment for legal expenses as defined in the Client Expressed Scope of Work form. Prior approval to compromise or settle any claim or pay any expense will be obtained from the designated claims officer or employee on matters exceeding the authority granted above.

4. **FILE RETENTION**

GH shall serve as the custodian of the client's data, for documents related to each of the claims subject to this agreement only, and as such shall electronically retain all related records through the life of this contract. Upon termination of this contract, GH shall electronically transfer all of the data pertaining to all claims, either to the CLIENT or to a recipient designated by the CLIENT, within 30 days of termination. CLIENT and GH may agree via a separate signed agreement to retain records and/or data for a longer period of time, but in the absence of such separate agreement, GH will remove all data received, held, used, or stored in relation to George Hill's performance pursuant to this contract, from its system after 30 days from termination.

5. **CONFIDENTIALITY**

All data, documents, discussions, or other information developed or received by or for GH in performance of this Contract are confidential and not to be disclosed to any person except as authorized by CLIENT or CLIENT's designee, or as required by law.

6. **CONFLICT OF INTEREST**

In the event GH receives a claim from the CLIENT in which there arises a "conflict of interest," GH shall immediately notify CLIENT, and suggest handling instructions in the address of the conflict. CLIENT may then, at their expense choose to hire another well-qualified claim firm to handle that particular claim to a conclusion. GH covenants that it presently knows of no interest, direct or indirect, which would conflict in any manner with the performance of services required under this contract.

7. **CLIENT RESPONSIBILITY**

CLIENT agrees that it shall:

- 1) Cooperate with GH as reasonably necessary for GH to perform its services.
- 2) Provide direction to GH as requested regarding particular project requirements.
- 3) Communicate any changes in expectations and/or in the event GH is not performing in an acceptable manner so GH can immediately address such changes and/or performance issues.
- 4) Identify a primary contact person(s) for an account as well as for billing and loss run submission. In addition, CLIENT shall be responsible for reporting all changes in the primary point of contact to GH.
- 5) Be responsible for reporting to GH all Bodily Injury Claims in addition to all other items noted in Attachment B to this Agreement "Medicare, Medicaid, and SCHIP Extension Act of 2007 (MMSEA)."
- 6) Be responsible for updating GH on any changes to coverage/policy language; including limits, retentions/deductibles and coverage changes before the start of each policy term.
- 7) Obtain any necessary consent in the collection of any CLIENT data that is transmitted to a third party (i.e., lawyer, actuary, or auditor). CLIENT shall provide GH with reasonable assurances that it has the necessary consent to transmit CLIENT data to a third

party. CLIENT acknowledges that the claims data may contain confidential and/or protected health information ("PHI"). In the event CLIENT authorizes and directs GH to provide claims data to a third party, CLIENT will indemnify, defend and hold harmless GH from and against all claims, damages, losses and expenses, including court costs and reasonable attorneys' fees, arising out of or resulting from: (i) any action against GH that is based on any negligent act or omission of CLIENT or a third party in transmitting and/or disclosing the PHI and/or claims data; or (ii) the violation of any state or federal statute, ordinance, or regulation by CLIENT or a third party in transmitting and/or disclosing the claims data.

8. COMPENSATION, FEES AND EXPENSES

The following compensation, fees and expenses, shall be paid in consideration for the services provided by GH as described in this Contract at Section 2 – Scope of Services. This Section shall remain in force and services provided during the entire term of this Contract, unless otherwise amended pursuant to Section 21 of this Contract.

The amounts to be paid pursuant to this Contract are detailed in two distinct areas of services:

First, "Administration Fees and Expenses," (subsection "A" below);

Second, "Fees for Claim Adjusting Services," (subsection "B" below).

The Fees and Costs/Expenses pursuant to both subsections "A" and "B" will be billed together monthly in a standard invoice format utilized by GH. Additionally, if the CLIENT elects any optional services identified in subsections "C" or "D" below, all additional amounts will also be billed together monthly where applicable.

All pricing in this Contract is based on the anticipated average of 40 new claims per year. Should the claim volume change more than 10% in severity or frequency in a year, GH reserves the right to request reevaluation of our pricing under the Contract.

A. Administration Fees and Expenses

1) One Time On-Boarding Fee: \$7,500

GH will charge a one-time startup fee which includes, but is not limited to, the planning and coordination of the onboarding process and documentation, detailing specific claims handling instructions, communication protocols, personalize design of claims management information system ("CMIS"), new client setup for bank account, vendors, W-9, etc., and claims triage and assignments. This fee is billed in the first month of service.

2) Annual Administration Fee: \$3,600* which is billed annually at the beginning of the Contract period and thereafter upon the anniversary of the Agreement.

3) Mileage – Adjuster: Mileage is reimbursed to GH at the IRS rate.

- 4) **MMSEA:** There is a one-time setup fee of \$300 and a \$500 annual reporting fee, charged to support our contract with our service provider for reporting to CMS. This fee is billed annually at the beginning of the Contract period.
- 5) **Adjuster Travel Expenses:** GH will separately charge for any travel expenses in connection with attendance at mediations, settlement conferences, trials, etc. This will be subject to prior approval and that actual expenses will be submitted with receipts on a monthly basis.
- 6) **System Access Fee:** Access to the claims management information system, "CMIS", carries a value of \$1,500 annually. That cost is included in the annual administration fee and includes the setup and management of up to five (5) "read only" user accounts. "Read/write" access to the system can be obtained for an additional fee.
- 7) **iMetrics Report_Fee:** There will be no charge for our iMetrics business intelligence reports with executive in-person debriefs.
- 8) **George Hills Client Portal:** GH operates a client interface which is intended to provide the CLIENT with information regarding claims related and loss information. CLIENT will be provided with access for two (2) users at no additional cost.
- 9) **Custom Reports:** Additional charges for custom reporting shall be defined as, requiring a third-party programmer for three hours or more and is client specific.
- 10) **Conversion Fee:** GH will pay the Conversion Fee subject to the terms stated below. The Conversion Fee covers costs associated with electronic data conversion, transition, reconciliation of financials, all reports created and vetted, and CLIENT sign-off on CMIS set up.

GH extends to new clients the following: GH believes in the establishment of a long-term partnership, and as such shall pay 100% of all costs relating to the data conversion, which is estimated at \$20,000. This is based solely on GH being retained under this Contract for five years (whether it is this Contract or an extension of/amendment to this Contract). If, for any reason the GH is not retained for five years, the CLIENT will be subject to a fee of 20 percent of the full Conversion Fee for each year not retained.

The Conversion Fee does not include, the shipping, storing, scanning, copying, or otherwise handling open or closed paper claims files. Please see subsection M, "Paper Files" below.

Upon early termination of this Contract, any remaining fee will be added to the penultimate invoice and if not paid, will result in an additional balance due and owed to Contractor

- 11) **Catastrophic Fees (not applicable when fees are based on Time and Expense):** GH recognizes that there are events that are unanticipated and catastrophic. When such events occur, it requires additional hours for the handling of such claims. As such, to preserve the quality and efficiency of service for which we are known, GH proposes

that should any one catastrophic event occur resulting in five or more claimants, or two or more claimants with their own attorneys, CLIENT shall be billed at the current hourly rate for all services.

- 12) **Annual Fee Escalator:** The Annual Fixed Fee and all hourly rates in this Contract shall be adjusted at the beginning of the second year of the term by the lesser of, 5% or in accordance with the changes in the Consumer Price Index (CPI-U) for all Urban Consumers for the West Region area (Size Class B/C) using the most recently published month annual percentage change, but in any event such increase shall be less than 3%.
- 13) **General File:** A general administrative file shall be established and maintained to track effort related to services necessary to fulfill our contractual obligations and not otherwise associated with a claim.
- 14) **Paper Files:** GH is prepared to take the lead to arrange for all services relating to conversion storage, copying, scanning, shipping, and disposal. GH will provide you a quote for any services related to storage, retrieval, copying, scanning, shipping, and disposal of paper files.

B. Fees for Claim Adjusting Services

- 1) **Annual Fixed Fee of \$49,000*.** In exchange for the services provided under this Contract by GH, CLIENT shall pay to GH the Annual Fixed Fee(s) stated above.

After the first year of the Contract, CLIENT may elect to implement a different fee arrangement based on the two options identified below:

Option A1: **Time and Expense:** The GH Claims team will charge time to each claim using 1/10th of an hour increments for each task performed on a claim. The time and further descriptions of each task shall be stated on each monthly invoice. The current hourly rates are:

Claims Supervisor:	\$121/hour*
Claims Adjuster:	\$97/hour*
Claims Processing:	\$80/hour*

Option A2: **Time and Expense with a Cap of \$75,000*.** The GH Claims team will charge time to each claim using 1/10th of an hour increments for each task performed on a claim. The time and further descriptions of each task shall be stated on each monthly invoice. Our cumulative billing, however, shall not exceed the annual cap referenced above, which cap is subject to annual adjustments. The cap is a movable target that shall be reviewed and potentially adjusted annually, whether by increase or decrease, as circumstances deem appropriate and agreed to by the parties.

**All hourly rates and fees are subject to an annual increase as stated in paragraph A(12) of this Contract.*

C. First Party Subrogation Services And Fees

GH is a claim administration firm experienced in the handling of first party subrogation claims and is ready and capable of performing such services on behalf of CLIENT. CLIENT elects to incorporate the Subrogation Services, as desired and as described more fully in Attachment A, Scope of Services, Section (I)(A)(J).

D. Optional Services

GH employs “in-house” attorneys which have vast experience in claims and litigation handling, problem resolution, issue identification and investigation, and advice and consultation, for all types of claims and issues which may arise for a public entity. Should the special circumstance arise whereby CLIENT requests additional services by a GH attorney, including those identified in the list below, the services will be provided on a time and expenses basis and at the rate of \$185.00 per hour, billed using 1/10th of an hour increments for each task performed on a claim or issue. The fees charged for these services will be in addition to any other compensation defined in this

Litigation Management

Monitoring Counsel

Outside General and Special Counsel

Trial/Mediation/Board Meeting Attendance

Legal Training and Seminars

GH can also provide Professional and Financial Services related to risk management and loss prevention in alignment with the scope of services for the same rate referenced above.

NOTE: These services are traditionally Time and Expense, however an annual fee can be considered.

E. Payment Schedule

GH will submit its invoices to CLIENT, and payment shall be made by CLIENT, within a reasonable period of time, not to exceed thirty (30) days from the date of the invoice.

F. Electronic Funds Transfer or Direct Deposit

GH has determined that the most efficient and secure default form of payment for goods and/or services provided under Contract with CLIENT shall be Electronic Funds Transfer (EFT) or direct deposit, unless an alternative method of payment is deemed appropriate by both GH and CLIENT and agreed to in writing.

GH will submit a direct deposit authorization request via to CLIENT with banking and vendor information, and any other information that the CLIENT determines is reasonably necessary to process the payment and comply with all accounting, record keeping, and tax reporting requirements.

At any time during the duration of the Contract, GH may submit a written request for an exemption to this requirement. Such request must be based on specific legal, business or

operational needs and GH will explain why the payment method designated by the CLIENT is not feasible and an alternative is necessary.

9. TERM AND TERMINATION

Term: The term of this contract shall be for five (5) years commencing on January 1, 2023 and remaining in full force and effect through and including December 31, 2027. Either party may terminate this contract for any reason upon issuing a ninety (90) day written notice to the other party pursuant to section 18 of this Contract. The term of this Contract may be extended for two (2) periods of one (1) year each by mutual agreement of CLIENT and GH executed pursuant to Section 19 on this Contract.

Termination for Convenience: The parties may at any time and for any reason terminate this Agreement upon ninety (90) days written notice to the other party pursuant to Section 18 of this Contract. Notice shall be deemed served on the date of mailing. Upon receipt of such notice, GH shall discontinue services at the end of the 90-day period in connection with the scope of services of this Agreement. Upon such termination, GH shall be entitled to payment from CLIENT for services completed and provided through the date of termination, per Section 8.

Termination Costs: If termination takes place in less than five (5) years from start of term, CLIENT may be subject to a fee, not to exceed \$2,500, intended to cover costs associated with outgoing data conversion, transition and contract close out.

Upon completion of data conversion and return of data back to CLIENT (electronic and/or hard copy), GH will destroy any remaining files.

10. FAIR EMPLOYMENT

It is the policy of GH to provide fair and equal treatment to all staff members. GH is an Equal Opportunity Employer and does not discriminate in any way against any person on the basis of age, race, sex, color, national origin, national ancestry, physical disability, medical condition, mental disability, religion, creed, marital status, sexual orientation, gender identification, gender expression, use of family care leave or any other classification deemed protected by law.

11. INDEPENDENT CONTRACTOR

In performing claims administrative services herein agreed upon, GH, and all GH employees, shall have the status of an independent contractor of the CLIENT and shall not be deemed to be an officer, employee, or agent of CLIENT.

12. INDEMNIFICATION

GH will defend, indemnify, and hold harmless CLIENT from and against all claims, demands, actions, or causes of action arising directly or indirectly from the negligent action, conduct, or failure to act by GH personnel ("Indemnity Event"), except that indemnity under this section does not apply with respect to any claim, demand, action, or cause of action arising out of the sole negligence or willful misconduct of the CLIENT. This right to indemnity shall not cover any claims in which there is a failure to give GH prompt and timely notice, within thirty (30) days of notice received by the CLIENT which implicates this provision, but only if and to the extent that such failure materially prejudices the defense of such claims. For an Indemnity

Event, the maximum amount recoverable by CLIENT against GH for damages and costs (inclusive of attorneys' fees) is limited to the insurance policy limits, of the policy which covers the Indemnity Event held by GH, in place at the time of the Indemnity Event.

CLIENT will defend, indemnify, and hold harmless GH, and/or employees of GH, from and against all claims, demands, actions, or causes of action, which may arise, from the action, conduct, or failure to act by CLIENT. In any cases subject to this indemnity provision, wherein GH, or any employee of GH, is named in a filed or verified complaint simply by virtue of the fact it is the CLAIMS ADMINISTRATION firm, or an employee thereof, on a given claim, the CLIENT will defend GH, and/or its employees, at no cost to GH or its employees.

13. INSURANCE

a. GH, at GH's own cost and expense, shall procure and maintain, for the duration of this Agreement, the following insurance policies.

i. Workers Compensation Coverage. 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.

ii. Commercial General Liability (CGL) Coverage. Coverage will be written on form in common use in the insurance industry and acceptable to the CLIENT, including products and completed operations, with a limit of no less than TWO MILLION AND NO/100 DOLLARS (\$2,000,000) per occurrence for bodily injury, personal injury, and property damage, and a general aggregate limit of no less than FOUR MILLION AND NO/100 DOLLARS (\$4,000,000).

iii. Automobile Liability Coverage. If GH will utilize automobiles in its performance of services hereunder, GH will maintain automobile liability coverage written on form in common use in the insurance industry and acceptable to the, or if GH has no owned autos, Code 8 (hired) and 9 (non-owned), with a limit no less than ONE MILLION AND NO/100 DOLLARS (\$1,000,000) per accident for bodily injury and property damage.

iv. Professional Liability Coverage. GH will maintain Professional Liability coverage with limits no less than THREE MILLION AND NO/100 DOLLARS (\$3,000,000) per occurrence or claim, and THREE MILLION AND NO/100 DOLLARS (\$3,000,000) policy aggregate.

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

GH's insurance policies shall be "occurrence" policies and not "claims-made" coverage except for Professional Liability Coverage. "Claims-made" policies must satisfy the following requirements: (i) the retroactive date of coverage must be shown and must precede the effective date of the contract; (ii) coverage shall be maintained and evidence of coverage must be provided for at least five (5) years after completion of the contract work; and (iii) if coverage is canceled or non-renewed and not replaced with another claims-made policy form with a retroactive date preceding the contract effective date, GH must purchase "extended reporting" coverage for a minimum of five (5) years after completion of work.

GH may maintain an Umbrella policy in conjunction with the insurance policies referenced above. In such case, GH shall be deemed to have satisfied the insurance requirements of this contract as long as: (i) the coverage limits of the Umbrella policy and of the underlying liability policy(ies), when combined, satisfy each of the per occurrence and aggregate requirements identified in this section; and (ii) coverage under the Umbrella policy is as broad as and includes all incidents and events covered by the underlying insurance that it supplements.

b. Any deductibles or self-insured retentions must be declared to the City. The City may require GH to purchase coverage with a lower deductible or retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. Alternatively, the City may require GH to provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration, and defense expenses within the retention. If the City requests GH purchase coverage with a lower deductible or retention, the City agrees to pay the difference in premium amount necessary to obtain the requested coverage.

c. The policies are to contain, or be endorsed to contain, the following provisions:

i. The City and its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL and automobile liability policies with respect to liability arising out of work or operations performed by or on behalf of GH including materials, parts, or equipment furnished in connection with such work or operations; products used by GH; or automobiles owned, leased, hired or borrowed by GH. General liability coverage can be provided in the form of an endorsement to GH's insurance at least as broad and coverage will be written on form in common use in the insurance industry and acceptable to the CLIENT. The coverage shall contain no special limitations on the scope of protection afforded to the City and its officers, officials, employees or volunteers.

ii. For any claims related to this contract, GH's insurance coverage shall be primary coverage at least as broad and coverage will be written on form in common use in the insurance industry and acceptable to the CLIENT as respects the City and its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City and/or its officers, officials, employees, or volunteers shall be in excess of GH's insurance and shall be non-contributory.

iii. If any insurance policy required above is to be canceled, GH will give notice to the City of such intended cancellation within 5 days of receiving any notice of cancellation from the carrier.

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A to A- which still provides reputable and secure coverage but allows for more carriers.

GH shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the GH's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

d. GH hereby grants to the City and its officers, officials, employees, and volunteers a waiver of any right to subrogation which any insurer of GH may acquire against the City and/or its officers, officials, employees, and volunteers by virtue of the payment of any loss under such insurance. GH agrees to obtain endorsements necessary to effect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

14. EMPLOYEE SOLICITATION

During the period of this contract, and for a period of one (1) year thereafter, GH agrees not to solicit for employment any CLIENT employee contacted during the performance of this contract. During the period of this contract, and for a period of one (1) year thereafter, CLIENT agrees not to solicit for employment, or employ either directly or by contract, any employee of GH contacted by the CLIENT during the performance of this contract.

15. PERMITS, LICENSES, CERTIFICATES

GH, at GH's sole expense, shall obtain and maintain during the term of this Contract, all permits, licenses, and certificates required in connection with the performance of services under this Contract, including appropriate business license.

16. ARBITRATION

GH and CLIENT agree that in the event of any dispute with regard to the provisions of the Contract, the services rendered, or the amount of GH's compensation and the dispute cannot be settled through informal negotiation, the parties agree first to try in good faith to settle the dispute by mediation before resorting to arbitration. The parties agree that any and all disputes, claims or controversies arising out of or relating to this Agreement shall be submitted to JAMS, or its successor, for mediation, and if the matter is not resolved through mediation, then it shall be submitted to JAMS, or its successor, for final and binding arbitration. Either party may commence mediation by providing to JAMS and the other party a written request for mediation, setting forth the subject of the dispute and the relief requested. The parties will cooperate with JAMS and with one another in selecting a mediator from the JAMS panel of neutrals and in scheduling the mediation proceedings. The parties agree that they will participate in the mediation in good faith and that they will share equally in its costs. All offers, promises, conduct and statements, whether oral or written, made in the course of the mediation by any of the parties, their agents, employees, experts and attorneys, and by the mediator or any JAMS employees, are confidential, privileged and inadmissible for any purpose, including impeachment, in any arbitration or other proceeding involving the parties, provided that evidence that is otherwise admissible or discoverable shall not be rendered inadmissible or non-discoverable as a result of its use in the mediation. Either party may initiate arbitration with respect to the matters submitted to mediation by filing a written demand for arbitration at any time following the initial mediation session. The mediation may continue after the commencement of arbitration if the parties so desire. Any arbitration arising out of or related to this Agreement shall be conducted in accordance with the expedited procedures set forth in the JAMS Comprehensive Arbitration Rules and Procedures as those Rules exist on the effective date of this Agreement, including Rules 16.1 and 16.2 of those Rules. In any arbitration arising out of or related to this Agreement, the arbitrator shall award to the prevailing party, if any, the costs and attorneys' fees reasonably incurred by the prevailing party in connection with the arbitration.

17. FORCE MAJEURE CLAUSE.

GH shall be relieved of any liability if unable to meet the terms and conditions of this Agreement due to any "Act of God", natural disasters such as earthquake or fires, floods, riots, epidemics, pandemics, including COVID-19 regulations or restrictions issued by federal, state or local governmental authorities, strikes, or any act or order which is beyond the control of GH, provided GH takes all reasonable steps practical and necessary to effect prompt resumption of its responsibilities hereunder.

18. NOTICES

All notices to GH shall be sent via certified U.S. Mail, postage prepaid, to the following address:

GH

George Hills Company
Attn: John Chaquica, CEO
P.O. Box 278
Rancho Cordova, CA 95741.

All notices to the CLIENT shall be personally served or mailed, postage prepaid, to the following address:

Client:

Shauna Biagio, Risk Management Analyst
City of Hanford, Administration
319 N. Douty Street
Hanford, CA 93230

This Section only, regarding Notices, may be amended unilaterally by either party by and through the mailing of new or amended contact information to the other party via certified U.S. Mail at any time.

19. AMENDMENT

GH and CLIENT agree that the terms and conditions of the Contract may be reviewed or modified at any time. Any modifications to this Contract, however, shall be effective only when agreed to in writing by both the CLIENT and GH, excepting only, modifications to the contact information to which Notices shall be sent under subsection XVIII.

20. CONTRACTOR NOT A PUBLIC OFFICIAL

Neither GH, nor any employee of GH, is a "public official" for purposes of Government Code §§ 87200 et seq. GH conducts research and arrives at conclusions, provides advice, recommendation, or counsel independent of the control and direction of the CLIENT or any official of the CLIENT, other than normal contract monitoring. In addition, GH possesses no authority with respect to any CLIENT decision beyond these conclusions, advice, recommendation, or counsel.

21. ENTIRE CONTRACT

GH and CLIENT agree that this Contract constitutes the entire Contract of the parties

Claims Adjusting and Administration Services Contract
Between the City of Hanford and George Hills Company

regarding the subject matter described herein and supersedes all prior communications, contracts, and promises, either written or oral.

22. TIME OF ESSENCE

Time is of the essence in respect to all provisions of this Contract that specify a time for performance: provided, however that the foregoing shall not be construed to limit or deprive a party of the benefits of any grace or use period allowed in this Contract.

25. COUNTERPARTS

This Agreement may be signed in counterparts, each of which is an original, and all of which together constitute this Agreement

IN WITNESS WHEREOF the parties represent and warrant they each of them have read, understand, and negotiated the terms and conditions contained herein, and agree to be bound by all terms and conditions of this Contract as outlined in this document and all attachments and/or exhibits included herewith, which are fully incorporated into the Contract.

Approved as to Content: Mario Cifuentez, City Manager City of Hanford	John E. Chaquica, CEO George Hills Company, Inc.
Attest: Name Title, Client	
Approved as to Form: Name Title, Client	

ATTACHMENT A

SCOPE OF SERVICES

This Attachment A is intended to provide the Scope of Services referenced in Section 2 of the Contract and also the specific service expectations in the Contract, that would not otherwise require revision during the Contract period, and which may differ from, or elaborate upon, our Client Service Profile. Services to be provided by GH on behalf of CLIENTS may include some or all of the following,

I. SERVICES INCLUDED IN THE CONTRACT

A. General Administrative Services

Throughout each year GH performs numerous functions which support claims administration on behalf of the Client, but do not include any claims handling, and are performed by non-claims personnel. Additionally, in the first year of a new client there are several “on-boarding” services that are general and administrative in nature. Below is a list of such services which are included within the terms of this Contract:

- 1) Access to CMIS and training.
- 2) A monthly listing of open claims, showing expense categories, reserves, and total incurred.
- 3) Monthly claim summary reports.
- 4) Providing loss run data and required reports.
- 5) Providing annual reports to outside agencies.
- 6) Filing of regulatory reports (such as 1099, W-9, etc.).
- 7) Establish and maintain a trust fund to pay indemnity and expenses that may be due on claims. The amount to be maintained in the trust fund shall be determined by CLIENT. If the trust fund is set-up with the GH preferred bank—California Bank and Trust, GH covers the cost of Positive Pay and Payee Match
- 8) If the trust fund is not set-up with the GH preferred bank—California Bank & Trust, there may be an additional set-up fee (other banks processes can be extraordinarily time consuming).
- 9) New bank account set up (signature cards, test checks, online access, set up bank in CXP).
- 10) Discussion and agreement on the Approval process.
- 11) Process checks weekly.
- 12) Submit positive pay if applicable/monitor positive pay (review daily emails from bank for exceptions).
- 13) Maintain a copy of all checks drawn by GH to pay claims and claims related expenses.
- 14) Submit monthly check registers of all transactions made for the period.
- 15) Monitor account balance, prepare replenishment requests as needed (customize request for each client's need).
- 16) Monthly bank reconciliation (prepared and sent to CLIENT).
- 17) Special reports that requested to go with billing invoices (by member, claim type, etc.).
- 18) Payment of invoices that are pass-throughs (i.e., invoices for medical record copies, ExamWorks, etc.).
- 19) Certificates of insurance as required by the Contract.
- 20) Respond to outside financial auditors
- 21) Provide reports to CLIENT actuaries and claims auditors

Claims Adjusting and Administration Services Contract
Between the City of Hanford and George Hills Company

22) Annually submit GH SSAE 16 reports

B. Investigative Services

- 1) Receipt and examination of all reports of accidents or incidents that are or may be the subject of claims.
- 2) Investigate accidents or incidents as warranted, to include on-site investigation, photographs, witness interviews, determination of losses and other such investigative services necessary to determine all CLIENT losses but not to include extraordinary investigative services outside the expertise of GH.
- 3) In the event CLIENT or other agency conducts any investigation, and upon Client's request, GH shall review and analyze for liability and/or damage issues and for possible additional follow-up investigation.
- 4) Maintain service on a 24-hour, 7 days per week basis, to receive reports of any incident or accident which may be the subject of a liability claim and provide immediate investigative services to the extent necessary to provide a complete investigation.
- 5) Undertake items of investigation requiring special handling for CLIENT at the direction of the CLIENT's Attorney or authorized representative.

C. Liability and Claim Handling Services

- 1) Promptly set up a claim file upon receipt of the claim and maintain a claim file on each potential or actual claim reported.
- 2) Assess and evaluate the nature and extent of each claim and establish claims reserves for indemnity and legal expense.
- 3) GH will follow any CLIENT policy regarding tort claim rejection instructions, including rejection and return of an untimely or insufficient claim.
- 4) Ensure timely tort claim handling, including contact and follow-up with claimants regarding claim issues and processing.
- 5) Any bodily injury claim that is being pursued shall be indexed. Notice only matters or precautionary bodily injury claims that are not pursued do not need to be indexed.
- 6) Determine the need for defense representation, recommend legal counsel, and support litigation activity.
- 7) Report claims to the excess insurer in compliance with excess carrier's reporting requirements and coordinate with the excess insurer on a claim's progress in accordance with the excess insurer's reporting requirements.
- 8) Maintain records on any such claim and notify CLIENT when CLIENT is about to exhaust the Self-Insured Retention.
- 9) Obtain settlement contracts and releases upon settlement of claims or potential claims not in litigation.
- 10) Perform periodic reviews, as needed, of CLIENT files and claims as well as statutory requirements to ensure compliance including excess insurance related requirements.
- 11) Perform the necessary data gathering for the Medicare, Medicaid, and SCHIP Extension Act of 2007 (MMSEA) and the Set Aside Contracts in compliance with Section 111 of the MMSEA including the required reporting. (*See Attachment B*)
- 12) To the extent there is privileged information or PHI shared between agencies, which is subject to protection under HIPAA, GH shall implement all necessary measures in compliance with the Act and will execute a Business Associates Agreement (BAA).

D. Litigation Support Services

- 1) Upon notification by the CLIENT that litigation has been filed on an open claim, GH shall follow the litigation referral process as outlined in the Client Expressed Scope of Work Instructions form.
- 2) Work cooperatively with CLIENT in choosing outside counsel from approved panel, and assist defense counsel in on-going litigation defense efforts.
- 3) Obtain and maintain a Litigation Plan and Budget.
- 4) Review legal bills for compliance with Litigation Plan and Budget; Review, evaluate and adjust defense counsel invoices for legal services.
- 5) Cooperate with and assist defense counsel assigned to litigation of open claims and provide such investigative services as directed during pre-trial and trial stages.
- 6) Assist in responding to discovery or preparing discovery.
- 7) At the request of the CLIENT, attend mandatory settlement conferences on behalf of CLIENT.
- 8) Appear on behalf of CLIENT in small claims actions filed against CLIENT on open claims handled by GH.
- 9) Review and evaluate case evaluations, correspondence and status reports forwarded to GH by counsel. Regularly discuss, review, and direct investigation, discovery, and case strategy with counsel.
- 10) Cooperate with counsel as a team with an open communication approach on each case to obtain the most economical and best result for the CLIENT.

E. Reports and Procedures

- 1) Within thirty (30) days of assignment, or sooner if practicable, required, or requested, GH will provide CLIENT with a report pursuant to specified claims handling instructions, showing name(s) of claimant(s), type of claim, date of loss, comments on liability, reserve recommendations, settlement recommendations, and other pertinent information. Subsequent to the initial thirty (30) day report, GH will report as often as warranted by any important change in status but no longer than every ninety (90) days until the claim closes unless extended diary is appropriate.
- 2) All original reports, documents, and claim data of every kind or description, that are prepared in whole or in part by or for the GH in connection with this contract shall be CLIENT's property and constitute the GH's work product for which compensation is paid. A copy of all reports, documents, and claim data of every kind or description that is in whole or in part by or for the CLIENT is the property of GH. Additional copies of original reports, documents, and data requested by CLIENT will be at CLIENT's expense in accordance with this contract.
- 3) GH agrees that CLIENT have access and the right to audit and reproduce any of the GH's relevant records to ensure that the CLIENT is receiving all services to which the CLIENT is entitled under this Contract or for any purpose relating to the Contract.

F. Data

- 1) Utilize GH's claims management system—CXP (ClaimsXpress), or a substantially similar equivalent with comparable features and functionality. CLIENT will be provided "read-only" access to the claims system. "Read-write" access may be obtained at the CLIENT's additional expense.
- 2) Record all claim information including all financial data.

- 3) Provide CLIENT and broker Read only on-line access to the claims data system (up to five users), if desired by CLIENT.
- 4) Provide monthly standard loss run and check register.
- 5) Provide annual claims data report upon request. Written authorization and/or a Business Associate Agreement may be required for confidential information protected by HIPAA.
- 6) Provide assistance to CLIENT in developing customized reports when requested (may require additional charge).
- 7) Arrange for electronic file conversion for any open and closed claims at the direction of CLIENT.

G. Claim Review Meetings

GH shall, on a mutually agreed periodic basis, meet with Client to review and discuss the CLIENTS claims inventory and claims results of specified periods and delivery of services by CLAIM ADMINISTRATOR.

H. Financial Accounting

- 1) Establish and maintain a trust fund for the purpose of paying indemnity and expenses that may be due on the claims. The amount to be maintained in the trust fund shall be determined by the Client.
- 2) Maintain a copy of all checks drawn by the GH to pay claims and claims related expenses.
- 3) Submit monthly check registers of all transactions made for the period.
- 4) Complete or update Attachment B "Preferred Method of Check Processing" for check processing options.
- 5) Approval process shall be documented in GH Client Expressed Scope of Work Standards and Instruction Form.
- 6) GH will provide monthly bank reconciliation reports to CLIENT for audit purposes.

I. Third Party Subrogation Services

In any claim in which CLIENT is alleged to be liable or case in which CLIENT is a named defendant, GH will identify additional parties to that dispute which may also bear responsibility or liability for the damages claimed by the claimant(s) and/or plaintiff(s). Where additional individuals or entities are identified as having some responsibility, GH will perform the following services:

- 1) Identify to the CLIENT, the additional individuals or entities and the basis for potential liability.
- 2) Prepare and file a claim with each identified individual or entity.
- 3) As applicable, tender defense to or seek recovery from any identified individual or entity.
- 4) With client's prior approval and with the assistance of counsel, GH will prepare and file, or caused to be prepared and filed, any necessary litigation required to affect the claim of recovery on behalf of the CLIENT.
- 5) Manage litigation related to such claims or cases made to or filed against the other individual or entity.
- 6) All costs and expenses of litigation filed pursuant to this section, including attorney fees for outside counsel where necessary and approved, will be paid by the CLIENT.

J. First Party Subrogation Services

Claims Adjusting and Administration Services Contract
Between the City of Hanford and George Hills Company

In the event that CLIENT identifies damages it has sustained which a value of \$1,000 or greater and for which any individual or entity is believed to be liable or responsible, the following may be performed:

- 1) CLIENT may authorize GH to act as a representative of CLIENT for the investigation, adjustment, processing, supervision, and evaluation of an ultimate recovery of potential money from the identified individuals or entities.
- 2) With prior approval of the CLIENT, GH may engage the services of one of the CLIENT's litigation attorneys to consult, review, and determine the best legal strategy available leading to recovery for the CLIENT. Upon determination by the attorney that a civil action is in the best interest of the CLIENT, GH will notify the CLIENT and obtain authorization to initiate litigation in accordance with the recommendations of the CLIENT and its attorney.
- 3) Where GH is able to recover money from an identified individual or entity, in addition to any other compensation identified in this contract, CLIENT will pay a Subrogation Fee in the amount of 30% of the gross amount recovered for each recovery obtained by GH. The minimum amount to be paid to GH will be \$250 per claim upon recovery. However, GH has the authority to reject any claim for any reason, relieving the CLIENT of any fiscal responsibility for rejected claims only. The amounts due under this section shall be invoiced to the CLIENT on a monthly basis following receipt of the recovery payment from the at-fault party.
- 4) While GH is handling a subrogation claim for the CLIENT pursuant to the terms of this Agreement, and the institution of a civil action is determined by the CLIENT to be the best course of action, CLIENT may elect to, at CLIENT's expense, recall the claim to the CLIENT's control so that CLIENT may pursue recovery in a manner in the best interest of the CLIENT. In the event the CLIENT recalls the claim as indicated above, CLIENT shall be responsible for payment to GH for any and all time and expense incurred by GH's subrogation claim adjuster, and/or subrogation division staff, up to the time wherein the claim has been recalled by the CLIENT.
- 5) Where requested, GH shall consult with CLIENT on claims and other related matters not specifically assigned to GH for handling under this Agreement.
- 6) GH reserves the right to cease working on any claim where information has not been made available to GH within 120 days after GH has submitted the information and/or documentation to the CLIENT, at such time, the claim will be closed.
- 7) Due to the nature of these services, in that compensation is contingent upon recovery, if the contract is terminated prior to recovery or other closure of any claim, the CLIENT shall pay GH for all expenses and time spent, to date, on any claim(s) currently open and recovery in process. Payment shall be based on the current hourly rate of GH of \$95.00 per hour. GH will submit final invoice within five business days of termination.
- 8) All costs and expenses of litigation filed pursuant to this section, including attorney fees for outside counsel where necessary and approved, will be paid by the CLIENT.
- 9) GH does not handle subrogation claims with a value less than \$1,000.

II. CLIENT EXPRESSED AUTHORITY AND LIMITATIONS APPLICABLE TO SERVICES

The list immediately below contains numerous services provided in this Contract for which GH requests the CLIENT expressly establish authority and/or limitations, on the ability of GH to act on behalf of the CLIENT. The CLIENT will check the appropriate box establishing the authority of GH to act or the limitation as to that authority.

INVESTIGATION:

- ☒ George Hills will conduct all investigations
☐ CLIENT will conduct all investigations
☐ CLIENT will direct GH on each claim as to who performs investigations

In the event the Client or other agency conducts any investigation, GH shall review for completeness.

Retention of Vendors (appraisers, translators, copy services, Independent Adjuster, IME's, Surveillance, etc.):

- ☒ Must be preauthorized by CLIENT
☐ Does not need preauthorization

REJECTION OF CLAIMS:

CLIENTS position regarding rejections (*e.g., if entity so dictates, a claim will be rejected for insufficiency*). Check all that apply.

Protocols for Rejections

- ☒ GH needs authorization
☐ GH does not need authorization
☒ GH sends the Rejection
☐ CLIENT sends the Rejection
☐ GH sends out Denial Letter simultaneously with Rejection outlining the reason

LITIGATION:

Check all that apply.

- ☒ GH will handle litigated claims
☒ Full
☐ As assigned
☐ Check Issuance and Data Input
☐ Data Input only
☐ CLIENT will handle litigated claims inhouse, with GH to capture data into SIMS

Claims Adjusting and Administration Services Contract
 Between the City of Hanford and George Hills Company

Attachment: 2023 George Hills Contract (Admin: General Liability Third Party Administrator)

- ☐ CLIENT will send data to GH weekly
☐ CLIENT will send data to GH monthly

Mandatory Settlement Conferences

- ☒ GH always attends
☐ At CLIENT request only

Small Claims Actions filed against CLIENT

- ☒ GH always appears
☐ At CLIENT request only

Legal Counsel

- ☒ GH must have CLIENT authorization to refer to outside Legal Counsel
☐ GH does not need CLIENT authorization to refer to outside Legal Counsel
☒ GH must use CLIENT approved Legal Panel for Attorney selection
☐ CLIENT does not have an approved Legal Panel for Attorney selection
☐ All Litigation to be handled by CLIENT inhouse Legal
☐ GH always sends Litigation Assignment packets to Legal Counsel

CLIENT specific Litigation Guidelines: ☐ Yes ☐ No
 CLIENT specific Litigation Referral Form/Letter: ☐ Yes ☐ No
 CLIENT specific Litigation Budget Form: ☐ Yes ☐ No

Pay fees for Experts, photocopies, medical records as: ☐ Expense ☐ Legal

EXCESS REPORTING:

- ☒ GH will report claims to the excess insurer in compliance with excess carrier's reporting requirements and coordinate with the excess insurer on a claim's progress in accordance with the excess insurer's reporting requirements.
☐ CLIENT will report claims to the excess insurer in compliance with excess carrier's reporting requirements and coordinate with the excess insurer on a claim's progress in accordance with the excess insurer's reporting requirements.

AUTHORITY LEVELS:

Reserve within SIR:

- ☒ \$0.00 - Adjuster must seek approval from (client contact) to post indemnity reserves above authority level.
☐ \$ [specify amount] – Adjuster may set reserves up to the stated amount without approval.

Medical Treatment:

- ☐ Medical Authorizations should only be sent to the claimant once liability is determined to be adverse to the CLIENT.

☒ Medical Authorizations should go out as soon as it is determined that a BI claim is being pursued.

CLAIMS EXCEEDING SIR:

- ☐ GH stops tracking activity once the SIR has been reached.
- ☐ GH will continue to track all activity at and/or above the SIR. The Excess JPA/Carrier will provide GH with activity documentation above the SIR.
- ☒ GH will reserve to Full Value and track recoveries.

THIRD PARTY SUBROGATION SERVICES:

- ☐ GH is authorized to initiate third party subrogation claims on behalf of CLIENT
- ☒ GH must obtain authorization to initiate third party subrogation claims on behalf of CLIENT.

FIRST PARTY SUBROGATION SERVICES:

- ☒ CLIENT elects to incorporate the first party subrogation services of GH into the contract
- ☐ CLIENT authorizes GH to initiate first party subrogation claims on behalf of CLIENT
- ☒ CLIENT agrees to the additional compensation payable to GH for its first party subrogation services as follows:

GH shall be entitled to 30% of the gross recovery for each claim initiated by GH through its first party subrogation efforts.

- ☒ CLIENT agrees to the terms and conditions stated in Attachment A-1, Subrogation Services.

ATTACHMENT A-1

SUBROGATION AGREEMENT

This Subrogation Agreement is made and entered into this 1st day of January, 2023 by and between the CITY OF HANFORD, hereinafter referred to as "CLIENT", and GEORGE HILLS COMPANY, INC., hereinafter referred to as "GH".

- I. GH does not handle subrogation claims with a value of less than \$1000. For those claims in excess of \$1000, CLIENT may, at CLIENT's own expense:
 - a. Authorize GH to act as a representative of CLIENT for the investigation, adjustment, processing, supervision, and evaluation of an ultimate recovery of potential money from damage claims against parties for whom it is alleged to be legally responsible.
 - b. Authorize GH to engage the services of a litigation attorney to consult, review, and determine the best legal strategy available at the time to obtain the best possible result for CLIENT. Upon determination by the attorney that a civil action is in the best interest of CLIENT, GH will notify CLIENT and obtain authorization to pursue recovery in accordance with the recommendations of the litigation attorney.
 - c. While GH is handling a subrogation claim for CLIENT pursuant to the terms of this Contract, the institution of a civil action is determined by CLIENT to be the best course of action, CLIENT may elect to do so at CLIENT's own expense.
 - i. Recall the claim to CLIENT's control so that CLIENT may pursue recovery in a manner to be determined by the CLIENT's attorney to be in the best interest of the CLIENT.
 - ii. In the event CLIENT recalls the claim as indicated above, CLIENT shall be responsible for payment to GH for any and all time and expense incurred by GH's subrogation claim adjuster and/or other subrogation division staff up to the time wherein the claim has been recalled by CLIENT.
- II. CLIENT will pay a Subrogation Fee in the amount of 30% for each and every recovery obtained. The minimum amount to be paid to GH will be \$250 per claim upon recovery. However, GH has the authority to reject any claim for any reason, relieving CLIENT of any fiscal responsibility for rejected claims only.
 - a. Generally, no recovery shall be agreed to involving payment plans if the recovery is less than \$5,000 and/or greater than a one-year term. Exceptions can be made on a case-by-case basis. If a recovery is agreed to exceed this amount and/or length of time, Subrogation fee shall be 45%. In the event a payment plan is authorized and entered into, the subrogation fee will be based upon the total amount of the lien and will be invoiced to the CLIENT upon the entry of the payment agreement. GH will make every attempt to enforce the provisions of the payment agreement with the claimant, but in no way guarantees the fulfillment of the terms of the payment agreement. In the event the terms of the payment agreement are not fulfilled and warrant pursuit through the small claims process, authority to pursue through small claims will be requested.

- b. Authorize GH to appear in small claims court for recovery of funds. Authority for the pursuit of recovery through small claims will be requested prior to the filing of documents with the court to initiate the small claims action. Each appearance will be an additional fee of \$150. All costs for the handling of small claims court actions, i.e., service of process of documents on the responsible parties, mileage, parking, and toll shall be an additional cost and will be the responsibility of the CLIENT. Additional allocated costs shall be billed separately upon the cost being incurred, such as, but not limited to: skip tracing, service of process, and third-party subcontracted investigation.
- c. GH reserves the right to cease working on any claim whereas information has not been made available to GH within 120 days after GH has submitted the information and/or documentation request to CLIENT, at such time the claim will be closed.
- d. Due to the nature of these services, in that compensation is contingent upon recovery, if the contract is terminated prior to recovery or other closure of any claim, the CLIENT shall pay GH for all expenses and time spent, to date, on any claim(s) currently open and recovery in process. Payment shall be based on the current hourly rate of GH. GH will submit the final invoice within five business days of termination.

III. General Terms and Conditions

- a. Successors and Assigns.
All of the rights, benefits, duties, liabilities, and obligations of the parties shall inure to the benefit of, and be binding upon, their respective successors and assigns.
- b. Construction.
The title and headings of the Sections in this Agreement are intended solely for reference and do not modify, explain, or construe any provision of this Agreement. All references to sections, recitals, and the preamble shall, unless otherwise stated, refer to the Sections, Recitals, and Preamble of this Agreement. In construing this Agreement, the singular form shall include the plural and vice versa. This Agreement shall not be construed as if it had been prepared by one of the parties, but rather as if both parties have prepared the Agreement.
- c. Integration.
This Agreement, and all related documents referred to in this Agreement, constitute the entire Agreement between the parties. There are no oral agreements which are not expressly set forth in this Agreement and the related documents being executed in connection with this Agreement. This Agreement may not be modified, amended, or otherwise changed except by a writing executed by the party to be charged.
- d. Third-Party Rights.
Nothing in this Agreement, express or implied, is intended to confer upon any person, other than the parties and their respective successors and assigns, any rights, or remedies.
- e. Severability.
If any term or provision of this Agreement is held invalid or unenforceable, the remainder of this Agreement shall not be affected.

f. Waivers.

No waiver or breach of any provision shall be deemed a waiver of any other provision, and no waiver shall be valid unless it is in writing and executed by the waiving party. No extension of time for performance of any obligation or act shall be deemed an extension of time for any other obligation or act.

g. Counterparts.

This Agreement may be executed in one or more counterparts, each of which shall be deemed an original and all of which taken together shall constitute one and the same instrument. The execution of this Agreement shall be deemed to have occurred, and this Agreement shall be enforceable and effective, only upon the complete execution of this Agreement by Seller and Purchaser.

h. Authority of Parties.

All persons executing this Agreement on behalf of a party warrant that they have the authority to execute this Agreement on behalf of that party.

i. Governing Law.

This Agreement shall be governed by and construed in accordance with California law.

Date

BY: _____
John E. Chaquica, CEO
GEORGE HILLS COMPANY, INC.

Date
Manager

BY: _____
Mario Cifuentez, City
CITY OF HANFORD

**ATTACHMENT B
MEDICARE, MEDICAID, AND SCHIP EXTENSION ACT OF 2007 (MMSEA)**

This law requires liability insurers, self-insurers, no fault insurers, and workers' compensation insurers to report certain information to The Centers for Medicare and Medicaid Services (CMS) concerning Medicare beneficiaries. The penalty for failure to comply is \$1,000 per day, per claimant.

George Hills Company, Inc. (GH) has contracted with ExamWorks for Mandatory Insurer Reporting (MIR) for the CLIENT. ExamWorks shall represent the CLIENT—and Responsible Reporting Entity (RRE) to this existing contract and this addendum and will be the designated reporting agent. GH will be responsible for gathering and reporting accurate claims data required by MMSEA to ExamWorks in a timely manner. GH agrees to assume the responsibility for reporting data to ExamWorks to meet all reporting requirements in accordance with MMSEA, on behalf of the RRE; including assuming responsibility for any fines or penalties that are directly caused by GH's non-compliance. GH further agrees to indemnify and hold-harmless, RRE, and staff, for any penalties or fines resulting from GH's direct failure to timely and accurately provide the reporting data to ExamWorks. The above-mentioned obligations to indemnify and hold-harmless shall not be applicable to matters relating to delays caused by RRE or other third parties, or inaccurate data supplied to GH by RRE or other third parties.

By contract with GH, ExamWorks will indemnify and hold GH harmless from and against any claim, damage, fine, loss and expense, arising in connection with, or as a result of, any error, omission, or negligent performance of its obligations as reporting agent, which indemnity will include all reasonable costs of litigation and attorneys' fees incurred. Without in any way limiting the indemnity set forth in this Contract, all work performed by ExamWorks will be done in a professional manner.

GH shall perform the necessary data gathering for RRE and ExamWorks; as such GH shall include in our monthly invoicing the time incurred for such work at our contract hourly rate or will be included in your monthly flat fee or claims adjusting.

ExamWorks will perform the MMSEA Mandatory Insurer Reporting function for GH, and its RREs, shall be charged as an Allocated Expense, as defined in Attachment C, subject to the following. RRE will designate ExamWorks, unless otherwise requested, as its exclusive vendor for all of RRE's "Qualified Referrals" (those claims determined to require Medicare Set Aside (MSA) or a Claim Settlement Allocation (CSA) and RRE will utilize other ExamWorks services related to Medicare Secondary Payer (MSP) compliance identified in their fee schedule.

Attachment: 2023 George Hills Contract (Admin: General Liability Third Party Administrator)

**ATTACHMENT C
PREFERRED METHOD OF CHECK PROCESSING**

1. Selection of Bank
 - a) ☒ GH uses CA Bank & Trust
 - b) ☐ Clients Choice
 Name
 Address
 Please provide signature cards, sample check, starting check number, name of contact person
2. Trust Balance Desired **\$10,000.00**
3. Account funding: GH will notify client when the balance falls below required balance
- 4A. Number of Signatures Required
 - a) ☐ One
 - b) ☒ Two on all checks
 - c) ☐ Two on checks in excess of \$_____
- 4B. If two signatures are required, please specify:
 - a) ☐ Both GH
 - b) ☒ One GH, one client
 GH signers: John Chaquica, CEO and Chris Shaffer, COO;
5. Accountability
 - a) Positive Pay: Yes ☒ No ☐
GH recommends positive pay to mitigate the potential for fraud.
 - b) Check Registers: Yes ☒ No ☐
 Weekly ☐ Monthly ☒
 - c) ☐ Statement to be balanced by client, or
☒ Statement to be balanced by GH with copies to client

ATTACHMENT D ALLOCATED EXPENSES

Typically, allocated expenses are those expenses that are generated by a claim (by outside vendors other than George Hills) that cannot be foreseen nor included in an agreement. These are generally allocated back to the specific claim file for which the cost was incurred and then charged back to the entity whose claim incurred that cost. In most situations are pass-through costs (with processing fees) for services and/or fees not directly generated by the TPA, but rather by a third-party GH where the TPA has acted as an agent on behalf of the entity to necessarily outsource services to a third-party GH and/or miscellaneous fees applicable to the specific claim applied by an outside entity, such as a court or copy service. Below, George Hills has provided a list, by no means an exhaustive list, of typical allocated expenses.

- Fees of outside counsel for claims in suit, coverage opinions, and litigation, and for representation and hearings or pretrial conferences;
- Fees of court reporters;
- All court costs, court fees, and court expenses;
- Fees for service of process;
- Costs of undercover operatives and detectives;
- Costs for employing experts for the preparation of maps, professional photographs, accounting, chemical or physical analysis, or diagrams;
- Costs for employing experts for the advice, opinions, or testimony concerning claims under investigation or in litigation for which a declaratory judgment is sought;
- Costs for independent medical examination or evaluation for rehabilitation;
- Costs of legal transcripts of testimony taken at coroner's inquests, or criminal or civil proceeding;
- Costs for copies of any public records or medical records;
- Costs of depositions and court reporting;
- Costs and expenses of subrogation, (if not George Hills);
- Costs of engineers, handwriting experts, or any other type of expert used in the preparation of litigation or used in a one-time basis to resolve disputes;
- Witness fees and travel expenses;
- Costs of photographers and photocopy services (if not George Hills—our costs for this is included in our rate);
- Costs of appraisal fees and expenses not included in flat fee or performed by others;
- Costs of indexing claimants;
- Services performed outside the TPA's normal geographical regions;
- Costs associated with Medicare Set-Aside analysis and submission or Medicare Conditional Lien negotiation;
- Investigation of possible fraud including SIU services and related expenses; and/or
- Any other similar cost, fee, or expense that is not otherwise included in the TPA's service fees that is reasonably chargeable to the investigation, negotiation, settlement, or defense of a claim or loss or to the protection or perfection of the subrogation rights of the entity, including travel related expenses.

ATTACHMENT E

**BUSINESS ASSOCIATE AGREEMENT
BETWEEN CLIENT CITY OF HANFORD
AND GEORGE HILLS COMPANY, INC.**

This Business Associate Agreement ("BAA") is made and entered into this 1st day of January, 2023 by and between the CITY OF HANFORD, hereinafter referred to as "CLIENT," and GEORGE HILLS COMPANY, INC., hereinafter referred to as "GH."

I. RECITALS

WHEREAS, on or about the date referenced above, GH entered into a written contract with CLIENT to perform obligations and services related to the handling and administration of general liability claims filed against or with CLIENT.

WHEREAS, the obligations of the Contract require that CLIENT provide to GH date, documents, and information which may contained protected health information ("PHI") and/or electronic PHI ("ePHI") within the definition of the Health Information Portability and Accountability Act ("HIPAA") related to the general liability claims, for the purpose of administering those claims.

NOW, THEREFORE, in consideration of the mutual promises of the parties and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the PARTIES hereto agree as follows:

II. DEFINITIONS**Catch-all definition:**

The following terms used in this AGREEMENT shall have the same meaning as those terms in the HIPAA Rules: Breach, Data Aggregation, Designated Record Set, Disclosure, Health Care Operations, Individual, Minimum Necessary, Notice of Privacy Practices, Protected Health Information, Required By Law, Secretary, Security Incident, Subcontractor, Unsecured Protected Health Information, and Use.

Specific definitions:

(a) **Business Associate.** "Business Associate" shall generally have the same meaning as the term "business associate" at 45 CFR 160.103, and in reference to the party to this agreement, shall mean GEORGE HILLS COMPANY.

(b) **Covered Entity.** "Covered Entity" shall generally have the same meaning as the term "covered entity" at 45 CFR 160.103, and in reference to the party to this agreement, shall mean CLIENT.

(c) **HIPAA Rules.** "HIPAA Rules" shall mean the Privacy, Security, Breach Notification, and Enforcement Rules at 45 CFR Part 160 and Part 164.

III. OBLIGATIONS AND ACTIVITIES OF BUSINESS ASSOCIATE

Pursuant to this agreement GH agrees to:

- (a) Not use or disclose protected health information other than as permitted or required by the Agreement or as required by law;
- (b) Use appropriate safeguards, and comply with Subpart C of 45 CFR Part 164 with respect to electronic protected health information, to prevent use or disclosure of protected health information other than as provided for by the Agreement;
- (c) Report to covered entity any use or disclosure of protected health information not provided for by the Agreement of which it becomes aware, including breaches of unsecured protected health information as required at 45 CFR 164.410, and any security incident of which it becomes aware;
- (d) In accordance with 45 CFR 164.502(e)(1)(ii) and 164.308(b)(2), if applicable, ensure that any subcontractors that create, receive, maintain, or transmit protected health information on behalf of the business associate agree to the same restrictions, conditions, and requirements that apply to the business associate with respect to such information;
- (e) Make available protected health information in a designated record set to the GH as necessary to satisfy covered entity's obligations under 45 CFR 164.524;
- (f) Make any amendment(s) to protected health information in a designated record set as directed or agreed to by the covered entity pursuant to 45 CFR 164.526, or take other measures as necessary to satisfy covered entity's obligations under 45 CFR 164.526;
- (g) Maintain and make available the information required to provide an accounting of disclosures to the GH as necessary to satisfy covered entity's obligations under 45 CFR 164.528;
- (h) To the extent the business associate is to carry out one or more of covered entity's obligation(s) under Subpart E of 45 CFR Part 164, comply with the requirements of Subpart E that apply to the covered entity in the performance of such obligation(s); and
- (i) Make its internal practices, books, and records available to the Secretary for purposes of determining compliance with the HIPAA Rules.

IV. PERMITTED USES AND DISCLOSURES BY BUSINESS ASSOCIATE

- (a) Business associate may only use or disclose protected health information for the purposes described in the Contract between GH and CLIENT, specifically for the purpose of adjusting and administering the general liability claims filed against CLIENT.
- (b) Business associate may use or disclose protected health information as required by law.

(c) Business associate agrees to make uses and disclosures and requests for protected health information consistent with covered entity's minimum necessary policies and procedures.

(d) Business associate may not use or disclose protected health information in a manner that would violate Subpart E of 45 CFR Part 164 if done by covered entity [if the Agreement permits the business associate to use or disclose protected health information for its own management and administration and legal responsibilities or for data aggregation services as set forth in optional provisions (e), (f), or (g) below, then add “, except for the specific uses and disclosures set forth below.”]

(e) Business associate may use protected health information for the proper management and administration of the business associate or to carry out the legal responsibilities of the business associate.

(f) Business associate may disclose protected health information for the proper management and administration of business associate or to carry out the legal and contractual responsibilities of the business associate, provided the disclosures are required by law, or business associate obtains reasonable assurances from the person to whom the information is disclosed that the information will remain confidential and used or further disclosed only as required by law or for the purposes for which it was disclosed to the person, and the person notifies business associate of any instances of which it is aware in which the confidentiality of the information has been breached.

(g) Business associate may provide data containing PHI and or ePHI to third party entities for storage, security, and/or aggregation services relating to the claims administration services provided by GH.

V. PROVISIONS FOR COVERED ENTITY TO INFORM BUSINESS ASSOCIATE OF PRIVACY PRACTICES AND RESTRICTIONS

(a) Covered entity shall notify business associate of any limitation(s) in the notice of privacy practices of covered entity under 45 CFR 164.520, to the extent that such limitation may affect business associate's use or disclosure of protected health information.

(b) Covered entity shall notify business associate of any changes in, or revocation of, the permission by an individual to use or disclose his or her protected health information, to the extent that such changes may affect business associate's use or disclosure of protected health information.

(c) Covered entity shall notify business associate of any restriction on the use or disclosure of protected health information that covered entity has agreed to or is required to abide by under 45 CFR 164.522, to the extent that such restriction may affect business associate's use or disclosure of protected health information.

VI. PERMISSIBLE REQUESTS BY COVERED ENTITY

Covered entity shall not request business associate to use or disclose protected health information in any manner that would not be permissible under Subpart E of 45 CFR Part 164 if done by covered entity.

VII. TERM AND TERMINATION

(a) Term. The Term of this Agreement shall be effective as of DATE and shall terminate on DATE or on the date covered entity terminates for cause as authorized in paragraph (b) of this Section, whichever is sooner.

(b) Termination for Cause. Business associate authorizes termination of this Agreement by covered entity, if covered entity determines business associate has violated a material term of the Agreement and business associate has not cured the breach or ended the violation within the time specified by covered entity.

(c) Obligations of Business Associate Upon Termination.

Upon termination of this Agreement for any reason, business associate, with respect to protected health information received from covered entity, or created, maintained, or received by business associate on behalf of covered entity, shall:

Retain only that protected health information which is necessary for business associate to continue its proper management and administration or to carry out its legal and contractual responsibilities;

Return to covered entity, or destroy, the protected health information that the business associate maintains in any form;

Continue to use appropriate safeguards and comply with Subpart C of 45 CFR Part 164 with respect to electronic protected health information to prevent use or disclosure of the protected health information, other than as provided for in this Section, for as long as business associate retains the protected health information;

Not use or disclose the protected health information retained by business associate other than for the purposes for which such protected health information was retained and subject to the same conditions set out above under "Permitted Uses and Disclosures By Business Associate" which applied prior to termination; and

Return to covered entity, or destroy, the protected health information retained by business associate when it is no longer needed by business associate for its proper management and administration or to carry out its legal and contractual responsibilities.

(d) Survival. The obligations of business associate under this Section shall survive the termination of this Agreement.

BY: _____

Date

John E. Chaquica, CEO
GEORGE HILLS COMPANY INC.

Date

BY: _____
Mario Cifuentez, City Manager
CITY OF HANFORD

Attachment: 2023 George Hills Contract (Admin: General Liability Third Party Administrator)



AGENDA STAFF REPORT

MEETING DATE: 12/6/2022	AGENDA SECTION: D
--------------------------------	--------------------------

SUBJECT:

Community Development: Second Reading of Ordinance No. 22-08, 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).

RECOMMENDATION:

That the City Council, by motion, approve the second reading of Ordinance 22-08 and adopt Prezone No. 2021-14.

BACKGROUND:

November 15, 2022 staff report attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - General Plan Amendment 2021-01 C

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

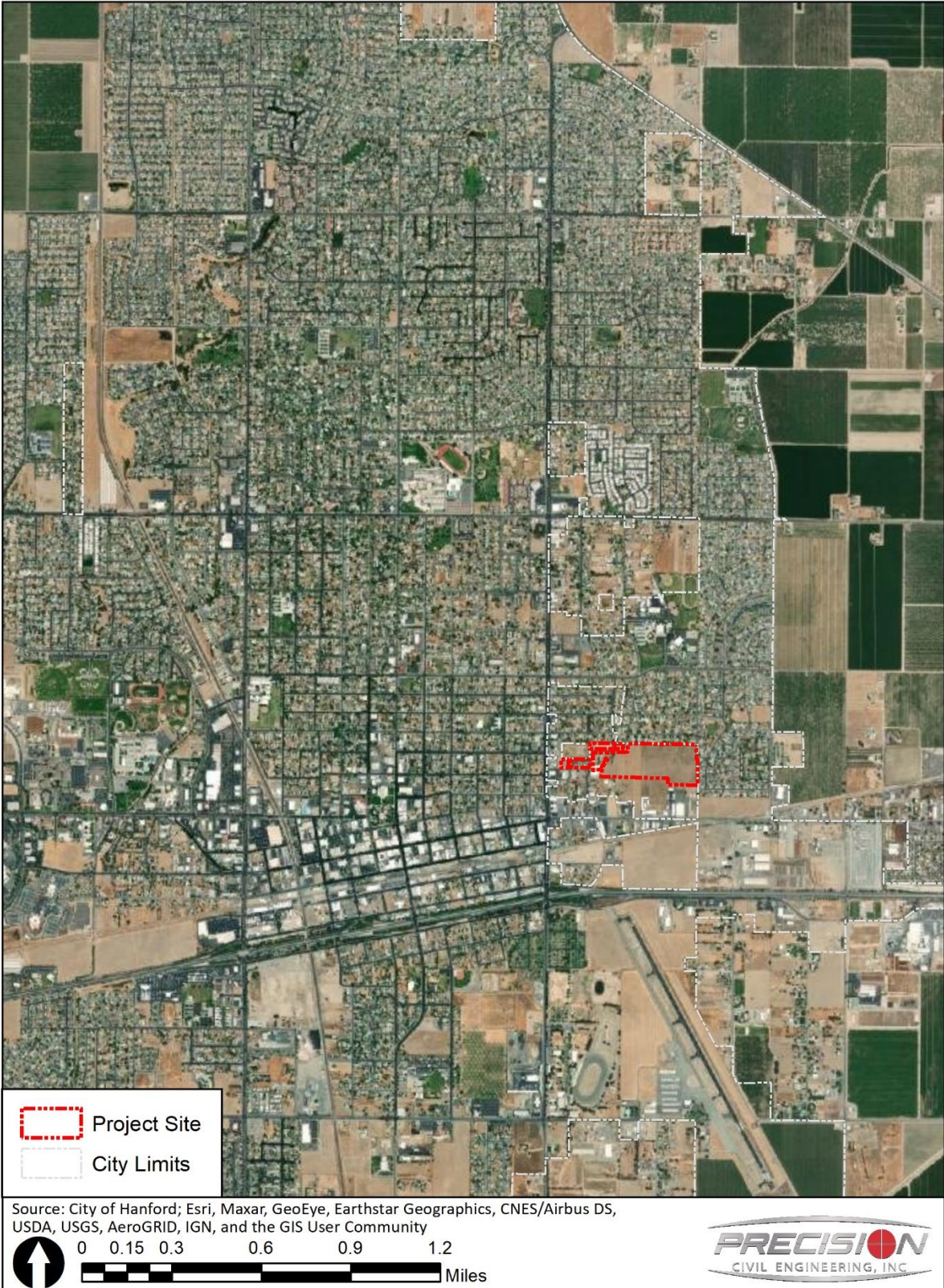


Figure 2
Current General Plan Land Use Designation

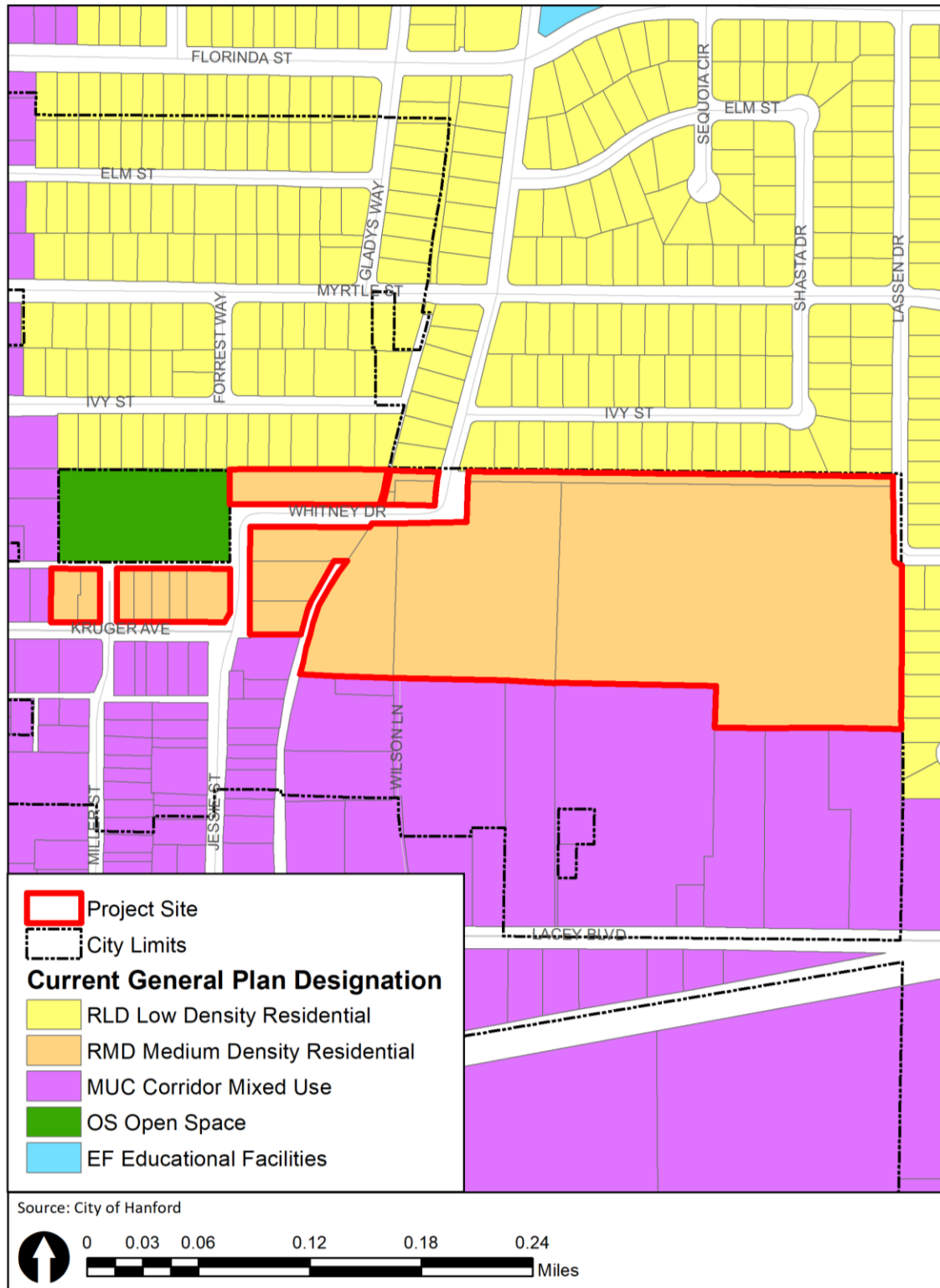


Figure 3
Proposed General Plan Land Use Designation

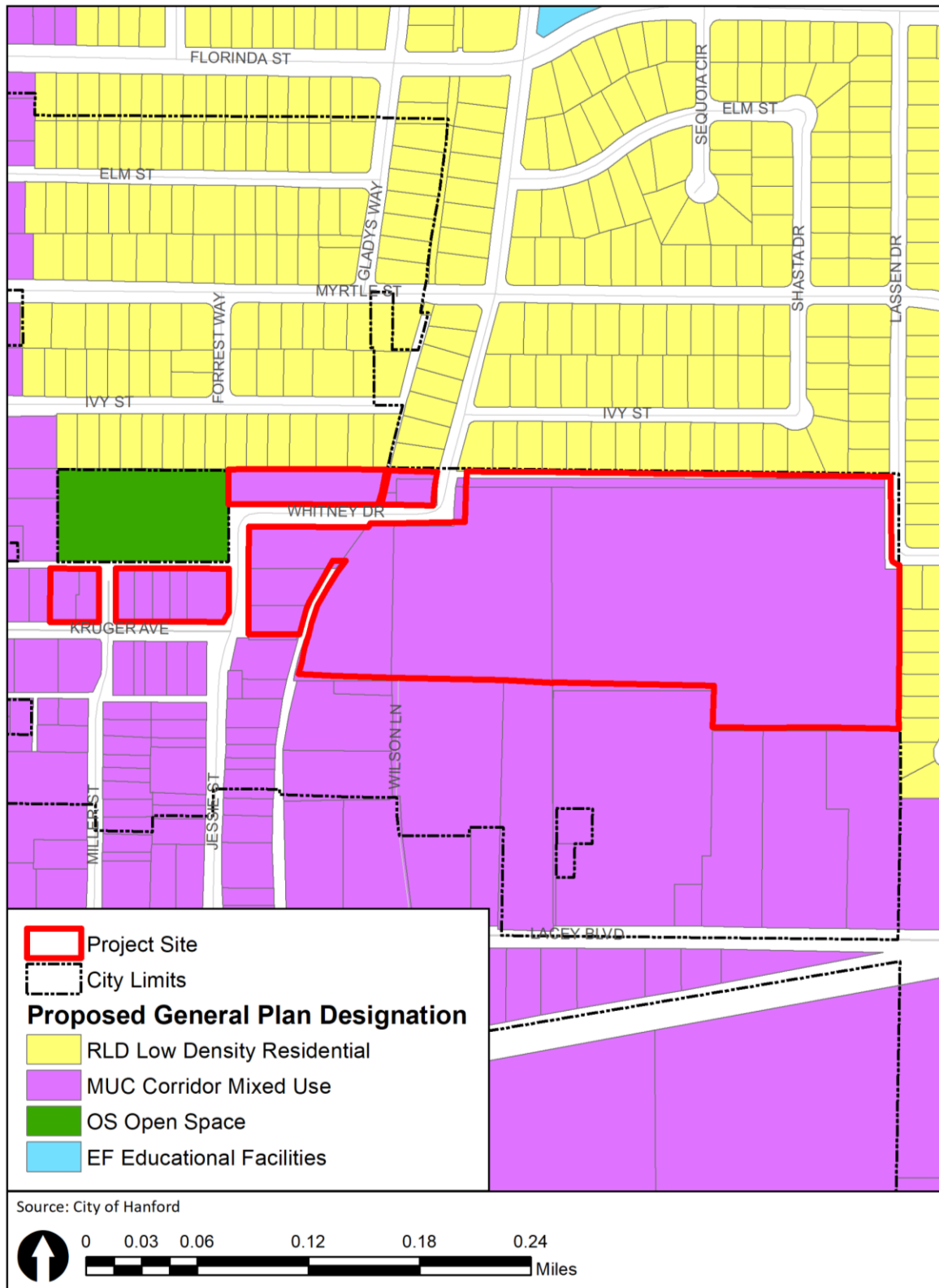


Figure 4
Current Zone District

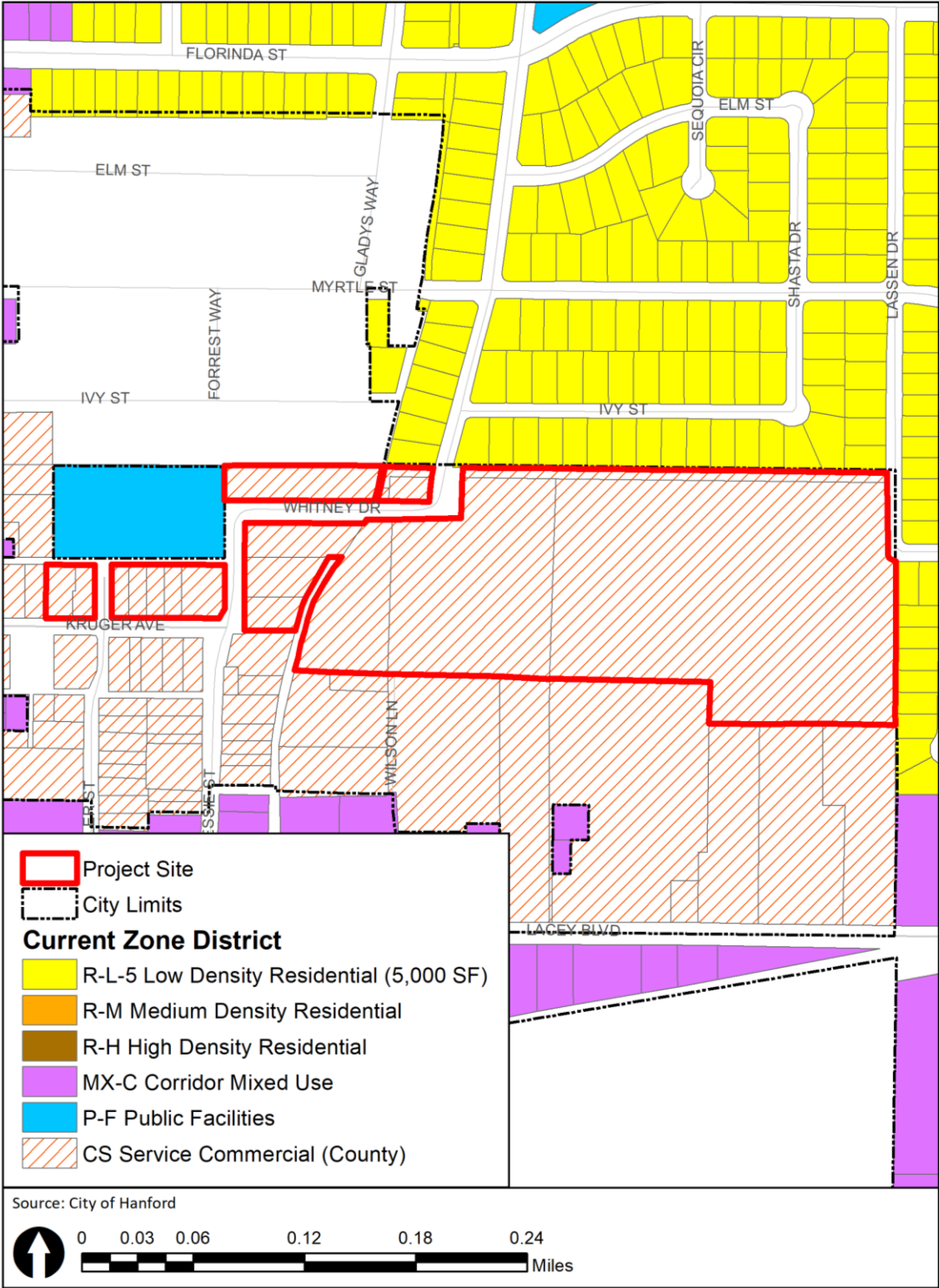
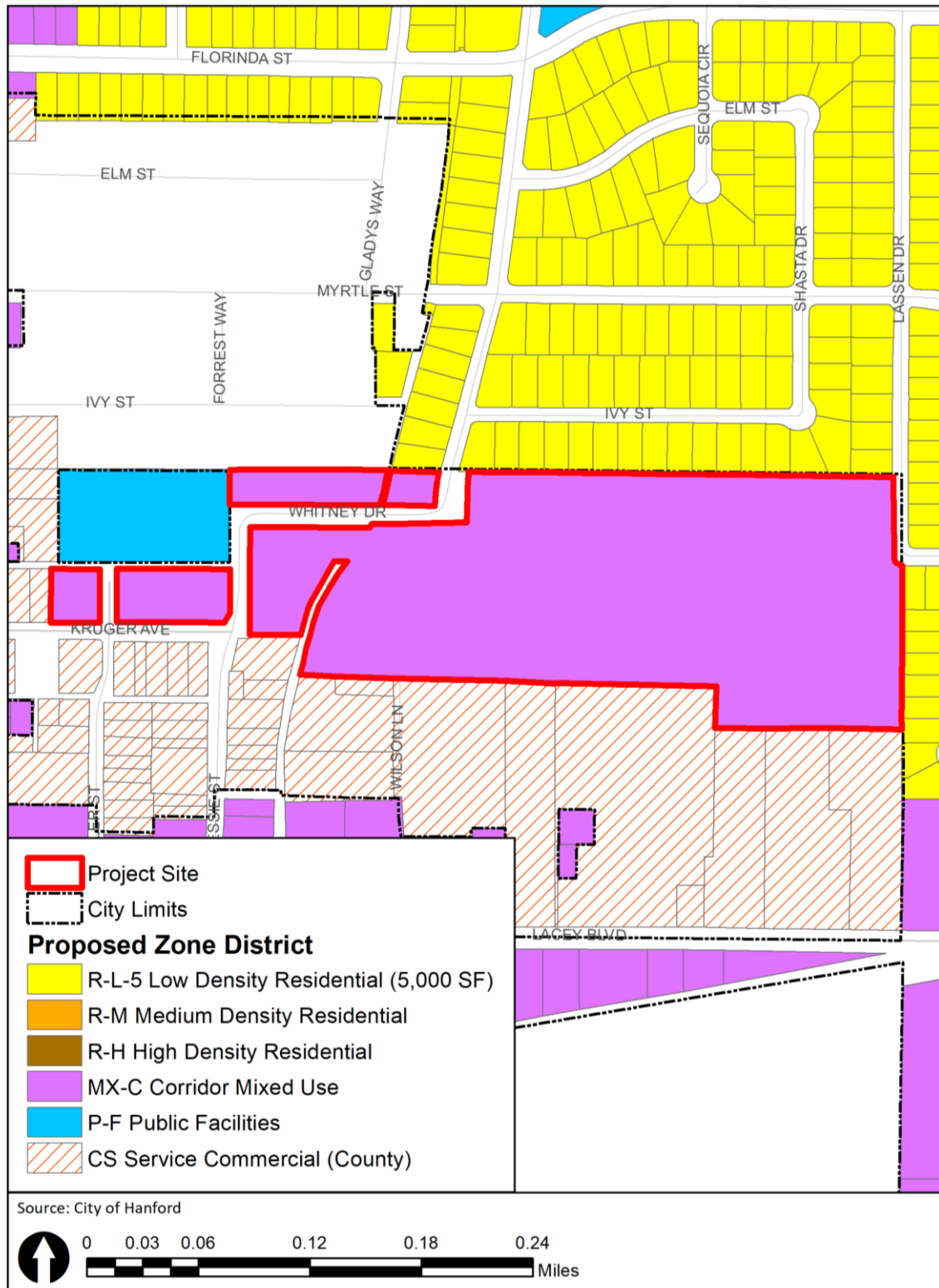


Figure 5
Proposed Zone District



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"

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.

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

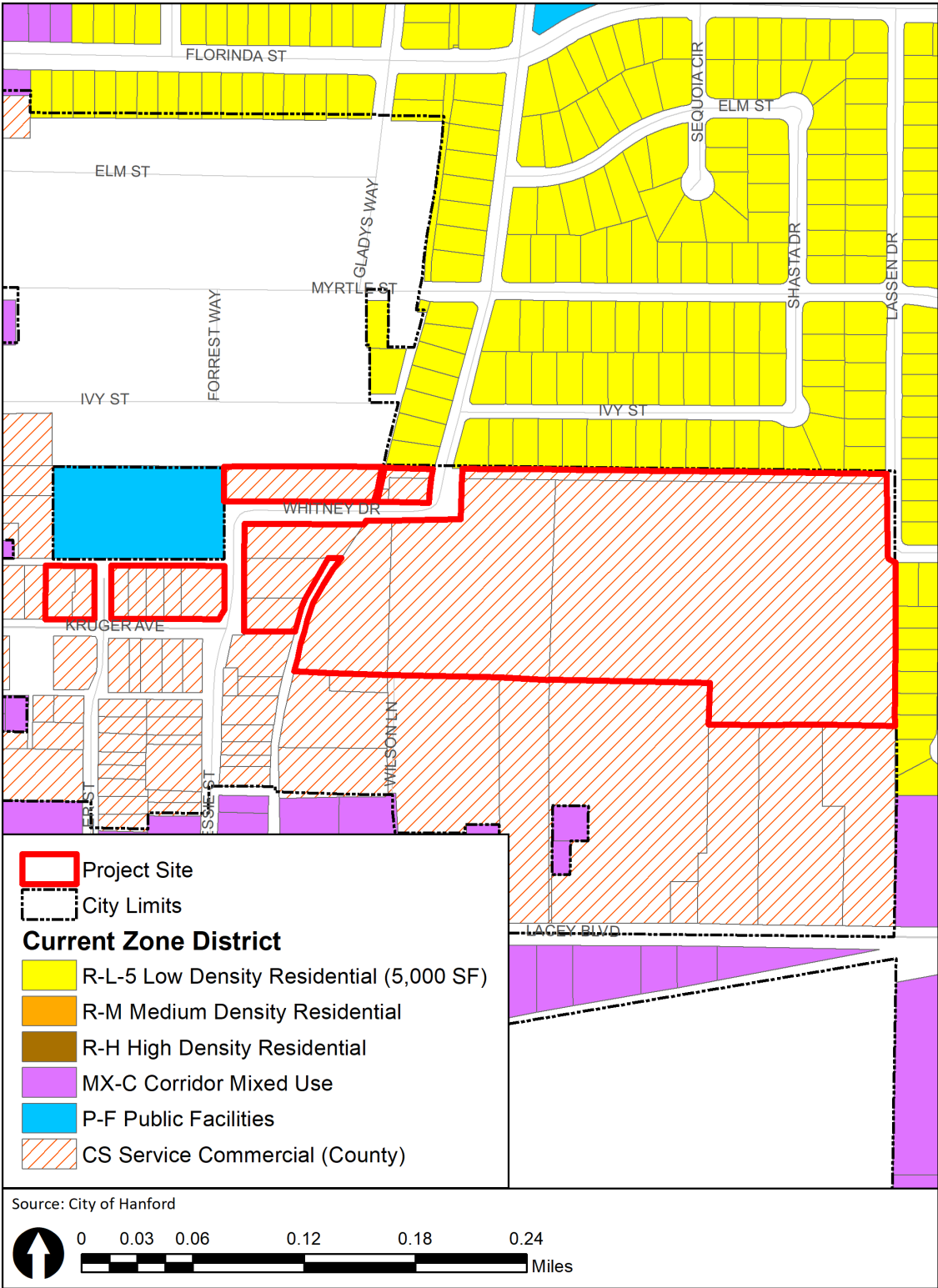
Attachment: Ordinance No. 22-08 (CD: Lassen GPA 2021-01 C)

Exhibit A

Prezone No. 2021-14

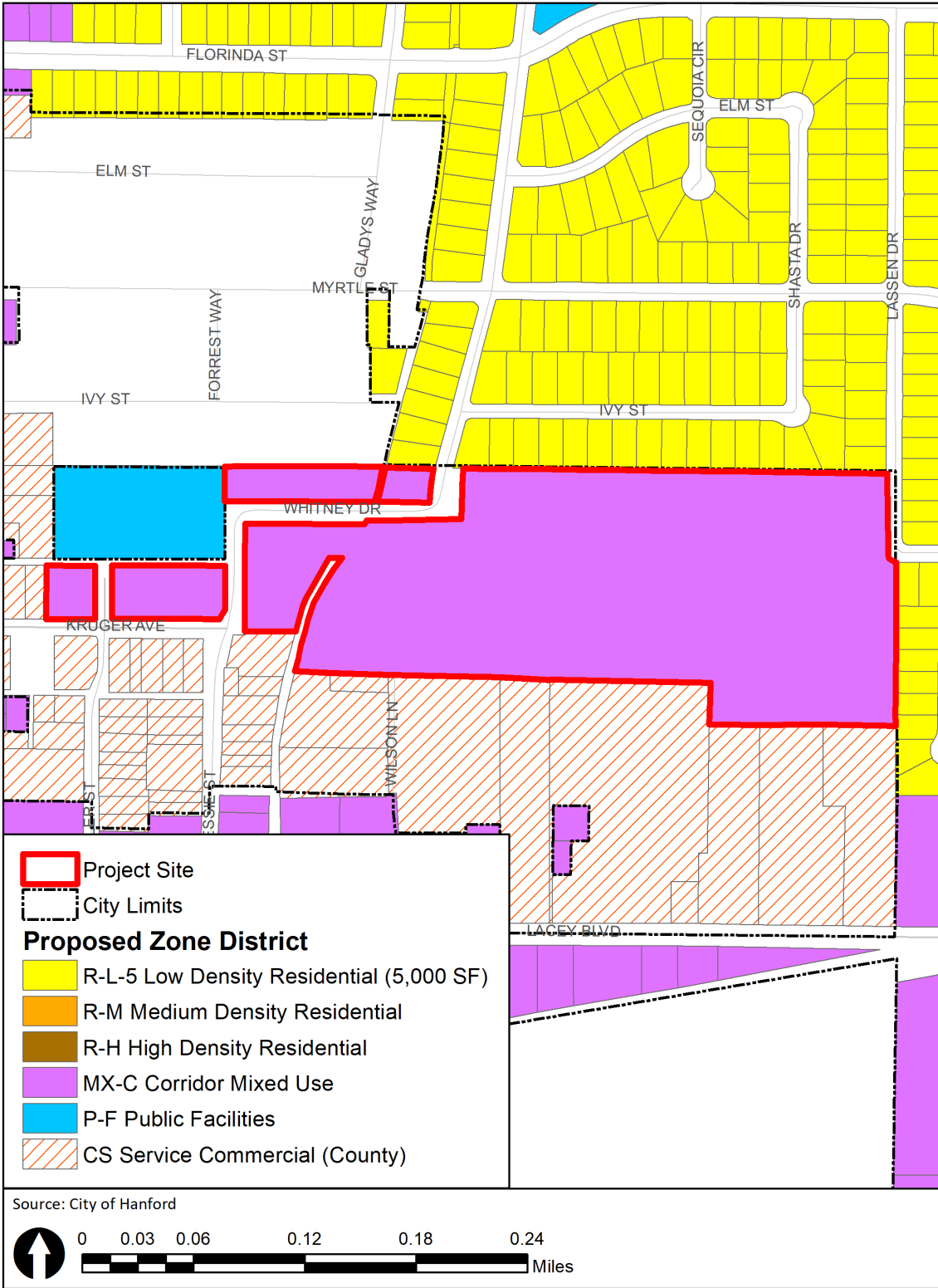
Attachment: Ordinance No. 22-08 (CD: Lassen GPA 2021-01 C)

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.					
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.		

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 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: 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,	Onsite Verification	During Project Construction, prior to ground-disturbing activities	Developer to provide (or comply), City of Hanford to verify.		

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.					
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





Table of Contents

1	INTRODUCTION	7
1.1	Regulatory Information	7
1.2	Document Format	8
1.3	Early Consultation Letters Received	8
2	PROJECT DESCRIPTION	9
2.1	Project Title.....	9
2.2	Lead Agency Name and Address	9
2.3	Contact Person and Phone Number	9
2.4	Study Prepared By	9
2.5	Project Location.....	9
2.6	Latitude and Longitude.....	14
2.7	General Plan Designation	14
2.8	Zoning.....	15
2.9	Description of Project.....	18
2.10	Site and Surrounding Land Uses and Setting	19
2.11	Technical Studies/Appendices	19
2.12	Consultation with California Native American Tribes	20
3	DETERMINATION	22
3.1	Environmental Factors Potentially Affected	22
3.2	Determination	23
4	EVALUATION OF ENVIRONMENTAL IMPACTS	24
4.1	AESTHETICS.....	24
4.1.1	Environmental Setting.....	24
4.1.2	Impact Assessment.....	26
4.1.3	Mitigation Measures	28
4.2	AGRICULTURE AND FORESTRY RESOURCES.....	29
4.2.1	Environmental Setting.....	29



4.2.2	Impact Assessment.....	31
4.2.3	Mitigation Measures	32
4.3	AIR QUALITY.....	33
4.3.1	Environmental Setting.....	33
4.3.2	Impact Assessment.....	40
4.3.3	Mitigation Measures	43
4.4	BIOLOGICAL RESOURCES	44
4.4.1	Environmental Setting.....	45
4.4.2	Impact Assessment.....	52
4.4.3	Mitigation Measures	56
4.5	CULTURAL RESOURCES	57
4.5.1	Environmental Setting.....	57
4.5.2	Impact Assessment.....	60
4.5.3	Mitigation Measures	63
4.6	ENERGY.....	64
4.6.1	Environmental Setting.....	64
4.6.2	Impact Assessment.....	66
4.6.3	Mitigation Measures	67
4.7	GEOLOGY AND SOILS	68
4.7.1	Environmental Setting.....	69
4.7.2	Impact Assessment.....	72
4.7.3	Mitigation Measures	75
4.8	GREENHOUSE GAS EMISSIONS	76
4.8.1	Environmental Setting.....	76
4.8.2	Thresholds of Significance	77
4.8.3	Impact Assessment.....	83
4.8.4	Mitigation Measures	86
4.9	HAZARDOUS AND HAZARDOUS MATERIAL.....	87



4.9.1	Environmental Setting	88
4.9.2	Impact Assessment.....	90
4.9.3	Mitigation Measures	94
4.10	HYDROLOGY AND WATER QUALITY	95
4.10.1	Environmental Setting	96
4.10.2	Impact Assessment.....	96
4.10.3	Mitigation Measures	101
4.11	LAND USE PLANNING	102
4.11.1	Environmental Setting	102
4.11.2	Impact Assessment.....	102
4.11.3	Mitigation Measures	104
4.12	MINERAL RESOURCES	105
4.12.1	Environmental Setting	105
4.12.2	Impact Assessment.....	105
4.12.3	Mitigation Measures	106
4.13	NOISE	107
4.13.1	Environmental Setting	107
4.13.2	Impact Assessment.....	108
4.13.3	Mitigation Measures	110
4.14	POPULATION AND HOUSING	111
4.14.1	Environmental Setting	111
4.14.2	Impact Assessment.....	111
4.14.3	Mitigation Measures	112
4.15	PUBLIC SERVICES	113
4.15.1	Environmental Setting	113
4.15.2	Impact Assessment.....	115
4.15.3	Mitigation Measures	116
4.16	RECREATION.....	117



4.16.1	Environmental Setting	117
4.16.2	Impact Assessment.....	118
4.16.3	Mitigation Measures	118
4.17	TRANSPORTATION	119
4.17.1	Environmental Setting.....	119
4.17.2	Impact Assessment.....	122
4.17.3	Mitigation Measures	124
4.18	TRIBAL CULTURAL RESOURCES	125
4.18.1	Environmental Setting.....	125
4.18.2	Impact Assessment.....	128
4.18.3	Mitigation Measures	129
4.19	UTILITIES AND SERVICE SYSTEMS.....	130
4.19.1	Environmental Setting.....	131
4.19.2	Impact Assessment.....	132
4.19.3	Mitigation Measures	134
4.20	WILDFIRE.....	135
4.20.1	Environmental Setting.....	135
4.20.2	Impact Assessment.....	136
4.20.3	Mitigation Measures	137
4.21	MANDATORY FINDINGS OF SIGNIFICANCE	138
4.21.1	Impact Assessment.....	138
5	MITIGATION MONITORING AND REPORTING PROGRAM	140
6	REPORT PREPARATION	148
7	APPENDICES	149
	Appendix A: CalEEMod Output Files.....	150
	Appendix B: CHRIS Search Records	151
	Appendix C: Early Consultation Letters	152



Figures

Figure 2-1 Project Location	10
Figure 2-2 Project Vicinity Map	11
Figure 2-3 APN Map	13
Figure 2-4 General Plan Designated Land Use	16
Figure 2-5 Current Zoning	17
Figure 4-1 CNDDDB Species Occurrences.....	48
Figure 4-2 Surface Water Features.....	51
Figure 4-3 SJVAPCD's GHG Thresholds of Significance.....	79

Tables

Table 2-2 Vacant and Underutilized Parcels.....	18
Table 2-3 Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties	19
Table 4-1 SJVAPCD Recommended Air Quality Thresholds of Significance	35
Table 4-2 Vacant and Underutilized Parcels within Project site	40
Table 4-2 Construction Emissions of Criteria Air Pollutants, Unmitigated	40
Table 4-3 Operational Emissions of Criteria Air Pollutants, Unmitigated.....	41
Table 4-2 Special-Status Species Occurrences within 5-mile radius of Project site.....	46
Table 4-3 Essential Habitats and Potential Existence of Special-Status Species on Site.....	49
Table 4-6 County-wide GHG Emissions by Source (2005)	80
Table 4-7 Project Greenhouse Gas Emissions (Metric Tons Per Year)	84
Table 4-8 Scoping Plan Reduction Measures Consistency Analysis.....	85
Table 4-9 Kings County ALUCP Primary Compatibility Criteria	93
Table 4-10 Summary of Total Water Demands by Land Use	98
Table 4-11 Discussion on Land Use Policies in the General Plan.....	104
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

Community Development Department
Mary E. Beatie
Interim Director
(559) 585-2500

Applicant

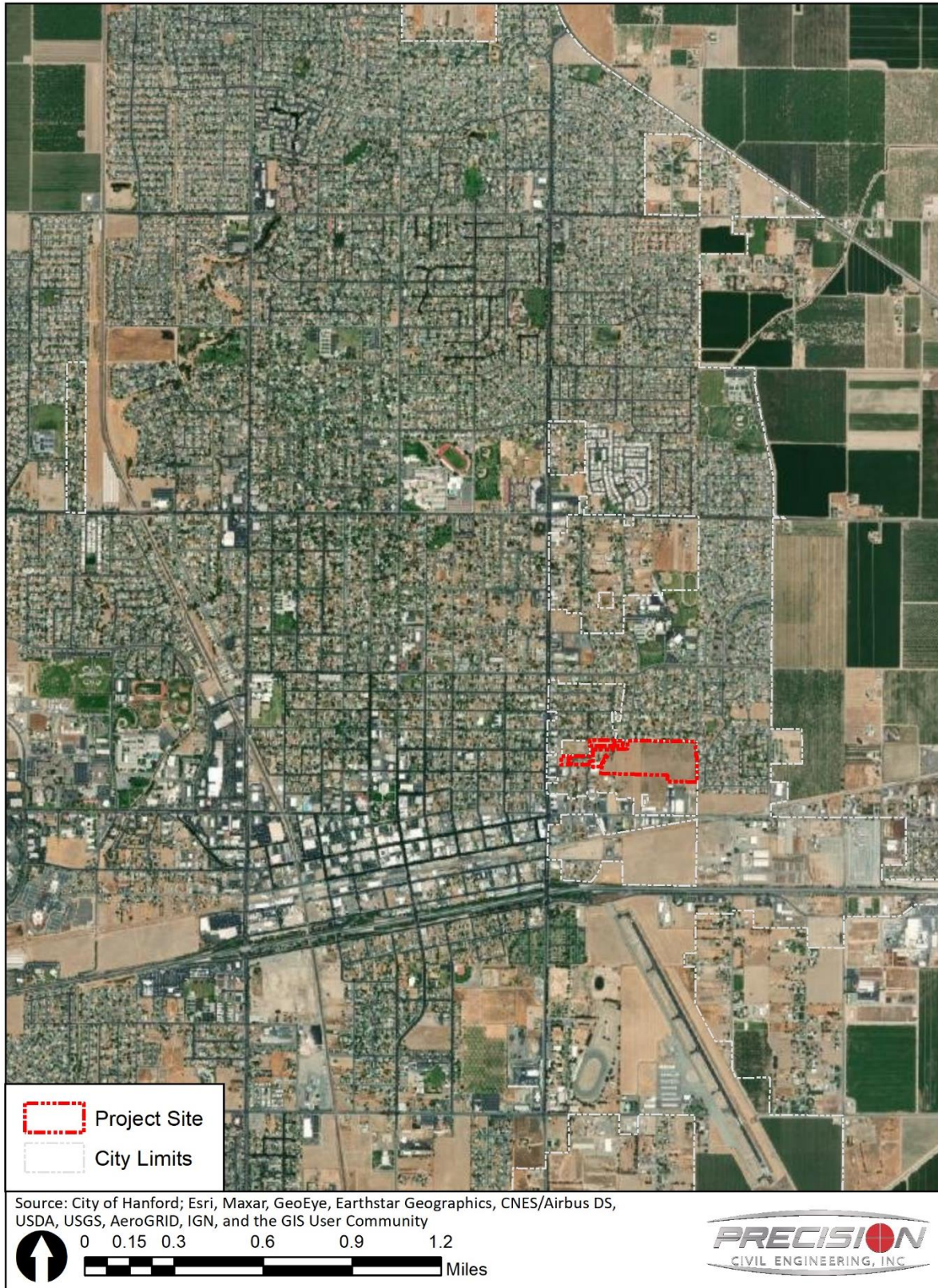
City of Hanford
317 N. Douty Street
Hanford, CA 93230

2.4 Study Prepared By

Precision Civil Engineering
1234 O Street
Fresno, CA 93721

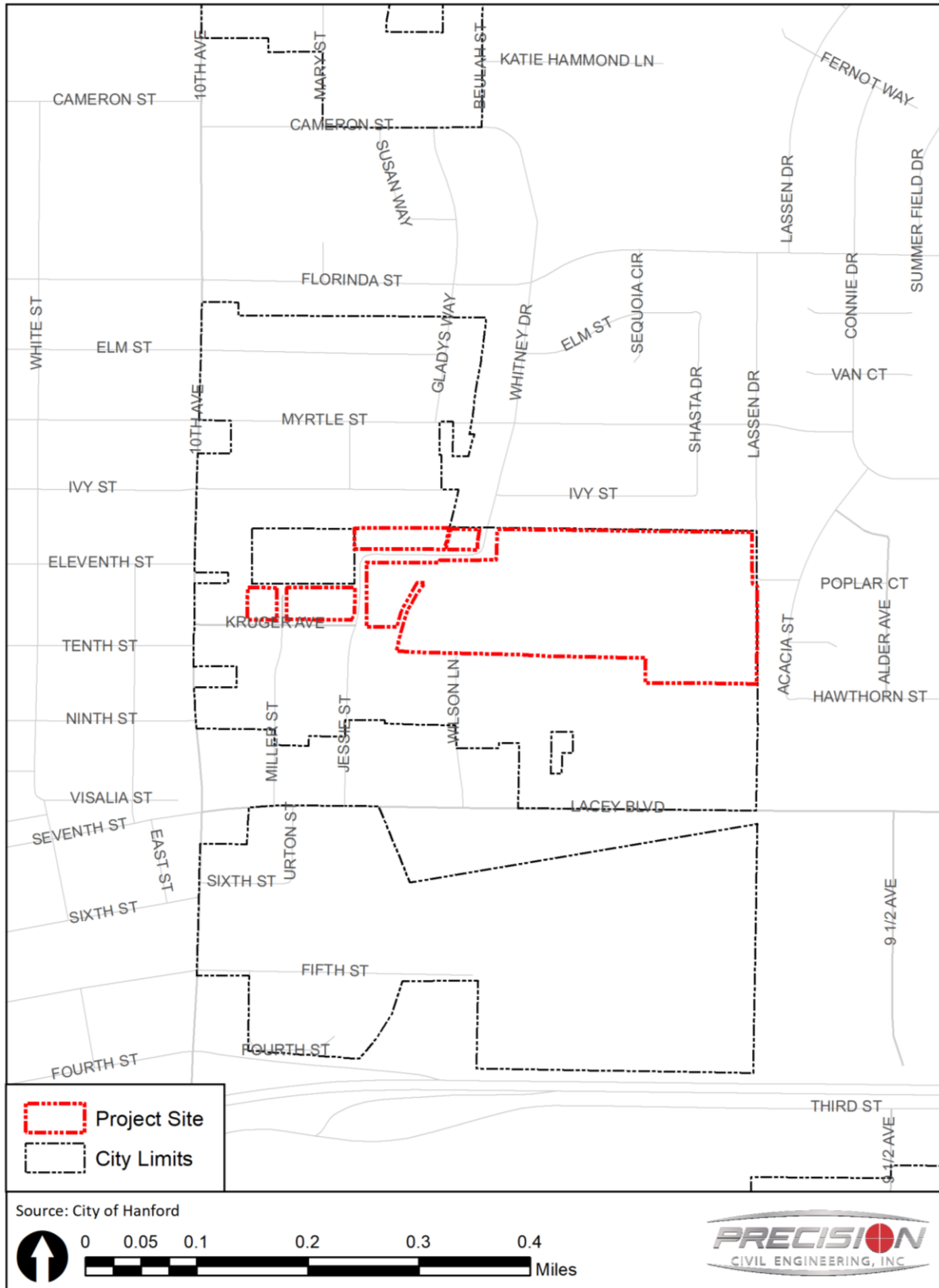
2.5 Project Location

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)

Figure 2-1 Project Location

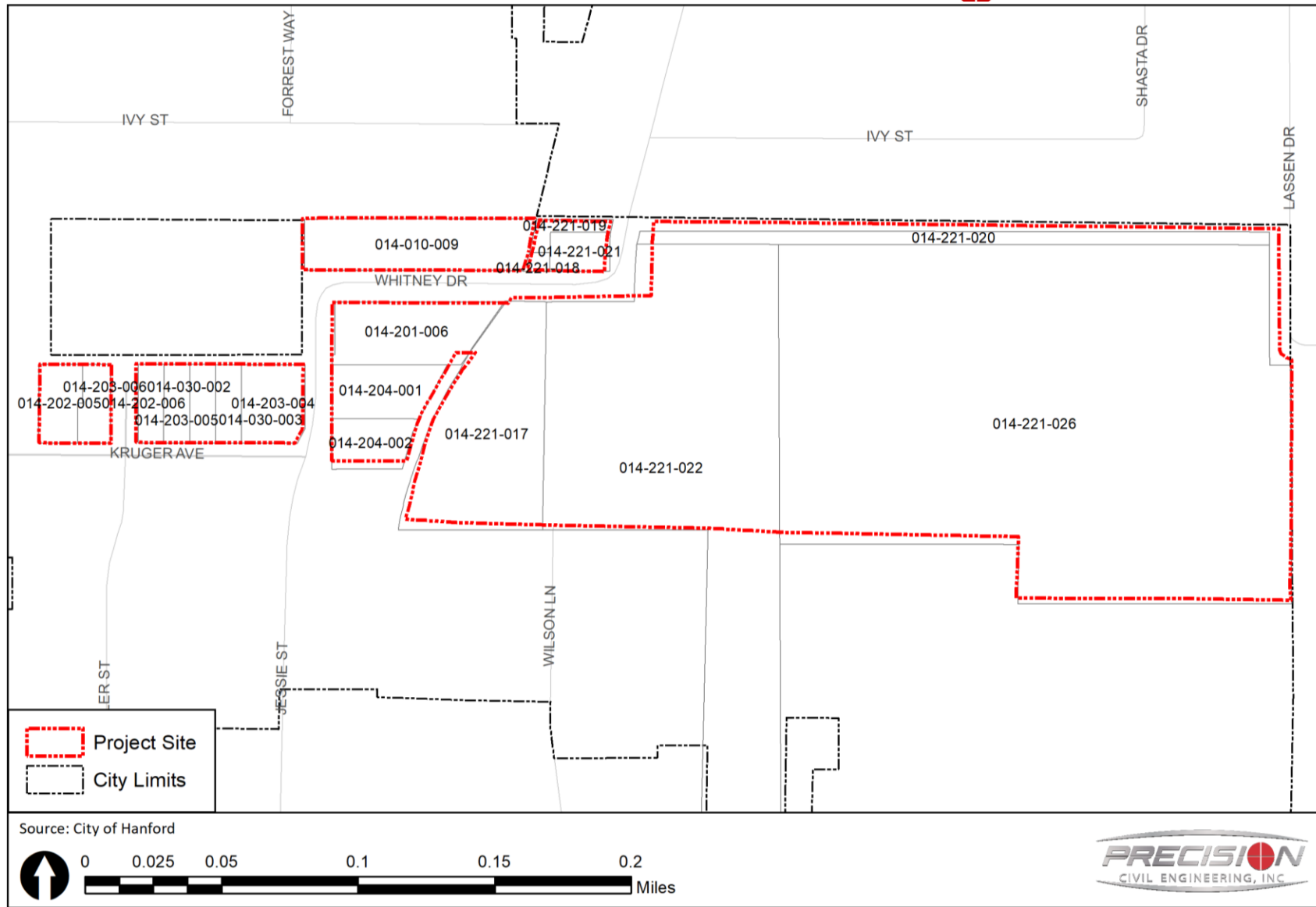


CITY OF HANFORD - LASSEN DRIVE CORRIDOR MIXED USE
INITIAL STUDY

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

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



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.

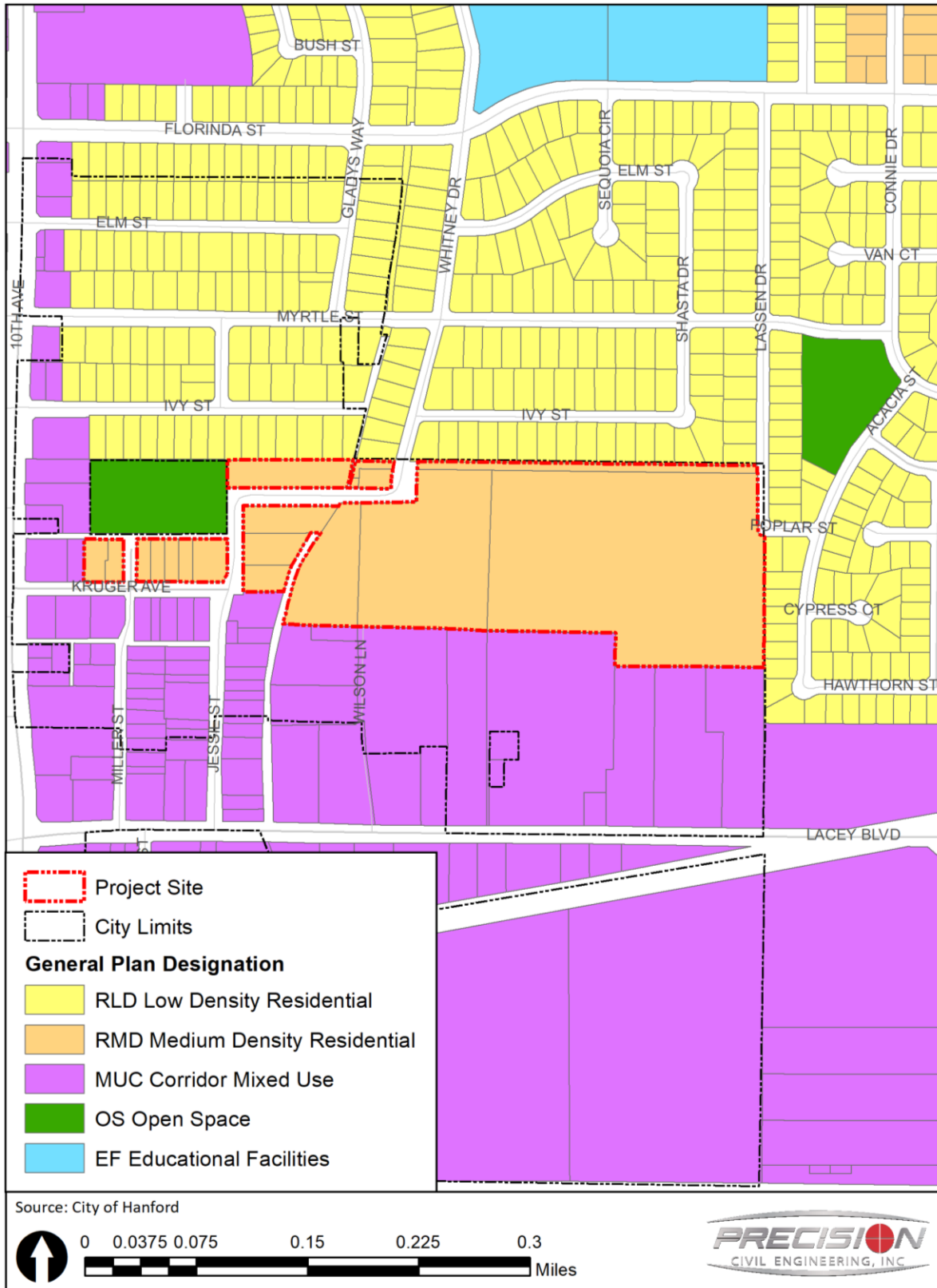
In anticipation of the annexation request being approved by LAFCO pursuant to GC Section 56375.3 the Project includes a General Plan Amendment (GPA No. 2021-01 C) that proposes a change to the site's land use designation from Medium Density Residential to Corridor Mixed Use, to ensure land use conformance 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.

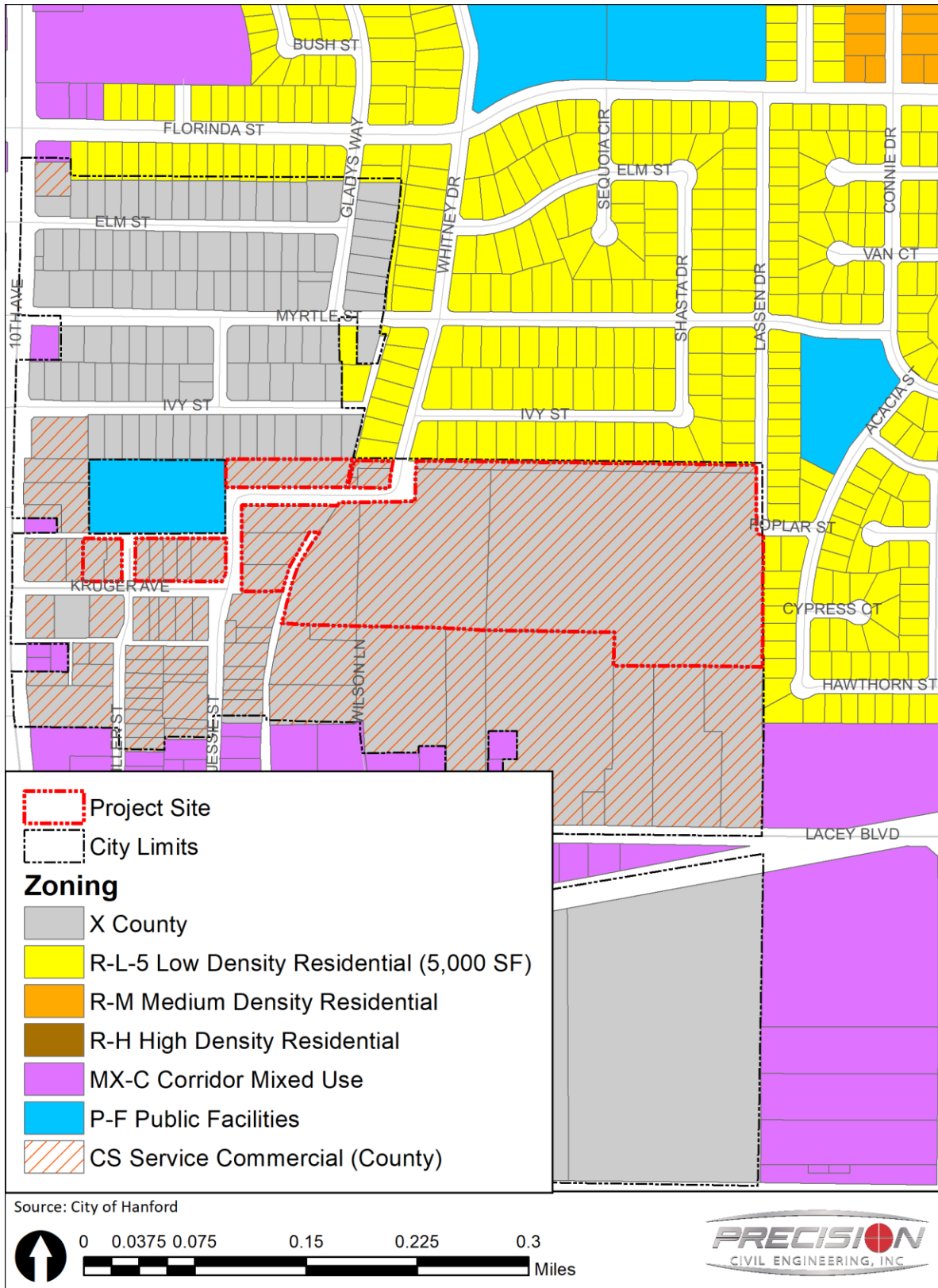


CITY OF HANFORD - LASSEN DRIVE CORRIDOR MIXED USE
INITIAL STUDY

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



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. Beatle
Mary E. Beatle, 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
--	--	--	--	---

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)



January 25, 2022



Lassen Drive Corridor Mixed Use
Biological Resources Assessment

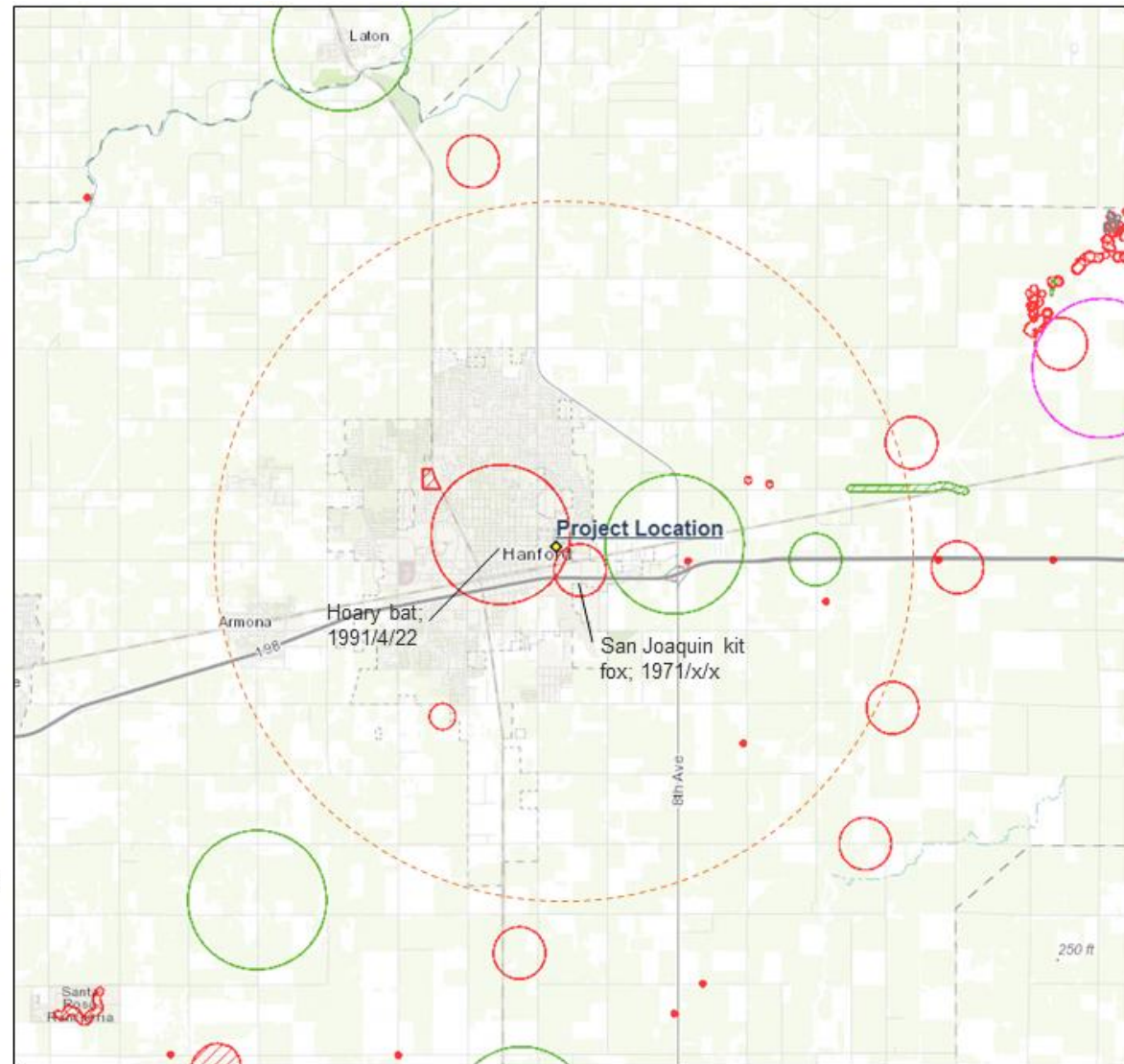


Figure 4-1 CNDDDB Species Occurrences



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.
--	--	--	---

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

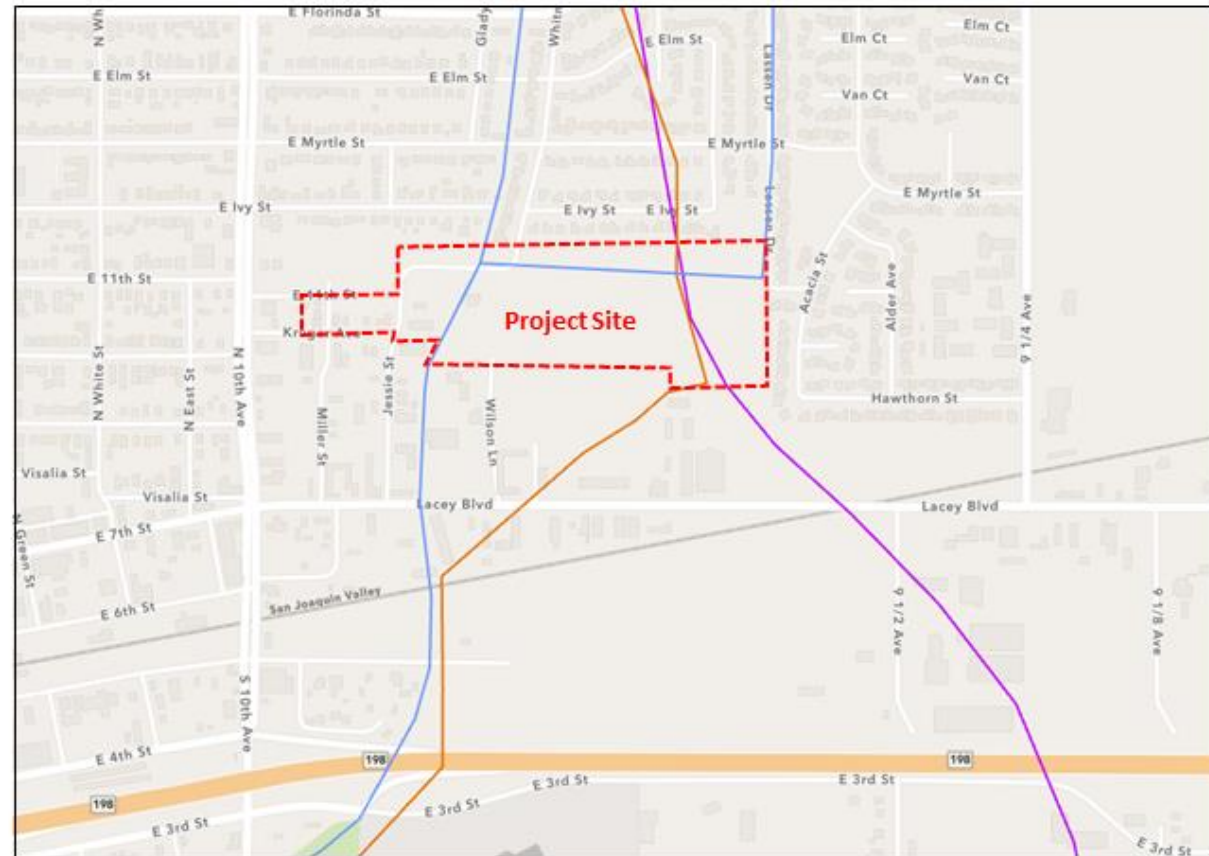
Lassen Drive Corridor Mixed Use
Biological Resources Assessment

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)

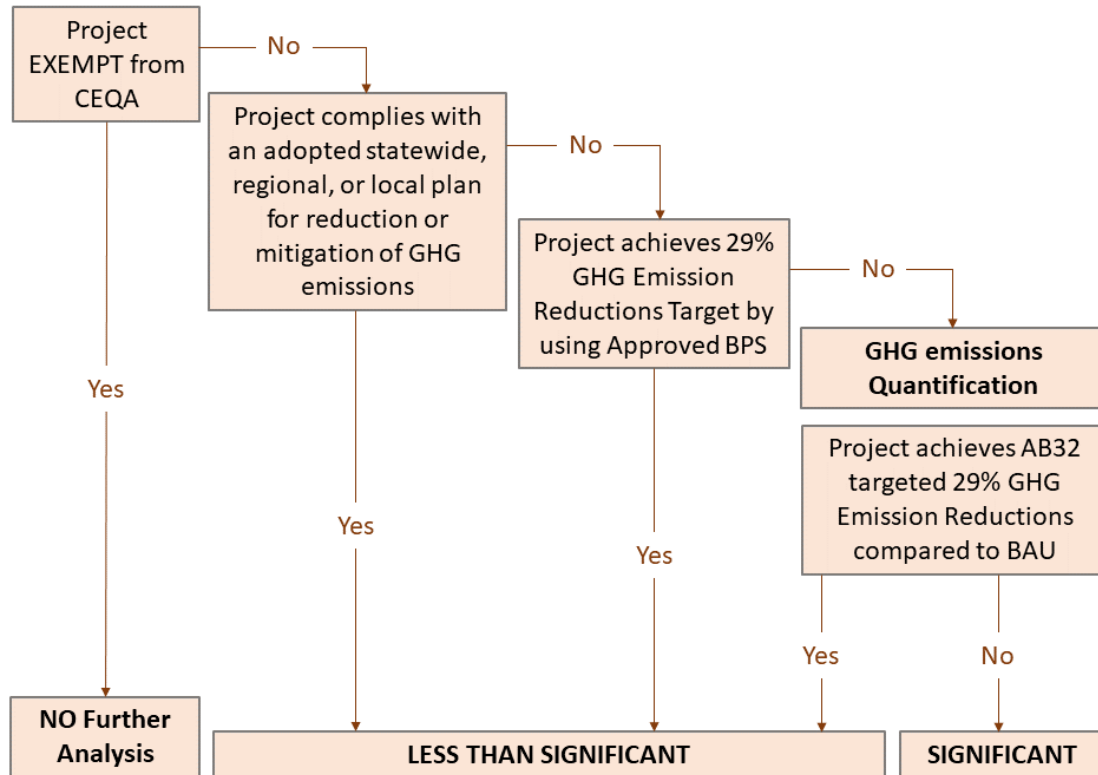


Figure 4-3 SJVAPCD's GHG Thresholds of Significance

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.
--	---	--

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	
---	--	--	---	--

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 049* 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.		
---	--	------------------------------	--------------------	--	--



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	3,006.8169	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	3.6106	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	

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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

Land Use	Miles			Trip %			Trip Purpose %		
	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

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

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

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

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

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**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

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

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
----------------	--------	-----------	-----------	-------------	-------------	-----------

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)

11.0 Vegetation



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: 12/6/2022	AGENDA SECTION: E
--------------------------------	--------------------------

SUBJECT:

Public Works: Approval of the Notice of Completion for the Civic Park Boring and Electrical Project and Authorization for the Mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.

RECOMMENDATION:

That the City Council, by motion, approve a Notice of Completion for the Civic Park Boring and Electrical Project, and authorize the mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.

BACKGROUND:

On September 20, 2022 the Council awarded the Civic Park Boring & Electrical Project to Power Design Electric of Kingsburg CA.

On April 19, 2022, Council directed staff to move forward with the electrical infrastructure portion of the proposed project for the Civic Park promenade. This portion of the project was necessary to supply the electrical infrastructure to the chiller unit needed for the Winter Wonderland Ice Rink and to provide electrical service to various areas that are used for events in the Civic Park throughout the year.

The electrical infrastructure now provides an underground connection from the existing transformer, on the west side of the Courthouse, to the chiller unit location. This eliminated the need for extensive surface electrical cables, which pose safety and accessibility challenges for patrons.

There was (1) contract change order on this project that amounted to a net increase of \$14,158.89 for a final contract price of \$100,305.89, which will leave the remaining appropriation of \$74,807.11 to be returned to the General Fund.

Added 1 #1/0 in 1 - 4" conduit system to ensure grounding is present in both conduits for the parallel system

Built a New Disconnect / Camlock Connection Box for termination point of the new wiring and conduits. Provide a 400amp non- fused disconnect. Fabricate a strengthening plate holding 8 Cam Lock Receptacles And install into the bottom side of the 400 amp disconnect. There will be 2a Phase, 2b Phase, 2c Phase and 2 grounding Cam Lock connectors for mating to the chiller provided by others

Provided N48 Christy Box Extension and Concrete Lids to work with 2 City provided N48 Pull Boxes.

FINANCIAL HISTORY:

SOURCE OF BUDGET FUNDING	AMOUNT
Accumulated Capital Outlay	\$175,113
Total Budget Funding	\$175,113.00
CONSTRUCTION COST:	
Original Contract - Total Bid Award	\$86,147.00
Contract Change Order No. 1	\$14,158.89
Total Construction Cost	\$100,305.89
Balance (Credit)	-\$74,807.11

FISCAL IMPACT:

On August 16, 2022, Council approved appropriation of funds from the Accumulated Capital Outlay (ACO) Fund in the amount of \$175,113. The proposed project utilized \$96,147 of that amount. The remaining unused appropriations will be transferred back to the ACO Fund. Attached is the Final Project Construction and Finance History Report for Council review.

ATTACHMENTS:

NOC - Recording Original PDF
 NOC - Recording Original WORD
 Final Project Construction and Finance History

RECORDING REQUESTED BY:
CITY OF HANFORD

When recorded return to:

City Clerk
City of Hanford
315 North Douty Street
Hanford, California 93230-3951

G.C. 27361.3 - Fee NIL

NOTICE OF COMPLETION

TO WHOM IT MAY CONCERN:

YOU ARE HEREBY NOTIFIED AS FOLLOWS:

1. The work of Improvement is located: 400 N. Douty St. Hanford CA
2. The Improvement is particularly described as: Site Improvements / Upgrades
3. The date of completion of the work of Improvement: November 4, 2022
4. The Owner of the work of Improvement: City of Hanford.
5. The nature of the owner's interest or estate: Fee Simple Title.
6. The name of the original contractor for the work of Improvement: Power Design Electric Incorporated
7. The surety for the work of Improvement: Granite Surety Insurance Company
8. All work for this project has been completed.
9. Accepted by minute action of the City Council of the City of Hanford on: December 6, 2022

I certify under penalty of perjury that the foregoing is true and correct.
Dated this 6th day of December 2022

BY: _____
Kalish Morrow, Mayor
City of Hanford, County of Kings, State of California

Attachment: NOC - Recording Original PDF (PW: NOC for Civic Park Boring and Electrical Project)

I, the undersigned, say:

I am the person who signed the foregoing notice. I have read the above notice and know its contents, and the facts stated therein are true of my own knowledge.

I declare under penalty of perjury that the foregoing is true and correct.

Executed at Hanford, California, this ____ day of _____, 2022.

BY: _____
Kalish Morrow, Mayor
City of Hanford, County of Kings, State of California

Authority: Section 1181 Civil Code

RECORDING REQUESTED BY:
CITY OF HANFORD

When recorded return to:

City Clerk
City of Hanford
315 North Douty Street
Hanford, California 93230-3951

G.C. 27361.3 - Fee NIL

NOTICE OF COMPLETION

TO WHOM IT MAY CONCERN:

YOU ARE HEREBY NOTIFIED AS FOLLOWS:

1. The work of Improvement is located: 400 N. Douty St. Hanford CA
2. The Improvement is particularly described as: Site Improvements / Upgrades
3. The date of completion of the work of Improvement: November 4, 2022
4. The Owner of the work of Improvement: City of Hanford.
5. The nature of the owner's interest or estate: Fee Simple Title.
6. The name of the original contractor for the work of Improvement: Power Design Electric Incorporated
7. The surety for the work of Improvement: Granite Surety Insurance Company
8. All work for this project has been completed.
9. Accepted by minute action of the City Council of the City of Hanford on: December 6, 2022

I certify under penalty of perjury that the foregoing is true and correct.
Dated this 6th day of December 2022

BY: _____
Kalish Morrow, Mayor
City of Hanford, County of Kings, State of California

Attachment: NOC - Recording Original WORD (PW: NOC for Civic Park Boring and Electrical Project)

I, the undersigned, say:

I am the person who signed the foregoing notice. I have read the above notice and know its contents, and the facts stated therein are true of my own knowledge.

I declare under penalty of perjury that the foregoing is true and correct.

Executed at Hanford, California, this ____ day of _____, 2022.

BY: _____
Kalish Morrow, Mayor
City of Hanford, County of Kings, State of California

Authority: Section 1181 Civil Code

FINAL PROJECT CONSTRUCTION AND FINANCE HISTORY

PROJECT: Civic Park Boring & Electrical Project
CONTRACTOR: Power Design Electric
P.O. Box 251
Kingsburg CA 93631

CONTRACT DATES:	Council Award	September 20, 2022
	Bid Opening	September 12, 2022
	Contractor Started Work	October 10, 2022
	Contract Time of Completion	October 31, 2022
	Contractor Completed Work	November 4, 2022

CONTRACT CHANGE ORDERS:

1. Contract Change Order No. 1:

Add 1 #1/0 in 1 - 4" conduit system to ensure grounding is present in both conduits for the parallel system

Build a New Disconnect / Camlock Connection Box for termination point of the new wiring and conduits. Provide a 400amp non- fused disconnect. Fabricate a strengthening plate holding 8 Cam Lock Receptacles And install into the bottom side of the 400 amp disconnect. There will be 2a Phase, 2b Phase, 2c Phase and 2 grounding Cam Lock connectors for mating to the chiller provided by others

Provide N48 Christy Box Extension and Concrete Lids to work with 2 City provided N48 Pull Boxes.

For a net Increase of \$14,158.89

FINANCIAL HISTORY:

SOURCE OF BUDGET FUNDING	AMOUNT
Accumulated Capital Outlay	\$175,113
Total Budget Funding	\$175,113.00

CONSTRUCTION COST:

Original Contract – Total Bid Award	\$86,147.00
Contract Change Order No. 1	\$14,158.89
Total Construction Cost	\$100,305.89
Balance (Credit)	-\$74,807.11



AGENDA STAFF REPORT

MEETING DATE: 12/6/2022	AGENDA SECTION: F
--------------------------------	--------------------------

SUBJECT:

Public Works: Approval of the Notice of Completion for the Campus Drive Reconstruction Project and Authorization for the Mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.

RECOMMENDATION:

That the City Council, by motion, approve a Notice of Completion for the Campus Drive Reconstruction Project, and authorize the mayor to execute and the City Clerk to attest and file said Notice with the Kings County Recorder's Office.

BACKGROUND:

On June 21, 2022, the Council awarded the Campus Drive Reconstruction Project to MAC General Engineering of Exeter CA.

This project involved the resurfacing of street pavement within Campus Drive, from Lacey Boulevard to Greenfield Avenue. Improvements included recycling of existing pavement, adjusting manholes and gate valve covers, installation of accessibility ramps, asphalt concrete paving and restriping of the roadway.

Campus Drive is a two-lane collector street that provides access to a high school, the County Government Center, and the Youth Athletic Complex. Average daily traffic volume is approximately 5,000 vehicles per day. The existing roadway surface was deteriorating due to traffic loads and weather impacts and needed resurfacing.

This project has extended the useful life of the street by approximately 12-15 years.

There was (5) contract change orders on this project that amounted to a net increase of \$7,920.14 to the contract amount. However, the total project cost came in \$63,658.89 under budget.

FINANCIAL HISTORY:**SOURCE OF BUDGET FUNDING****AMOUNT**

Gas Tax Fund	\$500,000.00
TDA Transportation Fund	\$287,300.00
Total Budget Funding	\$787,300.00

CONSTRUCTION COST:

Original Contract - Total Bid Award	\$715,720.97
Contract Change Order No. 1 - 5	\$7,920.14
Total Construction Cost	\$723,641.11
Balance (Credit)	-\$63,658.89

FISCAL IMPACT:

The FY 21/22 Gas Tax Fund provided \$500,000.00 for this project including contingencies. An additional appropriation of \$287,300 from the TDA Transportation Fund was required to fully fund this project. Attached is the Final Project Construction and Finance History Report for Council review.

ATTACHMENTS:

Final Project Construction and Finance History
 NOC - Recording Original PDF
 NOC - Recording Original WORD

FINAL PROJECT CONSTRUCTION AND FINANCE HISTORY

PROJECT: Campus Drive Reconstruction: Lacey Boulevard to Greenfield Avenue
CONTRACTOR: MAC General Engineering Inc.
P.O. Box 178
Exeter CA 93221

CONTRACT DATES:	Council Award	June 21, 2022
	Bid Opening	June 14, 2022
	Contractor Started Work	July 25, 2022
	Contract Time of Completion	September 8, 2022
	Contractor Completed Work	September 29, 2022

CONTRACT CHANGE ORDERS:

1. Contract Change Order No. 1:

Secure median edges with base rock, place base rock and cold mix at the north end of the median section where it was shortened.

For a net increase of \$3,361.63

2. Change Order No. 2:

Additional Traffic Control

For a net increase of \$1,880.00

3. Change Order No. 3

Construct additional 72LF of C&G + Demo

For a net increase of \$988.00

4. Change Order No. 4

Add Asphalt to grade to smooth transition into the Edison Vault

For a net increase of \$ 7,375.09

5. Change Order No. 5

Balance of Quantities

For a net decrease of -\$5,684.58

FINANCIAL HISTORY:

SOURCE OF BUDGET FUNDING

AMOUNT

Gas Tax Fund	\$500,000.00
TDA Transportation Fund	\$287,300.00
Total Budget Funding	\$787,300.00

CONSTRUCTION COST:

Original Contract – Total Bid Award	\$715,720.97
Contract Change Order No. 1 - 5	\$7,920.14
Total Construction Cost	\$723,641.11
Balance (Credit)	-\$63,658.89

RECORDING REQUESTED BY:
CITY OF HANFORD

When recorded return to:

City Clerk
City of Hanford
315 North Douty Street
Hanford, California 93230-3951

G.C. 27361.3 - Fee NIL

NOTICE OF COMPLETION

TO WHOM IT MAY CONCERN:

YOU ARE HEREBY NOTIFIED AS FOLLOWS:

1. The work of Improvement is located: Lacey Boulevard to Greenfield Avenue, Hanford Ca
2. The Improvement is particularly described as: Site Improvements & Pavement Resurfacing
3. The date of completion of the work of Improvement: September 29, 2022
4. The Owner of the work of Improvement: City of Hanford.
5. The nature of the owner's interest or estate: Fee Simple Title.
6. The name of the original contractor for the work of Improvement: MAC General Engineering Inc.
7. The surety for the work of Improvement: Merchants Bonding Company (Mutual)
8. All work for this project has been completed.
9. Accepted by minute action of the City Council of the City of Hanford on: December 6, 2022

I certify under penalty of perjury that the foregoing is true and correct.
Dated this 6th day of December 2022

BY: _____
Kalish Morrow, Mayor
City of Hanford, County of Kings, State of California

Attachment: NOC - Recording Original PDF (PW: NOC Campus Drive Resurfacing Project)

I, the undersigned, say:

I am the person who signed the foregoing notice. I have read the above notice and know its contents, and the facts stated therein are true of my own knowledge.

I declare under penalty of perjury that the foregoing is true and correct.

Executed at Hanford, California, this ____ day of _____, 2022.

BY: _____
Kalish Morrow, Mayor
City of Hanford, County of Kings, State of California

Authority: Section 1181 Civil Code

RECORDING REQUESTED BY:
CITY OF HANFORD

When recorded return to:

City Clerk
City of Hanford
315 North Douty Street
Hanford, California 93230-3951

G.C. 27361.3 - Fee NIL

NOTICE OF COMPLETION

TO WHOM IT MAY CONCERN:

YOU ARE HEREBY NOTIFIED AS FOLLOWS:

1. The work of Improvement is located: Lacey Boulevard to Greenfield Avenue, Hanford Ca
2. The Improvement is particularly described as: Site Improvements & Pavement Resurfacing
3. The date of completion of the work of Improvement: September 29, 2022
4. The Owner of the work of Improvement: City of Hanford.
5. The nature of the owner's interest or estate: Fee Simple Title.
6. The name of the original contractor for the work of Improvement: MAC General Engineering Inc.
7. The surety for the work of Improvement: Merchants Bonding Company (Mutual)
8. All work for this project has been completed.
9. Accepted by minute action of the City Council of the City of Hanford on: December 6, 2022

I certify under penalty of perjury that the foregoing is true and correct.
Dated this 6th day of December 2022

BY: _____
Kalish Morrow, Mayor
City of Hanford, County of Kings, State of California

Attachment: NOC - Recording Original WORD (PW: NOC Campus Drive Resurfacing Project)

I, the undersigned, say:

I am the person who signed the foregoing notice. I have read the above notice and know its contents, and the facts stated therein are true of my own knowledge.

I declare under penalty of perjury that the foregoing is true and correct.

Executed at Hanford, California, this ____ day of _____, 2022.

BY: _____
Kalish Morrow, Mayor
City of Hanford, County of Kings, State of California

Authority: Section 1181 Civil Code



AGENDA STAFF REPORT

MEETING DATE: 12/6/2022	AGENDA SECTION: G
--------------------------------	--------------------------

SUBJECT:

Public Works: Adoption of Resolution 22-46-R setting various Refuse related fees that are not subject to the Prop 218 process, such as extra empties, temporary bin rentals, special event service, etc.

RECOMMENDATION:

That the City Council, by motion, adopt Resolution 22-46-R setting various Refuse related fees that are not subject to the Prop 218 process, such as fees for extra empties, temporary bins, special event service, other optional services, and contamination fines.

BACKGROUND:

In early 2022, City engaged the consulting company IGS to perform a Refuse Enterprise Financial Analysis and Rate Study. The study resulted in proposed modifications to the Refuse fee schedule. A Public Hearing was conducted on October 18, 2022 and the fees subsequently adopted. The adopted fee schedule generally reflected a 10% increase effective November 1, 2022 and adjustments of 4% each July 1st for the next four years thereafter to account for inflation.

Not included in the adopted refuse rate schedule are fees for "extra" services not associated with routine monthly service, such as extra empties, temporary bin rentals, special event cans, contamination fines, etc. These fees have now been evaluated and the proposed fees reflect the cost to provide the various services.

Contamination fines are mandated by State regulation. The recommended fines are set at \$0 for the first violation, \$50 for the second, \$100 for the third, and \$250 for each violation thereafter. These values reflect the minimum allowed by regulations.

FISCAL IMPACT:

Rates are proposed to be adjusted to reflect actual cost of service. Some rates will increase, some decrease, and others will remain unchanged. Annual increase of 4% each of the next four years beginning July 1, 2023 to adjust for inflation and to be consistent with the recently approved Prop 218 rate adjustments. The fees approved by Council will be updated into the City's Master Fee Schedule.

ATTACHMENTS:

22-46-R, with Exhibit, 120622
NEW Special Event Form 2022

RESOLUTION NO. 22-46-R

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD FIXING VARIOUS
SOLID WASTE FEES UNRELATED TO NORMAL MONTHLY SERVICE

At a regular meeting of the City Council of the City of Hanford duly called and held on the 6th day of December 2022, it was moved by Council Member _____, seconded by Council Member _____, and carried that the following resolution be adopted:

WHEREAS, Chapter 13.12.040 of the Hanford Municipal Code provides for the fixing of solid waste collection service rates by resolution for residential and commercial services; and

WHEREAS, the consulting firm IGService prepared a comprehensive analysis and written report entitled “Refuse Enterprise Financial Analysis and Rate Study, dated August 15, 2022; and

WHEREAS, a public hearing to consider the refuse rates and any protests to such rates was held on October 18, 2022, and

WHEREAS, Council adopted the proposed solid waste rates, and

WHEREAS, additional refuse services, unrelated to normal monthly service, are offered by City, and

WHEREAS, Hanford Municipal Code, Chapter 13.12.150, states that “Fees for extra or special services shall be set by resolution of the City Council”, and

WHEREAS, the City Council deems it in the public interest to adjust the refuse rates for additional services as set forth in the attached Exhibit “A”.

NOW, THEREFORE, BE IT RESOLVED that the rates on Exhibit “A” are approved, effective January 1st, 2023; and thereafter as specified, on July 1, 2023; July 1, 2024; July 1, 2025; and July 1, 2026.

Vote tally and signatures on next page

Attachment: 22-46-R, with Exhibit, 120622 (PW: Approval of Resolution 22-46-R adopting miscellaneous Refuse fees)

PASSED, ADOPTED AND APPROVED this 6th day of December, 2022 by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

MAYOR of the City of Hanford

Attest:

Natalie Corral
City Clerk

Attachment: 22-46-R, with Exhibit, 120622 (PW: Approval of Resolution 22-46-R adopting miscellaneous Refuse fees)

City of Hanford - Special Refuse Services and Adjustments							
Description							
	Existing Rates	New Rate		7/1/2023	7/1/2024	7/1/2025	7/1/2026
				4%	4%	4%	4%

Extra Empties - Container Size

96GAL	\$10.85	\$10.85	Ea.	\$11.28	\$11.73	\$12.20	\$12.69
64GAL	\$8.50	\$8.50	Ea.	\$8.84	\$9.19	\$9.56	\$9.94
1YD BIN	\$13.75	\$18.08	Ea.	\$18.80	\$19.55	\$20.33	\$21.14
2YD BIN	\$21.93	\$22.74	Ea.	\$23.65	\$24.60	\$25.58	\$26.60
3YD BIN	\$29.35	\$27.40	Ea.	\$28.50	\$29.64	\$30.83	\$32.06
4YD BIN	New	\$32.06	Ea.	\$33.34	\$34.67	\$36.06	\$37.50
6YD BIN	\$32.90	\$41.37	Ea.	\$43.02	\$44.74	\$46.53	\$48.39

Temporary Bin rental

1YD BIN	\$55.00	\$72.32	1mo/4 empty	\$75.21	\$78.22	\$81.35	\$84.60
2YD BIN	\$87.70	\$90.96	1mo/4 empty	\$94.60	\$98.38	\$102.32	\$106.41

Special Event Services

CAN DELIVERY FEE	New	\$25.00	Per 18 Cans	\$26.00	\$27.04	\$28.12	\$29.24
BIN DELIVERY FEE	New	\$25.00	Per 5 Bins				
96GAL EMPTY	New	\$11.00	Ea.	\$11.44	\$11.90	\$12.38	\$12.88
96GAL CLEAN/RESTOCK	New	\$2.00	Ea.	\$2.08	\$2.16	\$2.25	\$2.34
2YD EMPTY	New	\$23.00	Ea.	\$23.92	\$24.88	\$25.88	\$26.92
3YD EMPTY	New	\$27.00	Ea.	\$28.08	\$29.20	\$30.37	\$31.58
2/3 YD BIN CLEAN/RESTOCK	New	\$15.00	Ea.	\$15.60	\$16.22	\$16.87	\$17.54

Additional Services

CITY LOCKING FEE (Monthly)	New	\$8.00	Monthly	\$8.32	\$8.65	\$9.00	\$9.36
SUPPLY CITY LOCK	New	\$15.00	Ea.	\$15.60	\$16.22	\$16.87	\$17.54
APPLIANCE CHARGE (Authorized only)	New	\$20.00	Ea.	\$20.80	\$21.63	\$22.50	\$23.40
TIRE CHARGE (Authorized only)	\$6.00	\$10.00	Ea.	\$10.40	\$10.82	\$11.25	\$11.70
SPECIAL HAUL	\$34.50	\$37.95	5 Item Limit	\$39.47	\$41.05	\$42.69	\$44.40
LABOR CHARGES	\$110.00	\$121.00	Per Hour	\$125.84	\$130.87	\$136.10	\$141.54

Contamination Violation

Each contaminated container emptied	New	\$20.00	+ Extra Empty	\$20.80	\$21.63	\$22.50	\$23.40
1st Violation (Escalating Fine)	New	Warning					
2nd Violation (Escalating Fine)	New	\$50.00					
3rd Violation (Escalating Fine)	New	\$100.00					
4th Violation (Escalating Fine)	New	\$250.00					

Notes

Existing & New special event form attached.

Attachment: 22-46-R, with Exhibit, 120622 (PW: Approval of Resolution 22-46-R adopting miscellaneous Refuse fees)



SPECIAL EVENT SERVICES

Special events generate a significant amount of waste within a short timeframe. Hanford's Solid Waste Division has designed a program to effectively implement trash and recycling services at your event. The **Hanford Solid Waste Division is the exclusive refuse service provider for the City of Hanford** and provides trash removal, recycling and food waste compost services for special events.

As an event organizer you are responsible to ensure proper disposal of all trash and recyclables generated throughout your event. The conditions below will help with organizing your solid waste service needs at your next special event.

CONDITIONS:

- Form must be received a minimum of **TWO WEEKS** prior to proposed event date.
 - Payment must be received prior to delivery date in the form of check or exact cash at our Public Works Corporation Yard located at 900 S. 10th Ave. Make checks payable to The City of Hanford.
 - Event containers will be dropped off at your requested location
 - Once event is over, all cans must be returned to the initial drop off location for empty and removal.
 - Applicant will identify, defend, and hold City harmless with respect to any personal injury or property damage caused by the condition of the refuse containers, including defects, not caused by City staff.
1. Using the form provided, determine how many containers and the date(s) of service that are needed, and the cost for the services at your event.

SPECIAL EVENT CAN SERVICE FEES

DELIVERY FEES: Charge one delivery fee (currently \$25.00) for each eighteen (18) 96 gallon containers up to 54 event cans.

EMPTY FEE: \$11.00 per container per empty and disposal of waste.

CLEANING FEE: \$2.00 per container to clean and restock.

EVENT BIN DELIVERY FEE: Charge one delivery fee (currently \$25.00) up to five (5) 2yd or 3yd commercial bins.

EMPTY FEE: \$27.00 (3yd bin) - \$23.00 (2yd bin) per empty and disposal of waste

CLEANING FEE: \$15.00 Per container to clean and restock.



CITY OF HANFORD

Department of Public Works

900 South 10th Avenue Hanford, CA 93230-5234
(559) 585-2550

EVENT CONTAINER ORDER FORM

Organization Name: _____

Applicant Name: _____

Address: _____ Phone Number: _____

Email Address: _____

Event Name: _____ Event Date: _____

Event Location: _____ Drop Date: _____

Drop Off Location: _____ Removal Date: _____

Estimated Attendance: _____

☐ **EVENT CAN(S)** Number of Cans: BLACK _____ BLUE _____ GREEN _____

☐ **EVENT BIN(S)** Number of Bins: 2YD _____ 3YD _____

GRAND TOTAL: _____

IN THE EVENT THAT A SPECIAL EVENT CAN OR BIN IS LOST, STOLEN OR DAMAGED DURING YOUR EVENT A FEE OF \$64 PER CAN AND OR \$500 PER BIN.

I fully understand the conditions of the refuse container rental for events.

Signature of Applicant

Date Signed

Fee(s): \$ _____ Receipt No. _____ Approved By: _____ Date: _____



AGENDA STAFF REPORT

MEETING DATE: 12/6/2022

AGENDA SECTION: H

SUBJECT:

Fire: Approval of the purchase of one 2023 Chevrolet Tahoe from Keller of Hanford; approval of upfitting as an emergency response vehicle; and appropriation of \$63,530, (\$36,972 from Fleet Replacement Fund, \$14,133 from the General Fund and \$12,425 from the Fire Department Ambulance Fine Reserve).

RECOMMENDATION:

That the City Council, by motion:

1. Approve the purchase of one (1) 2023 Chevrolet Tahoe from Keller of Hanford, and outfit as an emergency response vehicle for the purchase price of \$51,103.62;
2. Approve the Upfitting of the truck with the required lighting, radios, emergency equipment and graphics for an amount to exceed \$12,425; and
3. Appropriate a total of \$63,530 (\$36,972 from Fleet Replacement Fund, \$14,133 from the General Fund, \$12,425 from Fire Department Ambulance Fine Reserve).

BACKGROUND:

The addition of the Battalion Chief position has warranted a shifting of vehicles within the department. The vehicle currently used by the fire chief will be reallocated to the new battalion chief. The original vehicle assigned to the fire chief was reallocated to the Fire Marshal to be able to travel to new construction projects. The fire chief needs a vehicle to conduct City and Fire Department business and emergency response. Once the new battalion chief is hired, the fire chief will move into an existing 2014 Crown Victoria sedan, currently assigned to Prevention. The fire chief responds to incidents as the incident commander, safety officer, or to provide for rehabilitation for personnel. This vehicle is not compatible of carrying safety gear and equipment utilized for emergency responses. The existing 2014 Ford Crown Victoria sedan that is currently assigned to our fire prevention vehicle and still maintains some useful life in that role and would remain in our fleet until it was determined to remove it.

Staff sought bids to purchase one 2023 Chevrolet Tahoe SUV from three vendors, consistent with the City's approved purchasing policies, with bid results summarized as follows:

Keller Chevrolet Hanford	<u>\$51,103.62</u>
Enterprise Fleet Management	<u>\$53,021.50</u>
Richards Chevrolet Corcoran	<u>Unable to provide quote with pursuit package</u>

Keller Chevrolet of Hanford and Richards Chevrolet of Corcoran provided quotes for both a 4x4 and 4x2 vehicle, however Richard's quote was for a 2022 model. Chevrolet fleet vehicles will not be sold until Spring 2023. Richards Chevrolet was unable to provide a quote for the same vehicle with pursuit package. This is required for the added safety features and reduces liability for the City in the event of an accident. As can be noted, the low bid is from Keller of Hanford for the Chevrolet Tahoe and is less than the national contract price and well within the 5% range identified in City Ordinance.

In addition to the vehicle purchase cost, funding is requested to upfit the vehicle with emergency lighting, sirens, and ancillary equipment from Cook's Communications of Fresno (\$9,579.66) and vinyl graphic signage from SignWorks of Hanford (\$1,714.50). An additional 10% contingency (\$1,129.42) is requested to address unexpected inflation issues. The total estimate for the for upfitting is \$12,425.

The total vehicle replacement funds for the 2014 Ford Crown Victoria are \$36,972. The Fire Department receives funds from ambulance fines to help offset costs related to EMS. As this vehicle may be utilized for EMS related responses, pulling funds from the Fire Department Ambulance Fine Reserves fits the criteria to pay for the upfitting. That reserve fund currently has a balance of over \$43,000 with no encumbrances on the total. The KC Public Health and the Central Valley Emergency Medical Services Agency (CCEMSA) has previously certified that the expense would qualify as an allowable use for that funding.

It is therefore recommended that Council approve the purchase of the 2023 4x2 Chevrolet Tahoe from Keller Chevrolet of Hanford for \$51,103.62. The total purchase cost of \$63,530 would be paid using vehicle replacement reserves from the 2014 Ford Crown Victoria, totaling \$36,972, appropriation from the General Fund for \$14,133 for the remaining cost of the vehicle purchase, and Ambulance Fines funds not to exceed \$12,425 for the emergency vehicle upfitting.

FISCAL IMPACT:

The FY 23 Fleet Replacement Reserve Budget, approved by Council, provides \$36,972 to replace an existing 2014 Ford Crown Victoria sedan used by the Fire Chief. The new 2023 Chevrolet Tahoe SUV replacement vehicle cost, including signage and up-fitting, is \$63,530. Therefore, Council would need to appropriate \$14,133 from the general fund and \$12,425 from Fire Department Ambulance Fine Reserves to fully fund the purchase.

ATTACHMENTS:

Cooks Estimate-Hanford Fire Chief 23 Tahoe
Keller Tahoe Quote
Enterprise - 2023 4x2 White Tahoe Quote
Sign Works 2023 Tahoe Estimate

700 W. Cadillac Lane
Hanford, CA 93230



(559) 582-1000
www.kellerdeal.cc

11-14-22

SELLING PRICE..... \$47,612.00
SALES TAX..... 3,451.87
TIRE FEE..... 8.75
DMV FEES 31.00

TOTAL..... \$51,103.62 **

** PRICING ON THIS QUOTE IS SUBJECT TO A PRICE INCREASE DUE TO
LONG LEAD TIMES AND WILL BE RE QUOTED AT TIME OF BUILD AND
ASSIGNMENT OF A VIN# AS A 2024 MODEL YEAR **

*** BUYER ***

CITY OF HANFORD FIRE DEPT.
315 N. DOUTY ST
HANFORD, CA.93230
(559) 585-2146

*** PURCHASE ***

STOCK# TBD
VIN# TBD
YEAR: 2023 - 2024
MAKE: CHEVROLET
MODEL: TAHOE 4X2 (9C1) PPV FOR POLICE & FIRE USE
COLOR: WHITE
TRIM: BLACK CLOTH
ODOMETER: TBD

CHRIS HILL

FLEET MANAGER

Attachment: Keller Tahoe Quote (Fire: Purchase of one 2023 Chevrolet Tahoe)



Vehicle: [Fleet] 2023 Chevrolet Tahoe (CC10706) 2WD 4dr Commercial (✓ Complete)

Window Sticker

SUMMARY

[Fleet] 2023 Chevrolet Tahoe (CC10706) 2WD 4dr Commercial

MSRP:\$48,450.00

Interior:Jet Black, Cloth seat trim

Exterior 1:Summit White

Exterior 2:No color has been selected.

Engine, 5.3L EcoTec3 V8

Transmission, 10-speed automatic

OPTIONS

CODE	MODEL	MSRP
CC10706	[Fleet] 2023 Chevrolet Tahoe (CC10706) 2WD 4dr Commercial	\$48,450.00
OPTIONS		
**	** REQUIRES A FLEET OR GOVERNMENT ORDER TYPE. **	\$0.00
1FL	Commercial Preferred Equipment Group	\$0.00
5J3	Calibration, Surveillance Mode interior lighting	Inc.
5J9	Calibration, taillamp flasher, Red/White	Inc.
5LO	Calibration, taillamp flasher, Red/Red	Inc.
6J3	Wiring, grille lamps and siren speakers	\$92.00
6J4	Wiring, horn and siren circuit	\$55.00
6J7	Flasher system, headlamp and taillamp, DRL compatible with control wire	Inc.
9C1	Identifier for Police Package Vehicle	\$0.00
A50	Seats, front bucket	\$350.00
AMF	Remote Keyless Entry Package	\$75.00
ATD	Seat delete, third row passenger	Inc.
AX2	Key, unique	Inc.
BCV	Lock control, driver side auto door lock disable	Inc.
BTB	Remote start	\$300.00
C6C	GVWR, 7400 lbs. (3357 kg)	\$0.00
D07	Console, floor	Inc.
GAZ	Summit White	\$0.00

This document contains information considered Confidential between GM and its Clients uniquely. The information provided is not intended for public disclosure. Prices, specifications, and availability are subject to change without notice, and do not include certain fees, taxes and charges that may be required by law or vary by manufacturer or region. Performance figures are guidelines only, and actual performance may vary. Photos may not represent actual vehicles or exact configurations. Content based on report preparer's input is subject to the accuracy of the input provided.

Data Version: 17935. Data Updated: Nov 13, 2022 6:49:00 PM PST.



Vehicle: [Fleet] 2023 Chevrolet Tahoe (CC10706) 2WD 4dr Commercial (✔ Complete)

GU5	Rear axle, 3.23 ratio		\$0.00
H1T	Jet Black, Cloth seat trim		\$0.00
IOR	Audio system, Chevrolet Infotainment 3 system, 8" diagonal color touchscreen		\$0.00
J55	Brake system, heavy duty	Inc.	
K3W	Battery, 850 cold-cranking amps with 95 amp hour rating	Inc.	
K6K	Battery, auxiliary, 760 cold-cranking amps with 70 amp hour rating	Inc.	
KX4	Alternator, 250 amps	Inc.	
L84	Engine, 5.3L EcoTec3 V8		\$0.00
MHU	Transmission, 10-speed automatic	Inc.	
PQA	1FL Safety Package		\$395.00
PXT	Wheels, 20" x 9" (50.8 cm x 22.9 cm) steel	Inc.	
RAV	Tire, spare 275/55R20 all-season, blackwall, Firestone Firehawk Pursuit	Inc.	
RC1	Skid plate, front	Inc.	
RNQ	Wheel, full-size spare, matching 20" (50.8 cm) steel wheel without center cap	Inc.	
T66	Wiring provision, for outside mirrors and cargo side mirrors	Inc.	
UE4	Following Distance Indicator	Inc.	
UEU	Forward Collision Alert	Inc.	
UHX	Lane Keep Assist	Inc.	
UHY	Automatic Emergency Braking	Inc.	
UKJ	Front Pedestrian Braking	Inc.	
UT7	Ground wires, blunt cut cargo area and blunt cut console area	Inc.	
V03	Cooling system, extra capacity	Inc.	
V53	Luggage rack side rails, delete	Inc.	
V76	Recovery hooks, 2 front, frame-mounted, Black		\$50.00
VK3	License plate front mounting package		\$0.00
VPV	Ship Thru, Produced in Arlington Assembly and shipped to Kerr Industries and onto Arlington Assembly		\$0.00
VQ2	Fleet processing option		\$0.00
VXT	Incomplete vehicle	Inc.	
VZ2	Speedometer calibration	Inc.	

Attachment: Keller Tahoe Quote (Fire: Purchase of one 2023 Chevrolet Tahoe)

This document contains information considered Confidential between GM and its Clients uniquely. The information provided is not intended for public disclosure. Prices, specifications, and availability are subject to change without notice, and do not include certain fees, taxes and charges that may be required by law or vary by manufacturer or region. Performance figures are guidelines only, and actual performance may vary. Photos may not represent actual vehicles or exact configurations. Content based on report preparer's input is subject to the accuracy of the input provided.

Data Version: 17935. Data Updated: Nov 13, 2022 6:49:00 PM PST.



Vehicle: [Fleet] 2023 Chevrolet Tahoe (CC10706) 2WD 4dr Commercial (✔ Complete)

WUA	Fascia, front high-approach angle	Inc.	
XCS	Tires, 275/55R20SL all-season, blackwall, Firestone Firehawk Pursuit	Inc.	
YF5	Emissions, California state requirements		\$0.00
Z56	Suspension Package, heavy-duty, police-rated.	Inc.	
—	Capless Fuel Fill	Inc.	
—	Exterior ornamentation delete	Inc.	
—	Instrumentation, analog	Inc.	
—	Theft-deterrent system, vehicle, PASS-Key III	Inc.	
—	Power supply, 50-amp, power supply, auxiliary battery	Inc.	
—	Power supply, 100-amp, auxiliary battery, rear electrical center	Inc.	
—	Power supply, 120-amp, (4) 30-amp circuit, Primary battery	Inc.	
—	Seat belts, 3-point, all seating positions	Inc.	
—	Protected idle	Inc.	

SUBTOTAL	\$49,767.00
Adjustments Total	\$0.00
Destination Charge	\$1,795.00
TOTAL PRICE	\$51,562.00

FUEL ECONOMY

Est City:14 (2022) MPG

Est Highway:20 (2022) MPG

Est Highway Cruising Range:480.00 mi

This document contains information considered Confidential between GM and its Clients uniquely. The information provided is not intended for public disclosure. Prices, specifications, and availability are subject to change without notice, and do not include certain fees, taxes and charges that may be required by law or vary by manufacturer or region. Performance figures are guidelines only, and actual performance may vary. Photos may not represent actual vehicles or exact configurations. Content based on report preparer's input is subject to the accuracy of the input provided.

Data Version: 17935. Data Updated: Nov 13, 2022 6:49:00 PM PST.

Prepared For: City of Hanford				Date 11/08/2022	
Bettencourt, Tommy				AE/AM KA/SAF	
Unit #					
Year 2023		Make Chevrolet		Model Tahoe	
Series LS 4x2					
Vehicle Order Type		In-Stock	Term 60	State CA	Customer# 544923
\$ 58,840.00		Capitalized Price of Vehicle ¹			
\$ 0.00		*	Sales Tax 0.0000% State CA		
\$ 747.28		*	Initial License Fee		
\$ 0.00		*	Registration Fee		
\$ 365.00		Other: (See Page 2)			
\$ 25,000.00		*	Capitalized Price Reduction		
\$ 1,937.50		*	Tax on Capitalized Price Reduction		
\$ 0.00		Gain Applied From Prior Unit			
\$ 0.00		*	Tax on Gain On Prior		
\$ 0.00		*	Security Deposit		
\$ 0.00		*	Tax on Incentive (Taxable Incentive Total : \$0.00)		
\$ 34,205.00		Total Capitalized Amount (Delivered Price)			
\$ 564.38		Depreciation Reserve @ 1.6500%			
\$ 212.85		Monthly Lease Charge (Based on Interest Rate - Subject to a Floor) ²			
\$ 777.23		Total Monthly Rental Excluding Additional Services			
Additional Fleet Management					
Master Policy Enrollment Fees					
\$ 0.00		Commercial Automobile Liability Enrollment			
Liability Limit \$0.00					
\$ 0.00		Physical Damage Management		Comp/Coll Deductible	0 / 0
\$ 0.00		Full Maintenance Program ³ Contract Miles 0		OverMileage Charge	\$ 0.00 Per Mile
Incl: # Brake Sets (1 set = 1 Axle) 0				# Tires 0	Loaner Vehicle Not Included
\$ 0.00		Additional Services SubTotal			
\$ 60.24		Sales Tax 7.7500%		State CA	
\$ 837.47		Total Monthly Rental Including Additional Services			
\$ 342.20		Reduced Book Value at 60 Months			
\$ 450.00		Service Charge Due at Lease Termination			

All language and acknowledgments contained in the signed quote apply to all vehicles that are ordered under this signed quote.

Order Information

Driver Name

Exterior Color (0 P) Summit White

Interior Color (0 I) Jet Black w/Premium Cloth Seat Trim

Lic. Plate Type Exempt

GVWR 0

4x2 White Tahoe Quote (Fire: Purchase of one 2023 Chevrolet Tahoe)

Quote based on estimated annual mileage of 15,000
 (Current market and vehicle conditions may also affect value of vehicle)
 (Quote is Subject to Customer's Credit Approval)
 Notes

Enterprise FM Trust will be the owner of the vehicle covered by this Quote. Enterprise FM Trust (not Enterprise Fleet Management) will be the Lessor of such vehicle under the Master Open-End (Equity) Lease Agreement and shall have all rights and obligations of the Lessor under the Master Open-End (Equity) Lease Agreement with respect to such vehicle. Lessee must maintain insurance coverage on the vehicle as set forth in Section 11 of the Master Open-End (Equity) Lease Agreement until the vehicle is sold.

ALL TAX AND LICENSE FEES TO BE BILLED TO LESSEE AS THEY OCCUR.
 Lessee hereby authorizes this vehicle order, agrees to lease the vehicle on the terms set forth herein and in the Master Equity Lease Agreement and agrees that Lessor shall have the right to collect damages in the event Lessee fails or refuses to accept delivery of the ordered vehicle. Lessee certifies that it intends that more than 50% of the use of the vehicle is to be in a trade business of the Lessee.

LESSEE City of Hanford		
BY	TITLE	DATE

* INDICATES ITEMS TO BE BILLED ON DELIVERY.

¹ Capitalized Price of Vehicle May be Adjusted to Reflect Final Manufacturer's Invoice. Lessee Hereby Assigns to Lessor any Manufacturer Rebates And/Or Manufacturer Incentives Intended for the Lessee, Which Rebates And/Or Incentives Have Been Used By Lessor to Reduce the Capitalized Price of the Vehicle.

² Monthly Lease Charge Will Be Adjusted to Reflect the Interest Rate on the Delivery Date (Subject to a Floor).

³ The inclusion herein of references to maintenance fees/services are solely for the administrative convenience of Lessee. Notwithstanding the inclusion of such references in this [Invoice/Schedule/Quote], all such maintenance services are to be performed by Enterprise Fleet Management, Inc., and all such maintenance fees are payable by Lessee solely for the account of Enterprise Fleet Management, Inc., pursuant to that certain separate [Maintenance Agreement] entered into by and between Lessee and Enterprise Fleet Management, Inc.; provided that such maintenance fees are being billed by Enterprise FM Trust, and are payable at the direction of Enterprise FM Trust, solely as an authorized agent for collection on behalf of Enterprise Fleet Management, Inc.

Attachment: Enterprise - 2023 4x2 White Tahoe Quote (Fire: Purchase of one 2023 Chevrolet Tahoe)

Other Totals

Description	(B)illed or (C)apped	Price
Initial Administration Fee	C	\$ 1,400.00
Pricing Plan Delivery Charge	C	\$ 2,500.00
Courtesy Delivery Fee	B	\$ 0.00
Total Other Charges Billed		\$ 3,900.00
Total Other Charges Capitalized		\$ 3,900.00
Other Charges Total		\$ 3,900.00

Attachment: Enterprise - 2023 4x2 White Tahoe Quote (Fire: Purchase of one 2023 Chevrolet Tahoe)

VEHICLE INFORMATION:

2023 Chevrolet Tahoe LS 4x2 - US

Series ID: CC10706

Pricing Summary:

	INVOICE	MSRP
Base Vehicle	\$51,273.2	\$54,200.00
Total Options	\$-46.70	\$-1,150.00
Destination Charge	\$1,795.00	\$1,795.00
Total Price	\$53,021.50	\$54,845.00

SELECTED COLOR:

Exterior: GAZ-(0 P) Summit White
 Interior: H0U-(0 I) Jet Black w/Premium Cloth Seat Trim

SELECTED OPTIONS:

CODE	DESCRIPTION	INVOICE	MSRP
1LS	Preferred Equipment Group 1LS	NC	NC
ADJUSTMENT	Dealer Adjustment	\$-547.20	\$-1,700.00
AY0	Frontal Airbags	Included	Included
AZ3	Front 40/20/40 Split-Bench Seat	\$-227.50	\$-250.00
B30	Color-Keyed Carpeting Floor Covering	Included	Included
B58	1st & 2nd Row Color-Keyed Carpeted Floor Mats	Included	Included
BTV	Remote Start	Included	Included
C6C	GVWR: 7,400 lbs (3,357 kgs)	STD	STD
GAZ_01	(0 P) Summit White	NC	NC
GU5	3.23 Rear Axle Ratio	STD	STD
H0U_01	(0 I) Jet Black w/Premium Cloth Seat Trim	NC	NC
IOR	Radio: Chevrolet Infotainment 3 System	STD	STD
L84	Engine: 5.3L EcoTec3 V8	STD	STD
MHS	Transmission: Electronic 10-Speed Automatic w/OD	STD	STD
N57	Wrapped Steering Wheel	Included	Included
PNTTBL01	Paint Table : Solid Paint	\$0.00	\$0.00
RD4	Wheels: 20" x 9" Painted Aluminum	\$728.00	\$800.00
STDTM	Premium Cloth Seat Trim	Included	Included
T3S	LED Daytime Running Lamps	Included	Included
U2K	SiriusXM Radio w/360L	Included	Included
UIJ	Infotainment Display	Included	Included
UQF	6-Speaker Audio System Feature	Included	Included
WARANT	Fleet Customer Powertrain Limited Warranty	NC	NC
XCI	Tires: 275/60R20SL AS BW	Included	Included
YF5	California State Emissions Requirements	NC	NC
ZW7	Premium Smooth Ride Suspension	STD	STD
ZY1	Solid Paint	STD	STD

Attachment: Enterprise - 2023 4x2 White Tahoe Quote (Fire: Purchase of one 2023 Chevrolet Tahoe)

Body Exterior Features:

Number Of Doors: 4
 Rear Cargo Door Type: liftgate
 Driver And Passenger Mirror: power remote heated manual folding side-view door mirrors
 Spoiler: rear lip spoiler
 Side Steps: yes
 Door Handles: body-coloured
 Front And Rear Bumpers: body-coloured front and rear bumpers
 Rear Step Bumper: rear step bumper
 Body Material: galvanized steel/aluminum body material
 Roof Rack: rails only
 : class IV trailering with harness, hitch
 Body Side Cladding: black bodyside cladding
 Grille: grille with chrome bar

Convenience Features:

Air Conditioning: automatic dual-zone front air conditioning
 Air Filter: air filter
 Rear Air Conditioning: rear air conditioning with separate controls
 Cruise Control: cruise control with steering wheel controls
 Power Windows: power windows with front and rear 1-touch down
 1/4 Vent Rear Windows: power rearmost windows
 Remote Keyless Entry: keyfob (all doors) remote keyless entry
 Illuminated Entry: illuminated entry
 Integrated Key Remote: integrated key/remote
 Auto Locking: auto-locking doors
 Passive Entry: proximity key
 Valet Key: valet function
 Trunk FOB Controls: keyfob trunk/hatch/door release
 Remote Engine Start: remote engine start - keyfob and smart device (subscription required)
 Steering Wheel: steering wheel with manual tilting, manual telescoping
 Day-Night Rearview Mirror: day-night rearview mirror
 Driver and Passenger Vanity Mirror: illuminated auxiliary driver and passenger-side visor mirrors
 Emergency SOS: OnStar and Chevrolet connected services capable emergency communication system
 Front Cupholder: front and rear cupholders
 Overhead Console: mini overhead console
 Glove Box: locking glove box
 Driver Door Bin: driver and passenger door bins
 Rear Door Bins: rear door bins
 Seatback Storage Pockets: 2 seatback storage pockets
 IP Storage: covered bin instrument-panel storage
 Driver Footrest: driver's footrest
 Retained Accessory Power: retained accessory power
 Power Accessory Outlet: 1 12V DC power outlet
 AC Power Outlet: 2 120V AC power outlet

Entertainment Features:

radio: SiriusXM with 360L AM/FM/Satellite with seek-scan
 Voice Activated Radio: voice activated radio
 Speed Sensitive Volume: speed-sensitive volume
 Steering Wheel Radio Controls: steering-wheel mounted audio controls
 Speakers: 6 speakers
 Internet Access: Wi-Fi Hotspot capable internet access
 TV Tuner: OnStar Turn-by-Turn Navigation turn-by-turn navigation directions
 1st Row LCD: 2 1st row LCD monitor
 Wireless Connectivity: wireless phone connectivity
 Antenna: window grid antenna

Lighting, Visibility and Instrumentation Features:

Headlamp Type: delay-off aero-composite LED low/high beam headlamps
 Auto-Dimming Headlights: IntelliBeam auto high-beam headlights
 Front Wipers: variable intermittent Rainsense rain detecting wipers wipers
 Rear Window wiper: fixed interval rear window wiper
 Rear Window Defroster: rear window defroster
 Tinted Windows: deep-tinted windows
 Dome Light: dome light with fade
 Front Reading Lights: front and rear reading lights
 Ignition Switch: ignition switch light
 Variable IP Lighting: variable instrument panel lighting
 Display Type: analog appearance
 Tachometer: tachometer
 Voltmeter: voltmeter
 Compass: compass
 Exterior Temp: outside-temperature display
 Low Tire Pressure Warning: tire specific low-tire-pressure warning
 Park Distance Control: Front and Rear Park Assist front and rear parking sensors
 Trip Computer: trip computer
 Trip Odometer: trip odometer
 Lane Departure Warning: lane departure
 Front Pedestrian Braking: pedestrian detection
 Following Distance Indicator: following distance alert
 Forward Collision Alert: forward collision
 Oil Pressure Gauge: oil pressure gauge
 Water Temp Gauge: water temp. gauge
 Engine Hour Meter: engine hour meter
 Clock: in-radio display clock
 Systems Monitor: systems monitor
 Check Control: redundant digital speedometer
 Rear Vision Camera: rear vision camera
 Oil Pressure Warning: oil-pressure warning
 Water Temp Warning: water-temp. warning
 Battery Warning: battery warning
 Low Oil Level Warning: low-oil-level warning
 Low Coolant Warning: low-coolant warning
 Lights On Warning: lights-on warning
 Key in Ignition Warning: key-in-ignition warning
 Low Fuel Warning: low-fuel warning
 Low Washer Fluid Warning: low-washer-fluid warning
 Door Ajar Warning: door-ajar warning
 Trunk Ajar Warning: trunk-ajar warning
 Brake Fluid Warning: brake-fluid warning
 Turn Signal On Warning: turn-signal-on warning
 Transmission Fluid Temperature Warning: transmission-fluid-temperature warning

Safety And Security:

ABS: four-wheel ABS brakes
 Number of ABS Channels: 4 ABS channels
 Brake Assistance: brake assist
 Brake Type: four-wheel disc brakes
 Vented Disc Brakes: front and rear ventilated disc brakes
 Daytime Running Lights: daytime running lights
 Spare Tire Type: full-size spare tire
 Spare Tire Mount: underbody mounted spare tire w/crankdown
 Driver Front Impact Airbag: driver and passenger front-impact airbags
 Driver Side Airbag: seat-mounted driver and passenger side-impact airbags
 Overhead Airbag: curtain 1st, 2nd and 3rd row overhead airbag
 Occupancy Sensor: front passenger airbag occupancy sensor
 Height Adjustable Seatbelts: height adjustable front seatbelts
 Seatbelt Pretensioners: front seatbelt pre-tensioners

3Point Rear Centre Seatbelt: 3 point rear centre seatbelt
 Side Impact Bars: side-impact bars
 Tailgate/Rear Door Lock Type: tailgate/rear door lock included with power door locks
 Rear Child Safety Locks: rear child safety locks
 Ignition Disable: PASS-Key III immobilizer
 Security System: security system
 Panic Alarm: panic alarm
 Tracker System: tracker system
 Electronic Stability: StabiliTrak electronic stability stability control with anti-roll
 Traction Control: ABS and driveline traction control
 Front and Rear Headrests: manual adjustable front head restraints
 Rear Headrest Control: 2 rear head restraints
 3rd Row Headrests: 2 fixed third row head restraints
 Break Resistant Glass: break resistant glass

Seats And Trim:

Seating Capacity max. seating capacity of 9
 Front Bucket Seats: front split-bench 40-20-40 seats
 Number of Driver Seat Adjustments: 8-way driver and passenger seat adjustments
 Reclining Driver Seat: power reclining driver and passenger seats
 Driver Lumbar: power 2-way driver and passenger lumbar support
 Driver Height Adjustment: power height-adjustable driver and passenger seats
 Driver Fore/Aft: power driver and passenger fore/aft adjustment
 Driver Cushion Tilt: power driver and passenger cushion tilt
 Front Centre Armrest Storage: front centre armrest with storage
 Rear Seat Type: rear manual reclining 60-40 split-bench seat
 Rear Seat Fore/Aft: manual rear seat fore/aft adjustment
 Rear Folding Position: rear seat tumble forward
 Rear Seat Armrest: rear seat centre armrest
 3rd Row Seat Type: fixed third row 60-40 split-bench seat
 3rd Row Electric Control: fold into floor third row seat
 Leather Upholstery: cloth front and rear seat upholstery
 Headliner Material: full cloth headliner
 Floor Covering: full carpet floor covering
 LeatherSteeringWheel: leatherette steering wheel
 Floor Mats: carpet front and rear floor mats
 Interior Accents: chrome/metal-look interior accents
 Cargo Space Trim: carpet cargo space
 Trunk Lid: plastic trunk lid/rear cargo door
 Cargo Light: cargo light
 Concealed Cargo Storage: concealed cargo storage

Standard Engine:

Engine 355-hp, 5.3-liter V-8 (regular gas)

Standard Transmission:

Transmission 10-speed automatic w/ OD and auto-manual

Estimate



SignWorks

109 E. 5th Street
Hanford, CA 93230
ph. (559) 583-1175
fax (559) 583-1824
email: info@signworkswb.com

Prepared For: Frank Etulain
City Of Hanford
900 S. 10th Avenue
Hanford, CA 93230

ph: (559) 362-0600

fax:

Estimate: No:	33170
Date:	10/31/2022 1:41:41PM
Terms:	Net 30
Due Date	0 day(s) from order
Salesperson:	Brianna Garcia

Description: Graphics for Tahoe - Fire Department

Dear Frank:

Thank you for considering SignWorks for your sign needs.
If you have any questions, please don't hesitate to call me at 583-1175

>>> PLEASE CONTACT US SO WE CAN PROCEED WITH THIS ORDER, THANK YOU. <<<

Sincerely,

Brianna Garcia
Sales Rep.

Qty	Product	Sides	Size	Unit Cost	Install	Item Total
1	Custom Sign	1	1 x 1	\$1,671.00	\$0.00	\$1,671.00
Description Reflective Vinyl Graphic for Truck. This price includes application.						

Notes:

Line Item Total:	\$1,671.00
Tax Exempt Amt:	\$1,071.00
Subtotal:	\$1,671.00
Taxes:	\$43.50
Total:	\$1,714.50

Accepted By (signature required)

Date

Fax Confirmation to (559) 583-1824

Packet Pg. 366

Attachment: Sign Works 2023 Tahoe Estimate (Fire: Purchase of one 2023 Chevrolet Tahoe)



AGENDA STAFF REPORT

MEETING DATE: 12/6/2022

AGENDA SECTION: I

SUBJECT:

Police: Authorization to enter into a contract with Alarm Program Services (APS), at an annual cost of \$12,000 for the overall administration of the Alarm Permitting process for the City of Hanford and Appropriation of an additional \$7,000 for the Police Department's budget for the remainder of the year.

RECOMMENDATION:

That the City Council, by motion, authorize a contract with Alarm Program Services, in the amount of \$12,000.00 per year (\$1,000 monthly) and appropriate \$7,000 for the remainder of the year to the Police Department's budget (15121000).

BACKGROUND:

The Alarm Program System (APS) is an automated system for generating alarm permits, renewal notices, false alarm notices and permit suspensions. The program will generate billing and includes an online appeals process. These functions are time consuming and are currently being performed by staff members from the Records and Communications divisions.

The contract with APS will free up valuable time that our records clerks need to process criminal reports. It will also allow for a more proactive approach to alarm billing.

One of the primary focuses of APS is to reduce false alarms and create awareness in the community of the city ordinance and its goals. The contract will include.

APS conducting outreach campaigns via email and phone.

APS contacting alarm companies to sign up existing customers.

APS conducting weekly billing of alarm customers.

APS providing for an on-line payment method

APS will provide an online appeals process

APS will return fees in excesses of those required by the contract to the City of Hanford.

APS will provide an online instruction to community of how to reduce false alarms

APS will provide us assistance in adapting our municipal code related to burglar alarms

The Alarm Program System will assist the Hanford Police Department to lower agency costs, heighten public awareness, increase program revenues, reduce false alarms and free up valuable resources for effective emergency response. The Hanford Police Department is not able to bill as often as APS would. This sometimes results in "Surprise bills". APS's increased billing cycle will inform citizens on a more regular basis of their alarm billing status, enabling them to correct mistakes before it costs the citizens additional money on false alarms.

Currently, the City collects approx. \$50,000 in alarm registrations and false alarm billings, according to the finance department. If APS experiences the increase in compliance they expect at 30% (\$15,000), this would completely offset the purchase of the billing contract.

The Current City alarm billings are as follows.

10.00 Annual Alarm Registration

3 free false alarms.

4th - \$50.00

5th - 75.00

6th - 100.00 for each additional false alarm.

The City Council at the study session requested a change to the Municipal code that would change the charges as follows.

10.00 Annual Registration

2 Free False Alarms

3rd False Alarm \$50.00 or take a free class online on how to prevent false alarms. (Approx. 10min)

4th \$50.00

5th \$75.00

6th \$100.00 for each additional false alarm,
resets each calendar year.

This is a sole source purchase and other quotes were not obtained. APS is the only system that is compatible with our current CAD/RMS system. The integration is essential in order to ensure this relieves work from the Hanford Police Department and does not cause additional work. Integration will allow APS to pull alarm billing directly from our CAD/RMS system. (Computer Aided Dispatching / Records Management.)

The attached contract is the standard agreement between APS and the Cities it services. The agreement will be reviewed by the City attorney prior to signing. The term is for three (3) years with two one (1) year extensions.

Other entities currently using our CAD/RMS system and APS, were contacted and were happy with the performance of APS in their alarm billing program.

FISCAL IMPACT:

If so approved by Council, the contract with APS would require a \$12,000 annual fee potentially completely offset with increased revenues from the service, Based on other clients, APS expects a 30% increase in alarm compliance (\$15,000) which would offset this impact. An additional appropriation of \$12,000 to the Police Department would provide adequate budget for this agreement.

ATTACHMENTS:

APSHanfordContractDraft

**Alarm Program Management Service Agreement
For the City of Hanford, CA**

This Alarm Program Management Service Agreement (hereinafter "Agreement") is made and entered into this **29th day of November, 2022** (the "Effective Date") by and between Alarm Program Systems, LLC, a California limited liability company ("Company"), and the City of Hanford ("City"), hereinafter individually referred to as "Party" and collectively referred to as the "Parties."

RECITALS

WHEREAS, Company is in the business of providing services to municipalities with alarm ordinances; and

WHEREAS, pursuant to Hanford Municipal Code Section 8.04, the City has enacted laws governing the installation and use of private alarm systems and City desires to retain Company to administer and manage City's functions under the Alarm Ordinance ("City's Alarm Management Program"), including collections, in accordance with the terms set forth below.

NOW, THEREFORE, in consideration of the mutual promises and covenants contained in this Agreement, the parties, each intending to be legally bound, agree as follows:

AGREEMENT

1. **Term.** This Agreement shall commence on the effective date and continue in full force and effect for three (3) calendar years thereafter ("Initial Term"), unless earlier terminated as provided elsewhere in this Agreement. The contract shall automatically renew on the anniversary date with two (2) additional one-year renewals with 90 days' notice to terminate for either party during each annual contract period.

2. **Termination.** In the event either party shall, in good faith, determine the other to be in breach of the terms of this Agreement, the non-breaching party shall deliver written notice of the breach to the party in breach. The party in breach shall have thirty (30) days after notice is delivered to cure the breach. If the breach is not timely cured to the reasonable satisfaction of the non-breaching party, the non-breaching party may terminate this Agreement immediately upon delivering written notice of termination to the party in breach.

Additionally, the parties acknowledge the terms of this Agreement relating to the Company's compensation were negotiated and established based upon current City ordinances and fee schedules applicable to alarm permits in effect on the effective date of this Agreement. In the event there is a change in any of the fees during the term of this Agreement, as extended from time to time, Company shall have the right to request modification of this Agreement's compensation terms. Company shall notify City, in writing, of Company's desire to negotiate new compensation terms and each party shall engage in good faith negotiations regarding same.

3. **Scope of Services.** Company agrees to perform the services set forth in the Scope of Services attached hereto as Exhibit "A" and incorporated herein by this reference as though fully set forth.

In the event City determines additional work beyond that contained in the Scope of Services is necessary for the effective administration of the City's Alarm Management Program, City may request Company perform this additional work. Following receipt of City's written authorization (which authorization shall include the rate of compensation payable to Company for such additional work) for the performance of such additional work, Company shall make all reasonable efforts to perform the additional work requested, submitting to City itemized invoices for the additional work performed. City agrees to deliver to Company, within 30 days of the invoice date, payment in full for each such itemized invoice submitted.

4. **Compensation.** Company shall be compensated in accordance with the Schedule of Compensation attached hereto as Exhibit "B" and incorporated herein by this reference as though fully set forth.

5. **Obligation of City.** City shall make available and/or deliver to Company, on a timely basis, those items Company determines necessary for Company's performance of its obligations under this Agreement, including, but not limited to, information, personnel, and technical support.

6. **Ownership Rights.** Company owns the software developed for and to be utilized in the operation and administration of City's Alarm Management Program ("Application Software") and Company retains all rights and titles therein and thereto. Upon City's request, Company shall allow City limited access to any Application Software used by Company in connection with its duties hereunder, which access shall be provided for the purpose of verifying Company's compliance with the terms of this Agreement. City acknowledges that apart from its limited right of access it possesses no other right, license, or interest in Company's Application Software.

City shall own all data relating to the alarm permits, including the documents prepared by Company for the purpose of administering and operating City's Alarm Management Program.

Upon termination of this Agreement, each party shall, upon written request from the other party, promptly return to the other all documents, data, equipment, software, and other material belonging to, or otherwise owned by, the other party.

7. **Confidentiality.** The information and material Company receives from City regarding the individuals and/or businesses covered by City's Alarm Ordinance, or participating in City's Alarm Management Program, as well as the documents and material Company generates therefrom, are confidential to the extent permitted by law. And except as required for its performance under this Agreement, Company shall not disclose confidential information to any third party without City's prior written consent, unless Company is otherwise required by law to do so.

Further, Company shall instruct its personnel to comply with the restrictions placed on the use and for disclosure of said confidential information.

8. **Hold Harmless.** To the fullest extent permitted by law, Company shall indemnify, defend (at Company's sole expense, with legal counsel approved by City) and hold harmless the City of Hanford, members of its City Council, its boards and commissions, officers, agents, and employees (hereinafter, "Indemnitees"), from and against a loss, damage, cost, expense, liability, claims, demands, suits, attorneys' fees and judgments arising from or in any manner connected to Company's or its employees' or agents' wrongful or negligent acts related to this Agreement. This indemnification includes, but is not limited to, tort liability to a third person for bodily injury and property damage. Notwithstanding the foregoing, nothing herein shall be construed to require Company to indemnify an Indemnitee from any claim arising from the negligence or willful misconduct of that Indemnitee.

The duty to defend referenced herein is wholly independent from the duty to indemnify, arises upon written notice by City to Company of a claim within the scope of this indemnification provision, and exists regardless of any determination of the ultimate liability of Company, City or any Indemnitee.

9. **Insurance.** Without limiting its obligations pursuant to Section 8 of this Agreement, the Company shall procure and maintain, at Company's own cost and expense and for the duration of this Agreement, insurance coverage as set forth in "Insurance Requirements" attached to and incorporated into this Agreement as Exhibit "C."

10. **Permits and Licenses.** Company, at its sole expense, shall obtain and maintain during the term of this Agreement, all appropriate permits, licenses, and certificates that may be required in connection with the performance of services under this Agreement including, but not limited to, a City of Hanford business license.

11. **Notices.** Any notice given in connection with this Agreement shall be given in writing, will be sent by registered or certified U.S. Mail, postage prepaid, or by commercial overnight delivery service, by facsimile, or electronic transmission, and will be deemed delivered either on the date of return receipt acknowledgment (in the case of U.S. Mail), or on the next day after the sending of the notice (in the case of facsimile or electric transmission notice or overnight delivery service). Notices and other communications shall be addressed as follows:

Address if to Company:

Alarm Program Systems, LLC
367 Civic Drive., Suite 10
Pleasant Hill, CA 94523
Attention: Jim Huchingson, President

Address if to City:

Hanford Police Department
425 N Irwin Street
Hanford, CA 93230
Attention: Chief Parker Sever

Either party may notify the other, in writing, of a new address or contact person to which notices or other communications are to be delivered.

12. **Non-Waiver.** The failure of either party to exercise any of its rights under this Agreement for a breach thereof will not be deemed to be a waiver of such rights or a waiver of any subsequent breach.

13. **Force Majeure.** Neither Party will have any claim or right against the other for any failure of or delay in performance by such other Party if the failure or delay is caused by or the result of causes beyond the reasonable control of such other Party, including, but not limited to, acts of God, fire, flood, hurricane, or other natural catastrophe; terrorist actions, laws, orders, regulations, directions or actions of governmental authorities having jurisdiction over the subject matter hereof, or any civil or military authority, national emergency, insurrection, riot or war; inability to obtain equipment, material or other supplies, or other similar occurrence beyond the control of the affected Party. Any such delay or failure will suspend the affected Party's obligations until the delay or failure ceases.

14. **Choice of Law.** Any dispute under, or related to, this Agreement shall be decided in accordance with the laws of the State of California.

15. **Severability.** If any part of this Agreement is held unenforceable, the rest of this Agreement shall nevertheless remain in full force and effect.

16. **Amendments.** This Agreement may be supplemented, amended, or revised only in writing signed by each Party.

17. **Relationship of Parties.** The legal relationship between the Parties hereto is that of an independent contractor, and nothing herein shall be deemed to make Company a City employee. During the performance of this Agreement, Consultant and its officers, employees, and agents shall act in an independent capacity and shall not act as City officers or employees. The personnel performing the Scope of Services under this Agreement on behalf of Company shall at all times be under Company's exclusive direction and control. City shall have no voice in the selection, discharge, supervision or control of Company's employees, representatives, or agents, or in fixing their compensation or hours of service. Company shall pay all wages, salaries and other amounts due its employees in connection with this Agreement and shall be responsible for all reporting obligations respecting them. City shall not, in any way or for any

purpose, be deemed a partner of Company in its business or otherwise a joint venture or a member of any joint enterprise with Company.

18. **Entire Agreement.** This Agreement is the entire agreement between the Parties and it cannot be amended or modified orally. This Agreement may be supplemented, amended or revised only by a writing, which is signed by each of the Parties.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the date first above written.

Alarm Program Systems, LLC

By:

Jim Huchingson
President

City of Hanford

By:

Mario Cifuentes, City Manager

Attachment: APSHanfordContractDraft (PD: Alarm Program Systems Purchase and Appropriation of \$12,000)

Exhibit 'A'

Scope of Services

Generally, Company shall, consistent with City's current Alarm Ordinance, as amended from time to time, provide, operate, and maintain City's Alarm Management Program. In connection therewith, Company is responsible for developing, providing, installing, operating, and maintaining the system necessary to communicate with City, its Police Department, and those members of its citizenry affected by the alarm ordinance. As used herein, the term "Company's system" shall mean the equipment, including, but not limited to computer hardware and software, as well as the personnel and supplies necessary to carry out and operate City's Alarm Management Program and perform Company's duties and obligations articulated in the Alarm Management Service Agreement.

More specifically, Company shall provide a system capable of performing, producing and otherwise generating the following outcomes:

1. **System Interface.** Company's system shall enable Company to communicate with the various City departments necessary for the effective performance of City's Alarm Management Program, including, but not limited to, City's Police Department.
2. **System Capability, Functionality.** Company's system, in addition to interfacing with City's departments, and as described with more particularity in the paragraphs that follow, shall acquire, access, assimilate, produce, record and store data relevant to the operation of City's Alarm Management Program; generate and issue notices, permits and billing statements; track accounts receivables, and generate reports as more particularly described below.
3. **Billing and Collection.**
 - (a) Company's system shall perform billing and payment collection functions consistent with the terms of City's Alarm Ordinance. Except as otherwise provided herein, Company will generate billing statements that include the following details:
 - i. The name and mailing address of the individual or business billed;
 - ii. The nature of the bill (i.e. initial registration, permit renewal, excess alarm fee);
 - iii. Previous amount due;
 - iv. New charges;
 - v. Payments received (and/or other adjustments);
 - vi. The current amount due;
 - vii. The date payment is due; and
 - viii. A telephone number with instructions to call should the individual or business have questions about its bill.

Additionally, billing statements shall include a detachable form to be remitted with payment.

(b) Company's system will provide customers with the ability to make payment on-line or by mail. On-line payments shall be by credit card and shall be processed through a secure site, and payments by mail shall be delivered to a Post Office Box maintained and managed by Company.

(c) Company's system shall track the occurrence of each incomplete payment brought about by customer's initiation of a stop payment order, chargeback, or delivery of a bad check of any kind, as well as the fee, if any, associated with each such occurrence. Company's system shall add any such fee assessed or otherwise incurred to the balance due from such customer and subsequently deliver a new bill to customer.

4. **Records.** In addition to the information necessary for the production of billing statements under paragraph 3 above, Company's system shall maintain the records necessary for operation of City's Alarm Management Program, including records of the following information:

- i. Current customers, including name, mailing address, issue date of original registration, registration expiration date, annual registration renewal date, registration number, type of registration (residential or commercial), contact person and telephone number;
- ii. Registration number assigned to each customer;
- iii. Amount due from each customer;
- iv. Customer payment status (current or delinquent);
- v. Total customer payments received each day, each week, each month and each calendar year;
- vi. Total customer payments received broken down by payment date, payment type and registration number;
- vii. A list of customers delinquent in their payments including the amount owed by each such customer and the total amount owed by all such customers;
- viii. The total number of violations for each customer/location broken down by the hour of day, day of the week, week of the month, month of the year, and year;
- ix. A list of customers currently pursuing appeal of billing; and
- x. A list of customers who have completed the appeals process along with a description of the outcome.

5. **Reports.** Company's system shall permit the generation and production of a variety of reports based upon the entry of a variety of parameters, including, but not limited to, registration number, customer name, customer address, incident type and date, including a range of dates. For example, Company's system shall possess the ability to produce the following types of reports:

- i. New alarm registrations issued and the fees collected therefor;
- ii. Total number of annual registration renewals billed, including the total dollar amount cited and the total dollar amount collected;
- iii. Total number of false alarms by type (i.e. burglar or robbery) and by category (registered or non-registered customer);

- iv. Total number of false alarms billed for each type and category as well as the fees collected therefor;
- v. A list of registrations by customer name, site address, registration number, and/or alarm company;
- vi. A list of the total dollar amount of charges billed, total dollar amount received, and total dollar amount of charges outstanding; and
- vii. Activity reports illustrating registrations (original and renewal), renewal notifications, billing and collections, as well as false alarm incidents.

6. **Additional Functions.** Company's system shall be equipped to perform the following functions:

- i. Generate and assign registration numbers automatically;
- ii. Generate, print and deliver registrations;
- iii. Generate, print and deliver billing statements and renewal notices;
- iv. Generate, print and deliver notices of non-compliance to non-registered alarm users;
- v. Generate, print and deliver notices of excessive false alarms to registered alarm users;
- vi. Generate, print and deliver notices and billing statements to non-registered alarm users who trigger false alarms;
- vii. Establish and maintain a directory of alarm companies providing service within the geographical boundaries of City, including in said directory, Alarm Company name, address, telephone number, and contact person;
- viii. Provide a link to City's Alarm Ordinance.

7. **Additional Obligations.** In addition to the other obligation contained in this Agreement, Company shall, during the term of this Agreement, perform the following obligations:

- ii. Maintain Company's equipment in good working order to help ensure uninterrupted operation of City's Alarm Management Program;
- ii. Take reasonable steps to protect Company's computer system against infection and corruption by means of virus, worm, or another similar invader;
- iii. Maintain a telephone number which individuals may call to speak with someone about the specific details of their bill or to ask about the alarm permit program generally;
- iv. Provide training to those City employees engaged in the operation and/or oversight of City's Alarm Management Program; and
- v. Provide the personnel necessary to carry out and perform the duties and obligations of Company as described in the Alarm Management Service Agreement.

8. **Ordinance Consulting.** Alarm Program Systems (APS) will assist Hanford with Alarm Ordinance review, design and modification. APS will furnish industry standard ordinance templates, fee schedules and best practices. Additionally, APS will make resources available from our current set of customers to share best practices. We maintain close relationships with all of our agency partners and encourage all parties to share information covering the entire

alarm program lifecycle from design, presenting to City Council and implementation/management.

Exhibit "B"

Schedule of Compensation

Contractor and City acknowledge the terms of this Agreement relating to the Contractor's compensation were negotiated and established based upon current City Ordinances and fee schedules applicable to alarm permits in effect on the effective date of this Agreement. In the event there is a change in any of the fees during the term of this Agreement, as extended from time-to-time, Contractor and or City shall have the right to request modification of this Agreement's compensation terms. Contractor and or City shall notify the other Party, in writing, of the desire to negotiate new compensation terms and each Party shall engage in good faith negotiations regarding same.

All revenues generated and collected by and/or on behalf of the City during the term of this Agreement shall be divided among the Parties as follows:

APS fixed annual service fee of \$12,000, billed in 12 monthly payments of \$1,000.

APS will retain from collected alarm program revenue the agreed upon monthly fee of \$1,000 and distribute all collections in excess of that amount to Hanford. Should program revenues not exceed the agreed upon fee in any month, the balance will carry forward to the next month.

This revenue split will be based on total permit fees, renewal fees, false alarm fines, reinstatement fees, late fees or related fines collected by Contractor for City. Contractor shall be solely responsible for the payment of any one-time costs, including, but not limited to, any costs relating to implementation, data conversion, CAD interface, technical support, hardware, and training. Program costs for postage, mailing materials, credit card transaction fees and banking fees will be paid from gross alarm program revenues prior to the agreed upon monthly fee.

Payment System:

Contractor will reconcile, on the first of each month, the previous month's deposits. Based on each monthly reconciliation, Contractor will invoice City showing all revenues collected and invoices paid. An ACH request will be made and the City's portion of the revenue shall be deposited to the City's designated bank within 5 days of the 1st of each month.

Exhibit "C"

Insurance Requirements

Insurance Requirements

The insurance coverages specified in this paragraph are required unless modified by Exhibit 'A' of this agreement. If insurance requirements are contained in Exhibit "A", they take precedence.

The Contractor shall, at the Contractor's own expense, maintain with an insurance carrier authorized or eligible to do business in the State of California, with minimum coverage as outlined below, commercial automobile liability insurance, and either commercial general liability insurance or, if any services required by the contract must be performed by persons authorized by the State of California, professional liability insurance:

Commercial Automobile Liability

Bodily Injury Liability and Property Damage Liability Insurance \$1,000,000 each occurrence OR combined single limit coverage of \$2,000,000, with not greater than a \$1000 deductible.

Commercial General Liability

Bodily Injury Liability and Property Damage Liability Insurance \$1,000,000 each occurrence OR combined single limit coverage of \$2,000,000, with not greater than a \$1000 deductible.

Professional Liability Insurance

Shall include errors and omissions insurance providing \$1,000,000 coverage, with not greater than a \$5,000 deductible for all liability, which may be incurred during the life of this contract.

The City of Hanford shall be named as an additional insured on all required policies, except professional liability insurance, and such insurance, as is carried by the Contractor, shall be primary over any insurance carried by the City of Hanford. The Contractor shall provide a certificate of insurance, to be approved by the City of Hanford prior to contract execution, which shall be attached to the contract.

Such insurance policies or related certificates of insurance shall name the City of Hanford as an additional insured on all general liability, automobile liability, employers' liability, and excess policies. The Contractor may comply with these insurance requirements through a program of self- insurance that meets or exceeds these minimum limits. The Contractor must provide the City of Hanford with adequate documentation of self-insurance, prior to performing any work related to this contract, and treat the City as an insured under the indemnity agreement. Should the Contractor no longer benefit from a program of self-insurance, the Contractor agrees to promptly obtain insurance as provided above. A forty-five (45) Calendar Day written notice shall be given prior to termination of or any material change to the policy(ies) as it relates to this Agreement.

The City of Hanford shall have no obligation to report occurrences unless a claim is filed with the City of Hanford Auditor; nor shall the City of Hanford have an obligation to pay premiums. In the event of nonrenewal, cancellation of, or material change in the coverage required, thirty (30) days written notice will be furnished the City of Hanford prior to the date of cancellation, change or nonrenewal.



AGENDA STAFF REPORT

MEETING DATE: 12/6/2022	AGENDA SECTION: J
--------------------------------	--------------------------

SUBJECT:

Police: Approval of the Purchase of a Mustang Mach E Police Admin Vehicle from Keller Ford of Hanford, CA in the amount of \$62,379.99 and up to \$2,500 for outfitting costs with Cooks Communications (Fresno).

RECOMMENDATION:

That the City Council, by motion, approve the purchase of a Mustang Mach E Police Admin Vehicle from Keller Ford of Hanford, CA in the amount of \$62,379.99 and up to \$2,500 with Cook's Communications for vehicle outfitting (total cost of \$64,880) and appropriate \$41,549 from the General Fund and \$23,331 from the Vehicle Replacement Fund for the purchase.

BACKGROUND:

The City of Hanford was awarded a grant through the San Joaquin Valley Air Pollution Control District (SJVAPCD) for the purchase of "Clean Air" vehicles. The grant was awarded for up to 5 vehicles with a reimbursement of up to \$20,000 per vehicle. This purchase would satisfy one of those grant awards.

Police Administration currently operates a Ford Fusion Hybrid and this all electric unit will replace that unit. Quotes were obtained from McPeaks Dodge, who is the dealer for police vehicles under the California Multiple Awards Schedule (CMAS) contract for the State of California. Sourcewell, a government clearing house for pricing that saves time and money for the tax payer and Keller Ford a local auto dealer.

Unfortunately, in today's vehicle market there was no significant difference in price as everyone was at or above MSRP. The lowest quote was Keller Ford at \$62,379.99. Keller was slightly higher than the quote from Sourcewell, however the City of Hanford's Local Preference Ordinance allows for the award to a local vendor as long as the final price is within 5% of competing quotes. The Keller complies with this requirement and the quote is attached. Up to \$2,500 will be needed for equipment installation on the vehicle with Cook's Communications (Fresno) for a total purchase price of \$64,800.

This vehicle will be assigned to Admin at the Hanford Police Department and will replace an existing vehicle and also allow for a test of full electric vehicles. Currently the Mustang Mach E is the only electric vehicle to pass the Michigan Police vehicle trials and is being procured at other agencies for police service. The police department is equipped with electric charging stations suitable for this vehicle. The vehicle will also not utilize any gas and will replace an existing vehicle that does. The existing vehicle will be repurposed for other City uses until it is determined to be suitable for disposal.

FISCAL IMPACT:

The total vehicle costs will be \$64,880 and an appropriation of \$41,549 is requested from the General Fund with \$23,331 from the Vehicle Replacement Fund. After the \$20,000 grant is applied to the purchase price, the remaining balance will be funded from the Fleet replacement reserves. A total of \$23,331 has been collected for the replacement of the Ford Fusion. The remaining \$21,549 will need to come from the General Fund.

ATTACHMENTS:

mustang quote



1073 W. Cadillac Lane • Hanford, CA 93230

(559) 584-5531 • www.kellerdeal.com

Bid for 2023 Mach E

Hanford Police Dept
425 N Irwin St
Hanford, Ca. 93230

Bid for 2023 Ford Mach E premium RWD Star white exterior with light space gray interior. Heated active x seats with 8 way pwr driver seat pwr windows and door locks. Std front license plate bracket.

Sale price	\$58070.00
Tax	4216.24
Fees	93.75

Total	\$62379.99

Thank you,

Brad King
Keller Ford



AGENDA STAFF REPORT

MEETING DATE: 12/6/2022	AGENDA SECTION: K
--------------------------------	--------------------------

SUBJECT:

Finance: Authorize amendment to professional services agreement, in an amount not to exceed \$48,700, with SDI Presence LLC (Carmichael, CA) and appropriate said funding from the Computer Replacement Fund (0414) to assist in completion of the Tyler Software Implementation.

RECOMMENDATION:

Staff recommends that City Council authorize addendum to professional services agreement of up to \$48,700 with SDI Presence LLC (Carmichael, CA) and appropriate said funding from the Computer Replacement Fund.

BACKGROUND:

The City is in the midst of several critical system implementations and has been for over three (3) years now. Tyler Munis financial system, Tyler Energov licensing, land management, and permitting system, UKG Payroll/HR (complete) and the Tyler Utility Billing system implementations. Implementations of this type require significant time and resources to implement, however, an appropriate level of staffing was never planned as part of the implementation process and as a result, several delays have occurred that make other implementation resources necessary for a more efficient and successful launch. Due to the size and effort required for these implementations, it is clear there is a continued need to supplement staff resources and bring in outside expertise. SDI has an existing agreement in place for up to \$102,900 previously approved, this amendment will also bring in Geographic Information Systems (GIS) assistance into the agreement which the City has been lacking causing additional slow downs on the project.

Staff recommends authorizing this amendment bring the total agreement not to exceed \$151,600 due to the expertise to implement the City's systems efficiently and effectively with existing staff resources. Should these implementations not occur timely or as best as possible, there could be significant customer service impacts. Staff will work with SDI to keep costs as low as possible, it is not anticipated the full amount of the agreement will be needed due to project management

winding down but the need for GIS work is a factor.

System Implementation History

On May 1, 2018, the City Council approved a contract with Tyler Technologies for their Enterprise Resource Planning (ERP) software and implementation in the amount of \$912,479. The first software platform in that implementation process was the Munis Financial System. At the time, it had a projected “Go Live” date of January 2020. In December of 2018 it was determined that the City was falling behind in the implementation schedule due to lack of staff and poor development planning, therefore, the City amended the contract and selected what Tyler terms as their “Production Ready” platform. The additional costs for migrating to the “Production Ready” platform for the Munis Financial System was approximately \$21,880. The original go live for Financial system was to be in April of 2019. Moving to the Production Ready version allowed for the completion of the implementation to occur sooner, in July of 2019, but still three (3) months beyond the original implementation date.

The Human Content Management (HCM) software was to be the next phase of the implementation and should have been completed in conjunction with Financials, but it was not, due to improper setup and the staff not having a clear understanding of the data that was needed to build the system. Implementation of HCM was originally scheduled for October 2019, but due to the delays in Financials was then pushed to January 2020. This deadline was not met either due to staffing changes in both HR and Finance. In July 2021, City Council authorized proceeding with another system called UKG, which is anticipated to go live January 2022.

EnerGov was originally set to start in January 2019. At that time, Staff from the various departments that would be utilizing the software, held the initial kick off meeting with Tyler. After the Kick-off meeting, it was determined that staffing was not adequate to perform the implementation and the decision was made to migrate that product to the “Production Ready” version as well. This move, and additional cost, was done to ensure that the City would be able to meet the original timeline for implementation. On February 19, 2019, the City Council approved a contract amendment in the amount of \$110,080 to move to the "Production Ready" version.

The EnerGov software will be utilized by various City Departments to add efficiencies to the operations and provide better interaction and customer service to the public and our Citizens. It will be used for the following purposes:

- Buildings and Planning - Submittal of Applications and Plans and the Issuance/tracking of Permits;
- Code Enforcement - Tracking of complaints and compliance issues;
- Finance - Applications, Issuance and tracking of Business Licenses;
- Public Works - Applications, Issuance and tracking of Encroachment and Transportation Permits; and
- Fire - Application, Issuance and tracking of Fire Permits.

Due to a variety of issues, and absent a solid plan for implementation from the outset of the project, the implementation process has gone on longer than expected. Additionally, due to

some internal changes to processes, as well as additional processes done by the City, it has been determined that additional implementation time with Tyler was needed before the software can go live and Council has already approved that additional work. The additional processes that we will be adding to EnerGov will be the issuance/tracking of Burglar Alarm Permits as well as Animal Licensing with the Police Department.

The last remaining platform that will need to be implemented is the Munis Utility Billing (UB) software. The UB software had its initial kick-off call in October 2019. The original go live date was slated for January/February 2021. Due to a switch in Project Managers from the Tyler side and changes to City staff, the implementation has been pushed back. At this point we plan to go live in December 2022/January 2023 for Utility Billing and Energov. Final testing and planning is underway.

Summary of System Costs (Tyler)

Original Contract Amount:	\$912,479
Upgrade to Production Ready Munis	\$21,880
Upgrade to Production Ready EnerGov:	\$110,080
Upgrade of EnerGov platform:	<u>\$81,400</u>
Total Projected Cost/Contract:	<u>\$1,125,839</u>

Summary of System Costs (UKG, Inc.)

\$12,000

Staff must continue day to day operations on top of these implementations which in most cases does not lead to successful implementations. Due to the costs incurred and need for sufficient staff resources needed for these projects, it is recommended to amend SDI's agreement to continue assisting the City to assist and supplement staff for these critical system implementations. SDI and staff will work to maximize time spent on the project and keep costs as low as possible. Project management has been helpful in holding Tyler accountable to timelines and availability of resources for implementation saving the City some change order costs with Tyler.

FISCAL IMPACT:

Funding of \$48,700 will be appropriated from the Computer Replacement Fund which will allocate charges out to other funds based on resources used. The total amount of \$102,900 has currently been authorized for this agreement bringing the total not to exceed \$151,600 and will now include GIS assistance.

ATTACHMENTS:

SDI Advisory and PM Services Proposal Amendment Three - City of Hanford



November 17, 2022

Mr. Chris Tavaraz
Finance Director
City of Hanford
315-321 North Douty St.
Hanford, CA 93230

RE: Advisory and Project Management Services

Dear Mr. Tavaraz:

SDI Presence, LLC (SDI), respectfully submits this proposal to the City of Hanford (City) to provide advisory and project management services for the City's Tyler Munis financial system, Tyler Energov licensing, land management, and permitting system, and the Tyler Utility Billing system implementations.

Since 1999, SDI's West Coast Division, which is headquartered in Sacramento, has worked with more than 180 local government agencies to plan, procure, implement, and operate technology in more efficient and effective ways. SDI has worked with more than 40 similarly sized public agencies to help them assess, procure, select, and implement their Enterprise Resource Planning (ERP) systems. As an example, SDI is currently providing, or has recently completed ERP projects at the following municipalities:

- City of Benicia
- City of San Ramon
- City of Redwood City
- City of Gilroy
- City of Merced
- City of Sunnyvale
- City of Walnut Creek
- City of Burlingame
- City of Vacaville
- City of Fremont
- City of Fresno
- City of Davis
- City of Rohnert Park
- City of Dublin
- City of East Palo Alto

We look forward to partnering with the City and supporting the various Tyler implementations. If you have any questions regarding this proposal, please do not hesitate to contact me at 530.598.4915, and via email at ssanders@sdipresence.com.

Sincerely,

Scott Sanders
Vice President – State, Local, and Education
SDI Presence LLC

SDI Background and Qualifications

SDI is a management consulting firm that helps public sector clients enhance their use of technology. SDI focuses on helping public sector clients assess, plan, implement, and manage complex business technology. SDI brings leadership, executive presence, and diverse perspective to our clients' most complex projects. SDI's consultants bring experience gained from running large IT operations and multimillion-dollar IT projects and having held prior positions with Tier One consultancies. Our consultants include former CIOs, CFOs, Utility General Managers, Community Development Directors, and Assistant City Managers. SDI builds on these gained insights when working with our clients, taking the time to understand a client's specific situation and needs, developing robust plans to address those needs within the situational boundaries, and delivering solutions that are on specification, on time, and within budget.

SDI services are based on industry standards, methodologies, processes, and tools, including those set forth by the Project Management Institute (PMI), Institute of Management Consultants, Software Engineering Institute (SEI), Institute of Electrical and Electronics Engineers (IEEE), and the Information Technology Infrastructure Library (ITIL).

Project Team

SDI's foundation is in talented, high-caliber individuals guided by the personal and professional principles of honesty, integrity, quality, and a commitment to client satisfaction. This foundation and associated ethics help us to attract and retain a veteran staff that inspires confidence in our clients. Our proposed team has extensive hands-on experience in the application of technologies specific to all different types of public agencies, as well as current and proven experience in applying our project management methodology in the development of effective plans.

Figure 1, Project Organization, depicts our project organizational chart. Following the organization chart, we provide a summary of the qualifications and expertise of each team member. Full resumes are available upon request.



Figure 1, Project Organization

Scott Sanders, CGCIO, ITIL – Engagement Manager

Mr. Sanders is an insightful and results oriented professional with more than thirty-four years of technical leadership experience, including more than twenty years serving in City and County Information Technology departments across the State of California.

With significant experience and proven ability earned while serving in both technical and business leadership roles, Mr. Sanders maintains a strong focus on technology service management, aligned with organizational goals and objectives. In more than twenty years of experience within municipal IT departments, he has served in the capacities of Technology Manager, Network Manager, Operations Manager, IT Director, Deputy Chief Information Officer, and Chief Information Officer. Mr. Sanders has served in executive leadership roles within several municipal organizations across the State of California.

Mr. Sanders holds numerous technology certifications, including CGCIO – Certified Government Chief Information Officer and ITIL Foundations, Service Strategy, Service Design, Operations and Continual Service Improvement.

Role in the engagement: Mr. Sanders is Vice President of Operations for SDI's State, Local, and Education clients. He will ensure the City's expectations are met and see that SDI services are delivered effectively and efficiently.

Mike Allen – Subject Matter Expert

Mr. Allen has over 35 years of information technology experience within the public sector. Starting from a programming background at the City of Roseville and continuing as the IT Manager for the City of Visalia, he has extensive hands-on municipal experience that is broad and deep. As a former MISAC state board member, Mr. Allen has gained effective collaboration, organization, planning, and project skills. His career has focused on helping organizations implement complex technology solutions and effectively utilize technology to solve business problems.

As a subject matter expert, coupled with hands-on project management and implementation experience, Mr. Allen offers strong decision support, analytical, technical, project management, communications, and program management skills to the proposed project.

Role in the engagement: Mr. Allen will function as a subject matter expert and project lead, conducting all day-to-day project activities for the City.

Bruce Smith, Ph.D. – Subject Matter Expert

Dr. Smith is a highly experienced management consultant with expertise in public sector operations, management, and technology. He has over 45 years of experience as a manager within the public sector or as a consultant supporting the public sector. His consulting strengths include project management, operations improvement, including problem analysis and recommendations, implementation and change management.

As a former City Manager and Budget Officer, he understands the unique requirements of public sector organizations, and can help facilitate decision making processes.

Role in the engagement: Dr. Smith is available to serve as a subject matter expert on the project, providing support for both the ERP and EnerGov implementations.

Catherine “Katie” Atkinson – GIS Subject Matter Expert

Ms. Atkinson is a highly experienced GIS Analyst, Systems Administrator, and Subject Matter Expert who is able to support all levels of a GIS environment. Ms. Atkinson served for more than 16 years as a GIS Analyst at the county level, supporting local desktop and server hardware, custom GIS applications, and ArcGIS Online services. She has extensive scripting experience in several programming languages, including SQL, Python, Arcade, JSON, and HTML.

Ms. Atkinson has planned, deployed, integrated, and maintained multi-server ArcGIS Enterprise systems with dedicated Portal, ArcGIS Server, Data Server, SQL Server, and Web Adapter – DMZ server environments. She has experience working with CAL-OES and other State of California agencies such as Cal Fire.

Role in the engagement: Ms. Atkinson will serve as the project’s GIS subject matter expert.

Scope of Services

Tyler Technologies EnerGov Implementation Support. SDI will continue supporting the City’s EnerGov implementation, including facilitation of train-the-trainer and final testing sessions, go-live assistance, post implementation review, and final project closure activities. Based on the activities already scheduled, SDI estimates that an additional 120 hours will be required.

Utility Billing Implementation Support. SDI will continue supporting the City’s Utility Billing implementation, including facilitation and coordination of parallel testing, pre-go-live review, go-live assistance, post implementation review, and final project closure activities. Based on the activities already scheduled, SDI estimates that an additional 112 hours will be required.

Geographical Information System Services. SDI will provide GIS services for the creation and application integration of several GIS layers, including:

- Improvement districts.
- School district boundaries – If the information can be obtained.
- Inspection areas – Code Enforcement may be provided by the County, though Building and Public Works areas have not been defined.
- Vested maps.
- City facilities, parks, et cetera.
- Utility Billing routes and districts – Seven routes anticipated.
- Utility Billing towers or inspection areas.

Please note that a comprehensive review of GIS data available to the City has not yet been accomplished by SDI. After review, SDI will have a better understanding of the current state of GIS information, and the number of hours estimated to be required. SDI estimates that a minimum of 60 hours will be required, and will communicate a more realistic estimate to the City once the review is complete. Ongoing maintenance of the City’s GIS data has not been included in this estimate.

Project Pricing

SDI will continue to invoice at discounted hourly rates for the remainder of the project. Mr. Allen and Dr. Smith will be invoiced at \$175 per hour, while Ms. Atkinson will be invoiced at \$135 per hour. All activities will be invoiced on a time and materials basis, and one month in arrears, with a description of hours and activities performed.

Individual	Hourly Rate	Minimum Hours	Estimated Cost
Mike Allen Dr. Bruce Smith	\$175	232	\$40,600.00
Katie Atkinson	\$135	60	\$8,100.00
Total Estimated		292	\$48,700.00

SDI estimates that a minimum of 292 hours will be necessary to complete the City's projects, as detailed in the Scope of Work section and table above. SDI anticipates a not-to-exceed cost of \$48,700 for the proposed scope of work.



**AGENDA
STAFF REPORT**

MEETING DATE: 12/6/2022

AGENDA SECTION: L

SUBJECT:

Finance: Review and Approval of the City of Hanford's Fiscal Year 2021/2022 Annual Report of Development Impact Fees (AB 1600 Mitigation Fee Act)

FISCAL IMPACT:

ATTACHMENTS:

DEVELOPMENT IMPACT FEE REPORT 2021-22



CITY OF HANFORD

DEVELOPMENT IMPACT FEE REPORT

FY2021/2022

5-YEAR FINDINGS SCHEDULE

GC 66001(d)

		2023	2026	2028	2031	2033	2036
0180	Park Impact Fee		◆		◆		◆
0181	Circulation Impact Fee		◆		◆		◆
	181-001 198/12th Ave Intersection		◆		◆		◆
	181-002 12th Avenue		◆		◆		◆
	181-003 13th Avenue		◆		◆		◆
	181-004 43/198 - Costco Center		◆		◆		◆
0182	Fire Protection Impact Fee	◆		◆		◆	
0183	Police Protection Impact Fee	◆		◆		◆	
0184	Storm Water System Impact Fee	◆		◆		◆	
0185	Water System Impact Fee	◆		◆		◆	
0186	Wastewater System Impact Fee	◆		◆		◆	
0187	Refuse/Recycling Impact Fee		◆		◆		◆

CITY OF HANFORD

Impact Fee Fund Summary

GC 66006

FY 2021-2022

Fund	Beginning Fund Balance	Impact Fees Collected	Interest Earned	Other Misc. Revenue, Credits, and Refunds	Total Revenue for Fiscal Year	Total Expenditures for Fiscal Year	Ending Fund Balance
Park	4,330,511	1,126,731	37,253	250	1,164,234	(345,403)	5,149,342
Circulation	2,537,563	2,031,907	40,218	66,391	2,138,515	(447,267)	4,228,811
Fire Protection	336,504	214,192	3,421	0	217,613	(18,451)	535,666
Police Protection	39,411	127,412	790	240	128,442	(57,243)	110,609
Storm Water	634,358	44,158	4,935	80	49,173	(63,172)	620,359
Water System	2,692,553	982,792	24,275	0	1,007,067	(234,754)	3,464,865
Wastewater System	1,953,610	916,017	18,680	0	934,697	(106,279)	2,782,028
Refuse/Recycle	66,576	190,508	731	0	191,240	(111,437)	146,379
	12,591,086	5,633,715	130,304	66,961	5,830,980	(1,384,008)	17,038,058

Attachment: DEVELOPMENT IMPACT FEE REPORT 2021-22 (Finance: FY 2021/2022 Annual Report of Development Impact Fees)

CITY OF HANFORD
Public Improvement Summary
GC 66006
FY 2021-2022

CIP #	Parks	Expense	% of Total Cost of Improv. Funded from Impact Fees	Approx. date to commence (construction), if funds available to complete project
821653	LACEY PARK BASKETBALL COURTS	32,916	23%	2021-22
822607	PARK DEV OVERSIZING REQUIREMNT	7,898	100%	ONGOING
822642	HIDDEN VALLEY PARK/FITNESS CT	126,457	100%	2021-22
	Sub-Total	167,271		
	Circulation			
819624 821619 822616	EAST LACEY WIDENING 10TH TO SIERRA	125,079	34%	2018-19
820640	12TH AVE WID/SPRINGCREST-SW	5,636	79%	2019-20
820644	TRAF SIGNAL/12TH AV TO HUME	108,873	11%	2020-21
822613	UNSCH ARTERIAL UPGR/TRAF SIGNL	10,530	100%	ONGOING
	Sub-Total	250,118		
	Fire Protection			
	Sub-Total	-		
	Police Protection			
820651 822639	POLICE DEPT PARKING LOT EXPANSION	52,993	100%	2021-22
	Sub-Total	52,993		
	Storm Water			
820648	PUMP INSTALL/MUSSEL SLOU-LAURA	38,367	53%	2021-22
822620	STORM DRAIN SYS OVERSIZING REQ	2,630	100%	ONGOING
	Sub-Total	40,997		
	Water System			
822630	WATER MAIN OVERSIZING REQUIRE	2,630	100%	ONGOING
822633	NEW WATER SUPPLY WELL	99,552	70%	2021-22
822636	INDUSTRIAL PARK WATER STORAGE	10,187	20%	2022-23
	Sub-Total	112,370		
	Wastewater System			
822623	SEWER MAIN OVERSIZING REQUIRE	2,630	100%	ONGOING
	Sub-Total	2,630		
	Refuse/Recycling			
822002	COMMERCIAL/RECYCLE DUMPSTERS	21,250	14%	ONGOING
822003	AUTOMATED REFUSE CONTAINERS	38,160	19%	2021-22
	Sub-Total	59,410		
	Grand Total	685,790		

CITY OF HANFORD

Description and Fee Amount
GC 66001(d) and 66006
FY 2021-2022

PARK IMPACT FEES		
Resolution: 21-29-R	Effective Date:	7/20/2021
CATEGORY		FEE
Low Density Residential (per unit)		\$2,740.
Medium Density Residential (per unit)		\$2,454.
High Density Residential (per unit)		\$2,167.
Development Fee for Single Family Residence		\$8,191.
IMPACT FEE CREDITS		
Park Improvements	Acre	\$187,903.
Land for Park	Acre	\$91,782.

The Parks Impact Fee fund was established April 20, 2004 by the City Council Resolution 04-23-R. The purpose of the Parks Impact Fee is to acquire and/or develop public park and recreational facilities in order to reduce the impacts of overcrowding of existing park facilities caused by new development within the Hanford General Plan Area.

Basis: Estimated park development cost, total unimproved acres in City, estimated population and future dwelling unit
Non-residential uses are not charged the parks impact fee.

Attachment: DEVELOPMENT IMPACT FEE REPORT 2021-22 (Finance: FY 2021/2022 Annual Report of Development Impact Fees)

CITY OF HANFORD

Description and Fee Amount
GC 66001(d) and 66006
FY 2021-2022

CIRCULATION IMPACT FEES		
Resolution: 21-29-R	Effective Date:	7/20/2021
CATEGORY	UNITS	FEE
Single-Family Residential	Dwelling Unit	\$3,890.68
Multi-Family Residential	Dwelling Unit	\$2,732.01
Senior Residential/ Assisted Living	Dwelling Unit	\$1,414.79
Hotel/Motel (per room)	Room	\$2,476.76
Retail (<100KSF) (unless specifically listed below)	1,000 sq. ft.	\$11,341.95
Retail (>100KSF)	1,000 sq. ft.	\$8,564.79
Convenience Store - without gas station	1,000 sq. ft.	\$102,662.57
Gas Station - with or without convenience store	Fueling Position	\$15,007.04
Motor vehicle sales, minor and major repair	1,000 sq. ft.	\$2,148.65
Restaurant - no drive-thru	1,000 sq. ft.	\$21,937.30
Restaurant with drive-thru - stand-alone	1,000 sq. ft.	\$100,262.84
Restaurant with drive-thru with in a shopping center	1,000 sq. ft.	\$26,955.29
General Office/ Bank	1,000 sq. ft.	\$4,827.34
Medical/Dental Office	1,000 sq. ft.	\$9,764.59
Government	1,000 sq. ft.	\$2,955.77
Industrial/Service Commercial	1,000 sq. ft.	\$1,942.95
Warehouse/Distribution < 100,000 sq. ft.	1,000 sq. ft.	\$1,602.63
Warehouse/Distribution > 100,000 sq. ft. or Mini Storage	1,000 sq. ft.	\$770.72
Religious Institution or Facility (unitless)		\$2,099.24
Other Uses Option	Per Trip	\$376.75
IMPACT FEE CREDITS		
<i>Circulation- Arterial and Major Arterial Street</i>		
Median Curb (both sides)	Lineal Foot	\$20.40
Median Concrete (16' wide)	Lineal Foot	\$163.17
Pavement (one side- 22' wide)	Lineal Foot	\$81.17
Right of Way in Exceeding 42' Wide Half Street	Square Foot	\$2.11
<i>Circulation- Collection Street</i>		
Pavement (one side- 18' wide)	Lineal Foot	\$57.88
<i>Circulation- Street Intersections</i>		
Traffic Signal	Each	\$407,920.00
Intersection Improvements (full)	Each	\$407,920.00

*Tripend rates for other than those listed above shall be determined using trip general statistics in the Institute of Transportation

*Tripends for development within the MX-D, Mixed Use Downtown Zone District shall be reduced by 20% to reflect captured trip rates for multi-use district.

*Cost of improvement completed by developer on arterial and designated collectors will be credited in accordance with the

The Circulation Impact Fee Fund was established April 20, 2004 by the City Council Resolution 04-27-R. The purpose of the Circulation Impact Fee is to meet goals and objectives of the land use and circulation elements of the the City's general plan and to mitigate the transportation, traffic, and air quality impacts caused by new development within the Hanford General Plan Area. Additionally, the fee supports public transportation improvements and construction of transportation system facilities.

Basis: Estimated total costs of new circulation infrastructure needed to support new growth, land uses, trip demand factor for each identified use, average daily trips, estimated total future residential units and non-residential square footage. Downtown uses have a 20% reduction in fees. Fees amount vary by the type of units used.

CITY OF HANFORD

Description and Fee Amount
GC 66001(d) and 66006
FY 2021-2022

FIRE PROTECTION IMPACT FEES		
Resolution: 21-29-R	Effective Date:	7/20/2021
CATEGORY		FEE
Low Density Residential (per unit)		\$546.
Medium Density Residential (per unit)		\$307.
High Density Residential (per unit)		\$154.
Development Fee for Single Family Residence		\$8,191.
Neighborhood Commercial (per square foot)		\$0.45
Regional Commercial (per square foot)		\$0.38
Service Commercial (per square foot)		\$0.57
Highway Commercial (per square foot)		\$0.45
Office Residential (per square foot)		\$0.19
Office (per square foot)		\$0.21
Neighborhood Mixed Used (per square foot)		\$0.45
Corridor Mixed Used (per square foot)		\$0.45
Downtown Mixed Used (per square foot)		\$0.07
Light Industrial (per square foot)		\$0.13
Heavy Industrial (per square foot)		\$0.13
Open Space (per square foot)		\$0.00
Public Facilities (per square foot)		\$0.05
Educational Facilities (per square foot)		\$0.00

The Fire Impact Fee Fund was established April 20, 2004 by the City Council Resolution 04-22-R. The purpose of the Fire Impact Fee is to finance the construction of Fire Facilities and purchase of fire fighting equipment in order to reduce the impacts on fire facilities and equipment caused by new development.

Basis: Estimated incidents per acre for residential, commercial and industrial land use designations.

CITY OF HANFORD

Description and Fee Amount
GC 66001(d) and 66006
FY 2021-2022

POLICE PROTECTION IMPACT FEES		
Resolution: 21-29-R	Effective Date:	7/20/2021
CATEGORY		FEE
Low Density Residential (per unit)		\$296.
Medium Density Residential (per unit)		\$438.
High Density Residential (per unit)		\$142.
Development Fee for Single Family Residence		\$8,191.
Neighborhood Commercial (per square foot)		\$0.61
Regional Commercial (per square foot)		\$0.26
Service Commercial (per square foot)		\$0.08
Highway Commercial (per square foot)		\$0.20
Office Residential (per square foot)		\$0.35
Office (per square foot)		\$0.21
Neighborhood Mixed Used (per square foot)		\$0.58
Corridor Mixed Used (per square foot)		\$0.39
Downtown Mixed Used (per square foot)		\$0.34
Light Industrial (per square foot)		\$0.01
Heavy Industrial (per square foot)		\$0.00
Open Space (per square foot)		\$0.00
Public Facilities (per square foot)		\$0.07
Educational Facilities (per square foot)		\$0.00

The Police Impact Fee Funds was established April 20, 2004 by the City Council Resolution 04-21-R. The purpose of the Police Impact Fee is to finance the construction of Police Facilities and purchase police equipment in order to reduce impacts on police facilities and equipment caused by new development.

Basis: Estimated incidents per acre to apply to land use designations.

Attachment: DEVELOPMENT IMPACT FEE REPORT 2021-22 (Finance: FY 2021/2022 Annual Report of Development Impact Fees)

CITY OF HANFORD

Description and Fee Amount
GC 66001(d) and 66006
FY 2021-2022

STORM WATER IMPACT FEES		
Resolution: 21-29-R		Effective Date: 7/20/2021
CATEGORY		FEE
Low Density Residential (per acre)		\$2,415.95
Medium Density Residential (per acre)		\$2,657.54
High Density Residential (per acre)		\$2,899.13
Development Fee for Single Family Residence		\$531.51
Neighborhood Commercial (per acre)		\$4,348.70
Regional Commercial (per acre)		\$4,348.70
Service Commercial (per acre)		\$4,348.70
Highway Commercial (per acre)		\$4,348.70
Office Residential (per acre)		\$2,899.13
Office (per acre)		\$4,348.70
Neighborhood Mixed Used (per acre)		\$4,348.70
Corridor Mixed Used (per acre)		\$4,348.70
Downtown Mixed Used (per acre)		\$3,477.26
Light Industrial (per acre)		\$3,865.51
Heavy Industrial (per acre)		\$3,865.51
Open Space (per acre)		\$0.00
Public Facilities (per acre)		\$3,382.32
Educational Facilities (per acre)		\$3,382.32
IMPACT FEE CREDITS		
12" Pipeline	Lineal Foot	\$97.90
21" Pipeline	Lineal Foot	\$223.89
24" Pipeline	Lineal Foot	\$264.34
30" Pipeline	Lineal Foot	\$325.03
36" Pipeline	Lineal Foot	\$385.73
42" Pipeline	Lineal Foot	\$446.42
48" Pipeline	Lineal Foot	\$527.34
60" Pipeline	Lineal Foot	\$608.26
96" Pipeline	Lineal Foot	\$1,034.44
Retention Basin (0 to 5 acre feet)	Acre Foot	\$33,694.27
Retention Basin (Over 5 to 10 acre feet)	Acre Foot	\$20,116.02
Retention Basin (Over 10 to 20 acre feet)	Acre Foot	\$11,447.09
Retention Basin (Over 20 acre feet)	Acre Foot	\$6,951.12

The Storm Water System Impact Fee Fund was established April 20, 2004 by the City Council Resolution 04-26-R. The purpose of the Storm Water System Impact Fee is to finance the construction and expansion of Storm Water collection, drainage and retention system facilities in order to reduce impacts on storm water facilities caused by new development. Additionally, these improvements will ensure the City will continue to provide an effective and efficient storm water drainage system for it's citizens.

Basis: Impervious surface percentage factor from the Storm Drainage Master Plan along with an adjustment for a 20% reduction in fees for downtown uses to provide an impact dollar amount for each land use designation.

CITY OF HANFORD

Description and Fee Amount
GC 66001(d) and 66006
FY 2021-2022

WATER SYSTEM IMPACT FEES		
Resolution: 21-29-R	Effective Date:	7/20/2021
CATEGORY		FEE
Low Density Residential (per unit)		\$2,482.21
Medium Density Residential (per unit)		\$1,387.60
High Density Residential (per unit)		\$840.11
Development Fee for Single Family Residence		\$8,191.17
Neighborhood Commercial (per square foot)		\$1.0580
Regional Commercial (per square foot)		\$0.9228
Service Commercial (per square foot)		\$1.2791
Highway Commercial (per square foot)		\$1.0580
Office Residential (per square foot)		\$1.1378
Office (per square foot)		\$0.7356
Neighborhood Mixed Used (per square foot)		\$1.3189
Corridor Mixed Used (per square foot)		\$1.1885
Downtown Mixed Used (per square foot)		\$0.2515
Light Industrial (per square foot)		\$1.4892
Heavy Industrial (per square foot)		\$1.5183
Open Space (per square foot)		\$0.0000
Public Facilities (per square foot)		\$1.2791
Educational Facilities (per square foot)		\$0.6710
IMPACT FEE CREDITS		
8" Pipeline	Lineal Foot	\$66.29
12" Pipeline	Lineal Foot	\$176.68
18" Pipeline	Lineal Foot	\$214.44
Groundwater Well (1,500 gpm)	Each	\$1,224,024.13
Pump Station (3 @ 3,100 gpm)	Each	\$4,082,258.38
Pump Station (4 @ 1,400 gpm)	Each	\$2,792,641.74
Storage Tank (1.5 MG)	Each	\$3,487,690.51
Land for Storage Tank or Well	Acre	\$40,792.00

The Water System Impact Fee Fund was established April 20, 2004 by the City Council Resolution 04-24-R. The purpose of the Water System Impact Fee is to finance the construction and expansion of Water Facilities in order to reduce the impacts on Water Facilities caused by new development. Additionally, the fee will continue to provide for efficient water service to the citizens of the City and an adequate supply of quality water.

Basis: Water demand coefficient from the Water Master Plan and an adjustment for fire flow to determine an estimated total gallons of water per day for each land use designation.

Attachment: DEVELOPMENT IMPACT FEE REPORT 2021-22 (Finance: FY 2021/2022 Annual Report of Development Impact Fees)

CITY OF HANFORD

Description and Fee Amount
GC 66001(d) and 66006
FY 2021-2022

WASTEWATER IMPACT FEES		
Resolution: 21-29-R	Effective Date:	7/20/2021
CATEGORY		FEE
Low Density Residential (per unit)		\$2,125.78
Medium Density Residential (per unit)		\$1,701.69
High Density Residential (per unit)		\$1,551.58
Development Fee for Single Family Residence		\$8,191.17
Neighborhood Commercial (per square foot)		\$0.7156
Regional Commercial (per square foot)		\$0.7361
Service Commercial (per square foot)		\$0.7267
Highway Commercial (per square foot)		\$0.7156
Office Residential (per square foot)		\$1.5373
Office (per square foot)		\$0.7198
Neighborhood Mixed Used (per square foot)		\$1.3975
Corridor Mixed Used (per square foot)		\$1.0062
Downtown Mixed Used (per square foot)		\$0.4391
Light Industrial (per square foot)		\$0.8246
Heavy Industrial (per square foot)		\$0.9504
Open Space (per square foot)		\$0.0000
Public Facilities (per square foot)		\$0.7267
Educational Facilities (per square foot)		\$0.4472
IMPACT FEE CREDITS		
8" Gravity Main	Lineal Foot	\$181.52
12" Gravity Main	Lineal Foot	\$307.50
15" Gravity Main	Lineal Foot	\$322.34
18" Gravity Main	Lineal Foot	\$347.97
21" Gravity Main	Lineal Foot	\$377.63
24" Gravity Main	Lineal Foot	\$392.47
27" Gravity Main	Lineal Foot	\$453.16
30" Gravity Main	Lineal Foot	\$532.73
36" Gravity Main	Lineal Foot	\$662.21
18" Force Main	Lineal Foot	\$310.42
Lift Station	GPM	\$1,410.18

The Wastewater System Impact Fee Fund was established April 20, 2004 by the City Council Resolution 04-25-R. The purpose of the Wastewater System Impact Fee is to finance the construction and expansion of Wastewater Facilities, relocation and expansion of wastewater holding ponds as well as the acquisition and development of effluent irrigation areas in order to reduce the impacts on Wastewater Facilities caused by new development.

Basis: Unit flow factor from the Wastewater Master Plan to determine an estimated total gallons per days of wastewater generated for each land use designation.

Attachment: DEVELOPMENT IMPACT FEE REPORT 2021-22 (Finance: FY 2021/2022 Annual Report of Development Impact Fees)

CITY OF HANFORD

Description and Fee Amount
GC 66001(d) and 66006
FY 2021-2022

REFUSE/RECYCLING IMPACT FEES		
Resolution: 21-29-R	Effective Date:	7/20/2021
CATEGORY		FEE
Residential Container/Equipment (per unit)		\$494.
Commercial		
Per No. of 1 cubic yard dumpsters		\$866.
Per No. of 2 cubic yard dumpsters		\$1,091.
Per No. of 3 cubic yard dumpsters		\$1,162.
Per No. of 6 cubic yard dumpsters		\$1,478.

The Refuse and Recycling Development Impact Fee Fund was established November 1, 2005 by the City Council Resolution 05-63-R. The purpose of the Refuse/Recycling Impact Fee is to finance the acquisition of Refuse and Recycling Vehicles and Equipment in order to reduce the impacts on costs of additional Refuse and Recycling Vehicle and Equipment caused by new development. Additionally, the fee will continue to provide efficient and effective refuse and recycling services for the citizens of the City.

Basis: Estimated costs of solid waste trucks, containers and dumpsters, estimate of residential units, estimate of number of trucks needed for number of residences, cost of additional commercial containers based on use.



AGENDA STAFF REPORT

MEETING DATE: 12/6/2022

AGENDA SECTION: A

SUBJECT:

Administration: Council consideration of the renewal of 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 consider the contract proposal and, if approved, 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: 12/6/2022

AGENDA SECTION: B

SUBJECT:

Public Works: Presentation and Council consideration of authorization for a water conservation education and incentive program consisting of three sub programs: 1) Outreach education campaign, 2) Installation of sign boards on all City Refuse trucks, and 3) a turf replacement program from \$300,000 previously allocated by City Council from the American Rescue Plan Act of 2021 (ARPA).

RECOMMENDATION:

Staff recommends that the City Council, by motion, authorize staff to implement a water conservation education and incentive program. The overall program will consist of the following three primary sub-programs and their associated cost estimates.

1. \$50,000: Conduct an extensive media campaign, including social media, print ads, and other communication methods across several formats to educate and encourage water conservation.
2. \$75,000: Installation of poster boards on all City Refuse trucks. The hardware will be fixed to the trucks and allow the message poster to be changed as desired.
3. \$175,000: Turf replacement incentives to commercial businesses, including homeowner's associations, landscape districts, and multi-family apartment complexes.

It is further recommended that Council authorize the City Manager to redistribute funds between the projects as necessary based on actual costs while accomplishing the primary goals of each.

SUMMARY:

The City of Hanford has been allocated \$13,077,040 of ARPA funds from the U.S. Department of Treasury Corona Virus Local Fiscal Recovery Fund. Staff has previously submitted all of the required documentation and in July 2021, the City received its first allocation in the amount of \$6,538,870. The City received its second installment in July 2022.

In September 2021, Council approved initial allocations of ARPA funding with additional approvals in June 2022, including \$300,000 for

- **“Water:** Water conservation incentive program (to be developed, up to \$500 per house, approximately 600 households)

The turf replacement program will be based on a rebate per square foot basis. Staff originally intended this program to target residential properties. That changed when the Governor issued his executive order (EO) prohibiting watering of “non-functional” turf. We are finding that many commercial customers are unwilling to comply with the EO out of concern that dead landscaping will reflect poorly on their business. An incentive program will help ease the financial burden of transitioning to drought tolerant species and xeriscape. Staff believes targeting the commercial sector will also have a larger impact for the community as a whole.

Staff has developed the proposed program to have an immediate and long-term impact on water consumption throughout the City, to develop the infrastructure for public messaging, and to make it more palatable to comply with emergency drought restrictions (specifically, the Governor’s executive order prohibiting the watering of “non-functional” turf), while mitigating against the “dead landscape” appearance.

The media campaign is self-descriptive and will change throughout the year based on then-current restrictions.

The installation of the poster board hardware on City Refuse trucks will cost approximately \$2,500 per vehicle, but a majority of those costs are one-time costs for the installation of the hardware. Thereafter, it will be very economical to develop and print whatever message the city needs to convey at the time, whether that is “save water”, “recycle”, or “vote” etc. The City’s refuse fleet is about 25 vehicles strong, and these trucks go up and down every street throughout the City at least once per week. This is an inexpensive way to repeatedly convey a variety of messages in a short amount of time. Other cities have seen success with this type of system.

FISCAL IMPACT:

The City has received \$13,077,740 in ARPA funds from the Department of Treasury. Council has directed that \$300,000 of these funds be used for water conservation programs. The programs presented and approved by Council will be administered with existing staff.

ATTACHMENTS:

Truck poster



3611

TARE

Attachment: Truck poster (PW: ARPA funded Water



**AGENDA
STAFF REPORT**

MEETING DATE: 12/6/2022

AGENDA SECTION: A

SUBJECT:

Council Future Agenda Items

FISCAL IMPACT:

ATTACHMENTS:

Council Future Agenda Items

Council Future Agenda Items				
Originated Date	Item	Originator	Staff Lead	Date Estimate
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
11/29/2022	Discussion regarding the 2023 State Legislative Platform	City Manager	Mario Cifuentez	12/20/2022
11/30/2022	Review of 2022 Federal Advocacy efforts and Discussion regarding the 2023 Federal Legislative Platform	City Manager	Mario Cifuentez	1/17/2022

Attachment: Council Future Agenda Items (Council: Future Agenda Items)