

The City of Hanford
CALIFORNIA



City Council Meeting Agenda

December 20, 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/>

5:00 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. Community Development Housing the City's First Time Homebuyer Assistance Program.
- B. Presentation by City of Hanford Staff and 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:

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: Jason Carvalho and Kevin Nickell

CALL TO ORDER REGULAR SESSION:

ROLL CALL:

INVOCATION:

Pastor Orris Whitley

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 December 2, 2022, Special Meeting
- C. City Clerk: Denial of a claim for damages and authorization for the City Clerk to send out notification of such to Earlene Carson.
- D. Community Development: Adoption of Vehicle Miles Traveled (VMT) Thresholds and Implementation Guidelines, establishing thresholds and guidelines for addressing VMT, in accordance with Senate Bill 743.
- E. Public Works: Pre-authorization to provide disking services on City's 1600-acre farm property and appropriate \$50,000 from the Wastewater Fund.

PUBLIC HEARINGS:

- A. Community Development: Annexation No. 159: A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction. Prezone No. 2021-09: A request to prezone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area. Mitigated Negative Declaration No. 2022-62: An initial study was prepared, and it was determined that the project will not result in significant impacts; therefore, Mitigated Negative Declaration 2022-62 has been prepared. The project is located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019).

GENERAL BUSINESS:

- A. Public Works: Approve change orders and an appropriation transfer of \$40,000 from the Accumulated Capital Outlay (ACO) Fund, to fully fund the completion of the Police Activities League Parking Lot project.
- B. Public Works: Approve change orders and an appropriation transfer of \$39,000.00 from the Accumulated Capital Outlay (ACO) Fund, to fully fund the completion of the Police Parking Lot Expansion Construction Project.
- C. Council: Review and Approval of the 2023 Calendar of City Council Meetings

COUNCIL COMMENTS AND COMMUNICATIONS:

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

Council Future Agenda Items

Upcoming Events and Important Dates:

December 23, 26, 30: Holiday, city offices closed
January 2: 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. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting.

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



**AGENDA
STAFF REPORT**

MEETING DATE: 12/20/2022	AGENDA SECTION: A
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SUBJECT:

Community Development Housing the City's First Time Homebuyer Assistance Program.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report.122022 FTHB Presentation

"HOME SWEET HOME" Program Summary

**CITY OF HANFORD CITY COUNCIL
STAFF REPORT**

MEETING DATE: Tuesday, December 20, 2022

SUBJECT: Presentation by the Community Development Housing on the City's First Time Homebuyer Assistance Program.

RECOMMENDATION

That the Council receives the presentation from the staff, this item is informational and intended to provide the Council with an overview of a City program.

BACKGROUND

During a previous City Council meeting held on October 18, 2022, the Council requested staff to review additional information on the City's First Time Homebuyer Program.

The City of Hanford has provided homebuyer assistance for over 28 years. To provide affordable housing opportunities in Hanford and to preserve the existing neighborhoods in our community, the City of Hanford offers the following housing programs:

First-Time Homebuyers Program

The HOME Sweet Home First-time Homebuyers Program offers qualified first-time homebuyers the opportunity to borrow up to \$75,000 for the down payment and closing costs to purchase a newly constructed or existing home within the Hanford city limits. This program offers a 30-year loan with deferred payments (meaning no payment due) for the entirety of the loan term. The loan carries a 2% fixed interest rate and is secured by a second Deed of Trust. Staff currently maintains an interest list for this program.

PROGRAM FUNDING

Historically, the homebuyer assistance program received funding from HOME, Community Development Block Grant, and CalHOME Program.

- There is a balance of \$1,431,615 of HOME REUSE in the homebuyer assistance fund to support the HOME Sweet HOME Program.
- However, as of July 27, 2022, the State of California HOME Program is working with HUD to update some HOME First-Time Homebuyer (FTHB) program policies. Until those policy updates are in place, all HOME Program grantees operating HOME FTHB programs temporarily suspend all HOME FTHB program activities.

Additional information is attached.



HOMEBUYER ASSISTANCE PROGRAM **APPLICATION AND PROGRAM PROCESS**

Thank you for your interest in the City's Homebuyer Assistance Program. This program provides deferred payment loans to income qualifying households looking to purchase homes in Hanford. Please see the attached fact sheet for the terms and conditions of the program.

The City's loan process has eight steps. More detail on the home selection and subsequent steps will be provided after your preliminary eligibility is determined.

Application

In order for the City to consider your loan request, you will need to complete a City of Hanford Homebuyer Assistance Program application. When submitting your application, keep in mind that you must:

- Submit an original application with all requested paperwork. The paperwork, paystubs, bank statements, etc., should be copies. The City will not return any paperwork submitted.
- Make sure to sign and date the application.
- Attach a lender's pre-qualification or pre-approval letter.

Submit your completed application in person by appointment only to:

Sandra Lerma-Martinez, Housing Administrative Analyst	559-585-4766
Roberta Monzelli, Housing Administrative Technician	559-585-2587

City of Hanford Housing
 317 North Douty St, Hanford CA 93230
 TDD/TYY, Dial 711

Income Eligibility Determination

Once the City receives your application packet, staff will determine if your household meets basic income and eligibility requirements. The City will rely on the information included in the City's application and the backup documentation provided.

Depending on the particular circumstances, the City may request additional information or documentation. Your ability to respond to the City quickly and accurately is critical. With your lender or agent, you are strongly encouraged to make a preliminary determination of income eligibility.

After income eligibility has been determined, you will be given a Pre-Qualification letter from the City confirming income eligibility and describing the next steps in the process.

Housing Counseling

HUD funded programs require a potential homebuyer to complete a homebuyer counseling course by HUD certified housing counselors. All applicants must provide a certificate of completion prior to issuing the Pre-Qualification letter. Information for HUD certified housing counselors will be provided with the application.

Home Selection

Working with your real estate agent, you will select one or more homes on which to make an offer. The home must be in Hanford and within the purchase price limit for the program. When your offer is accepted, your agent will send the City a copy of the Purchase and Sale Agreement.

If the home was built before 1978, the City's Housing staff also conducts a visual assessment. If deteriorated paint is found, such as peeling, chipping, chalking or cracking interior or exterior paint, the property is not eligible for purchase unless the deficiencies are corrected. The house must then be re-inspected and must pass the visual assessment prior to closing. If the house passes the visual assessment, the purchase process can continue.

Seller may correct the defects using proper procedures listed on the Seller Certification Form. Seller must submit the Seller Certification Form, obtain a Clearance Report and Lead Hazard Reduction Notice from a licensed risk assessor documenting that the house passed clearance prior to closing. See Program Guidelines for more requirements regarding homes built before 1978.

A visual assessment is also conducted for all properties to verify basic health and safety conditions.

Senior Loan Package

Once a purchase offer has been accepted, your agent and lender will need to submit the loan package for the City's review. City staff will review the loan request and accompanying documentation for compliance with the program guidelines. Information will also be reviewed for consistency and accuracy. City staff will work with the applicant, lender, and real estate agent to resolve any discrepancies.

Loan Committee

Once staff has determined that the loan request conforms to the guidelines, the property is eligible, and there are funds available, a request will be made to the Loan Committee. Any facts relevant to the lending decision will be noted in the request as will any conditions precedent to loan funding.

Loan Commitment and Funding

Once the Loan Committee has approved the loan request and all funding conditions have been met, staff will prepare loan documents and a request to fund escrow. The escrow funding request will be contingent on executed loan documents.

Closing

After close of escrow, the closing statement, HUD-1, will be reviewed by staff to confirm the details of the transaction as approved by the City and that you did not receive excess proceeds.

BUYER REQUIREMENTS								
Income Limit		80% of area median income, as calculated by HCD (see below)						
Household size (persons)	1	2	3	4	5	6	7	8
Maximum gross income (2022)	\$43,650	\$49,850	\$56,100	\$62,300	\$67,300	\$72,300	\$77,300	\$82,250
First-time homebuyer status	No ownership in past three years, minimum of a 3 year period of continued employment and at present job a minimum of 6 months.							
Occupancy requirement	Owner-occupant, primary residence. Annual monitoring; City staff will obtain certification of primary residence from the homeowner each year throughout the 30-year lien. Loan due if not owner-occupied.							
Homebuyer Education Course	Homebuyer counseling course required. Must provide a certificate of completion prior to closing escrow. Available in English or Spanish at:							

	Community Services & Employment Training (CSET) 312 NW 3rd Ave, Visalia CA 93291 www.cset.org or 559-732-4194 Self Help Enterprises 8445 W Elowin Court, Visalia CA 93291 www.selfhelpenterprises.org or 559-651-1000 Fresno locations also available, information will be provided if interested in those locations.
Credit history	Charge off and collection accounts required to be paid through escrow.

PROPERTY REQUIREMENTS	
Eligible types	Single-family detached. May be newly constructed or existing, if existing, must be sound and not in need of rehabilitation, and property must comply with local building codes. (second units, pools and/or spas are not allowed and cannot be tenant occupied).
Location	Within incorporated limits of the City of Hanford.
Sales price limit	100% of Kings County median; \$271,000 as of June 01, 2022, New Construction \$316,000.
Inspection requirements	Home inspection by qualified inspector required. Pest inspection required.
Flood insurance	Required if in 100-year floodplain.

LOAN TERMS	
Loan product	30-year "silent second" deferred-payment mortgage.
Use of funds	Down payment and/or non-recurring closing costs.
Maximum loan amount	Up to \$75,000

Loan amount calculation	Actual loan amount calculated on what is needed to make monthly housing cost affordable to buyer. Buyer is expected to spend approximately 25-33% of gross income on housing.
Interest rate	2% simple.

Position	City must be in second position. Approval of primary loan required.
Deed restriction	None.
Required documents	Loan Agreement, Promissory Note, Deed of Trust, Request for Notice of Default, statutory lending notices.
Special requirements	Buyer eligibility must be confirmed prior to making purchase offer. Purchase offer must include City contingencies.

SENIOR LOAN REQUIREMENTS	
Loan product	Fixed-rate, fully amortizing, 30-year mortgage. Conventional, FHA, VA acceptable.
Maximum interest rate	Current market rate. No temporary rate buy-downs.
Minimum housing debt-to-income ratio	25%
Maximum housing debt-to-income ratio	33%
Minimum total debt-to-income ratio	33%
Maximum total debt-to-income ratio	42%

Minimum borrower contribution	1% of purchase price towards home purchase. (cannot be used toward closing costs)
Gift funds	Allowed. Must be evidenced by gift letter.
Impounds	Taxes and insurance required.

The City of Hanford does not discriminate on the basis of race, color, religion, sex, marital status, national origin, ancestry, familial status, disability, or sexual orientation in its employment opportunities, programs, services or activities.

PLEASE INCLUDE COPIES OF THE FOLLOWING DOCUMENTS WITH THE ATTACHED APPLICATION:

- ☐ Executed Financial Privacy Act Notice - attached
- ☐ Executed Release of Information for all adults in the household - attached
- ☐ Most recent two (2) months of paystubs for all employed adults
- ☐ Current proof of income for other income sources for all adults
- ☐ Most recent 3 years of federal income tax returns with W-2s for all adults
- ☐ Most recent six months of all banking account statements for all adults (include all accounts and all pages of statements)
- ☐ Most recent investment/retirement account statement for all persons (include all pages of statement)
- ☐ Lender pre-qualification or pre-approval letter & **Copy of Credit Report** (from Lender)
- ☐ Copy of Driver's License/ID and Social Security Card (each Appli



AGENDA STAFF REPORT

MEETING DATE: 12/20/2022	AGENDA SECTION: B
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SUBJECT:

Presentation by City of Hanford Staff and 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.

At the December 6, 2022 Council requested that staff present the potential development scenarios for the downtown including the implications of each scenario.

As requested by Council, Peters Engineering Group, along with City staff, will present the development scenarios and the implications to traffic, parking, future planning and budget for each scenario.

FISCAL IMPACT:

Insert Fiscal Impact Here or Erase Completely

ATTACHMENTS:



**AGENDA
STAFF REPORT**

MEETING DATE: 12/20/2022	AGENDA SECTION: B
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SUBJECT:

City Clerk: Approval of the Minutes of the December 2, 2022, Special Meeting

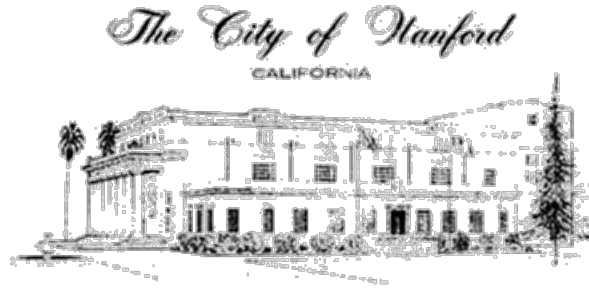
Recommendation:

Approve the minutes of the December 2, 2022 Special Meeting.

FISCAL IMPACT:

ATTACHMENTS:

12.2.2022 SP



CITY COUNCIL MEETING MINUTES

**December 2, 2022 5:00 PM
Council Chambers
400 N. Douty St.**

CALL TO ORDER SPECIAL SESSION:

Mayor Morrow called the meeting to order at 5:00 p.m.

ROLL CALL BY THE CITY CLERK:

Attendee Name	Title	Status	Arrived
Art Brieno	Council Member	Absent	
Diane Sharp	Vice Mayor	Present	4:50 p.m.
Kalish Morrow	Mayor	Present	4:55 p.m.
Francisco Ramirez	Council Member	Present	4:53 p.m.
Amanda Saltray	Council Member	Present	4:50 p.m.

FLAG SALUTE:

Mayor Morrow led the flag salute.

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.*

Dave Ayers thanked the outgoing Council Members.

Bob Ramos thanked the outgoing Council Members and congratulated the newly elected Council Members. He also commented on the roundabout project.

Laria Faria thanked the outgoing Council Members and congratulated the newly elected Council Members.

GENERAL BUSINESS:

Recognition and remarks for Outgoing Council Members Amanda Saltray, Art Brieno, and Francisco Ramirez.:

Mayor Morrow presented Council Members Saltray and Ramirez with recognition plaques and thanked them for their service. The outgoing Council Members thanked the community for their support.

Certification of Election and Swearing in:

- a. Adoption of Resolution 22-45-R, Declaring Canvass of Results of the Votes Cast and Statement of Election Results for the November 8, 2022, General Election.

Motion to approve.

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

- b. Administer Oath of Office to Travis Paden, Mark Kairis, and Lou Martinez

City Clerk Natalie Corral administered the oath to Travis Paden, Mark Kairis and Lou Martinez.

Reorganize of the City Council - Selection of the Mayor and Vice Mayor:

City Attorney Ty Mizote explained the reorganization process and called for the nominations for Mayor and Vice Mayor.

Council Member Kairis nominated Travis Paden for Mayor. The Council approved Travis Paden for Mayor. (4-1)

Council Member Martinez nominated Mark Kairis for Vice Mayor. The Council approved Mark Kairis for Vice Mayor. (5-0)

Recess:

The Council moved to the next item on the agenda.

Council: Receive and discuss the list of Committees and Boards:

- a. Discussion regarding the list of committees and boards that have City Council representation directly appointed by the Council and make Appointments as appropriate.

The Council discussed the list of committees and boards and selected representation.

<u>League of California Cities</u>	Kalish Morrow Mark Kairis	Rep Alt
<u>Kings Economic Development Corporation</u>	Kalish Morrow Travis Paden	Rep Alt
<u>Kings County Association of Governments</u>	Kalish Morrow Travis Paden	Rep Alt
<u>Kings County Area Public Transit Agency (KART)</u>	Diane Sharp Travis Paden	Rep Alt
<u>Kings County Abandoned Vehicle Authority</u>	Kalish Morrow Diane Sharp	Rep Alt

<u>Kings Community Action Organization (KCAO)</u>	Lou Martinez Travis Paden	Rep Alt
<u>Kings Waste and Recycling Authority (KWRA)</u>	Diane Sharp Lou Martinez	Rep Alt
<u>Cross-Valley Rail Joint Powers Authority</u>	Travis Paden Mark Kairis	Rep Alt
<u>City Selection Committee</u>	Travis Paden Mark Kairis	Rep Alt
<u>City County Coordinating Task Force</u>	Travis Paden Mark Kairis	Rep Alt
<u>Kings County Area Disaster Council</u>	Travis Paden Mark Kairis	Rep Alt
<u>Mid-Kings River Groundwater Sustainability Agency</u>	Diane Sharp Mark Kairis	Rep Alt
<u>Kings County Homeless Commission</u> <i>(Police Chief Sever is the Rep)</i>	Lou Martinez Mark Kairis	Rep Alt

Motion to approve.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Kalish Morrow, Council Member
SECONDER:	Mark Kairis, Vice Mayor
AYES:	Paden, Sharp, Morrow, Martinez, Kairis

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)

The newly elected Council Members thanked their families, the community, and staff for their support during the election. Council Members Morrow and Sharp welcomed the new Council Members.

ADJOURNMENT:

Mayor Paden adjourned the meeting at 5:39 p.m.

Respectfully submitted,

Natalie Corral
City Clerk



AGENDA STAFF REPORT

MEETING DATE: 12/20/2022	AGENDA SECTION: C
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SUBJECT:

City Clerk: Denial of a claim for damages and authorization for the City Clerk to send out notification of such to Earlene Carson

RECOMMENDATION:

That the City Council, by motion, approve the denial of the claim and authorize the Risk Management Analyst to send out notification of such to the claimant.

BACKGROUND:

A claim for damages against the City was received by the following claimant: Earlene Carson

After review by the Third Party Administrator, it was determined that the city did not receive constructive notice prior to the incident; the claim should be rejected pursuant to Government code 835.4, a public entity is not liable under subdivision (a) of Section 835 for injury caused by a condition of its property if the public entity establishes that the act or omission that created the condition was reasonable.

Accordingly, it is the City Manager's decision to act in accordance with the recommendation of the Administrator to deny the claim.

FISCAL IMPACT:

ATTACHMENTS:



AGENDA STAFF REPORT

MEETING DATE: 12/20/2022	AGENDA SECTION: D
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SUBJECT:

Community Development: Adoption of Vehicle Miles Traveled (VMT) Thresholds and Implementation Guidelines, establishing thresholds and guidelines for addressing VMT, in accordance with Senate Bill 743

Senate Bill (SB) 743, which became effective July 1, 2020, changes the way transportation impact assessments are conducted in California Environmental Quality Act (CEQA) documents. Most notably, rulemaking in support of SB 743 replaces motor vehicle delay, as measured by Level of Service (LOS), with Vehicle Miles Traveled (VMT) as the metric for use in CEQA transportation impact assessments.

In January 2019, the Natural Resources Agency and the Governor's Office of Planning and Research (OPR) codified SB 743 into the Public Resources Code (PRC) and the *State CEQA Guidelines*.

OPR published a Technical Advisory (TA) in December of 2018, as a resource to guide the assessment of the VMT metric, establish thresholds of significance, and recommends mitigation measures. The laws and rules governing the CEQA process are contained in the CEQA statute (PRC Section 21000 and following), the *State CEQA Guidelines* (California Code of Regulations, Title 14, Section 15000 and following), published court decisions interpreting CEQA, and locally adopted CEQA procedures. The TA is intended as a reference document; it does not have the weight of law. However, any decision to deviate from the TA recommendations must be supported by substantial evidence.

The State of California is committed to reducing greenhouse gas (GHG) emissions and achieving long-term climate change goals. As a means for achieving statewide sustainability and climate goals, California legislation is focused on reducing VMT to achieve statewide climate goals. Over the last 40 years, across the state, VMT has far exceeded that of the state's population increase during the same period. Transportation is the single largest sector contributing to California's GHG emissions. Approximately 41 percent of statewide GHG emissions are generated by the transportation sector, primarily passenger cars and light-duty trucks. State

mandates pertaining to GHG emissions include reducing the number of single-occupancy vehicle trips and the length of vehicle trips.

LSA has written a report which establishes the City of Hanford's (City) VMT thresholds of significance for use in CEQA transportation studies and provides substantial evidence to support those thresholds.

The document addresses:

- **Screening Criteria:** OPR acknowledges that certain projects are either low VMT generators, or, by virtue of their location, would have a less than significant impact. The document provides the screening criteria to identify potentially exempt projects.
- **VMT Threshold Analysis for Development Projects:** The document identifies the VMT thresholds of significance, which would result in a significant CEQA impact.
- **VMT Threshold Analysis for Transportation Projects:** The document describes the methodology used to evaluate significant CEQA impacts associated with transportation projects in the City. Many non-capacity capital projects may be presumed to have a less than significant impact. Capacity-enhancing transportation projects may produce significant VMT impacts and would therefore be subject to a comprehensive VMT analysis including an induced travel assessment.
- **VMT Threshold Analysis for Land Use Plans:** The document provides guidance and substantial evidence to support the City's treatment of land use plans and their related CEQA transportation impact analysis requirements.
- **VMT Mitigation Strategies:** The document provides a reference and guide for use in the identification of feasible VMT mitigation options that may be used to offset project-related VMT impacts. It should be noted that this discussion is not intended to represent a full list of VMT mitigation measures available or feasible to the City. As in previous CEQA practice, it is generally the lead agency who identifies mitigation measures to offset the specific project-related impacts identified in an environmental document.

During Study Session on November 1, 2022, City Council received a report and directed staff to move forward with bringing forth the document for adoption by the City Council.

FISCAL IMPACT:

ATTACHMENTS:

VMT Guidelines Adoption Resolution

City of Hanford VMT Thresholds and Implementation Guidelines_10-24-2022

RESOLUTION NO. 22-47-R**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD ADOPTING VMT THRESHOLDS AND IMPLEMENTATION GUIDELINES, PREPARED BY LSA, IN ORDER TO COMPLY WITH THE REQUIREMENTS SET FORTH BY SENATE BILL (SB) 743**

At a regular meeting of the City Council of the City of Hanford duly called to order and held on December 20, 2022 at 7:00 p.m., it was moved by Council Member _____, and seconded by Council Member _____, and duly carried that the following resolution be accepted:

WHEREAS, Senate Bill 743, which became effective July 1, 2020, changes the way transportation assessments are conducted in California Environmental Quality Act (CEQA) documents, most notably, replacing motor vehicle delay, as measured by Level of Service (LOS), with Vehicle Miles Traveled (VMT) as the metric for use in CEQA transportation impact assessments; and

WHEREAS, the document provides screening criteria to identify potentially exempt projects; and

WHEREAS, the document identifies VMT thresholds of significance for Development Projects, which would result in a significant VMT impact; and

WHEREAS, the document provides guidance and substantial evidence to support the City's treatment of land use plans and related CEQA transportation impact analysis requirements; and

WHEREAS, the document identifies potentially feasible VMT mitigation options that may be used to offset project-related VMT impacts; and

WHEREAS, LSA was determined to be the most qualified consultant to develop the VMT Thresholds and Implementation Guidelines for the City of Hanford; and

WHEREAS, LSA has prepared the VMT Thresholds and Implementation Guidelines with City staff; and

WHEREAS, the City of Hanford City Council considered the evidence presented in the staff report; and

WHEREAS, staff recommends that the VMT Thresholds and Implementation Guidelines be adopted, in compliance with SB 743.

NOW, THEREFORE, BE IT RESOLVED, on the basis of the facts and evidence provided in the staff report, the City Council hereby makes the following findings:

1. That the City Council adopts the VMT Thresholds and Implementation Guidelines.
2. That the VMT Thresholds and Implementation Guidelines shall be used to address transportation impacts, in accordance CEQA guidelines.

BE IT FURTHER RESOLVED, that the City Council of the City of Hanford hereby adopts the VMT Thresholds and Implementation Guidelines~~Pedestrian and Bicycle Master Plan~~. Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on December 20, 2022, by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

 TRAVIS PADEN
 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 Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the ____ day of _____, 2022.

Date: _____

City Clerk

VMT THRESHOLDS AND IMPLEMENTATION GUIDELINES



LSA

October 2022

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VMT THRESHOLDS AND IMPLEMENTATION GUIDELINES



Prepared for:

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October 2022

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EXECUTIVE SUMMARY

Senate Bill (SB) 743, which became effective July 1, 2020, changes the way transportation impacts are determined in California Environmental Quality Act (CEQA) documents. SB 743 replaces the metric for determining transportation impacts using motor vehicle delay and Level of Service (LOS) to Vehicle Miles Traveled (VMT) in CEQA traffic impact studies. As a result of the SB 743 final rulemaking and the implementation deadline of July 1, 2020, the City of Hanford (City) is adopting a set of VMT thresholds to support the shift from a delay-based analysis to VMT. This document provides a detailed discussion on implementing the CEQA VMT metric as applicable to the City of Hanford. Substantial evidence and explanation on establishing the “Region,” VMT screening criteria, and VMT analysis thresholds are also described.

The following topics establish the steps for preparation of VMT analysis. Each topic is discussed in more detail further in this report.

- **Definition of ‘Region’:** Kings County has been established as the region for VMT analysis purposes.
- **Standardized Screening Methods:** Projects within a Transit Priority Area that meet additional requirements, local-serving retail projects up to 50,000 square feet (sf), residential, office, industrial, or mixed-use projects within low-VMT generating areas, projects with 100 percent affordable housing units, and projects that are consistent with the City’s General Plan and generate fewer than 1,000 daily trips may be screened out from the need for a VMT analysis. Additionally, projects that are not consistent with the City’s General Plan but generate fewer than 500 daily trips may also be screened out from a VMT analysis.
- **Appropriate VMT Significance Thresholds for Development Projects, Transportation Projects, and Community/General Plans:** For all projects (except retail), a significance threshold of 87 percent of the existing regional average of the respective VMT metric is recommended. For retail projects, a significance threshold of no net increase in VMT is recommended. For mixed use projects, the VMT thresholds are based on the respective thresholds for the various land use components. For transportation projects, net increase in induced VMT is recommended as the significance threshold. Finally, for land use plans, the existing regional average VMT per capita, VMT per employee, and VMT per service population are recommended as thresholds of significance.
- **Feasible Mitigation Strategies:** A list of VMT mitigation measures applicable to development projects, transportation projects, and plans in the context of the City of Hanford are provided for projects which may not meet the recommended significance thresholds. Additionally, implementation of a future VMT mitigation bank, VMT mitigation exchange, and/or VMT impact fee are discussed as potential future regional VMT mitigation mechanisms.

The City shall use the Kings County Association of Governments (KCAG) Travel Demand Model (TDM) for VMT analysis purposes. The KCAG TDM is the regional travel demand model applicable to jurisdictions within Kings County including the City for evaluating project VMT. The appropriate use of the KCAG TDM for VMT calculations is further elaborated in subsequent chapters of this document.

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
TABLE OF CONTENTS.....	iii
FIGURES AND TABLES	v
FIGURES.....	v
TABLES.....	v
ABBREVIATIONS AND ACRONYMS	vii
1.0 INTRODUCTION.....	1
2.0 DEFINITION OF REGION: VEHICLE MILES TRAVELED CONTEXT	3
3.0 SCREENING CRITERIA.....	6
3.1 DEVELOPMENT PROJECTS.....	6
3.1.1 Average Daily Trips (ADT) Threshold	11
3.2 TRANSPORTATION PROJECTS.....	21
4.0 VMT THRESHOLD ANALYSIS FOR DEVELOPMENT PROJECTS	24
4.1 THRESHOLDS	24
4.2 IMPACT ASSESSMENT	26
4.2.1 Agency Communication.....	26
4.2.2 Project Screening.....	31
4.2.3 VMT Identification.....	31
4.1 MITIGATION MEASURES	32
5.0 VMT THRESHOLD ANALYSIS FOR TRANSPORTATION PROJECTS.....	34
6.0 VMT THRESHOLD ANALYSIS FOR LAND USE PLANS	38
7.0 MITIGATION STRATEGIES	40
7.1 DEFINITION OF MITIGATION	40
7.2 MITIGATION MEASURES AND PROJECT ALTERNATIVES	42
7.2.1 Land Development Projects and Community/General Plans	42
7.2.2 Transportation Projects.....	43
7.3 FUNDING MECHANISMS	44

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FIGURES AND TABLES

FIGURES

Figure 1: 2019 GHG Emissions in California by Economic Sector.....	2
Figure 2: Percentage of Total Trips Having Origins/Destinations within the City of Hanford and Terminating within the City of Hanford, within Kings County, or outside the County	4
Figure 3: High-Quality Transit Area within City of Hanford.....	9
Figure 4: VMT per Capita Screening Map for City of Hanford.....	13
Figure 5: VMT per Employee Screening Map for City of Hanford	15
Figure 6: VMT per Service Population Screening Map for City of Hanford.....	17
Figure 7: SB 375 Regional Plan Climate Targets for the 18 California MPOs	25
Figure 8: VMT Screening Methodology for Development Projects	27
Figure 9-A: VMT Analysis Methodology for Non-Screened Residential Projects.....	28
Figure 9-B: VMT Analysis Methodology for Non-Screened Non-Residential (Non-Retail) Projects.....	29
Figure 9-C: VMT Analysis Methodology for Non-Screened Non-Residential (Retail) Projects	30
Figure 10: Induced Travel – VMT Attributable to Project	35
Figure 11: Caltrans Induced Travel Calculator.....	36
Figure 12: Procedural Flow Chart – VMT Bank.....	45
Figure 13: Procedural Flow Chart – VMT Exchange	46
Figure 14: Procedural Flow Chart – VMT Impact Fee.....	47

TABLES

Table A: Representative VMT and GHG Emissions from CalEEMod.....	19
Table B: CO ₂ e Emission Rates by Land Use Type.....	20
Table C: VMT Screening Thresholds for Sample Land Uses	21
Table D: VMT Metrics for Land Use Projects.....	31
Table E: Significance Thresholds for VMT Analysis	32
Table F: Vehicle Miles Traveled Mitigation Measures for Land Development Projects	48

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ABBREVIATIONS AND ACRONYMS

ADT	Average Daily Trips
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
City	City of Hanford
County	Kings County
CO ₂ e	Carbon Dioxide Equivalent
EIR	Environmental Impact Report
EO	Executive Order
GHG	Greenhouse Gas
GWP	Global Warming Potential
HOT	High-Occupancy Toll
HOV	High-Occupancy Vehicle
HQTA	High-Quality Transit Area
ITE	Institute of Transportation Engineers
KCAG	Kings County Association of Governments
LOS	Level of Service
MPO	Metropolitan Planning Organization
MT	Metric Ton
OPR	Governor's Office of Planning and Research
PRC	Public Resources Code
RTP	Regional Transportation Plan
SB	Senate Bill
SCS	Sustainable Communities Strategy
sf	Square foot/Feet
SOC	Statement of Overriding Considerations
SOI	Sphere of Influence
TA	Technical Advisory
TDM	Travel Demand Model
TPA	Transit Priority Area
VMT	Vehicle Miles Traveled

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1.0 INTRODUCTION

Senate Bill (SB) 743, which became effective July 1, 2020, changes the way transportation impact assessments are conducted in California Environmental Quality Act (CEQA) documents. Most notably, rulemaking in support of SB 743 replaces motor vehicle delay, as measured by Level of Service (LOS), with Vehicle Miles Traveled (VMT) as the metric for use in CEQA transportation impact assessments.

In January 2019, the Natural Resources Agency and the Governor's Office of Planning and Research (OPR) codified SB 743 into the Public Resources Code (PRC) and the *State CEQA Guidelines*.

OPR published a Technical Advisory (TA) in December of 2018, as a resource to guide the assessment of the VMT metric, establish thresholds of significance, and recommends mitigation measures. The laws and rules governing the CEQA process are contained in the CEQA statute (PRC Section 21000 and following), the *State CEQA Guidelines* (California Code of Regulations, Title 14, Section 15000 and following), published court decisions interpreting CEQA, and locally adopted CEQA procedures. The TA is intended as a reference document; it does not have the weight of law. However, any decision to deviate from the TA recommendations must be supported by substantial evidence.

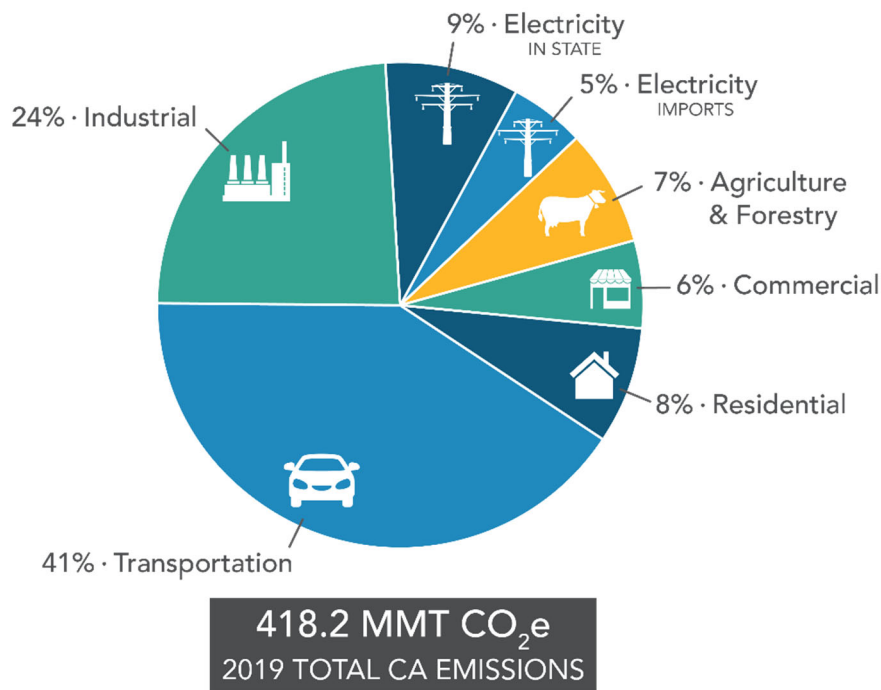
The State of California is committed to reducing greenhouse gas (GHG) emissions and achieving long-term climate change goals. As a means for achieving statewide sustainability and climate goals, California legislation is focused on reducing VMT to achieve statewide climate goals. Over the last 40 years, across the state, VMT has far exceeded that of the state's population increase during the same period. As shown in Figure 1, transportation is the single largest sector contributing to California's GHG emissions. Approximately 41 percent of statewide GHG emissions are generated by the transportation sector, primarily passenger cars and light-duty trucks. State mandates pertaining to GHG emissions include reducing the number of single-occupancy vehicle trips and the length of vehicle trips.

This report establishes the City of Hanford's (City) VMT thresholds of significance for use in CEQA transportation studies and provides substantial evidence to support those thresholds. The report is organized into the following seven chapters:

- **Chapter 1 – Introduction:** This chapter establishes the purpose and objective of this report.
- **Chapter 2 – Definition of Region:** This chapter describes the comparative geographic baseline of a region for analysis purposes.
- **Chapter 3 –Screening Criteria:** OPR acknowledges that certain projects are either low VMT generators, or, by virtue of their location, would have a less than significant impact. This chapter provides the screening criteria to identify potentially exempt projects.
- **Chapter 4 –VMT Threshold Analysis for Development Projects:** This chapter identifies the VMT thresholds of significance, which would result in a significant CEQA impact. The actual VMT metric (either an efficiency rate or total VMT) is described. The process of VMT analysis is also described in this chapter.
- **Chapter 5 – VMT Threshold Analysis for Transportation Projects:** This chapter describes the methodology used to evaluate significant CEQA impacts associated with transportation projects

in the City. Many non-capacity capital projects may be presumed to have a less than significant impact. Capacity-enhancing transportation projects may produce significant VMT impacts and would therefore be subject to a comprehensive VMT analysis including an induced travel assessment.

- **Chapter 6 – VMT Threshold Analysis for Land Use Plans:** This chapter provides guidance and substantial evidence to support the City’s treatment of land use plans and their related CEQA transportation impact analysis requirements.
- **Chapter 7 – VMT Mitigation Strategies:** The discussion provided in this chapter is intended as a reference and guide for use in the identification of feasible VMT mitigation options that may be used to offset project-related VMT impacts. It should be noted that this discussion is not intended to represent a full list of VMT mitigation measures available or feasible to the City. As in previous CEQA practice, it is generally the lead agency who identifies mitigation measures to offset the specific project-related impacts identified in an environmental document.



Source: <https://ww2.arb.ca.gov/ghg-inventory-data>

Figure 1: 2019 GHG Emissions in California by Economic Sector

2.0 DEFINITION OF REGION: VEHICLE MILES TRAVELED CONTEXT

To quantify a project's impact related to the VMT metric, a geographic context must be established. In the motor vehicle delay-based (LOS) analyses, a project study area is the geographic context for measuring a project's traffic impacts. A project study area is generally determined by the incremental increase in traffic generated by the project and the project's potential to create travel delays in the area. This generally includes intersections and roadway segments where the project would add a prescribed number of peak-hour trips. Lead agencies typically limit the LOS-based project study area boundaries within their jurisdictions.

Delay-based LOS analyses evaluate intersections or segments of roadways and so they consider portions of trips at specific locations and do not take into consideration the effect of entire trip length (from starting location to ending location). Hence, unlike delay-based LOS analyses, VMT produces a regional impact that is not limited by roadway, intersection, or jurisdictional boundaries. OPR acknowledges this in its TA (page 6), which states:

"Lead agencies should not truncate any VMT analysis because of jurisdictional or other boundaries, for example, by failing to count the portion of a trip that falls outside the jurisdiction or by discounting the VMT from a trip that crosses a jurisdictional boundary."

On a daily basis, majority of trips are generated by the residents of the community or by residential land uses. Commute and school trips are typically considered mandatory trips for the residents. Also, based on 2010 – 2012 California Household Travel Surveys (CHTS), commute trips are the longest among trips by residents. Additionally based on CHTS, the majority of trips are commute and shopping trips occurring between residential, office, and retail uses. Therefore, pursuant to the OPR TA, the recommendations for VMT thresholds for the three primary land use types (residential, office, and retail) are based on a comparison to a *regional average*. OPR does not explicitly define the regional average, and instead, recommends:

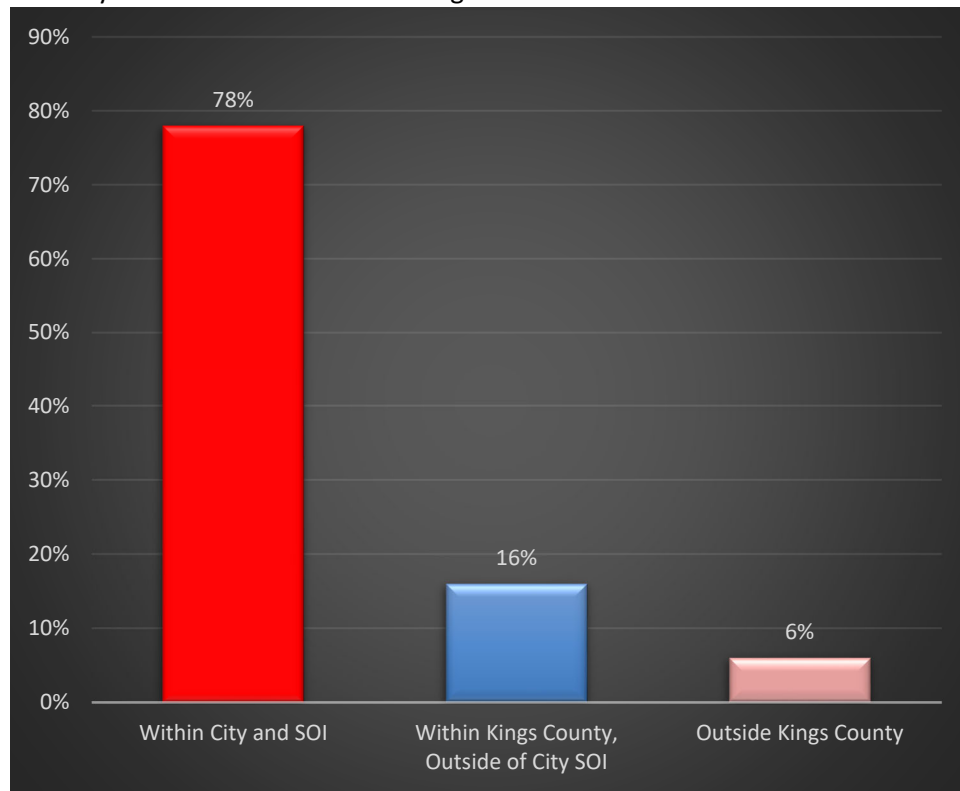
1. *In cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography, such as the county, that includes the area over which nearly all workers would be expected to live. (page 16)*
2. *For residential projects in unincorporated county areas, the local agency can compare a residential project's VMT to (1) the region's VMT per capita, or (2) the aggregate population weighted VMT per capita of all cities in the region. (page 15)*

LSA surveyed other large urbanized areas around the state to identify what region has been established for VMT thresholds. In most cases, the county boundary has been identified as the region selected for VMT analysis. Mobility can be studied using a trip-based approach or a tour-based approach. The OPR TA states that "where available, tour-based assessment is ideal because it captures travel behavior more comprehensively. But where tour-based tools or data are not available for all components of an analysis, a trip-based assessment of VMT serves as a reasonable proxy." A regional travel demand model,

whether tour-based or trip-based, is one of the best available tools to estimate VMT. Given the current regional travel demand model is a trip-based model and as described before, project VMT evaluation should be conducted using a relative comparison (project VMT metrics to the regional VMT metrics), the trip-based model serves as an appropriate tool for VMT evaluation.

Since the Kings County Association of Governments' (KCAG's) Travel Demand Model (TDM) is a trip-based model, a trip-based approach has been followed. LSA used the KCAG TDM to examine the trips into and out of Hanford. As such, consistent with the OPR TA, only trips having origins or destinations or both within the City were considered. External pass-through trips were not considered.

As illustrated in Figure 2, out of the total trips, about 78 percent trips are contained within the City and its sphere of influence (SOI). Another 16 percent of trips originate or are destined within other jurisdictions in Kings County (County). The remaining 6 percent trips either originate or are destined outside Kings County. Because the majority of the trips (94 percent) are contained within Kings County, the County will be used to define the region.



Source: KCAG TDM (2015 Scenario)

Figure 2: Percentage of Total Trips Having Origins/Destinations within the City of Hanford and Terminating within the City of Hanford, within Kings County, or outside the County

The OPR guidance recommends consistency in approach; once a region is established, that region should be used for all subsequent traffic analyses.



It should be recognized the use of the County as the region defines the comparative, or the denominator, in the identification of project-related impact. The numerator is the project's VMT contribution. This project-related VMT profile may go beyond the County boundary and not be truncated by a jurisdictional boundary. For example, if a large employment generating development is proposed near the City's northern boundary, it may generate VMT from as far away as Fresno or other communities in the San Joaquin Valley. In that case, it would be the responsibility of the applicant and traffic study preparer to include the project VMT regardless of geographical limit to the satisfaction of City staff. This project-related VMT profile would be compared against the Kings County regional average.



3.0 SCREENING CRITERIA

The TA acknowledges that certain activities and projects may result in a reduction of VMT and GHG emissions and may therefore be assumed to produce a less than significant transportation impact. Due to a presumption of less than significant impact by meeting the following described criteria, a variety of projects may be screened out of SB 743-related VMT analysis requirements.

3.1 DEVELOPMENT PROJECTS

For development projects, screening factors may include a project's size, location, proximity to transit, and trip-making potential. One or more of the following project attributes may be presumed to produce a less than significant VMT impact:

- The project is within 0.5 mile (mi) of a transit priority area or a high-quality transit area and is consistent with the Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), has a floor area ratio (FAR) equal or greater than 0.75, does not more parking than what is required by the City's Municipal Code, or does not reduce the number of affordable residential units. In accordance with SB 743, "transit priority areas" are defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program. A "major transit stop" means: "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods." A high-quality transit area or corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (See Pub. Resources Code, § 21099, subds. (a)(7), (b)(1).)

Figure 3 depicts transit priority areas within Hanford, including high-quality transit areas (within 0.5 mile of a major transit stop) served by the Kings Area Regional Transit with service intervals of 15 minutes or less. Projects proposed in these areas may be presumed to have a less-than-significant transportation impact unless the project is inconsistent with the RTP/SCS, has an FAR less than 0.75, provides an excessive amount of parking, or reduces the number of affordable residential units identified in the City's housing element for the proposed development.

- The project includes local-serving retail with a combined area of less than 55,000 square feet (sf). Whether a retail project is local-serving or not will be determined at the discretion of the City. As included in Appendix A, a list of recently completed local serving retail projects (as identified by the City) demonstrate that retail projects up to 55,000 sf could be considered as local serving. Additionally as shown in Table B, retail projects up to 125,000 sf would not have a significant GHG impact. As explained in section 3.1.1, projects not having a significant GHG impact would not also have significant VMT impact. However, based on substantial evidence for justifying local serving retail, as included in Appendix A, the City establishes retail projects less than 55,000 sf to be screened out.
- Redevelopment projects that result in an equal or net reduction in VMT can be considered to have less than significant VMT impact. A net reduction in VMT would occur if the land use proposed by the project would generate less VMT than the existing land use.





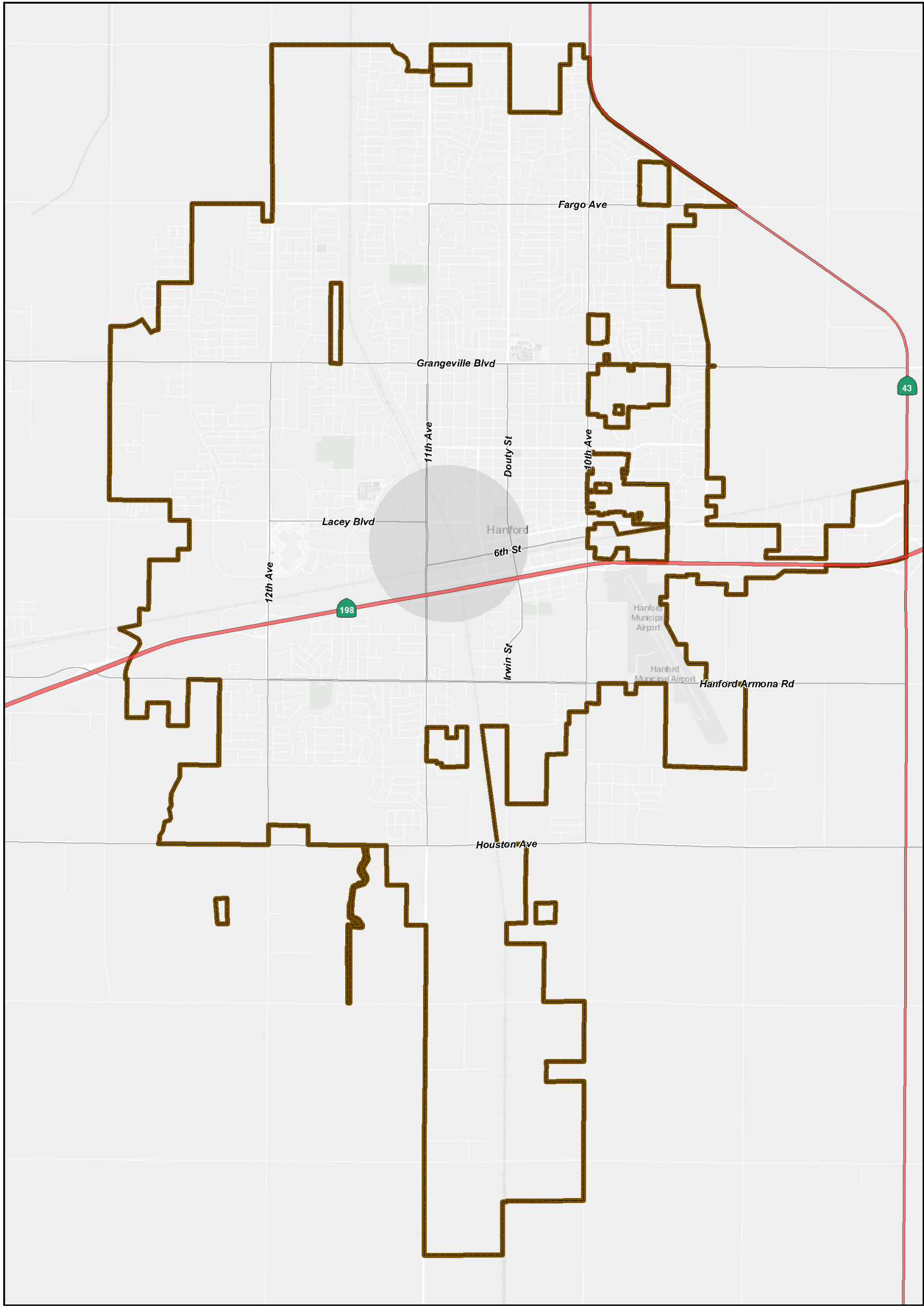
- The project includes 100 percent affordable housing units. Affordable housing units consists of low-income households and research has shown that low-income households produce lower VMT compared to a market-rate housing unit¹.
- A project consistent with the City's General Plan can be successfully screened if the project would generate fewer than 1,000 average daily trips (ADT), while a project not consistent with the City's General Plan can be screened if the project would generate fewer than 500 ADT. (See section 3.1.1 below.). Consistency with the General Plan is required because the GHG and therefore VMT reduction targets for MPOs were established by CARB and are included in the RTPs. The RTP utilizes the latest version of City's General Plan for analyzing GHG emissions.

¹ "Income, Location, Efficiency, and VMT: Affordable Housing as a Climate Strategy" by Gregory L. Newmark Ph.D and Peter M. Hass Ph.D, Center for Neighborhood Technology.

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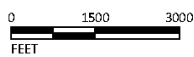
Figure 3: High-Quality Transit Area within City of Hanford





Legend

-  City Boundary
-  Half Mile Buffer

SOURCE: Kings Area Regional Transit (KART)
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City of Hanford SB 743 Implementation Regional Guidelines
City of Hanford - High Quality Transit Area

Attachment: City of Hanford VMT Thresholds and Implementation Guidelines_10-24-2022 (CD: VMT Guideline Adoption)

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- Institutional/government and public service uses that support community health, safety and welfare may also be screened from subsequent CEQA VMT analysis. These facilities (e.g., police stations, fire stations, government offices, utilities, public libraries, community centers, and refuse stations) would be a part of the community and, as public services, the VMT would be accounted for within the community. A decision whether a particular project can be categorized as a public service facility will be determined at the discretion of the City. Similarly, any other similar use not included in the list can be approved on a case-by-case basis by the City as applicable. As such, these uses would result in reduction in total VMT due to the proximity of these services within the community. Additionally, many of these facilities would generate fewer than 1,000 ADT and/or use vehicles other than passenger-cars or light-duty trucks. These other vehicle fleets are subject to regulation outside of CEQA, such as the California Air Resources Board (CARB) and San Joaquin Valley Air Pollution Control District.
- Local parks, daycare centers, student housing projects on or adjacent to a college campus, local-serving gas stations, banks, and K–12 public schools.
- Projects located in areas with low VMT may be screened out from further CEQA analysis. The TA acknowledges that residential and office projects located in areas having a low VMT, (which incorporate features such as density, mix of uses, transit accessibility), tend to exhibit similarly low VMT. Also, areas that are mapped as low VMT areas do not need to prepare any additional VMT analysis. Therefore, residential, office, industrial, or mixed-use projects that are consistent with the City's General Plan and located within low VMT areas (using the City of Hanford VMT Screening Tool² and applying appropriate thresholds) can be presumed to have similar low VMT profiles and could be screened out from the need for further VMT analysis. It should be noted that if a project constitutes a General Plan Amendment or Zone Change, such projects will be evaluated on a case-by-case basis. Figures 4, 5, and 6 illustrate the VMT per capita, VMT per employee, and VMT per service population screening maps for the City.
- The 2022 *State CEQA Guidelines* Section 15007 (c) states that “if a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved.” Therefore, if a development/land use plan/transportation project is already cleared by a certified Environmental Impact Report (EIR) or an adopted Negative Declaration/Mitigated Negative Declaration, then subsequent projects that are consistent with the approved project will not require a new VMT analysis.

3.1.1 Average Daily Trips (ADT) Threshold

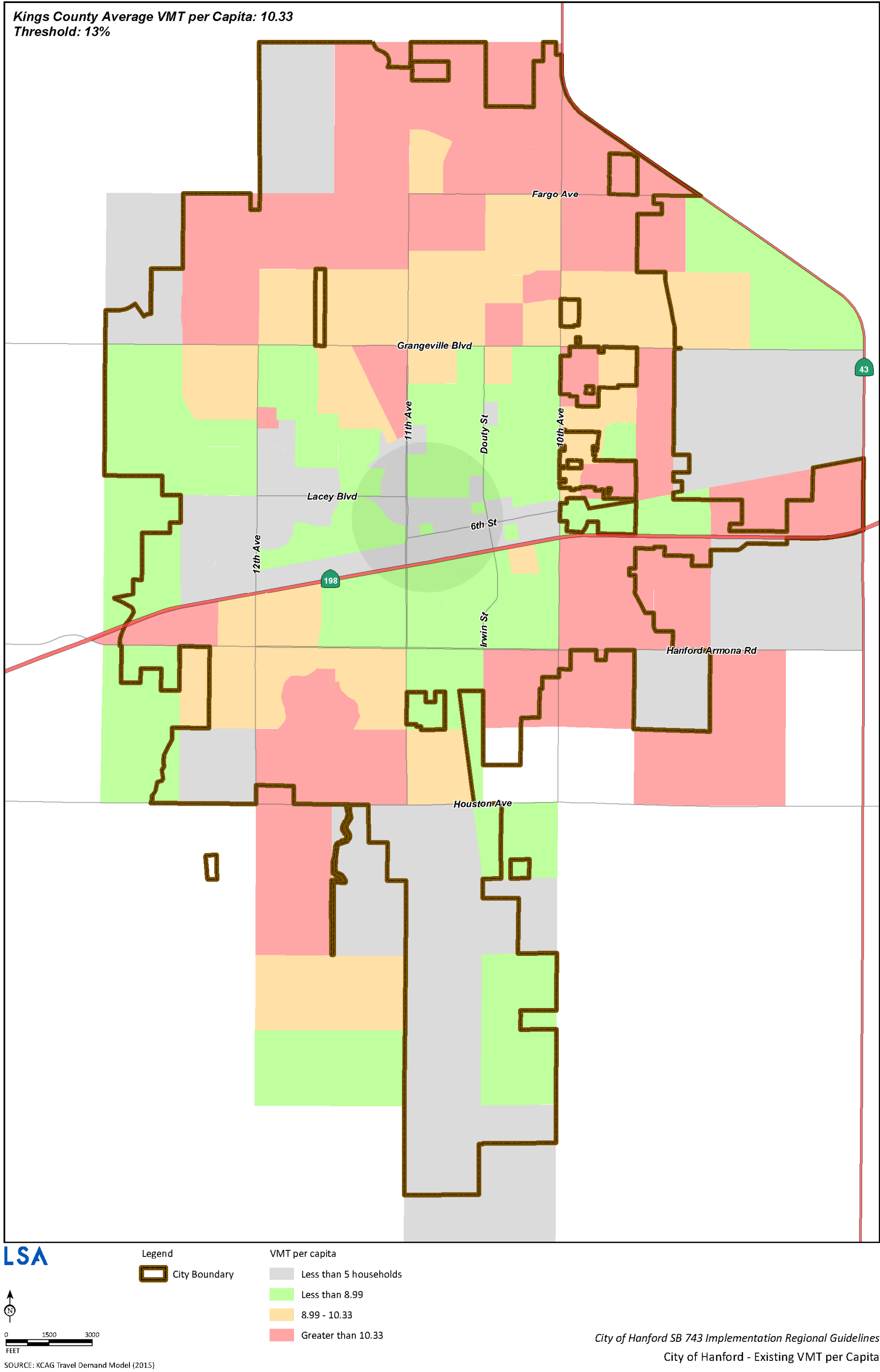
Under Section 15301(e)(2) of the *CEQA Guidelines*, existing facilities, including additions to existing structures of up to 10,000 sf are exempt from CEQA review if the project is located in an area where public infrastructure is available to allow for maximum planned development and the project is not located in an environmentally sensitive area.

² City of Hanford VMT Screening Tool: [Link Forthcoming](#)

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Figure 4: VMT per Capita Screening Map for City of Hanford

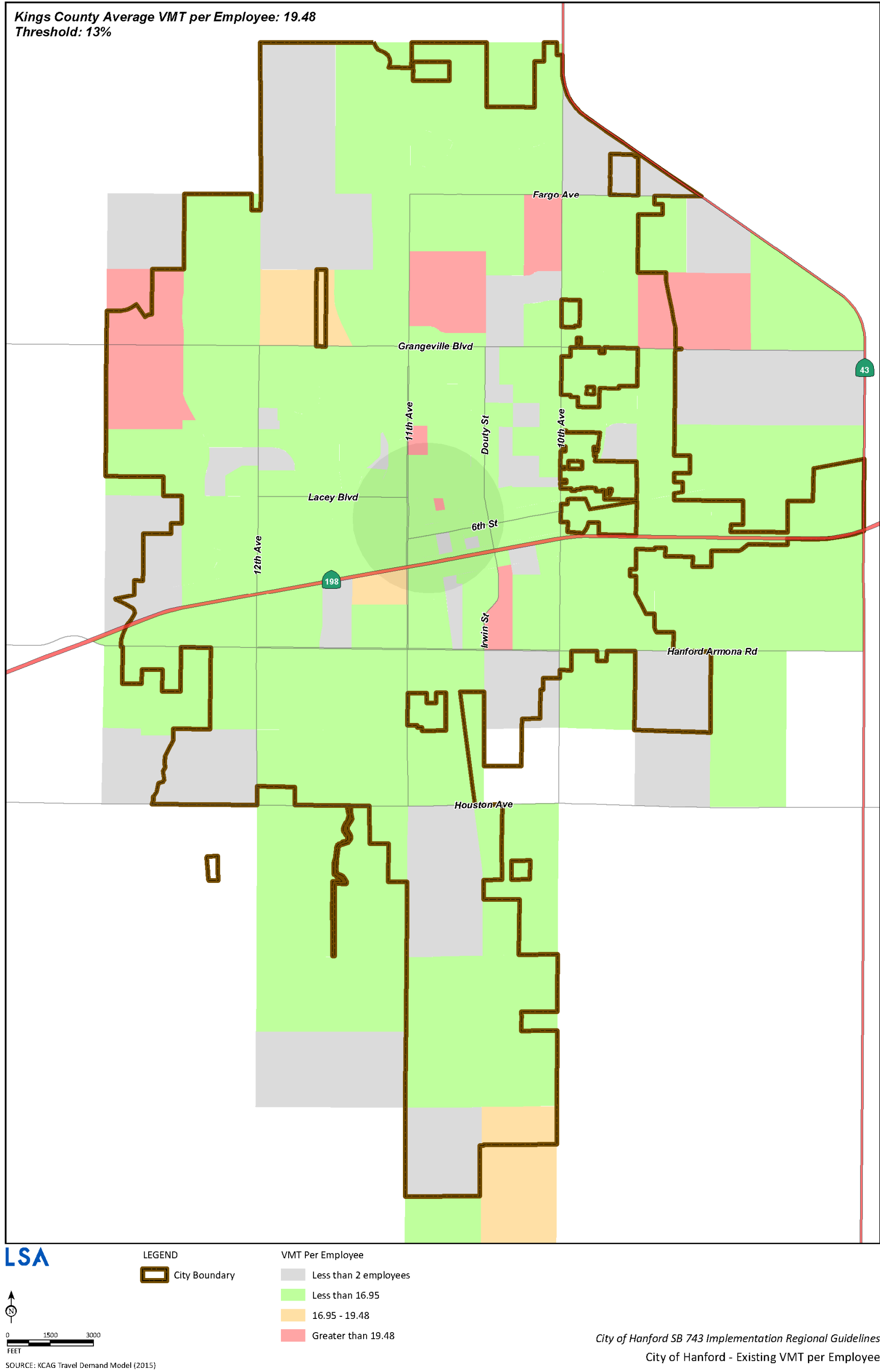


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Figure 5: VMT per Employee Screening Map for City of Hanford

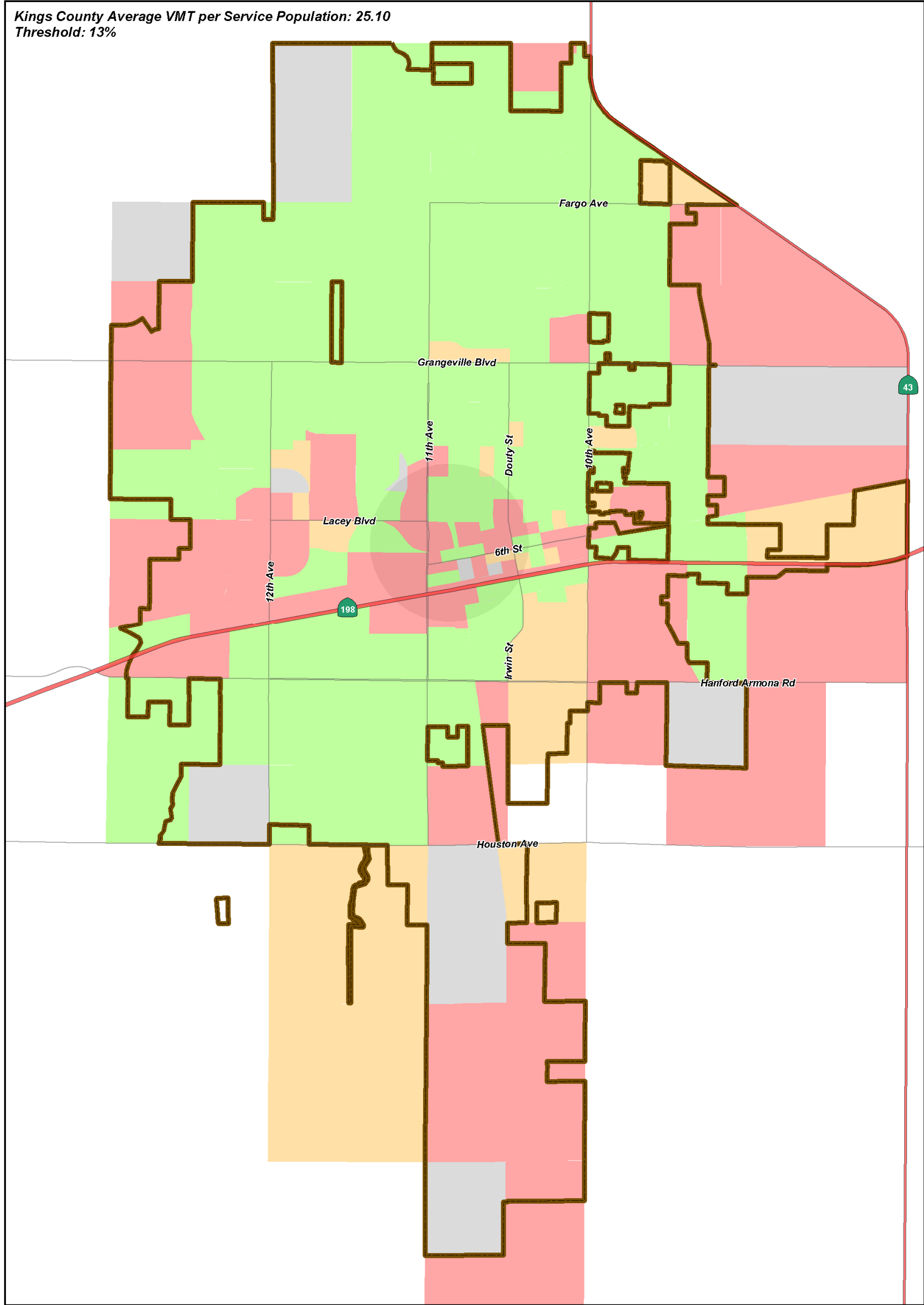


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Figure 6: VMT per Service Population Screening Map for City of Hanford



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The City's trip screening threshold is based on reduction of GHG emissions as further described below.

The California Emissions Estimator Model (CalEEMod) is a tool provided by CARB and is accepted as the statewide standard to evaluate air quality and GHG emission impacts for CEQA assessment. As such, CalEEMod was used to characterize the effect of changes in project-related ADT to the resulting GHG emissions. To account for geographical relevance to project location, LSA calculated trip lengths from the KCAG TDM as applicable for the City. The trip lengths were calculated for various trip purposes. Table A shows the resulting annual VMT and GHG emissions produced by incremental ADT for single-family residential projects.

Table A: Representative VMT and GHG Emissions from CalEEMod

Average Daily Trips (ADT)	Annual Vehicle Miles Traveled (VMT)	Vehicular GHG Emissions (Metric Tons of CO ₂ e per year)	Total Project GHG Emissions (Metric Tons of CO ₂ e per year)
200	522,631	210.81	267.51
300	796,390	321.23	407.74
400	1,045,262	421.61	535.02
500	1,319,021	532.04	675.25
600	1,592,780	642.46	815.30
750	1,966,088	793.04	1,006.40
1,000	2,638,042	1,064.07	1,350.32
1,500	3,957,063	1,596.11	2,025.57

Source: CalEEMod version 2020.4.0.

CalEEMod = California Emissions Estimator Model; GHG = Greenhouse Gas; CO₂e = carbon dioxide equivalent

GHG emissions threshold under CEQA can vary between 3,000 metric tons (MT) of carbon dioxide equivalent³ (CO₂e) per year (as recommended by South Coast Air Quality Management District (SCAQMD)) and 1,100 MT CO₂e (as recommended by Sacramento Metropolitan Air Quality Management District). For purposes of this analysis, the threshold of 3,000 MT CO₂e has been utilized. As shown in Table A, a project with an ADT lower than 1,500 would generally be expected to have a total project emission of less than 3,000 MT CO₂e/year. LSA conducted this exercise for several other land uses to identify appropriate GHG screening thresholds. Table B shows the potential maximum GHG screening thresholds (up to 3,000 MT) for these land uses.

³ CO₂e is a concept developed to provide one metric that includes the effects of numerous GHGs. The global warming potential (GWP) of each GHG characterizes the ability of each GHG to trap heat in the atmosphere relative to another GHG. The GWPs of all GHGs are combined to derive the CO₂e.



Table B: CO₂e Emission Rates by Land Use Type

Land Use	DU or TSF	Total MTCO ₂ e per year	Annual MTCO ₂ e per DU or TSF
Single Family Residential	235 DU	2,993.68	12.74
Low-Rise Multifamily Residential	345 DU	2,991.93	8.67
Mid-Rise Multifamily Residential	482 DU	2,994.53	6.21
Office	531 TSF	2,994.52	5.64
Warehouse	893 TSF	2,999.26	3.36
Light Industrial	631 TSF	2,999.06	4.75
Hotel	569 Rooms	2,997.38	5.27
Medical Office	182 TSF	2,988.12	16.42
Hospital	265 Beds	2,994.77	11.30
Shopping Plaza	125 TSF	2,993.57	23.95
Strip Retail Plaza	223 TSF	2,994.17	13.43

Source: California Emissions Estimator Model (CalEEMod) version 2020.4.0.

DU = Dwelling Units; TSF = Thousand Square Feet; CO₂e = carbon dioxide equivalent

The 3,000 MTCO₂e per year threshold developed by the SCAQMD is based on a 90 percent emission “capture” rate methodology. The 90 percent emissions capture approach was one of the options suggested by the California Air Pollution Control Officers Association (CAPCOA) in their CEQA & Climate Change white paper from 2008. A 90 percent emission capture rate means that unmitigated GHG emissions from the top 90 percent of all GHG-producing projects within a geographic area – the Air Basin in this instance – would be subject to a detailed analysis of potential environmental impacts from GHG emissions, while the bottom 10 percent of all GHG-producing projects would be excluded from detailed analysis. A GHG significance threshold based on a 90 percent emission capture rate is appropriate to address the long-term adverse impacts associated with global climate change because medium and large projects will be required to implement measures to reduce GHG emissions, while small projects, which are generally infill development projects that are not the focus of the State’s GHG reduction targets, are allowed to proceed. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial proportion of future development projects and demonstrate that cumulative emissions reductions are being achieved while setting the emission threshold high enough to exclude small projects that will, in aggregate, contribute approximate 1 percent of projected statewide GHG emissions in the Year 2050.

SCAQMD’s selection of the threshold at 3,000 MTCO₂e per year was based on OPR’s database of projects containing 798 projects and information about their GHG emissions. 87 very large projects were eliminated from calculation because they would skew emissions values too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate. The 711 projects analyzed by SCAQMD consisted of commercial, residential, and mixed-use projects and included warehouses and other light industrial land uses but did not include industrial processes (i.e., oil refineries, heavy manufacturing, electric generating stations, mining operations). SCAQMD calculated emissions from each project to provide a consistent method of emissions calculations across the sample population and from projects within the sample population. In calculating the emissions, the SCAQMD determined that the 90th percentile ranged between 2,983 to 3,143 MTCO₂e per year. The SCAQMD set the significance threshold at 3,000 MTCO₂e per year to exclude small projects that are considered less than significant and do not need to provide further analysis. Substantial evidence supporting this emission level is provided in the 2008 document, Draft





Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold and the documentation from subsequent working group meetings.

The GHG analysis above concludes that projects with up to 1,500 ADT may be screened out from VMT analysis. As a conservative approach, the City of Hanford *VMT Thresholds and Implementation Guidelines* document adopts a daily trip threshold of 1,000 ADT be applied to projects that are consistent with the City's General Plan. However, for projects that are not consistent with the City's General Plan, a screening threshold of 500 ADT will be applied. Historically, the City required traffic studies (LOS analysis) for projects that generate 50 or more peak hour trips. Since 1 peak hour trip equates to approximately 10 ADT, 50 peak hour trips would equate to approximately 500 ADT. It is prudent to take a conservative approach, and important to be consistent with previous methodologies and past precedence. Therefore, 500 ADT has been determined as the screening criteria for development projects that are not consistent with City's General Plan and takes precedence from previous transportation analysis procedures within the City. A sample list of size of projects generating fewer than 1,000 and 500 daily vehicle trips that are eligible for exemption from a VMT analysis are included in Table C.

Table C: VMT Screening Thresholds for Sample Land Uses

Land Use	Size of Projects (Requiring a GPA)	Size of Projects (Not Requiring a GPA)
Single-Family Residential ¹	53 DU	106 DU
Low-Rise Multifamily Residential ²	74 DU	148 DU
Mid-Rise Multifamily Residential ³	110 DU	220 DU
Office	46.125 TSF	92.250 TSF
Warehouse	292.397 TSF	584.795 TSF
Light Industrial	102.669 TSF	205.338 TSF
Hotel	62 Rooms	125 Rooms
Medical Office ⁴	13.888 TSF	27.777 TSF
Hospital	22 Beds	44 Beds

Notes: DU = Dwelling Units; TSF = Thousand Square Feet

Project sizes have been determined based on trip generation rates obtained from the ITE *Trip Generation Manual* (11th Edition).

¹ The project sizes have been provided for single-family detached residential only.

² The project sizes have been provided for low-rise multifamily residential (not close to rail transit) only.

³ The project sizes have been provided for mid-rise multifamily residential (not close to rail transit) only.

⁴ The project sizes have been provided for stand-alone medical office buildings only.

3.2 TRANSPORTATION PROJECTS

Transportation projects refer to capital improvement projects that relate to roadway widening, roadway infrastructure improvements, active transportation projects or operational improvements. The primary attribute to consider with transportation projects is the potential to increase vehicle



travel demand, also referred to as ‘induced travel.’ While the City has discretion to continue to use a delay-based LOS analysis for CEQA disclosure of transportation projects, changes in vehicle travel must be quantified. To comply with SB 743, the City will use VMT analysis, and will also require a LOS analysis for design, traffic operations, and safety purposes to comply with the City’s General Plan Circulation Element. The TA identifies the types of transportation improvement projects that would not likely lead to a substantial or measurable increase in vehicle travel and which would, therefore, not require further VMT analysis. Most of the following listed projects, except new local/collector streets and addition of toll lanes, either increase the efficiency of the existing street network or discourage vehicular travel. Hence by nature of the listed projects, they do not contribute to any additional VMT and therefore can be screened out from additional VMT analysis. These projects are included under California Department of Transportation (Caltrans) Transportation Analysis under CEQA and include the following:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) that do not add additional motor vehicle capacity.
- Roadside safety devices or hardware installation such median barriers and guardrails.
- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes.
- Addition of an auxiliary lane of less than 1 mile in length designed to improve roadway safety.
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left-turn, right-turn, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as through lanes.
- Addition of roadway capacity on local or collector streets, provided the project also improves conditions for pedestrians, cyclists, and, if applicable, transit.
- Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel.
- Addition of a new lane that is permanently restricted for use only by transit vehicles.
- Reduction in the number of through lanes.
- Grade separation to separate vehicles from rail, transit, pedestrians, or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., high-occupancy vehicles [HOV], high-occupancy toll [HOT] lane traffic, or trucks) from general vehicles.
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority features.
- Installation of traffic metering systems, detection systems, cameras, changeable message signs, and other electronics designed to optimize vehicle, bicycle, or pedestrian flow.
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow.





- Installation of roundabouts or traffic circles.
- Installation or reconfiguration of traffic calming devices.
- Adoption of or increase in tolls.
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase.
- Initiation of a new transit service.
- Conversion of streets from one-way to two-way operation with no net increase in the number of traffic lanes.
- Removal or relocation of off-street or on-street parking spaces.
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs).
- Addition of traffic wayfinding signage.
- Rehabilitation and maintenance projects that do not add motor vehicle capacity.
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way.
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel.
- Installation of publicly available alternative fuel/charging infrastructure.
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor.

Additionally, transit and active transportation projects reduce VMT and, therefore, may be presumed to cause a less than significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid-transit projects, and bicycle and pedestrian infrastructure projects. The City may use this CEQA presumption of less than significant impact to aid in the prioritization of capital improvement projects, as the CEQA process for any of these project types would be more streamlined than other capacity-enhancing projects.

4.0 VMT THRESHOLD ANALYSIS FOR DEVELOPMENT PROJECTS

4.1 THRESHOLDS

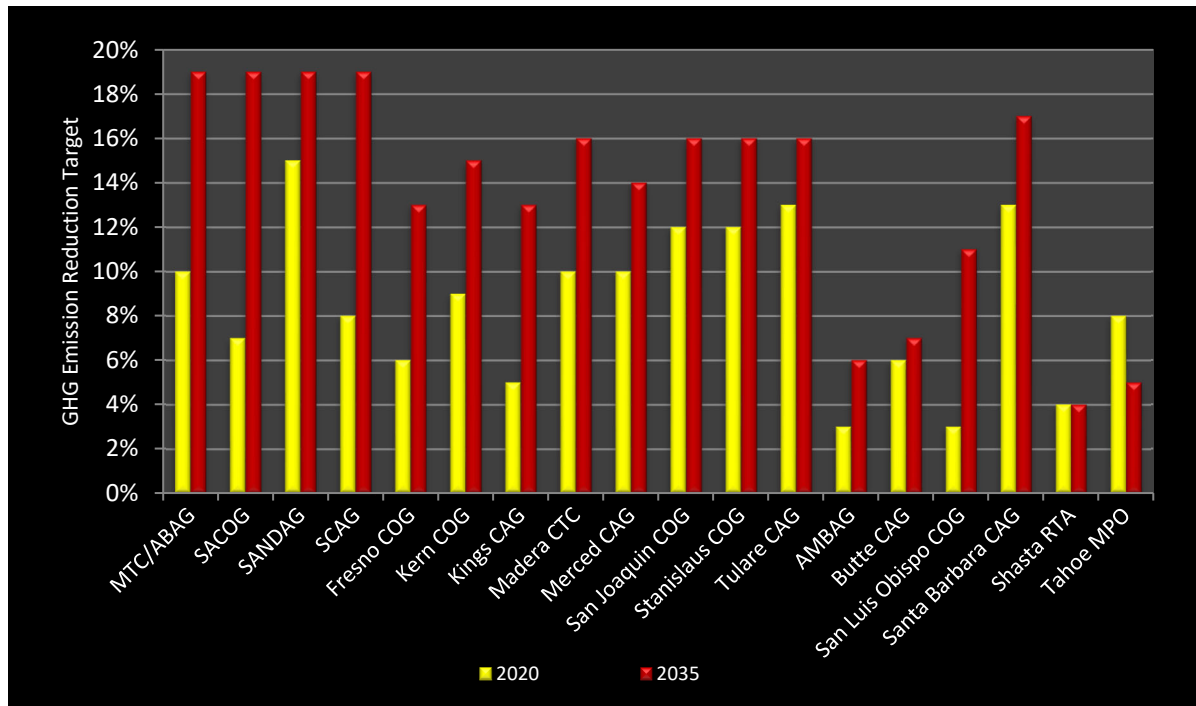
The TA states that SB 743 and all CEQA VMT transportation analyses refer to automobiles. Here, the term automobile refers to on-road passenger vehicles, specifically cars and light duty trucks (page. 4). Heavy-duty trucks can be addressed in other CEQA sections (air quality, greenhouse gas, noise, and health risk assessment analysis) and are subject to regulation in a separate collection of rules under CARB jurisdiction. This approach was amplified by Chris Ganson, Senior Advisor for Transportation at OPR, in a presentation to the Fresno Council of Governments (October 23, 2019) and by Ellen Greenberg, the California Department of Transportation (Caltrans) Deputy Director for Sustainability, at the San Joaquin Valley Regional Planning Agencies' Directors' Committee meeting (January 9, 2020).

Trips in a travel demand model are categorized by trip purpose. Each trip has a starting and ending location. If either end of the trip (starting or ending locations) is the trip producer's home, the trip is identified as a home-based trip. The OPR has identified the subject of the thresholds as the primary trips in the home-based typology: specifically, home-based work trips. This includes residential uses, office uses, and retail uses. The home-based work trip type is the primary trip type during the peak hours of commuter traffic in the morning and evening periods.

The impact of transportation has shifted from congestion to climate change, and the purpose of the CEQA analysis is to disclose and ultimately reduce GHG emissions by reducing the number and length of automobile trips. As part of the SB 375 land use/transportation integration process and the GHG goal setting, the State and Regional Transportation Planning Agencies (RTPA) have agreed to reduce GHG through integrated land use and transportation planning by a statewide average of approximately 15 percent by 2035. Figure 7 illustrates the SB 375 regional GHG emission reduction targets for all 18 Metropolitan Planning Organizations (MPOs) in California that were established by the CARB in 2018. Furthermore, in its 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals, the CARB recommends total VMT per capita rates approximately 15 percent below existing conditions.

The TA therefore recommends:

- *A proposed (residential) project exceeding a level of 15 percent below existing regional average VMT per capita may indicate a significant transportation impact.*
- *A similar threshold would apply to office projects (15 percent below existing regional average VMT per employee).*
- *VMT generated by retail projects would indicate a significant impact for any net increase in total VMT.*



Source: <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>

Figure 7: SB 375 Regional Plan Climate Targets for the 18 California MPOs

CARB establishes GHG targets for each of the 18 MPOs in the State, reviews the SCSs, and makes a determination of whether the SCSs would achieve GHG reduction targets if implemented. In the spring of 2018, CARB adopted new GHG targets for all the 18 MPOs in the State based on the 2017 Scoping Plan and other new data as illustrated in Figure 7. CARB established a 13 percent GHG reduction target for 2035 for Kings County. The State recognizes that Kings County's contribution to the aggregate 15 percent statewide GHG emission reduction is 13 percent. Other regions may achieve lower reductions to achieve the aggregate statewide goal.¹ As such, reduction in GHG directly corresponds to reduction in VMT (VMT is the biggest contributor of GHG emissions as shown in Figure 1). In order to reach the statewide GHG reduction goal of 15 percent, the region (KCAG) must reduce GHG by 13 percent. The method of reducing GHG by 13 percent is to reduce VMT by 13 percent as well.

Therefore, the City has established a threshold for land use developments, specifically residential and office, of 87 percent of the existing regional average as indicative of a significant transportation impact. For retail projects, increase in total regional roadway VMT with the implementation of the project would indicate a significant transportation impact. In general, addition of new retail redirects majority of trips from existing retail locations located further away. Given the potential redistribution of majority of trips rather than addition of trips, a comparison of total regional roadway VMT is appropriate to determine whether the retail project would benefit in overall reduction of regional VMT. Therefore, a net reduction in total VMT would be the appropriate metric to determine VMT

¹ The latest GHG targets by region can be found at <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>.



impacts for such projects. Total roadway VMT needs to be calculated using the final roadway assignment outputs from the KCAG TDM.

Other distinct land uses are not identified for threshold development in the OPR TA. For other non-residential projects, a significance threshold of 87 percent of existing regional average VMT per employee has been established. The only exceptions would be hotels, hospitals, medical offices, and related projects. These land uses are service oriented facilities which includes both visitors and employees. Therefore, for such projects, VMT per service population (population/users + employment) has been established as the VMT metric. Any other similar use could be evaluated using the same metric subject to approval of the methodology by the City on a case-by-case basis. As such, a significance threshold of 87 percent of the existing regional average VMT per service population is recommended for these projects.

Evaluation of mixed-use projects should be for each land use component of the project using the most appropriate VMT metric. Credit for internal trip capture should be made. Internal trip capture may be calculated using the latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, the KCAG TDM, or other applicable sources approved by the City. The appropriate methodology for calculating a project's internal capture would be determined in consultation with the City's Traffic Engineer. The significance threshold for these projects would be the respective VMT thresholds for its different land use components.

4.2 IMPACT ASSESSMENT

Figure 8 illustrates the VMT screening methodology for development entitlement projects. Additionally, Figures 9-A through 9-C illustrate the VMT analysis methodology for non-screened projects. Every development application is unique and may create alternative or modified steps through the process described in the aforementioned figures. Each step that diverges from this standard process should be accompanied with substantial evidence demonstrating compliance with other climate change and GHG emission reduction laws and regulations.

4.2.1 Agency Communication

As part of the site plan review process, the applicant should provide a detailed project description, including potential number of residents added or created by the project, and the applicable VMT analysis methodology. Key elements include a description of the project in sufficient detail to generate trips and the potential catchment area (i.e., trip lengths if no modeling is undertaken), estimated project VMT, project design features that may reduce the VMT from the project development, and the project location and associated existing regional VMT percentages. Further, the applicant or their consultant shall prepare a transportation analysis scope of work for review and approval by the City.



PROJECT SCREENING CRITERIA

- Transit Priority Area/High Quality Transit Corridor (within 0.5 miles of a transit stop, consistent with RTP/SCS, FAR>0.75, limited parking, does not reduce the number of affordable housing units)
- Local-serving Retail <50,000 SF
- Low Trip Generator (<1,000 ADT for projects consistent with the General Plan and <500 ADT for projects inconsistent with the General Plan)
- 100 Percent Affordable Housing Units
- Institutional/Government and Public Service Uses
- Projects located in low VMT zones

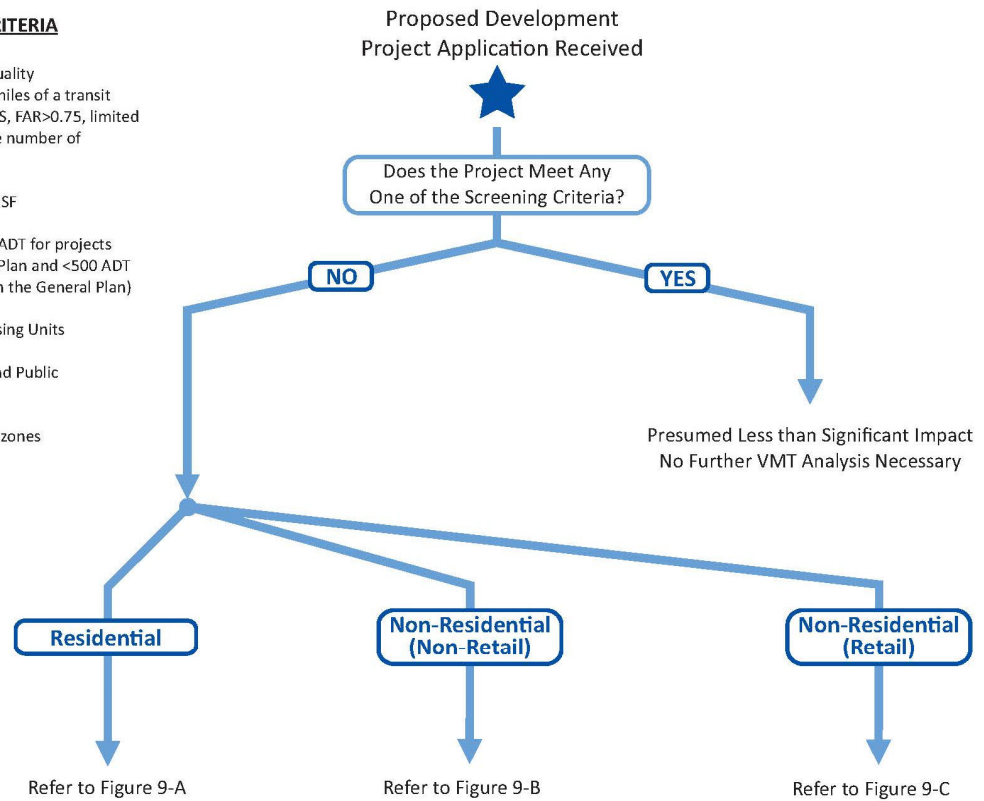


Figure 8: VMT Screening Methodology for Development Projects

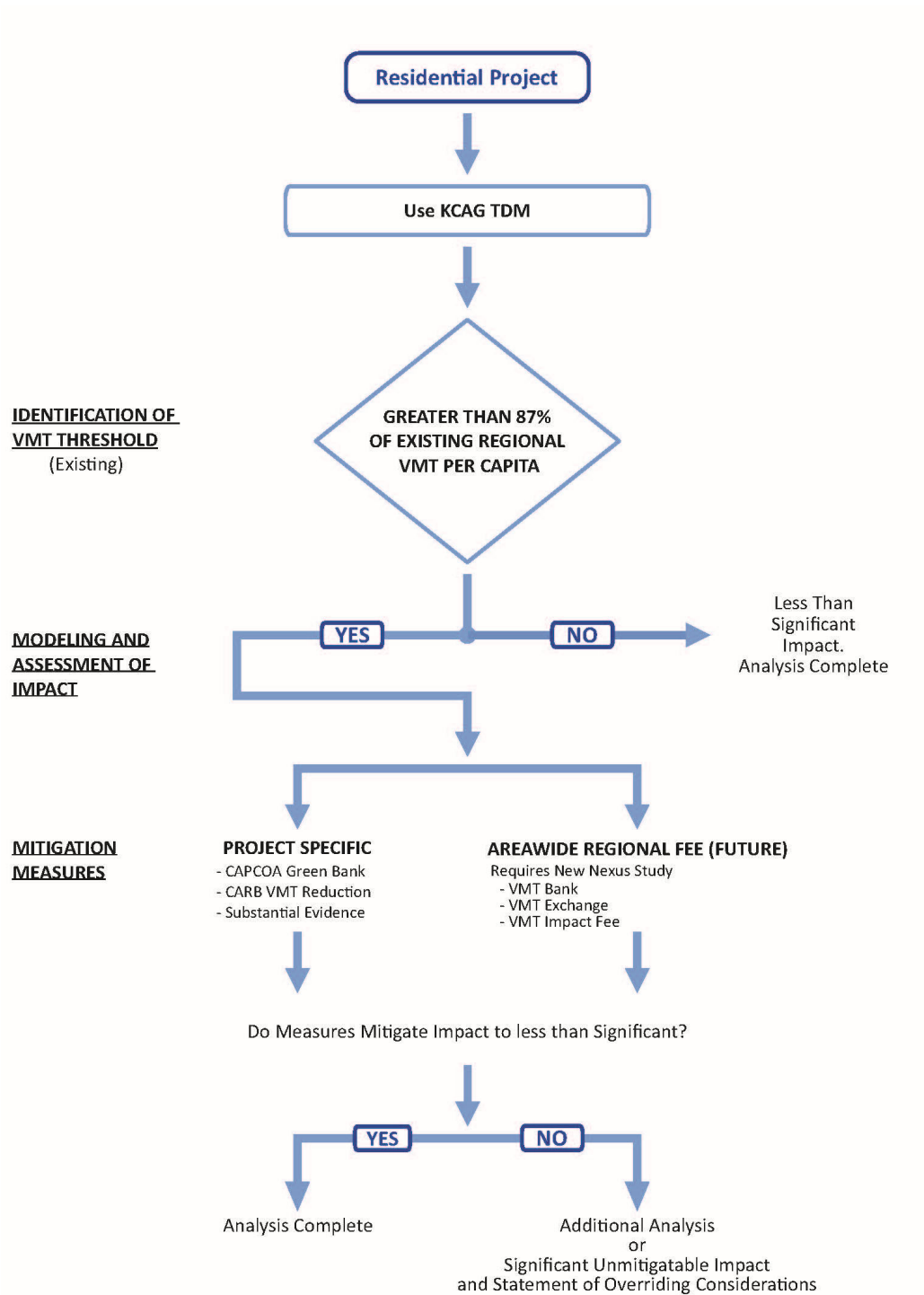


Figure 9-A: VMT Analysis Methodology for Non-Screened Residential Projects

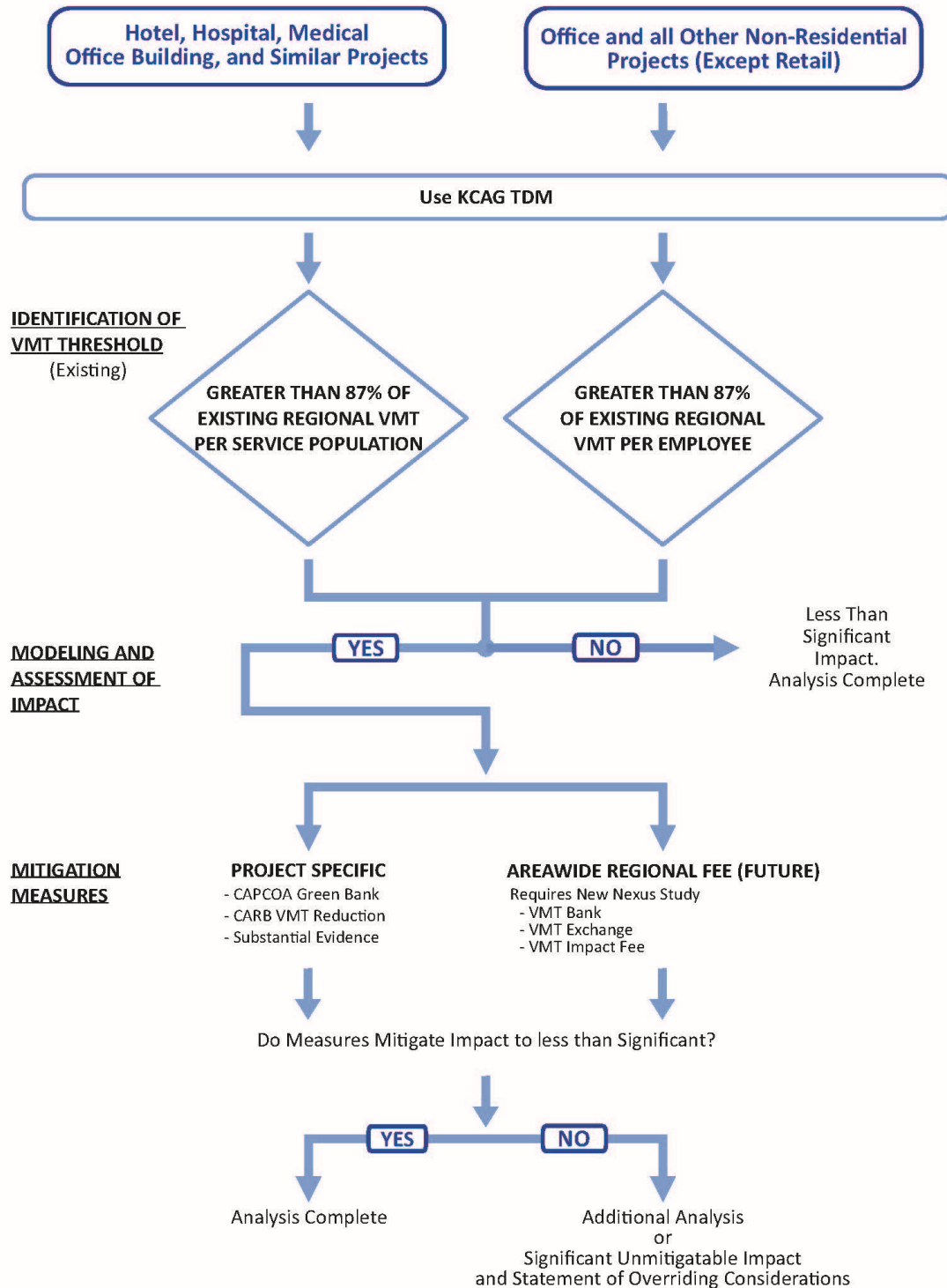


Figure 9-B: VMT Analysis Methodology for Non-Screened Non-Residential (Non-Retail) Projects

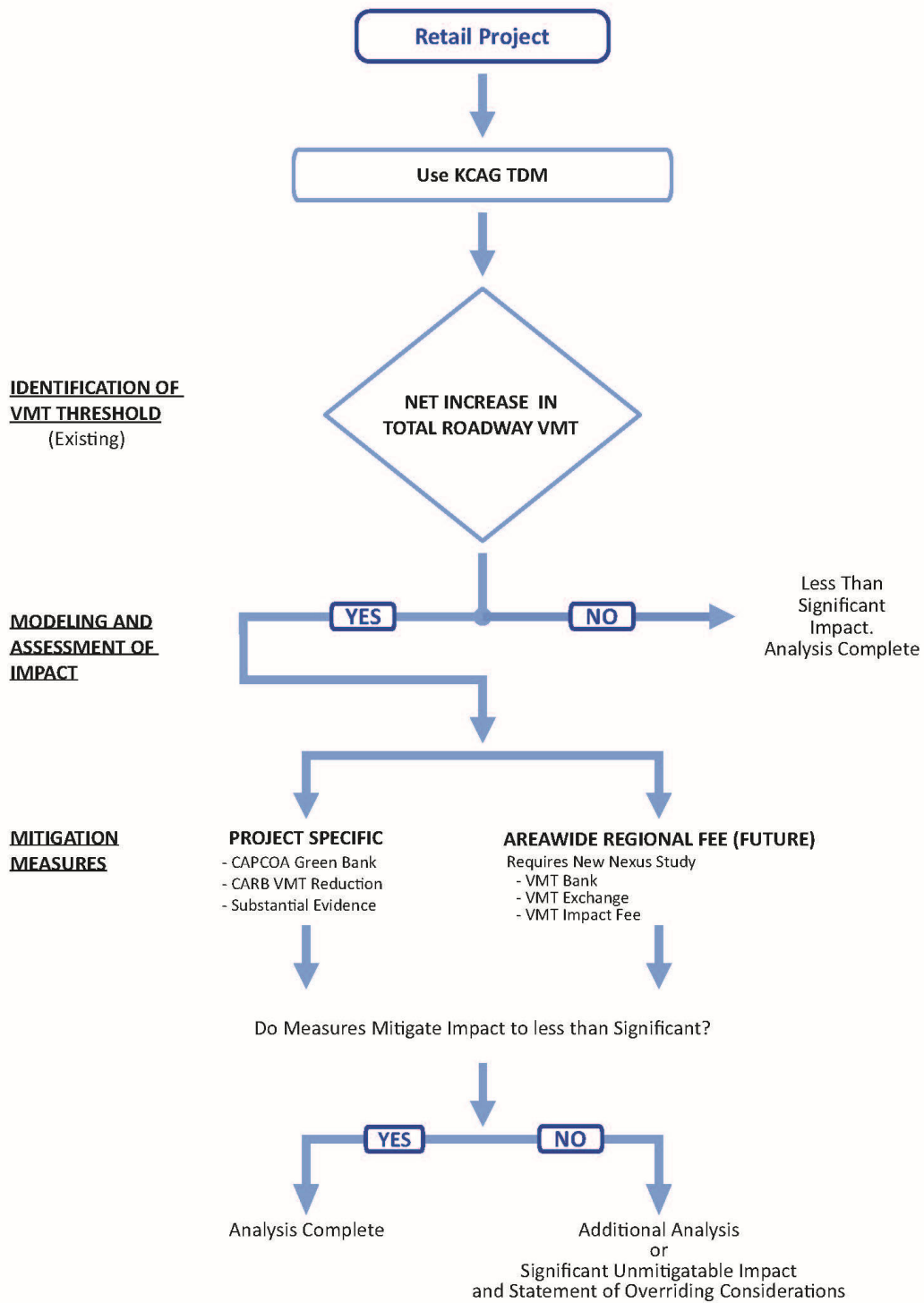


Figure 9-C: VMT Analysis Methodology for Non-Screened Non-Residential (Retail) Projects



Projects that will influence Caltrans facilities may be subject to the Caltrans Local Development-Intergovernmental Review program. As part of the program, Caltrans may review the VMT analysis methodology, findings, and mitigation measures to ensure consistency with statewide standards.

4.2.2 Project Screening

Once a development application is filed and determined to be complete for processing purposes, project screening may commence. If the project meets any one of the screening criteria, it may be presumed to have a less than significant transportation impact. No further VMT analysis would then be necessary and a Notice of Exemption may be filed. The CEQA document should enumerate the screening criteria and how the project meets or exceeds that applicable VMT threshold.

If project screening does not apply, a VMT analysis will be required. The extent of this analysis may be a simple algebraic demonstration or a more sophisticated traffic modeling exercise. This distinction is addressed later in this report.

4.2.3 VMT Identification

The project land use type will determine the appropriate metric to use (i.e., VMT per capita, VMT per employee, VMT per service population, or total VMT). Appropriate VMT metrics for different land uses are stated in Table D.

Table D: VMT Metrics for Land Use Projects

Land Use	VMT Metric
Residential	VMT per Capita
Office	VMT per Employee
Retail	Total VMT
Hotel, Hospital, Medical Office Building, or any similar use with approval from the City	VMT per Service Population
Mixed-Use, Land Use Plan (General Plan/Specific Plan)	Respective VMT metrics for its different land use components
Other Land Uses	VMT per Employee

VMT = Vehicle Miles Traveled

For all projects that require a VMT analysis, use of the KCAG TDM is required unless the project includes a special land use that is difficult to analyze using a travel demand model. For the latter, the City may require a qualitative analysis or an analysis using empirical data as applicable to the project.

Next, the project-generated VMT (per capita, per employee, per service population, or total) is compared to the appropriate significance threshold provided in Table E. If the project VMT metric is less than the significance threshold, the project is presumed to create a less than significant impact. No further VMT analysis for CEQA purposes would be required.



Table E: Significance Thresholds for VMT Analysis

VMT Metric	Threshold	Regional Average
VMT per Capita	8.99	10.33
VMT per Employee	16.95	19.48
VMT per Service Population	21.84	25.10

Source: KCAG TDM (2015 Scenario)
VMT = Vehicle Miles Traveled

Should project VMT metrics exceed the significance threshold, mitigation measures will be required. It should be noted that the thresholds identified in Table E are based on the current version of the KCAG TDM (provided by KCAG in October 2021). These thresholds are subject to change when a newer version of the KCAG TDM is available.

4.1 MITIGATION MEASURES

State law requires the project applicant to identify feasible offsets to mitigate significant VMT impacts generated by the proposed project. These can come from the mitigation strategies provided in this document (as described in Table F at the end of Chapter 7.0) or selected by the applicant based on their CEQA project experience and expertise. A proposed mitigation measure must be supported by substantial evidence illustrating that the measure will mitigate VMT impacts to less than significant. The City must approve and accept the final VMT mitigation program ascribed to the project and the related VMT percentage reduction. A detailed discussion about project-specific mitigations is included in Section 7.2.1.

If it is determined that the selected VMT mitigation measures effectively reduce the project impact to less than the applicable threshold, the project is presumed to have an impact mitigated to a less than significant level for purposes of CEQA. No further VMT analysis is required in such case. If the project's VMT impact cannot be mitigated to less than significant, the City may (1) request the project be redesigned to reduce the VMT impact, or (2) require the preparation of an EIR with a Statement of Overriding Considerations (SOC) for the transportation impacts associated with the project. All feasible mitigation measures must be assigned to and carried out by the project even if an EIR and SOC are prepared.



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Attachment: City of Hanford VMT Thresholds and Implementation Guidelines_10-24-2022 (CD: VMT Guideline Adoption)



5.0 VMT THRESHOLD ANALYSIS FOR TRANSPORTATION PROJECTS

The 2022 CEQA Guidelines include Section 15064.3.b.(2) to address transportation projects. It reads:

For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements.

The City may continue to use motor vehicle delay (LOS) metrics for transportation project design and traffic operation purposes as long as impacts related to “other applicable requirements” are disclosed. This has generally been interpreted as VMT impacts and other State climate objectives. These other applicable requirements may be found in other parts of an environmental document (e.g., air quality and GHG), or may be provided in greater detail in the transportation section.

In addition, projects processed under federal environmental rules have traditionally included a traffic operational analysis to meet the requirements of the National Environmental Policy Act. Federal review is generally required if a project uses federal funding or involves federal lands. Additional safety evaluations may need to be conducted outside the CEQA process since some desirable safety improvements may not be directly related to CEQA safety impacts.

For projects on the State Highway System, Caltrans will require sponsoring agencies to use VMT as the CEQA transportation impact assessment metric, and to evaluate the amount of VMT that is “attributable to the project” (January 9, 2020, conference). Caltrans’ Intergovernmental Review process will review environmental documents for capacity-enhancing projects for their analysis of VMT impact.

A VMT assessment of a transportation project should disclose the VMT profile without the project and the difference in the VMT profile with the project. Any increase in VMT attributable to the proposed transportation project would result in a significant impact. A significant transportation project impact is presumed when VMT increases with the project as compared to the ‘No Project’ scenario.

Capacity improvement projects have the potential of producing significant transportation impacts because they tend to induce new travel. The OPR TA describes induced travel as the additional motor vehicle travel that is generated by the newly available capacity on the roadway. Induced travel may include route switching, time-of-day change, mode shift to single occupancy vehicle, longer trips, new trips to existing destinations, and additional travel due to new development. Current traffic models have limited abilities to forecast new trips and new developments associated with roadway capacity improvements, as land use or socioeconomic databases are fixed to a specific horizon date. OPR refers to a limited number of published studies that seek to define travel demand elasticities.

The most recent major study (Duranton & Turner 2011, p. 24) estimates an elasticity of 1.0, meaning that every one percent change in lane miles results in a one percent increase in VMT.



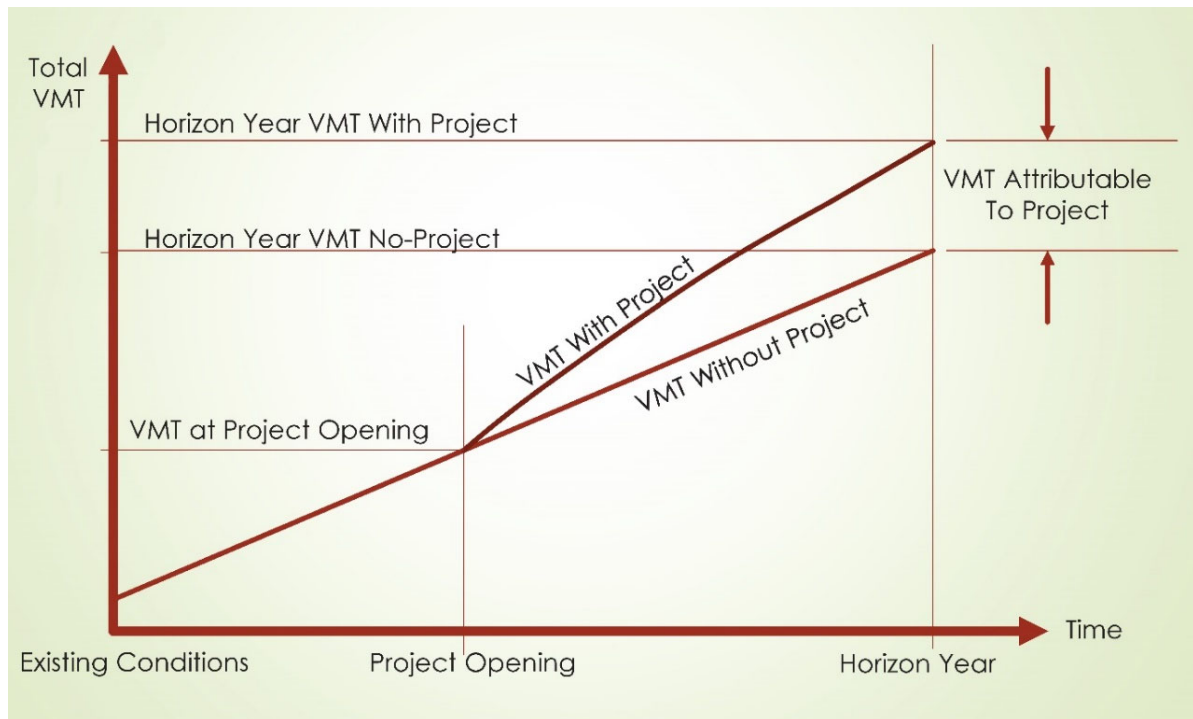
There are numerous methods to quantify induced growth. While the City can develop its own methodology to quantify induced growth, one method to quantify induced growth recommended by the OPR TA is:

To estimate VMT impacts from roadway expansion projects:

1. *Determine the total lane-miles over an area that fully captures travel behavior changes resulting from the project (generally the region, but for projects affecting interregional travel look at all affected regions).*
2. *Determine the percent change in total lane miles that will result from the project.*
3. *Determine the total existing VMT over that same area.*
4. *Multiply the percentage increase in lane miles by the existing VMT, and then multiply that by the elasticity from the induced travel literature:*

$$[\% \text{ increase in lane miles}] \times [\text{existing VMT}] \times [\text{elasticity}] = [\text{VMT resulting from the project}]$$

OPR assigns this induced growth to project-induced changes in land use; that is, new land uses that are not included in any approved general or area plan and not accounted for in any traffic-forecasting tool. Figure 10 provides a representative illustration of induced VMT attributable to a project.



Source: Presentation: Caltrans Transportation Analysis under CEQA or TAC: Significance Determinations for Induced Travel Analysis (SHCC Pre-Release Session 2 Jeremy Ketchum, Division of Environmental Analysis, Caltrans; March 2, 2020)

Figure 10: Induced Travel – VMT Attributable to Project



Caltrans has identified a computerized tool to estimate VMT generation from transportation projects. The tool (<https://travelcalculator.ncst.ucdavis.edu>) was developed by the University of California, Davis, and is based on travel demand elasticities and the relationship of lane mile additions with growth in VMT. It uses Federal Highway Administration definitions of facility type and ascribes VMT increases to each facility. Output data include increases in million miles of VMT per year. Caltrans is investigating the use of this tool for all of its VMT analyses of capital projects on the State Highway System. The NCST tool is available at <https://blinktag.com/induced-travel-calculator>. Figure 11 provides an illustration of that tool.

California Induced Travel Calculator Calculator FAQ About

Overview

This calculator allows users to estimate the VMT induced annually as a result of adding general-purpose lane miles, high-occupancy vehicle (HOV) lane miles, or high-occupancy toll (HOT) lane miles to publicly owned roadways, like those managed by the California Department of Transportation (Caltrans), in one of California's urbanized counties (counties within a metropolitan statistical area (MSA)). The calculator applies only to facilities with Federal Highway Administration (FHWA) functional classifications of 1, 2 or 3. That corresponds to Interstate highways (class 1), other freeways and expressways (class 2), and other principal arterials (class 3).

How to Use

To obtain an induced VMT estimate for a roadway capacity expansion project, enter the project length (in lane miles added), the geography (MSA for additions to interstates; county for additions to other Caltrans-managed class 2 or 3 facilities), and the base year (2016, 2017, 2018, or 2019). The base year indicates which year of VMT and lane mile data will be used to estimate the induced VMT.

[More about this calculator](#)

Calculator

- Select Year**
2019
- Select facility type**
☒ Interstate highway (class 1 facility)
☐ Class 2 or 3 facility
- Select MSA**
Hanford-Corcoran
- Input total lane miles added**
1 miles

[Calculate Induced Travel](#)

Results

3.5 million additional VMT/year
(Vehicle Miles Travelled)

In **2019**, **Hanford-Corcoran MSA** had **107 lane miles** of Interstate highway on which **377 million** vehicle miles are travelled per year.

A project adding **1 lane miles** would induce an additional **3.5 million** vehicle miles travelled per year.

Hanford-Corcoran MSA consists of 1 county (Kings County).

This calculation is using an elasticity of **1.0**.

[Read more about this calculator](#)

The calculator was developed by researchers at the National Center for Sustainable Transportation at the University of California, Davis.
The online version of the tool was programmed by BlinkTag Inc.

Source: <https://blinktag.com/induced-travel-calculator/index.html>

Figure 11: Caltrans Induced Travel Calculator



Other options to identify induced growth- and project-related VMT provided by the TA include:

1. **Employ an expert panel.** *An expert panel could assess changes to land use development that would likely result from the project. This assessment could then be analyzed by the travel demand model to assess effects on vehicle travel. Induced vehicle travel assessed via this approach should be verified using elasticities found in the academic literature.*
2. **Adjust model results to align with the empirical research.** *If the travel demand model analysis is performed without incorporating projected land use changes resulting from the project, the assessed vehicle travel should be adjusted upward to account for those land use changes. The assessed VMT after adjustment should fall within the range found in the academic literature.*
3. **Employ a land use model, running it iteratively with a travel demand model.** *A land use model can be used to estimate the land use effects of a roadway capacity increase, and the traffic patterns that result from the land use change can then be fed back into the travel demand model. The land use model and travel demand model can be iterated to produce an accurate result.*

A final advisory from the TA is provided below:

Whenever employing a travel demand model to assess induced vehicle travel, any limitation or known lack of sensitivity in the analysis that might cause substantial errors in the VMT estimate (for example, model insensitivity to one of the components of induced VMT described above) should be disclosed and characterized, and a description should be provided on how it could influence the analysis results. A discussion of the potential error or bias should be carried into analyses that rely on the VMT analysis, such as greenhouse gas emissions, air quality, energy, and noise. (OPR TA page 34)

6.0 VMT THRESHOLD ANALYSIS FOR LAND USE PLANS

The TA provides guidance on the treatment of CEQA traffic analyses for land use plans (General Plan, Specific Plan) as follows:

- Analyze the VMT outcomes over the full area over which the plan may substantively affect travel patterns (the definition of region).
- VMT should be counted in full rather than split between origins and destinations (the full impact of the project VMT).

Specifically, OPR states, “A general plan, area plan, or community plan may have a significant impact on transportation if proposed new residential, office or retail land uses would in aggregate exceed the respective thresholds recommended above.” (OPR TA page 18) This recommendation refers to a threshold of 15 percent lower than the existing regional average for residential and office uses and no net gain for retail land uses.

To assess a land use plan, use of a traffic-forecasting tool is recommended. The total VMT for the plan should be identified for all trips and all potential VMT contributors within the plan area. Model runs should be conducted for the existing base year and the horizon year (the future year scenario analyzed in the Circulation Element of the City’s General Plan) with project (plan).

SB 375 establishes ambitious and achievable GHG reduction targets for the 18 Metropolitan Planning Organizations (MPOs) in the State. Achievement of these targets is to be accomplished through the improved integration of regional land use and transportation planning processes; not solely through the imposition of new regulation on passenger cars and light-duty trucks.

CARB reviews the SCS that is produced as part of the RTP produced by each of the State’s MPOs. The SCS details the strategies and programs the regional agencies are planning to implement to achieve its designated GHG emission reduction targets. CARB approved the new GHG reduction targets for all 18 MPOs in the State in the spring of 2018. The 2018 targets are applicable to the third SCSs for the MPOs.

Other legislative mandates and State policies are also supportive of GHG reduction targets. A sample of these include:

- Assembly Bill 32 (2006) requires statewide GHG emissions reductions to 1990 levels by 2020 and continued reductions beyond 2020.
- SB 32 (2016) requires at least a 40 percent reduction in GHG emissions from 1990 levels by 2030.
- Executive Order (EO) B-30-15 (2015) sets a GHG emissions reduction target of 40 percent below 1990 levels by 2030.
- EO S-3-05 (2005) sets a GHG emissions reduction target of 80 percent below 1990 levels by 2050.
- EO B-16-12 (2012) specifies a GHG emissions reduction target of 80 percent below 1990 levels by 2050 specifically for transportation.





These mandates suggest that a land use plan consistent with the regional RTP/SCS would generally help achieve the target GHG reductions for the region.

California PRC Section 15064.3(b)(4) states (in part) the following:

A lead agency has discretion to choose the most appropriate methodology 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.

Since VMT is the largest contributor to GHG emissions, a land use plan consistent with regional RTP/SCS GHG reductions target does not constitute a significant VMT impact. Therefore, the methodology for conducting VMT assessments for land use plans shall be the comparison of existing VMT per capita, VMT per employee, and/or VMT per service population for the region with the respective expected horizon year VMT metrics for the different land use components (VMT per capita, VMT per employee, and/or VMT per service population) of the land use plan (project). If there is a net increase in the VMT metric under horizon year conditions, then the project will have a significant impact.

7.0 MITIGATION STRATEGIES

When a lead agency identifies a potentially significant CEQA VMT impact according to the thresholds described in this report, the agency must identify feasible mitigation measures to avoid or substantially reduce that impact. Unlike LOS impacts, which may be mitigated with location-specific motor vehicle delay improvements, VMT impacts typically require a more regional approach to mitigation, including the provision of incentives to effect changes in travel behavior. Enforcement of mitigation measures will still be subject to the mitigation monitoring requirements of CEQA, as well as the regular police powers of the agency. VMT mitigation measures may also be incorporated into the design of plans, policies, regulations, or projects.

7.1 DEFINITION OF MITIGATION

Section 15370 of the 2022 State CEQA Guidelines defines mitigations as follows:

“Mitigation” includes:

- a. Avoiding the impact altogether by not taking a certain action or parts of an action.*
- b. Minimizing impacts by limiting the degree or magnitude of the action and its implementation.*
- c. Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.*
- d. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.*
- e. Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.*

Section 15097 of the CEQA Guidelines states that, “the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.”

VMT mitigations may not necessarily be physical improvements. Such improvements are complex in nature and will significantly depend on changes in traveler behavior. Therefore, it will be important that lead agencies develop an appropriate monitoring program to ensure the implementation of these mitigation measures throughout the life of a project, in compliance with CEQA. The City must also coordinate with other responsible agencies as part of the mitigation monitoring program to evaluate the ongoing feasibility and durability of the mitigations.

Historically, mitigation measures for LOS-based transportation impacts have addressed either trip generation reductions or traffic-flow-capacity enhancements. LOS mitigation measures typically



include physical infrastructure improvements adding capacity to intersections, roadways, ramps, and freeways. However, transportation demand management activities, active transportation amenities, and other measures designed to reduce the number of new single-occupancy vehicle trips are also potential LOS mitigation strategies.

VMT mitigation measures are significantly different. Most VMT mitigations may seem feasible from a theoretical perspective, but practical implementation of these strategies as formal CEQA mitigation measures in perpetuity is yet to be tested. Several of these mitigations are contextual and behavioral in nature. Their success will depend on the size and location of the project as well as expected changes in travel behavior. For example, a project providing a bike share program does not necessarily guarantee a travel mode change among the project's affected population; the level of improvement may be uncertain and subject to the travel preferences and attitudes of the population affected.

LOS mitigations (such as addition of turn lanes) focus more on rectifying a physical CEQA impact (strategy "c" of *State CEQA Guidelines* Section 15370). On the contrary, the majority of VMT mitigations (such as commute trip-reduction programs) aim at reducing or eliminating an impact over time through preservation and monitoring over the life of the project (strategy "d" of *State CEQA Guidelines* Section 15370). Additionally, some VMT mitigations (such as those focused on land use/location-based policies) aim at minimizing impacts by reducing the number of trips generated by the projects (strategy "b" of *State CEQA Guidelines* Section 15370).

Furthermore, it may be determined that some VMT impacts are not able to be feasibly mitigated at the project level. Most VMT impacts occur within the context of a regional scale of analysis. The incremental change in VMT associated with a project in its particular locational setting might indicate a greater VMT increase than individual mitigation strategies can offset. Only a regional solution (e.g., completion of a transit system, purchase of more transit buses, or gap closure of a bicycle lane network) may offer the incremental change necessary to reduce the VMT impact to an appropriate level of significance. Also, VMT, as a proxy for GHG emissions, may not require locational specificity. A project does not necessarily need to reduce the VMT at the project site to provide regional or statewide VMT and GHG reduction benefits. Offsets in an area where the benefit would be greater will have a more effective reduction in VMT and GHG and contribute to achievement of regional and statewide climate goals. This regional perspective provides the basis for cap-and-trade style VMT mitigation strategies.

The issues of regional scale, appropriate and timely fair share contributions from projects and/or local jurisdictions (partial versus comprehensive participation), and geographic ambiguity confound the certainty of the City's identification of an effective VMT mitigation strategy. Section 15126.4 of the *State CEQA Guidelines* states, "Where several measures are available to mitigate an impact, each should be discussed and the basis for selecting a particular measure should be identified. **Formulation of mitigation measures shall not be deferred until some future time.**" [Emphasis added.] Regional VMT mitigation is considered the most effective method for large-scale VMT reduction, as cost and implementation barriers are often greater than one project may feasibly accommodate. However, regionally scaled VMT mitigation strategies may be provided in the form of mitigation banks, fees, and/or exchanges, with individual projects subject to contribute to these programs consistent with applicable provisions to ensure compliance and consistency with CEQA and other legal requirements.

Section 21099 (b) (4) of the PRC states, “This subdivision [requiring a new transportation metric under CEQA] does not preclude the application of local general plan policies, zoning codes, conditions of approval, thresholds, or any other planning requirements pursuant to the police power or any other authority.” Hence, although automobile delay will no longer be considered a significant impact under CEQA, the City can still require projects to meet the LOS standards designated in its zoning code or general plan. Therefore, this report is not intended to supersede LOS assessment in the City’s evaluation of projects, and a project may still be required to propose LOS improvements for congestion relief in addition to the implementation of any VMT mitigation strategies as required by CEQA.

7.2 MITIGATION MEASURES AND PROJECT ALTERNATIVES

7.2.1 Land Development Projects and Community/General Plans

Mitigations and project alternatives for VMT impacts have been suggested by the OPR. VMT mitigations can be extremely diverse and can be classified under several categories such as land use/location, road pricing, transit improvements, commute trip reduction strategies, and parking pricing/policy. However, the issue with VMT mitigations is the quantitative measurement of the relief provided by the strategies. How much VMT reduction does a transportation demand management program, a bike share program, a transit route, or one mile of sidewalk provide?



Transit in the City of Hanford

Source: https://hanfordsentinel.com/news/local/on-demand-bus-service-coming-to-hanford-july-1/article_1d4d0e7f-44d4-5be7-9972-8ae7837df0e6.html

Improvements related to VMT reduction strategies have been quantified in sources such as the California Air Pollution Control Officers Association (CAPCOA) report *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA Manual) Final Draft*, December 2021, and by various resources provided by CARB. This information is generally presented with a wide range of potential VMT reduction percentages. This report does not, however, confirm the existence of substantial evidence supporting the application of any such mitigation measures to projects within the City. If a CAPCOA mitigation measure will be considered for a project, it must be determined, through substantial evidence, that the mitigation measure will result in VMT reduction in the manner suggested. For example, if a mitigation measure’s VMT reduction will be calculated by use of a mathematical formula, the formula, including each of its components, must be analyzed to confirm that they reflect the conditions existing in the City, and the analysis must be supported by substantial evidence. In other words, a mitigation measure, which is reliant upon a formula developed utilizing data from and conditions in a locale that is dissimilar to the City, may be inapplicable to a project within the City. Similarly, any mitigation measure suggested by CAPCOA that depends on cited reports or studies must be assessed to determine whether substantial evidence confirms that such reports and studies apply to the conditions under which a proposed project will be developed within the City. Mitigation measures will not be utilized merely because they are suggested by CAPCOA or another organization.

Table F provides a summary of various potential VMT mitigation measures and project alternatives presented in the *CAPCOA Manual* (only those strategies directly attributed to transportation) for



development projects. For any VMT mitigation measure, the project applicant will be required to provide substantial evidence while identifying a project-specific value. If that information is not available, the project should apply the low point of provided ranges for VMT reduction. Where a mitigation strategy does not have an identified VMT reduction range, the project applicant would be required to provide a reduction estimate supported by substantial evidence.

Additionally, the mitigation measures listed under Table F were compared with the City's General Plan goals and policies. Mitigation measures that would be consistent with the City's General Plan goals and policies have been noted in the table.

As for land use plans, the OPR TA does not specifically identify any VMT mitigations. The potential VMT mitigation measures for community/general plans are similar to those available for development projects, with certain modifications. Therefore, the mitigation measures provided in Table F can be used as appropriate. Additional measures may also be applied with substantial evidence.

It must be noted that Table F provides only summaries of the VMT mitigations provided in the sources indicated above. The reader should refer to the original source for further details and for subsequent updates to the mitigation measures. Also, Table F does not provide an exhaustive list of VMT mitigation measures for offsetting CEQA transportation impacts. Other measures can also be accepted by the City based on the provision of substantial evidence.

As additional mitigation measures are evaluated to offset VMT impacts in the future for the *State CEQA Guidelines* process, linkages between a specific strategy and its quantified incremental VMT reduction effect must be established. This process may be based on the observations and measurements provided by other sources or by the City's experience in these practices. The key to effective VMT mitigation is to base its efficacy on real and substantial evidence.

7.2.2 Transportation Projects

Although OPR provides detailed guidance on the assessment of induced-growth impacts associated with transportation improvement projects, it leaves the subject of specific VMT mitigation measures ambiguous. Only four strategies are recommended as potential mitigation options:

- Tolling new travel lanes to encourage carpools and fund transit improvements (not applicable to the City);
- Converting existing general-purpose lanes to HOV or HOT lanes (not applicable to the City);
- Implementing or funding off-site transportation demand management programs; and
- Implementing Intelligent Transportation Systems strategies to improve passenger throughput on existing lanes.

No quantified reduction percentage is allocated to these strategies and currently available data do not offer any substantial evidence that may provide guidance on levels of significance after implementation of these strategies. Review of the four recommended mitigation strategies suggests that OPR is directing strategies away from general-purpose mixed-flow lanes on expressways, freeways, and arterial highways. It should be noted, however, that the first two mitigation strategies are not applicable to the



City. Additionally, the project description and Purpose and Need may conflict, since congestion relief measures will conflict with VMT reduction strategies. The City would be subject to an SOC for the capital project VMT impact that are not sufficiently mitigated.

7.3 FUNDING MECHANISMS

The change in methodology used for the assessment of CEQA transportation impacts from LOS to VMT will lead to a shift in and the scale of mitigation efforts from local and project-specific, to a more regional approach. OPR acknowledges the regional nature of VMT impacts and states that regional VMT reduction programs and fee programs (in-lieu fees and development impact fees) may be appropriate forms of mitigation. Fee programs are particularly useful to address cumulative impacts. It is very important for the City to coordinate with KCAG to develop such mitigation programs that may be used to fund new transit service or develop applicable active transportation plans or other regionally scaled VMT mitigation activities. These programs are regional in nature and best suited for administration by a regional agency. Projects may be able to pay into the fee program to offset project VMT impact. Regional agencies may also wish to coordinate with appropriate stakeholders, including participating local jurisdictions, developers, and other interests while conducting nexus studies and checking for rough proportionality and compliance with CEQA.

Most of the VMT mitigations included in Table F are applicable in urban areas. They are less effective in suburban and rural contexts, where traditional transportation demand management strategies are less feasible. Thus, site-specific strategies are more suitable in more densely urbanized areas, whereas program-level strategies may be more appropriate for some projects located in suburban or rural areas. In the latter approach, the cumulative VMT mitigation contributions provided in support of individual developments may be used to fund regional VMT reduction strategies that would not be feasible or cost-effective at the individual project scale. Apart from fee programs, program-based mitigation strategies may include VMT mitigation exchanges and/or VMT mitigation banks. The VMT mitigation exchange concept requires a developer to select and implement mitigation project(s) from a predetermined list of projects that would serve to reduce the excess new VMT generated by the proposed project. On the other hand, a mitigation banking program would assign monetary values for VMT reductions that would allow developers to purchase the applicable number of VMT reduction credits. These credits would be used to fund larger, regionally scaled VMT mitigation projects throughout the affected region.

As previously discussed, VMT impacts are regional in scope. Hence, there may at times be mitigation requirements that extend beyond the control of the City, and without the ability of the City to manage these mitigations, the impacts might remain significant and unaddressed. Additionally, the identification and management of regionally scaled improvements where developers contribute their fair share to mitigate impacts might prove to be difficult. Therefore, the City may choose to work collaboratively with other jurisdictions within the region to ultimately establish VMT mitigation fee programs, mitigation banks, or exchanges to establish a regional mitigation pathway where developers contribute to a regionally administered VMT mitigation funding pool in a manner commensurate to the impact of their individual project. Procedural flow charts for VMT mitigation banks, exchanges, and impact fees are illustrated in Figures 12, 13, and 14, respectively.



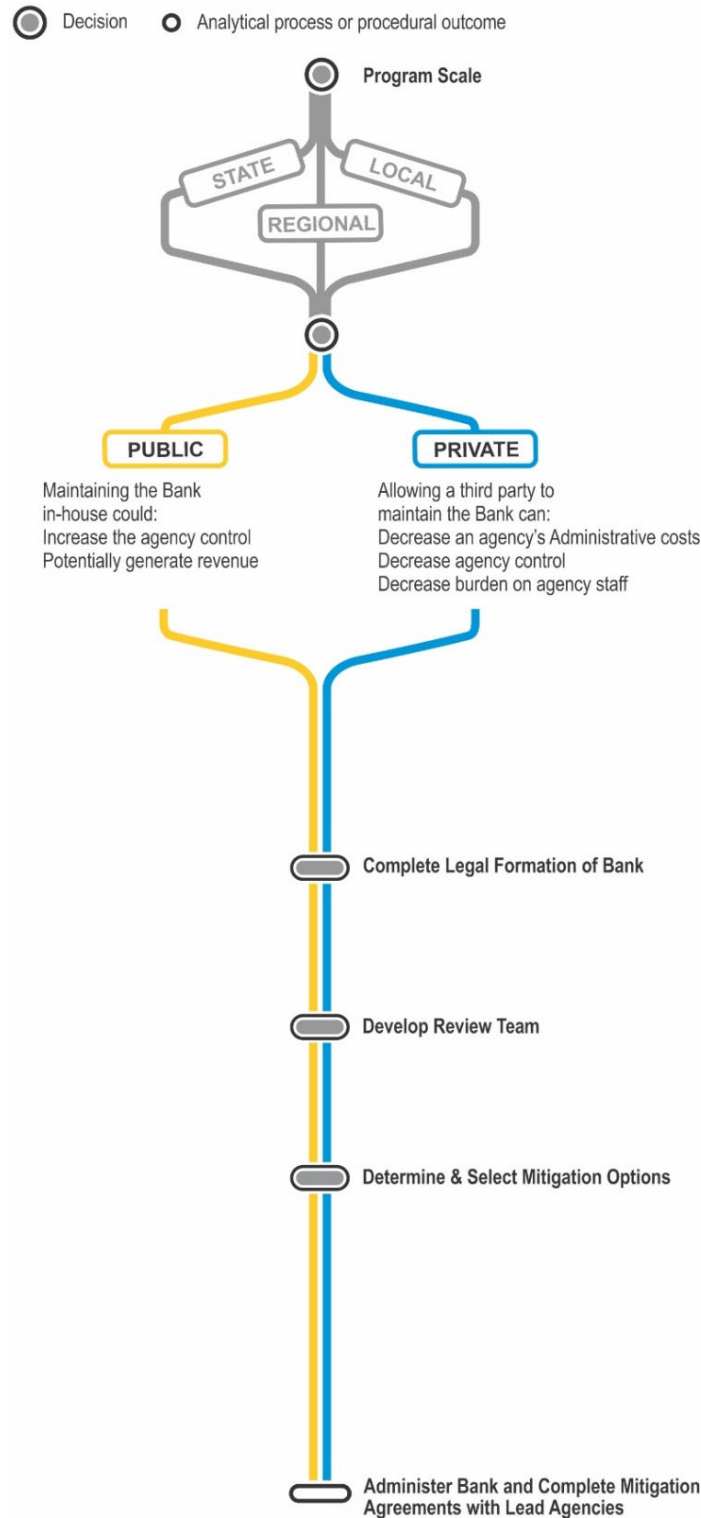


Figure 12: Procedural Flow Chart – VMT Bank

Source: VMT Mitigation Through Banks and Exchanges: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).

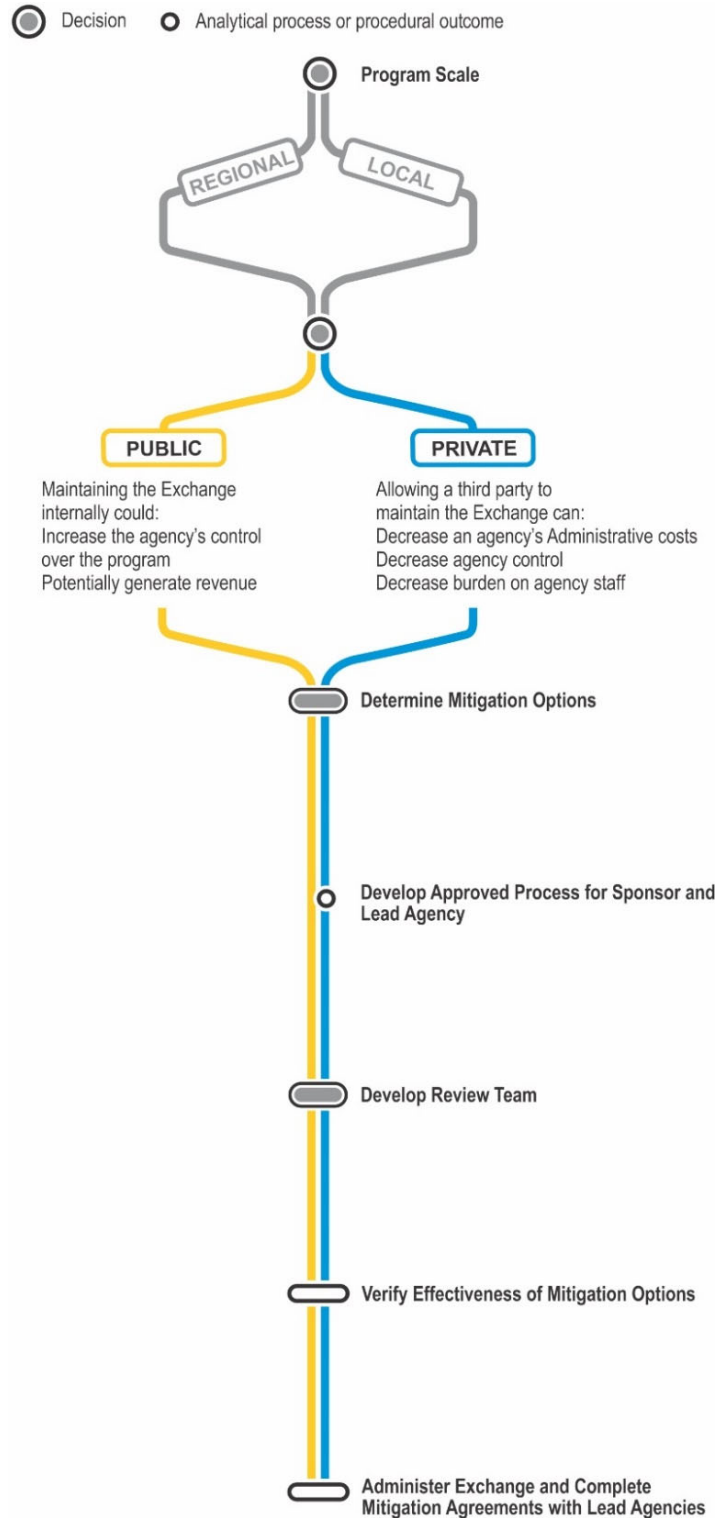


Figure 13: Procedural Flow Chart – VMT Exchange

Source: VMT Mitigation Through Banks and Exchanges: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).

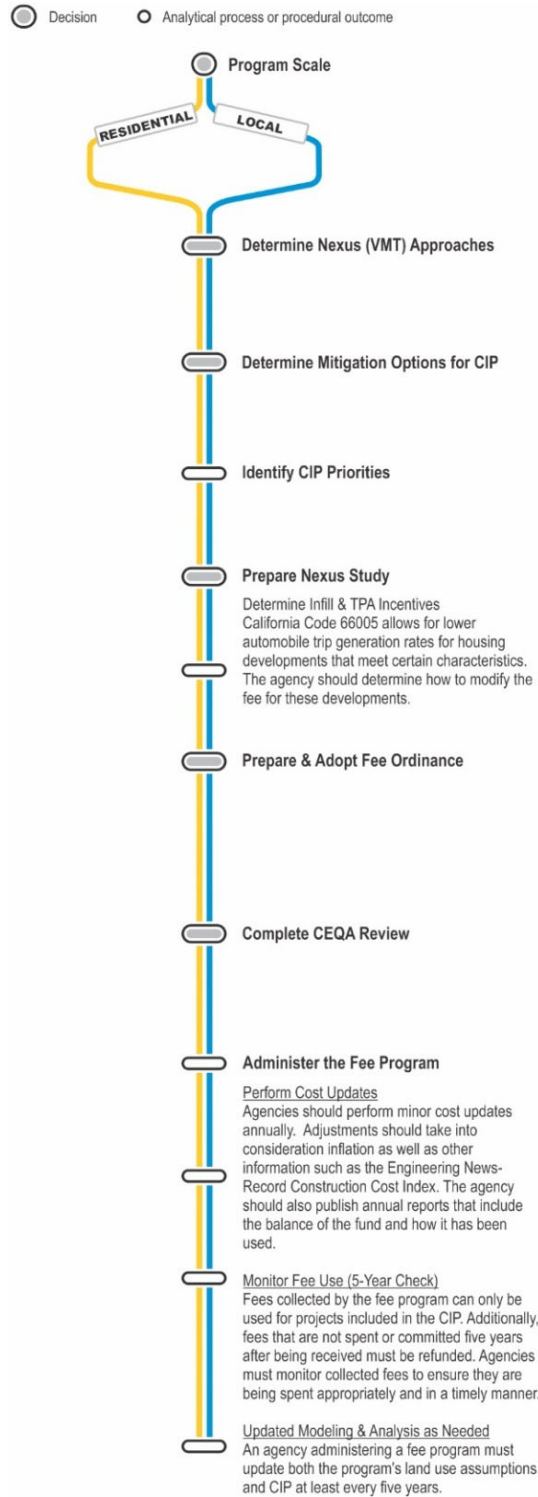


Figure 14: Procedural Flow Chart – VMT Impact Fee

Source: Understanding New Mitigation Approaches. A White Paper by Fehr & Peers (January 2020).

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CAPCOA Mitigation Measure No.		Mitigation Measure	Measure Description	Related City of Hanford General Plan Goal	Related City of Hanford General Plan Policy	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMT Reduction
1	T-1	Increase Residential Density	This measure accounts for the vehicle miles traveled (VMT) reduction achieved by a project that is designed with a higher density of dwelling units (DU) compared to the average residential density in the U.S. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions. This measure is best quantified when applied to larger developments and developments where the density is somewhat similar to the surrounding area due to the underlying research being founded in data from the neighborhood level.			Urban, Suburban	Project/Site	This measure is most accurately quantified when applied to larger developments and/or developments where the density is somewhat similar to the surrounding neighborhood.	When paired with Measure T-2, Increase Job Density, the cumulative densification from these measures can result in a highly walkable and bikeable area, yielding increased co-benefits in VMT reductions, improved public health, and social equity.	Refer to California Air Pollution Control Officers Association (CAPCOA) report Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA Manual), Final Draft, December 2021, page 71.	Up to 30.0 percent project VMT in the study area
2	T-2	Increase Job Density	This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of jobs compared to the average job density in the U.S. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing job density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in GHG emissions.			Urban, suburban	Project/Site	This measure is most accurately quantified when applied to larger developments and/or developments where the density is somewhat similar to the surrounding neighborhood.	When paired with Measure T-1, Increase Residential Density, the cumulative densification from these measures can result in a highly walkable and bikeable area, yielding increased co-benefits in VMT reductions, improved public health, and social equity.	Refer to CAPCOA Manual, page 74.	Up to 30.0 percent project VMT in the study area
3	T-3	Provide Transit-Oriented Development	This measure would reduce project VMT in the study area relative to the same project sited in a non-transit-oriented development (TOD) location. TOD refers to projects built in compact, walkable areas that have easy access to public transit, ideally in a location with a mix of uses, including housing, retail offices, and community facilities. Project site residents, employees, and visitors would have easy access to high-quality public transit, thereby encouraging transit ridership and reducing the number of single-occupancy vehicle trips and associated GHG emissions.			Urban, suburban. Rural only if adjacent to commuter rail station with convenient rail service to a major employment center.	Project/Site	To qualify as a TOD, the development must be a residential or office project that is within a 10-minute walk (0.5 mile) of a high frequency transit station (either rail, or bus rapid transit with headways less than 15 minutes). Ideally, the distance should be no more than 0.25 to 0.3 of a mile but could be up to 0.5 mile if the walking route to station can be accessed by pedestrian-friendly routes. Users should confirm “unmitigated” or “baseline” VMT does not already account for reductions from transit proximity.	When building TOD, a best practice is to incorporate bike and pedestrian access into the larger network to increase the likelihood of transit use.	Refer to CAPCOA Manual, page 77.	Up to 31.0 percent project VMT in the study area
4	T-4	Integrate Affordable and Below Market Rate Housing	This measure requires below market rate (BMR) housing. BMR housing provides greater opportunity for lower income families to live closer to job centers and achieve a jobs/housing match near transit. It is also an important strategy to address the limited availability of affordable housing that might force residents to live far away from jobs or school, requiring longer commutes. The quantification method for this measure accounts for VMT reductions achieved for multifamily residential projects that are deed restricted or otherwise permanently dedicated as affordable housing.			Urban, suburban	Project/Site	Multifamily residential units must be permanently dedicated as affordable for lower income families. The California Department of Housing and Community Development (2021) defines lower-income as 80 percent of area median income or below, and affordable housing as costing 30 percent of gross household income or less.	Pair with Measure T-1, Increase Residential Density, and Measure T-2, Increase Job Density, to achieve greater population and employment diversity.	Refer to CAPCOA Manual, page 81.	Up to 28.6 percent project/site multifamily residential VMT
5	T-5	Implement Commute Trip Reduction Program (Voluntary)	This measure will implement a voluntary commute trip reduction (CTR) program with employers. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions. Voluntary implementation elements are described in this measure.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T50: Carpool Programs Policy T58: Vanpool Programs Policy T89: High Occupancy Vehicles Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Project/Site	Voluntary CTR programs must include the following elements to apply the VMT reductions reported in literature. • Employer-provided services, infrastructure, and incentives for alternative modes such as ridesharing (Measure T-8), discounted transit (Measure T-9), bicycling (Measure T-10), vanpool (Measure T-11), and guaranteed ride home. • Information, coordination, and marketing for said services, infrastructure, and incentives (Measure T-7).	Other strategies may also be included as part of a voluntary CTR program, though they are not included in the VMT reductions reported by literature and thus are not incorporated in the VMT reductions for this measure. This program typically serves as a complement to the more effective workplace CTR measures such as pricing workplace parking (Measure T-12) or implementing employee parking “cash-out” (Measure T-13).	Refer to CAPCOA Manual, page 84.	Up to 4.0 percent project/site employee commute VMT
6	T-6	Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)	This measure will implement a mandatory CTR program with employers. CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12:[Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T50: Carpool Programs Policy T58: Vanpool Programs Policy T67: Bicycle Safety Programs Policy T89: High Occupancy Vehicles Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Project/Site	The mandatory CTR program must include all other elements (i.e., Measures T-7 through T-11) described for the voluntary program (Measure T-5) plus include mandatory trip reduction requirements (including penalties for non-compliance) and regular monitoring and reporting to ensure the calculated VMT reduction matches the observed VMT reduction.	This program typically serves as a complement to the more effective workplace CTR measures, such as pricing workplace parking (Measure T-12) or implementing employee parking “cash-out” (Measure T-13).	Refer to CAPCOA Manual, page 87.	Up to 26.0 percent project/site employee commute VMT
7	T-7	Implement Commute Trip Reduction Marketing	This measure will implement a marketing strategy to promote the project site employer’s CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T50: Carpool Programs Policy T58: Vanpool Programs Policy T67: Bicycle Safety Programs Policy T88: People Movement Policy T89: High Occupancy Vehicles Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Project/Site	The following features (or similar alternatives) of the marketing strategy are essential for effectiveness. • Onsite or online commuter information services. • Employee transportation coordinators. • Onsite or online transit pass sales. • Guaranteed ride home service.	This measure could be packaged with other commute trip reduction measures (Measures T-8 through T-13) as a comprehensive CTR program (Measure T-5 or T-6).	Refer to CAPCOA Manual, page 90.	Up to 4.0 percent project/site employee commute VMT

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CAPCOA Mitigation Measure No.		Mitigation Measure	Measure Description	Related City of Hanford General Plan Goal	Related City of Hanford General Plan Policy	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMT Reduction
8	T-8	Provide Ridesharing Program	This measure will implement a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied vehicle trips, thereby reducing the number of trips, VMT, and GHG emissions.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T50: Carpool Programs Policy T58: Vanpool Programs Policy T89: High Occupancy Vehicles Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Project/Site	Ridesharing must be promoted through a multifaceted approach. Examples include the following. • Designating a certain percentage of desirable parking spaces for ridesharing vehicles. • Designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles. • Providing an app or website for coordinating rides.	When providing a ridesharing program, a best practice is to establish funding by a non-revocable funding mechanism for employer-provided subsidies. In addition, encourage use of low-emission ridesharing vehicles (e.g., shared Uber Green). This measure could be paired with any combination of the other commute trip reduction strategies (Measures T-7 through T-13) for increased reductions.	Refer to CAPCOA Manual, page 93.	Up to 8.0 percent project/site employee commute VMT
9	T-9	Implement Subsidized or Discounted Transit Program	This measure will provide subsidized or discounted, or free transit passes for employees and/or residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and thus a reduction in GHG emissions.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T88: People Movement Policy T90: Existing Network Policy T91: Alternative Modes Policy T92: Amenities that Support Alternative Modes of Transportation	Urban, suburban	Project/Site	The project should be accessible either within 1 mile of high-quality transit service (rail or bus with headways of less than 15 minutes), 0.5 mile of local or less frequent transit service, or along a designated shuttle route providing last-mile connections to rail service. If a well-established bikeshare service (Measure T-22-A) is available, the site may be located up to 2 miles from a high-quality transit service. If more than one transit agency serves the site, subsidies should be provided that can be applied to each of the services available. If subsidies are applied for only one service, all variable inputs below should also pertain only to the service that is subsidized.	This measure could be paired with any combination of the other commute trip reduction strategies (Measures T-7 through T-13) for increased reductions.	Refer to CAPCOA Manual, page 96.	Up to 5.5 percent from employee/resident vehicles accessing the site
10	T-10	Provide End-of-Trip Bicycle Facilities	This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T66 Public Bicycle Parking Policy T88: People Movement Policy T90: Existing Network Policy T91: Alternative Modes Policy T92: Amenities that Support Alternative Modes of Transportation	Urban, suburban	Project/Site	End-of-trip facilities should be installed at a size proportional to the number of commuting bicyclists and regularly maintained.	Best practice is to include an onsite bicycle repair station and post signage on or near secure parking and personal lockers with information about how to reserve or obtain access to these amenities. This measure could be paired with any combination of the other commute trip reduction strategies (Measures T-7 through T-13) for increased reductions.	Refer to CAPCOA Manual, page 101.	Up to 4.4 percent project/site employee commute VMT
11	T-11	Provide Employer-Sponsored Vanpool	This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing GHG emissions.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T50: Carpool Programs Policy T58: Vanpool Programs Policy T89: High Occupancy Vehicles Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban, rural	Project/Site	Vanpool programs are more appropriate for the building occupant or tenant (i.e., employer) to implement and monitor than the building owner or developer.	When implementing a vanpool service, best practice is to subsidize the cost for employees that have a similar origin and destination and provide priority parking for employees that vanpool. This measure could be paired with any combination of the other commute trip reduction strategies (Measures T-7 through T-13) for increased reductions.	Refer to CAPCOA Manual, page 105.	Up to 20.4 percent project/site employee commute VMT
12	T-12	Price Workplace Parking	This measure will price onsite parking at workplaces. Because free employee parking is a common benefit, charging employees to park onsite increases the cost of choosing to drive to work. This is expected to reduce single-occupancy vehicle commute trips, resulting in decreased VMT, thereby reducing associated GHG emissions.			Urban, suburban	Project/Site	Implementation may include the following. • Explicitly charging for employee parking. • Implementing above-market rate pricing. • Validating parking only for invited guests (or not providing parking validation at all). • Not providing employee parking and transportation allowances. In addition, this measure should include marketing and education regarding available alternatives to driving.	Best practice is to ensure that other transportation options are available, convenient, and have competitive travel times (i.e., transit service near the project site, shuttle service, or a complete active transportation network serving the site and surrounding community), and that there is not alternative free parking available nearby (such as on-street). This measure is substantially less effective in environments that do not have other modes available or where unrestricted street parking or other offsite parking is available nearby and has adequate capacity to accommodate project-related vehicle parking demand.	Refer to CAPCOA Manual, page 110.	Up to 20.0 percent project/site employee commute VMT
13	T-13	Implement Employee Parking Cash-Out	This measure will require project employers to offer employee parking cash-out. Cash-out is when employers provide employees with a choice of forgoing their current subsidized/free parking for a cash payment equivalent to or greater than the cost of the parking space. This encourages employees to use other modes of travel instead of single occupancy vehicles. This mode shift results in people driving less and thereby reduces VMT and GHG emissions.	Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T50: Carpool Programs Policy T58: Vanpool Programs Policy T89: High Occupancy Vehicles Policy T90: Existing Network Policy T91: Alternative Modes Policy T92: Amenities that Support Alternative Modes of Transportation	Urban, suburban	Project/Site	To prevent spill-over parking and continued use of single occupancy vehicles, residential parking in the surrounding area must be permitted, and public on-street parking must be market rate.	This measure could be paired with many other commute trip reduction strategies (Measures T-7 through T-11) for increased reductions.	Refer to CAPCOA Manual, page 114.	Up to 12.0 percent project/site employee commute VMT
14	T-14	Provide Electric Vehicle Charging Infrastructure	Install onsite electric vehicle chargers in an amount beyond what is required by the 2019 California Green Building Standards (CALGreen) at buildings with designated parking areas (e.g., commercial, educational, retail, multifamily). This will enable drivers of plug-in hybrid electric vehicles (PHEVs) to drive a larger share of miles in electric mode (eVMT), as opposed to gasoline-powered mode, thereby displacing GHG emissions from gasoline consumption with a lesser amount of indirect emissions from electricity. Most PHEVs owners charge their vehicles at home overnight. When making trips during the day, the vehicle will switch to gasoline mode if/when it reaches its maximum all-electric range.			Urban, suburban, rural	Project/Site	Parking at the chargers must be limited to electric vehicles.	In addition to increasing the percentage of electric miles for PHEVs, the increased availability of chargers from implementation of this measure could mitigate consumer "range anxiety" concerns and increase the adoption and use of battery electric vehicles (BEVs), but this potential effect is not included in the calculations as a conservative assumption. Expanded mitigation could include quantification of the effect of this measure on BEV use.	-	-

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CAPCOA Mitigation Measure No.		Mitigation Measure	Measure Description	Related City of Hanford General Plan Goal	Related City of Hanford General Plan Policy	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMT Reduction
15	T-15	Limit Residential Parking Supply	This measure will reduce the total parking supply available at a residential project or site. Limiting the amount of parking available creates scarcity and adds additional time and inconvenience to trips made by private auto, thus disincentivizing driving as a mode of travel. Reducing the convenience of driving results in a shift to other modes and decreased VMT and thus a reduction in GHG emissions. Evidence of the effects of reduced parking supply is strongest for residential developments.			Urban, suburban	Project/Site	This measure is ineffective in locations where unrestricted street parking or other offsite parking is available nearby and has adequate capacity to accommodate project-related vehicle parking demand.	When limiting parking supply, a best practice is to do so at sites that are located near high quality alternative modes of travel (such as a rail station, frequent bus line, or in a higher density area with multiple walkable locations nearby). Limiting parking supply may also allow for more active uses on any given lot, which may support Measures T-1 and T-2 by allowing for higher density construction.	Refer to CAPCOA Manual, page 123.	Up to 13.7 percent from resident vehicles accessing the site
16	T-16	Unbundle Residential Parking Costs from Property Cost	This measure will unbundle, or separate, a residential project's parking costs from property costs, requiring those who wish to purchase parking spaces to do so at an additional cost. On the assumption that parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces, this measure results in decreased vehicle ownership and, therefore, a reduction in VMT and GHG emissions. Unbundling may not be available to all residential developments, depending on funding sources.			Urban, suburban	Project/Site	Parking costs must be passed through to the vehicle owners/drivers utilizing the parking spaces for this measure to result in decreased vehicle ownership.	Pair with Measure T-19-A or T-19-B to ensure that residents who eliminate their vehicle and shift to a bicycle can safely access the area's bikeway network.	Refer to CAPCOA Manual, page 127.	Up to 15.7 percent project VMT in the study area
17	T-17	Improve Street Connectivity	This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of vehicle intersections compared to the average intersection density in the U.S. Increased vehicle intersection density is a proxy for street connectivity improvements, which help to facilitate a greater number of shorter trips and thus a reduction in GHG emissions.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T3: [Develop] city streets that meet the needs of bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers.	Policy T26: Cul-de-sac Non-motorized Connectivity Policy T39: Accommodating All Modes of Traffic Policy T40: Pedestrian and Bicycle Placemaking Policy T88: People Movement Policy T91: Alternative Modes	Urban, suburban	Plan/Community	Projects that increase intersection density would be building a new street network in a subdivision or retrofitting an existing street network to improve connectivity (e.g., converting cul-de-sacs or dead-end streets to grid streets).	Pair with Measure T-18, Provide Pedestrian Network Improvement, to best support use of the local pedestrian network.	Refer to CAPCOA Manual, page 131.	Up to 30.0 percent from vehicle travel in the plan/community
18	T-18	Provide Pedestrian Network Improvement	This measure will increase the sidewalk coverage to improve pedestrian access. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive. This mode shift results in a reduction in VMT and GHG emissions.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T3: [Develop] city streets that meet the needs of bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers. Goal T8: [Provide] an interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T26: Cul-de-sac Non-motorized Connectivity Policy T39: Accommodating All Modes of Traffic Policy T40: Pedestrian and Bicycle Placemaking Policy T43: Safe Routes to Schools Program Policy T70: Pedestrian Connections Policy T71: Pedestrian and Bicycle Crossings Policy T72: Reduction of Pedestrian Barriers Policy T88: People Movement Policy T91: Alternative Modes	Urban, suburban, rural	Plan/Community	The GHG reduction of this measure is based on the VMT reduction associated with expansion of sidewalk coverage expansion, which includes not only building of new sidewalks but also improving degraded or substandard sidewalk (e.g., damaged from street tree roots). However, pedestrian network enhancements with non-quantifiable GHG reductions are encouraged to be implemented, as discussed under Expanded Mitigation Options.	When improving sidewalks, a best practice is to ensure they are contiguous and link externally with existing and planned pedestrian facilities. Barriers to pedestrian access and interconnectivity, such as walls, landscaping buffers, slopes, and unprotected crossings should be minimized. Other best practice features could include high-visibility crosswalks, pedestrian hybrid beacons, and other pedestrian signals, mid-block crossing walks, pedestrian refuge islands, speed tables, bulb-outs (curb extensions), curb ramps, signage, pavement markings, pedestrian-only connections and districts, landscaping, and other improvements to pedestrian safety (see Measure T-35, Provide Traffic Calming Measures).	Refer to CAPCOA Manual, page 134.	Up to 6.4 percent from vehicle travel in the plan/community
19	T-19-A	Construct or Improve Bike Facility	This measure will construct or improve a single bicycle lane facility (only Class I, II, or IV) that connects to a larger existing bikeway network. Providing bicycle infrastructure helps to improve biking conditions within an area. This encourages a mode shift on the roadway parallel to the bicycle facility from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When constructing or improving a bicycle facility, a best practice is to consider local or state bike lane width standards. A variation of this measure is provided as T-19-B, Construct or Improve Bike Boulevard.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T3: [Develop] city streets that meet the needs of bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers. Goal T8: [Provide] an interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T26: Cul-de-sac Non-motorized Connectivity Policy T39: Accommodating All Modes of Traffic Policy T40: Pedestrian and Bicycle Placemaking Policy T43: Safe Routes to Schools Program Policy T64: Bicycle Network Master Planning Policy T65: Bicycle Network Policy T69: Road Projects with Bicycle Facilities Policy T71: Pedestrian and Bicycle Crossings Policy T88: People Movement Policy T91: Alternative Modes	Urban, suburban	Plan/Community. This measure reduces VMT on the roadway segment parallel to the bicycle facility (i.e., the corridor). An adjustment factor is included in the formula to scale the VMT reduction from the corridor level to the plan/community level.	The bicycle lane facility must be either Class I, II, or IV. Class I bike paths are physically separated from motor vehicle traffic. Class IV bikeways are protected on-street bikeways, also called cycle tracks. Class II bike lanes are striped bicycle lanes that provide exclusive use to bicycles on a roadway.	Implement alongside Measures T-22-A, T-22-B, and/or T-22-C to ensure that micromobility users can ride safely along bicycle lane facilities and not have to ride along pedestrian infrastructure, which is a risk to pedestrian safety.	Refer to CAPCOA Manual, page 138.	Up to 0.8 percent from vehicles on parallel roadways
20	T-19-B	Construct or Improve Bike Boulevard	Construct or improve a single bicycle boulevard that connects to a larger existing bikeway network. Bicycle boulevards are a designation within Class III Bikeway that create safe, low-stress connections for people biking and walking on streets. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. A variation of this measure is provided as T-19-A, Construct or Improve Bike Facility, which is for Class I, II, or IV bicycle infrastructure.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T3: [Develop] city streets that meet the needs of bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers. Goal T8: [Provide] an interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T26: Cul-de-sac Non-motorized Connectivity Policy T39: Accommodating All Modes of Traffic Policy T40: Pedestrian and Bicycle Placemaking Policy T43: Safe Routes to Schools Program Policy T64: Bicycle Network Master Planning Policy T65: Bicycle Network Policy T69: Road Projects with Bicycle Facilities Policy T71: Pedestrian and Bicycle Crossings Policy T88: People Movement Policy T91: Alternative Modes	Urban, suburban	Plan/Community. This measure reduces VMT on the roadway segment parallel to the bicycle facility (i.e., the corridor). An adjustment factor is included in the formula to scale the VMT reduction from the corridor level to the plan/community level.	The following roadway conditions must be met. • Functional classification: local and collector if there is no more than a single general-purpose travel lane in each direction. • Design speed: <= 25 miles per hour. • Design volume <= 5,000 average daily traffic. • Treatments at major intersections: both directions have traffic signals (or an effective control device that prioritizes pedestrian and bicycle access such as rapid flashing beacons, pedestrian hybrid beacons, high-intensity activated crosswalks, TOUCANs), bike route signs, "sharrowed" roadway markings, and pedestrian crosswalks.	Construct boulevards with forced turns for vehicles every few blocks to minimize through traffic while ensuring that speed and volume metrics are met. Implement alongside Measures T-22-A, T-22-B, and/or T-22-C to ensure that micromobility users can ride safely along bicycle lane facilities and not pedestrian infrastructure, which is a risk to pedestrian safety.	Refer to CAPCOA Manual, page 143.	Up to 0.2 percent from vehicles on roadways

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CAPCOA Mitigation Measure No.		Mitigation Measure	Measure Description	Related City of Hanford General Plan Goal	Related City of Hanford General Plan Policy	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMT Reduction
22	T-20	Expand Bikeway Network	This measure will increase the length of a city or community bikeway network. A bicycle network is an interconnected system of bike lanes, bike paths, bike routes, and cycle tracks. Providing bicycle infrastructure with markings and signage on appropriately sized roads with vehicle traffic traveling at safe speeds helps to improve biking conditions (e.g., safety and convenience). In addition, expanded bikeway networks can increase access to and from transit hubs, thereby expanding the “catchment area” of the transit stop or station and increasing ridership. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. When expanding a bicycle network, a best practice is to consider bike lane width standards from local agencies, state agencies, or the National Association of City Transportation Officials’ Urban Bikeway Design Guide.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T3: [Develop] city streets that meet the needs of bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers. Goal T8: [Provide] an interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T26: Cul-de-sac Non-motorized Connectivity Policy T39: Accommodating All Modes of Traffic Policy T40: Pedestrian and Bicycle Placemaking Policy T43: Safe Routes to Schools Program Policy T64: Bicycle Network Master Planning Policy T65: Bicycle Network Policy T69: Road Projects with Bicycle Facilities Policy T88: People Movement Policy T91: Alternative Modes	Urban, suburban	Plan/Community	The bikeway network must consist of either Class I, II, or IV infrastructure.	As networks expand, ensure safe, secure, and weather-protected bicycle parking facilities at origins and destinations. Also, implement alongside T-22-A, T-22-B, and/or T-22-C to ensure that micromobility options can ride safely along bicycle lane facilities and not have to ride along pedestrian infrastructure, which is a risk to pedestrian safety.	Refer to CAPCOA Manual, page 147.	Up to 0.5 percent from vehicle travel in the plan/community
23	T-21-A	Implement Conventional Carshare Program	This measure will increase carshare access in the user’s community by deploying conventional carshare vehicles. Carsharing offers people convenient access to a vehicle for personal or commuting purposes. This helps encourage transportation alternatives and reduces vehicle ownership, thereby avoiding VMT and associated GHG emissions. A variation of this measure, electric carsharing, is described in Measure T-21-B, Implement Electric Carshare Program.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Plan/Community	The GHG mitigation potential is based, in part, on literature analyzing one-way carsharing service with a free-floating operational model. This measure should be applied with caution if using a different form of carsharing (e.g., roundtrip, peer-to-peer, fractional).	When implementing a carshare program, best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service.	Refer to CAPCOA Manual, page 151.	Up to 0.15 percent from vehicle travel in the plan/community
24	T-21-B	Implement Electric Carshare Program	This measure will increase carshare access in the user’s community by deploying electric carshare vehicles. Carsharing offers people convenient access to a vehicle for personal or commuting purposes. This helps encourage transportation alternatives and reduces vehicle ownership, thereby avoiding VMT and associated GHG emissions. This also encourages a mode shift from internal combustion engine vehicles to electric vehicles, displacing the emissions-intensive fossil fuel energy with less emissions-intensive electricity. Electric carshare vehicles require more staffing support compared to conventional carshare programs for shuttling electric vehicles to and from charging points. A variation of this measure, conventional carsharing, is described in Measure T-21-A, Implement Conventional Carshare Program.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Plan/Community	The GHG mitigation potential is based, in part, on literature analyzing one-way carsharing service with a free-floating operational model. This measure should be applied with caution if using a different form of carsharing (e.g., roundtrip, peer-to-peer, fractional).	When implementing a carshare program, best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service.	Refer to CAPCOA Manual, page 158.	Up to 0.18 percent GHG reduction from vehicle travel in the plan/community. Please refer to VMT reduction formula on CAPCOA Manual, page 158.
25	T-22-A	Implement Pedal (Non-Electric) Bikeshare Program	This measure will establish a bikeshare program. Bikeshare programs provide users with on-demand access to bikes for short-term rentals. This encourages a mode shift from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. Variations of this measure are described in Measure T-22-B, Implement Electric Bikeshare Program, and Measure T-22-C, Implement Scootershare Program.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Plan/Community	The GHG mitigation potential is based, in part, on literature analyzing docked (i.e., station-based) bikeshare programs. This measure should be applied with caution if using dockless (free-floating) bikeshare.	Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service. Also consider including space on the vehicle to store personal items while traveling, such as a basket.	Refer to CAPCOA Manual, page 160.	Up to 0.02 percent from vehicle travel in the plan/community
26	T-22-B	Implement Electric Bikeshare Program	This measure will establish an electric bikeshare program. Electric bikeshare programs provide users with on-demand access to electric pedal assist bikes for short-term rentals. This encourages a mode shift from vehicles to electric bicycles, displacing VMT and reducing GHG emissions. Variations of this measure are described in Measure T-22-A, Implement Pedal (Non-Electric) Bikeshare Program, and Measure T-22-C, Implement Scootershare Program.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Plan/Community	The GHG mitigation potential is based, in part, on literature analyzing docked (i.e., station-based) bikeshare programs. This measure should be applied with caution if using dockless (free-floating) bikeshare.	Best practice is to discount electric bikeshare membership and dedicate electric bikeshare parking to encourage use of the service. Consider also including space on the vehicle to store personal items while traveling, such as a basket.	Refer to CAPCOA Manual, page 164.	Up to 0.06 percent from vehicle travel in the plan/community. This quantification methodology does not account for the miles traveled from vehicle travel of program employees picking up and dropping off bikes.
27	T-22-C	Implement Scootershare Program	This measure will establish a scootershare program. Scootershare programs provide users with on-demand access to electric scooters for short-term rentals. This encourages a mode shift from vehicles to scooters, displacing VMT and thus reducing GHG emissions. Variations of this measure are described in Measure T-22-A, Implement Pedal (Non-Electric) Bikeshare Program, and Measure T-22-B, Implement Electric Bikeshare Program.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Plan/Community	The GHG mitigation potential is based, in part, on literature analyzing docked (i.e., station-based) bikeshare programs. This measure should be applied with caution given the likely higher popularity of scootershare compared to bikeshare.	Best practice is to discount scootershare membership and dedicate scootershare parking to encourage use of the service. Consider also including space on the vehicle to store personal items while traveling, such as a basket.	Refer to CAPCOA Manual, page 168.	Up to 0.07 percent from vehicle travel in the plan/community. This quantification methodology does not account for the miles traveled from vehicle travel of program employees picking up and dropping off scooters.
28	T-23	Provide Community-Based Travel Planning	This measure will target residences in the plan/community with community-based travel planning (CBTP). CBTP is a residential-based approach to outreach that provides households with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles, thereby reducing household VMT and associated GHG emissions.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T50: Carpool Programs Policy T58: Vanpool Programs Policy T89: High Occupancy Vehicles Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Plan/Community	CBTP involves teams of trained travel advisors visiting all households within a targeted geographic area, having tailored conversations about residents’ travel needs, and educating residents about the various transportation options available to them. Due to the personalized outreach method, communities are typically targeted in phases.	Pair with any of the Measures from T-17 through T-22-C to ensure that residents that are targeted by CBTP who want to use alternative transportation have the infrastructure and technology to do so.	Refer to CAPCOA Manual, page 172.	Up to 2.3 percent from vehicle travel in the plan/community

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CAPCOA Mitigation Measure No.		Mitigation Measure	Measure Description	Related City of Hanford General Plan Goal	Related City of Hanford General Plan Policy	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VTM Reduction
29	T-24	Implement Market Price Public Parking (On-Street)	This measure will price all on-street parking in a given community, with a focus on parking near central business districts, employment centers, and retail centers. Increasing the cost of parking increases the total cost of driving to a location, incentivizing shifts to other modes and thus decreasing total VMT to and from the priced areas. This VMT reduction results in a corresponding reduction in GHG emissions.			Urban, suburban	Plan/Community	When pricing on-street parking, best practice is to allow for dynamic adjustment of prices to ensure approximately 85 percent occupancy, which helps prevent induced VMT due to circling behaviors as individuals search for a vacant parking space. In addition, this method should primarily be implemented in areas with available alternatives to driving, such as transit availability within 0.5. mile or areas of high residential density nearby (allowing for increased walking/biking). If the measure is implemented in a small area, residential parking permit programs should be considered to prevent parking intrusion on nearby streets in residential areas without priced parking.	Pricing on-street parking also helps support individual projects with priced onsite parking by removing potential alternative parking locations.	Refer to CAPCOA Manual, page 175.	Up to 30.0 percent from vehicle travel in the plan/community
30	T-25	Extend Transit Network Coverage or Hours	This measure will expand the local transit network by either adding or modifying existing transit service or extending the operation hours to enhance the service near the project site. Starting services earlier in the morning and/or extending services to late-night hours can accommodate the commuting times of alternative-shift workers. This will encourage the use of transit and therefore reduce VMT and associated GHG emissions.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T6: [Encourage] a convenient and efficient transit system that serves as an alternative to automobile travel and meets basic transportation needs of the transit dependent. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T53: Adequate Transit Service Availability Policy T54: KART Expansion Policy T88: People Movement Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Plan/Community	There are two primary means of expanding the transit network: by increasing the frequency of service, thereby reducing average wait times and increasing convenience, or by extending service to cover new areas and times.	This measure is focused on providing additional transit network coverage, with no changes to transit frequency. This measure can be paired with Measure T-26, Increase Transit Service Frequency, which is focused on increasing transit service frequency, for increased reductions.	Refer to CAPCOA Manual, page 179.	Up to 4.6 percent from vehicle travel in the plan/community
31	T-26	Increase Transit Service Frequency	This measure will increase transit frequency on one or more transit lines serving the plan/community. Increased transit frequency reduces waiting and overall travel times, which improves the user experience and increases the attractiveness of transit service. This results in a mode shift from single occupancy vehicles to transit, which reduces VMT and associated GHG emissions.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T6: [Encourage] a convenient and efficient transit system that serves as an alternative to automobile travel and meets basic transportation needs of the transit dependent. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T53: Adequate Transit Service Availability Policy T54: KART Expansion Policy T88: People Movement Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Plan/Community	Refer to measure description.	This measure is focused on providing increased transit frequency, with no changes to transit network coverage. This measure can be paired with Measure T-25, Extend Transit Network Coverage or Hours, which is focused on increasing transit network coverage, for increased reductions.	Refer to CAPCOA Manual, page 185.	Up to 11.3 percent GHG reduction from vehicle travel in the plan/community. Please refer to VMT reduction formula on CAPCOA Manual, page 185.
32	T-27	Implement Transit-Supportive Roadway Treatments	This measure will implement transit-supportive treatments on the transit routes serving the plan/community. Transit-supportive treatments incorporate a mix of roadway infrastructure improvements and/or traffic signal modifications to improve transit travel times and reliability. This results in a mode shift from single occupancy vehicles to transit, which reduces VMT and the associated GHG emissions.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T3: [Develop] city streets that meet the needs of bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers. Goal T6: [Encourage] a convenient and efficient transit system that serves as an alternative to automobile travel and meets basic transportation needs of the transit dependent. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T39: Accommodating All Modes of Traffic Policy T54: KART Expansion Policy T88: People Movement Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Plan/Community	Treatments can include transit signal priority, bus-only signal phases, queue jumps, curb extensions to speed passenger loading, and dedicated bus lanes.	This measure could be paired with other Transit subsector strategies (Measure T-25 and Measure T-29) for increased reductions.	Refer to CAPCOA Manual, page 189.	Up to 0.6 percent from vehicle travel in the plan/community
33	T-28	Provide Bus Rapid Transit	This measure will convert an existing bus route to a bus rapid transit (BRT) system. BRT includes the following additional components, compared to traditional bus service: exclusive right-of-way (e.g., busways, queue jumping lanes) at congested intersections, increased limited-stop service (e.g., express service), intelligent transportation technology (e.g., transit signal priority, automatic vehicle location systems), advanced technology vehicles (e.g., articulated buses, low-floor buses), enhanced station design, efficient fare-payment smart cards or smartphone apps, branding of the system, and use of vehicle guidance systems. BRT can increase the transit mode share in a community due to improved travel times, service frequencies, and the unique components of the BRT system. This mode shift reduces VMT and the associated GHG emissions.			Urban, suburban	Plan/Community	The measure quantification methodology accounts for the increase in ridership from (1) improved travel times from transit signal prioritization, (2) increased service frequency, and (3) the unique ridership increase associated with a full-featured BRT service operating on a fully segregated running way with specialized (or stylized) vehicles, attractive stations, and efficient fare collection practices. To take credit for the estimated emissions reduction, the user should implement, at minimum, these components.	This measure could be paired with Measure T-25, Extend Transit Network Coverage or Hours, and Measure T-29, Reduce Transit Fares, for increased reductions.	Refer to CAPCOA Manual, page 193.	Up to 13.8 percent from vehicle travel in the plan/community. Please refer to VMT reduction formula on CAPCOA Manual, page 195.

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Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CAPCOA Mitigation Measure No.		Mitigation Measure	Measure Description	Related City of Hanford General Plan Goal	Related City of Hanford General Plan Policy	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMT Reduction
34	T-29	Reduce Transit Fares	This measure will reduce transit fares on the transit lines serving the plan/community. A reduction in transit fares creates incentives to shift travel to transit from single-occupancy vehicles and other traveling modes, which reduces VMT and associated GHG emissions. This measure differs from Measure T-8, Implement Subsidized or Discounted Transit Program, which can be offered through employer-based benefits programs in which the employer fully or partially pays the employee's cost of transit.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T6: [Encourage] a convenient and efficient transit system that serves as an alternative to automobile travel and meets basic transportation needs of the transit dependent. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T90: Existing Network Policy T91: Alternative Modes Policy T92: Amenities that Support Alternative Modes of Transportation	Urban, suburban	Plan/Community	Transit fare reductions can be implemented systemwide or in specific fare-free or reduced-fare zones.	This measure could be paired with other Transit subsector strategies (Measure T-25, Extend Transit Network Coverage or Hours, and Measure T-26, Increase Transit Service Frequency) for increased reductions.	Refer to CAPCOA Manual, page 200.	Up to 1.2 percent from vehicle travel in the plan/community
35	T-30	Use Cleaner-Fuel Vehicles	This measure requires use of cleaner-fuel vehicles in lieu of similar vehicles powered by gasoline or diesel fuel. Cleaner-fuel vehicles addressed in this measure include electric vehicles, natural gas and propane vehicles, and vehicles powered by biofuels such as composite diesel (blend of renewable diesel, biodiesel, and conventional fossil diesel), ethanol, and renewable natural gas. The full GHG emissions impact of cleaner fuels depends on the emissions from the vehicle's tailpipe as well as the emissions associated with production of the fuel (sometimes termed "upstream" emissions). For example, tailpipe GHG emissions from renewable natural gas are identical to tailpipe GHG emissions from conventional natural gas; the GHG benefits of renewable natural gas come from the fact that it is produced from biomass. Similarly, BEVs have zero tailpipe emissions, but properly accounting for their GHG impacts requires quantifying the emissions associated with the electricity generation needed to charge the vehicle's batteries.			Not-applicable	Project/Site or Plan/Community	-	If using electric vehicles, pair with Measure T-14 to ensure that electric vehicles have sufficient access to charging infrastructure.	-	-
36	T-31-A	Locate Project in Area with High Destination Accessibility	The measure requires development in an area with high accessibility to destinations. Destination accessibility is measured in terms of the number of jobs or other attractions (e.g., schools, supermarkets, and health care services) that are reachable within a given travel time or travel distance, and tends to be highest at central locations and lowest at peripheral ones. When destinations are nearby, the travel time between them is less, thus increasing the potential for people to walk and bike to those destinations and, therefore, reducing the VMT and associated GHG emissions. As an implementation consideration, projects should consider accessibility by people of all functional abilities and incorporate design principles such as Universal Design.		Policy L111: Complete Neighborhoods Policy L112: Centralized Amenities Policy L114: Service and Facilities Policy L117: Neighborhood Retail Goods and Services Policy L118: Full Service Grocery Stores	Urban, suburban	Project/Site	-	This is a variation of measure T-31-B.	-	-
37	T-31-B	Improve Destination Accessibility in Underserved Areas	This measure accounts for the VMT reduction that would be achieved by constructing job centers or other attractions (e.g., schools, supermarkets, and health care services) for residents in underserved areas (e.g., food deserts). When destinations are nearby, the travel time between them is less, thus increasing the potential for people to walk and bike to those destinations, reducing VMT and associated GHG emissions. As an implementation consideration, projects should consider accessibility by people of all functional abilities and incorporate design principles such as Universal Design.		Policy L111: Complete Neighborhoods Policy L112: Centralized Amenities Policy L114: Service and Facilities Policy L117: Neighborhood Retail Goods and Services Policy L118: Full Service Grocery Stores	Urban, suburban	Plan/Community	-	This is a variation of measure T-31-A.	-	-
38	T-32	Orient Project Toward Transit, Bicycle, or Pedestrian Facility	This measure requires projects to minimize setback distance between the project and planned or existing transit, bicycle, or pedestrian corridors. A project that is designed around an existing or planned transit, bicycle, or pedestrian corridor encourages sustainable mode use. As an implementation consideration, projects should consider accessibility by people of all functional abilities and incorporate design principles such as Universal Design.			Urban, suburban, rural	Project/Site	-	-	-	-
39	T-33	Locate Project near Bike Path/Bike Lane	This measure requires projects to be located within 0.5-mile bicycling distance to an existing Class I or IV path or Class II bike lane. A project that is designed around an existing or planned bicycle facility encourages sustainable mode use. The project design should include a comparable network that connects the project uses to the existing off-site facilities that connect to work/retail destinations. As an implementation consideration, projects should provide sufficient and convenient bicycle parking and long-term storage, ideally near the bike lane itself, for residents, employees, and visitors, and a bicycle repair station with tools and equipment.			Urban, suburban	Project/Site	-	This measure can be implemented with Measure T-9.	-	-
40	T-34	Provide Bike Parking	This measure requires projects provide short-term and long-term bicycle parking facilities to meet peak season maximum demand. Parking can be provided in designated areas or added within rights-of-way, including by replacing parking spaces with bike parking corrals. Ensure that bike parking can be accessed by all, not just project employees or residents.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T66: Public Bicycle Parking Policy T90: Existing Network Policy T91: Alternative Modes Policy T92: Amenities that Support Alternative Modes of Transportation	Urban, suburban, rural	Project/Site or Plan/Community	-	-	-	-

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Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

No.	CAPCOA Mitigation Measure No.	Mitigation Measure	Measure Description	Related City of Hanford General Plan Goal	Related City of Hanford General Plan Policy	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMT Reduction
41	T-35	Provide Traffic Calming Measures	This measure requires projects to include pedestrian/bicycle safety and traffic calming measures above jurisdictional requirements. Roadways should also be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others. Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift will result in a decrease in vehicle miles traveled. Traffic calming also promotes active transportation, which improves physical health.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T3: [Develop] city streets that meet the needs of bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T39: Accommodating All Modes of Traffic Policy T40: Pedestrian and Bicycle Placemaking Policy T43: Safe Routes to Schools Program Policy T48: Traffic Calming Policy T64: Bicycle Network Master Planning Policy T70: Pedestrian Connections Policy T71: Pedestrian and Bicycle Crossings Policy T72: Reduction of Pedestrian Barriers Policy T88: People Movement Policy T91: Alternative Modes Policy T92: Amenities that Support Alternative Modes of Transportation	Urban, suburban, rural	Plan/Community	-	-	-	-
42	T-36	Create Urban Non-Motorized Zones	The measure requires projects to convert a percentage of its roadway miles to transit malls, linear parks, or other non-motorized zones. These features encourage non-motorized travel and thus a reduction in vehicle miles traveled. This measure is only applicable to projects located in urban environments. Consider access issues for paratransit users and those with mobility impairments.			Urban	Plan/Community	-	-	-	-
43	T-37	Dedicate Land for Bike Trails	This measure requires projects to provide for, contribute to, or dedicate land for the provision of off-site bicycle trails linking the project to designated bicycle commuting routes in accordance with an adopted citywide or countywide bikeway plan. Existing desire paths can make good locations, as it represents a community-identified transportation need.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T3: [Develop] city streets that meet the needs of bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers. Goal T8: [Provide] an interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T39: Accommodating All Modes of Traffic Policy T40: Pedestrian and Bicycle Placemaking Policy T43: Safe Routes to Schools Program Policy T64: Bicycle Network Master Planning Policy T65: Bicycle Network Policy T69: Road Projects with Bicycle Facilities Policy T88: People Movement Policy T91: Alternative Modes	Urban, suburban, rural	Plan/Community	-	-	-	-
44	T-38	Provide First and Last Mile TNC Incentives	This measure requires a first-last mile partnership between a municipality/transit agency and a transportation network company (TNC) for subsidized, shared TNC rides to or from the local transit station within a specific geographic area. This measure encourages a shift to transit mode for longer trips. Consider providing inclusive mechanisms so people without bank accounts, credit cards, or smart phones can access the incentives.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T11: [Encourage] passenger rail service that is integrated with other modes of travel. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T50: Carpool Programs Policy T58: Vanpool Programs Policy T79: Multi-modal Connection to Amtrak Policy T88: People Movement Policy T89: High Occupancy Vehicles Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban, rural (only if the project is adjacent to a commuter rail station with convenient rail service to a major employment center)	Plan/Community	-	-	-	-
45	T-39	Implement Preferential Parking Permit Program	This measure requires projects provide preferential parking in terms of free or reduced parking fees, priority parking, or reserved parking in convenient locations (such as near public transportation or building entrances) for commuters who carpool, vanpool, ride-share or use sustainably fueled vehicles. Projects should also provide wide parking spaces to accommodate vanpool vehicles. Commercial preferential parking can accommodate workers who work non-standard hours by providing opportunities to participate. Residential preferential parking can consider an equitable distribution of permits, giving priority to owners of sustainably fueled vehicles.	Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T50: Carpool Programs Policy T58: Vanpool Programs Policy T90: Existing Network Policy T92: Amenities that Support Alternative Modes of Transportation	Urban, suburban	Project/Site	-	-	-	-
46	T-40	Implement School Bus Program	This measure will provide school bus service transporting students to a school project. A school bus service can reduce the number of private vehicle trips to drop-off or pick-up students, thereby reducing VMT and associated GHG emissions, as well as onsite air pollution emissions, especially if the bus is zero emissions. Best practices include concentrating service for students who live further away from schools, providing service both before and after school, and encouraging parents to utilize the service. This measure is more effective at schools that draw students from a larger enrollment area, such as high schools or private schools.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T89: High Occupancy Vehicles Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban, rural	Project/Site	-	-	-	-
47	T-41	Implement a School Pool Program	This measure requires projects create a ridesharing program for school children. Most school districts provide bussing services to public schools only. School pool helps match parents to transport students to private schools, or to schools where students cannot walk or bike but do not meet the requirements for bussing. A school pool program can help reduce onsite air pollutant emissions at the school by reducing private vehicle trips, especially if the pool vehicle is zero emissions.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T50: Carpool Programs Policy T58: Vanpool Programs Policy T89: High Occupancy Vehicles Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban, rural	Project/Site	-	-	-	-

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Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CAPCOA		Mitigation Measure	Measure Description	Related City of Hanford General Plan Goal	Related City of Hanford General Plan Policy	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMT Reduction
No.	Mitigation Measure No.										
48	T-42	Implement Telecommute and/or Alternative Work Schedule Program	This measure requires projects to permit employee telecommuting and/or alternative work schedules and monitor employee involvement to ensure forecasted participation matches observed participation. While this measure certainly reduces commute-related VMT, recent research has shown that total VMT from telecommuters can exceed VMT from non-telecommuters. In addition, telecommuting affects commercial and residential electricity use, complicating the calculation of the net effect and attribution of emissions. More specifically, an office with fewer employees could result in a decrease in the project's energy used to operate equipment and provide space heating and air conditioning. Conversely, an increase in telecommuters using their private homes as workspaces could result in a residential increase in energy for those same end uses and appliances. While this measure is currently not quantified and, according to some studies, could result in total VMT increases and other disbenefits, it is recommended that users review the most recent literature at the time of their project initiation to see if new findings more conclusively support a quantifiable emissions reduction.		Policy T91: Alternative Modes	Urban, suburban, rural	Project/Site	-	-	-	-

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49	T-43	Provide Real-Time Transit Information	This measure requires projects provide real-time bus/train/ferry arrival time, travel time, alternative routings, or other transit information via electronic message signs, dedicated monitor or interactive electronic displays, websites, or mobile apps. This makes transit service more convenient and may result in a mode shift from auto to transit, which reduces VMT.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T6: [Encourage] a convenient and efficient transit system that serves as an alternative to automobile travel and meets basic transportation needs of the transit dependent. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.		Urban, suburban, rural	Plan/Community				
50	T-44	Provide Shuttles (Gas or Electric)	This measure will provide local shuttle service through coordination with the local transit operator or private contractor. The shuttles will provide service to and from commercial centers to nearby transit centers to help with first and last mile connectivity, thereby incentivizing a shift from private vehicles to transit, reducing associated GHG emissions. Electric shuttle vehicles provide a marginally more effective reduction to GHG emissions compared to gas- or diesel-fueled shuttles due to their use of less emissions-intensive electric power. Shuttles that serve only the project residents and/or employees may be seen as increasing gentrification and exclusionary. Consider allowing all people to use the shuttle, regardless of status. Note that this measure can also be implemented at the Project/Site scale by a large employer as part of a Trip Reduction Program.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T6: [Encourage] a convenient and efficient transit system that serves as an alternative to automobile travel and meets basic transportation needs of the transit dependent. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T50: Carpool Programs Policy T58: Vanpool Programs Policy T79: Multi-modal Connection to Amtrak Policy T88: People Movement Policy T89: High Occupancy Vehicles Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Project/Site				
51	T-45	Provide On-Demand Microtransit	This measure will provide small-scale, on-demand public transit services that can offer fixed routes and schedules or flexible routes and on-demand scheduling (e.g., Metro Micro) through coordination with the local transit operator or private contractor. Microtransit aims to offer shorter wait times and improved reliability compared to the bus and rail system to further incentivize alternative transportation modes that are less emissions-intensive than private vehicle trips. On-demand rides can be booked using smartphone applications or call centers. Note that this measure may also be applicable at the Project/Site scale for a large employer (e.g., Google's Via2G pilot) as part of a Trip Reduction Program.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T6: [Encourage] a convenient and efficient transit system that serves as an alternative to automobile travel and meets basic transportation needs of the transit dependent. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T53: Adequate Transit Service Availability Policy T54: KART Expansion Policy T79: Multi-modal Connection to Amtrak Policy T88: People Movement Policy T89: High Occupancy Vehicles Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Project/Site or Plan/Community				
52	T-46	Improve Transit Access, Safety, and Comfort	This measure requires projects improve transit access and safety through sidewalk/crosswalk safety enhancements, bus shelter improvements, improved lighting, and other features. Work with the community to determine barriers to use, most desired improvements, and other access challenges.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T3: [Develop] city streets that meet the needs of bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers. Goal T6: [Encourage] a convenient and efficient transit system that serves as an alternative to automobile travel and meets basic transportation needs of the transit dependent. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T39: Accommodating All Modes of Traffic Policy T55: Transit Stops Policy T56: Improve Access to Transit Stops Policy T88: People Movement Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban, rural (only if the project is adjacent to a commuter rail station with convenient rail service to a major employment center, or if there is available transit and the project is close to jobs/services)	Plan/Community				

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CAPCOA											
No.	Mitigation Measure No.	Mitigation Measure	Measure Description	Related City of Hanford General Plan Goal	Related City of Hanford General Plan Policy	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMT Reduction
52	T-47	Provide Bike Parking Near Transit	This measure requires the project to provide short-term and long-term bicycle parking near rail stations, transit stops, and freeway access points where there are commuter or rapid bus lines. Include locations for shared micromobility devices as well as higher-security parking for personal bicycles.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T11: [Encourage] passenger rail service that is integrated with other modes of travel. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T66: Public Bicycle Parking Policy T79: Multi-modal Connection to Amtrak Policy T90: Existing Network Policy T91: Alternative Modes	Urban, suburban	Plan/Community	-	-	-	-
53	T-48	Implement Area or Cordon Pricing	This measure requires projects implement a cordon pricing scheme. The pricing scheme will set a cordon (boundary) around a specified area to charge a toll to enter the area by vehicle. The cordon location is usually the boundary of a central business district or urban center but could also apply to substantial development projects with limited points of access. The toll price can be based on a fixed schedule or be dynamic, responding to real-time congestion levels. It is critical to have an existing, high quality transit infrastructure for the implementation of this strategy to reach a significant level of effectiveness. The pricing signals will only cause mode shifts if alternative modes of travel are available and reliable. This measure should provide an exception for low-income residents or workers within the pricing zone.			Urban	Plan/Community	-	-	-	-
54	T-49	Replace Traffic Controls with Roundabout	This measure requires projects install a roundabout as a traffic control device to smooth traffic flow, reduce idling, eliminate bottlenecks, and manage speed. In some cases, roundabouts can improve traffic flow and reduce emissions. The emission reduction depends heavily on what the roundabout is compared to (e.g., uncontrolled intersection, stop sign, traffic signal). Design roundabout so cyclists have the option to join traffic or bypass the roundabout with an adjacent path.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T3: [Develop] city streets that meet the needs of bicyclists, pedestrians, children, motorists, persons with disabilities, the elderly, users of public transportation, and commercial goods movers.	Policy T48: Traffic Calming	Urban, suburban, rural	Plan/Community	-	-	-	-
55	T-50	Required Project Contributions to Transportation Infrastructure Improvement	This measure requires projects contribute to traffic-flow improvements or other multi-modal infrastructure projects that reduce emissions and are not considered as substantially growth inducing. The local transportation agency should be consulted for specific needs. Larger projects may be required to contribute a proportionate share to the development and/or continuation of a regional transit system. Contributions may consist of dedicated right-of-way, capital improvements, or easements. Ensure the jurisdictional fee system does not disadvantage infill projects over greenfield projects.			Urban, suburban, rural	Plan/Community	-	-	-	-
56	T-51	Install Park-and-Ride Lots	This measure requires projects install park-and-ride lots near transit stops and high occupancy vehicle lanes. Park-and-ride lots also facilitate car- and vanpooling. Parking lots can also incorporate cool pavements, tree canopy, or solar photovoltaic shade canopies to reduce the urban heat island effect as well as evaporative emissions from parked vehicles and dedicated electric vehicle parking spots and/or charging infrastructure.	Goal T1: [Develop] a comprehensive, multi-modal motorized and non-motorized transportation system that improves the quality of life and facilitate the efficient movement of people and goods. Goal T2: [Promote] increased use of shared and non-motorized transportation alternatives resulting in a per capita reduction in VMT and GHG emissions. Goal T11: [Encourage] passenger rail service that is integrated with other modes of travel. Goal T12: [Encourage] improved performance and expanded capacity of the street network by means other than roadway widening or construction.	Policy T59: Transit Parking Lots Policy T79: Multi-modal Connection to Amtrak Policy T90: Existing Network	Suburban, rural	Plan/Community	-	-	-	-
57	T-52	Designate Zero Emissions Delivery Zones	This measure requires the municipality to designate certain curbside locations as commercial loading zones exclusively available for zero-emission commercial delivery vehicles. Doing so replaces tailpipe diesel emissions from last-mile delivery vehicles as well as heavy duty drayage trucks moving goods with less emissions-intensive electric vehicles and potentially micromobility for food and parcel delivery. Locations should be prioritized based on land use density and existing exposure from air pollution.			Urban	Plan/Community	-	-	-	-

Table F - Vehicle Miles Traveled Mitigation Measures for Land Development Projects

CAPCOA Mitigation Measure No.		Mitigation Measure	Measure Description	Related City of Hanford General Plan Goal	Related City of Hanford General Plan Policy	Locational Context	Scale of Application	Implementation Requirements	Expanded Mitigation Options	Formula	VMT Reduction
58	T-53	Electrify Loading Docks	This measure will require that Transport Refrigeration Units and auxiliary power units (APUs) be plugged into the electric grid at the loading dock instead of running on diesel. The indirect GHG emission from electricity generation can partially offset the emissions reduction from fuel reductions. Electrifying loading docks can reduce exposure to air pollutants for workers and drivers.			Urban, suburban, rural	Project/Site	-	-	-	-
59	T-54	Install Hydrogen Fueling Infrastructure	The measure requires projects to implement accessible hydrogen fuel cell fueling infrastructure. Drivers of fuel cell electric vehicles (FCEV), from individual passenger vehicles to haul truck fleets, will be able to refuel using this infrastructure. The expansion of hydrogen fueling locations indirectly supports the uptake of FCEV in place of the typical internal combustion engine vehicle fueled by carbon-emitting gasoline and diesel.			-	Project/Site or Plan/Community	-	-	-	-
										-	

Source: Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Final Draft, by the California Air Pollution Control Officers Association, December 2021.



AGENDA STAFF REPORT

MEETING DATE: 12/20/2022	AGENDA SECTION: E
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SUBJECT:

Public Works: Pre authorization to provide disking services on City's 1600 acre farm property and appropriate \$50,000 from the Wastewater Fund.

RECOMMENDATION:

That Council, by motion, appropriate \$50,000 from the Wastewater fund and authorize the City Manager to execute a contract to provide disking services on 1600 acres of City-owned property.

BACKGROUND:

The Wastewater fund owns a 1600 acre parcel of land located about 5 miles south of the City of Hanford. The property was purchased as a potential disposal site for the City's wastewater treatment facility's effluent. In order to deliver effluent to the property, City would be need to construct a nine mile pipeline at significant cost.

Currently, the City has an agreement with Lakeside Irrigation District (LID) whereby City is allowed to discharge effluent to the LID canal and pays \$30 per acre foot to do so. This costs the City approximately \$75,000 per year.

The 1600 acre property has no working wells and has only minimal access to surface water for farming. Nevertheless, City Farm Industries (CFI) signed a long-term lease on the property in 2020, with the intent to develop the water system and farm commercial hemp. That vision failed to materialize and CFI abandoned the lease in October 2022.

Weeds on the property are significant and neighboring property owners are complaining that our weeds are starting to cause issues on their properties.

Staff has solicited bids for disking of the weeds and prices are coming in around \$37,000 for disking alone, though more than one company has suggested shredding the weeds prior to disking in order to "do it right".

Because we are trying to stay ahead of the wet season, staff is seeking pre-authorization to enter into a one-time contract for the disking. If approved, staff will notify low bidder so that they can immediately provide the necessary insurance forms to finalize a contract and get started on the weed problem.

FISCAL IMPACT:

Appropriation of \$50,000 from Wastewater Fund.

ATTACHMENTS:



AGENDA STAFF REPORT

MEETING DATE: 12/20/2022	AGENDA SECTION: A
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SUBJECT:

Community Development: Annexation No. 159: A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction. Prezone No. 2021-09: A request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area. Mitigated Negative Declaration No. 2022-62: An initial study was prepared, and it was determined that the project will not result in significant impacts; therefore, Mitigated Negative Declaration 2022-62 has been prepared. The project is located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019).

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - City Council Annex 159

Ordinance 22-09

Resolution 2022-48-R

Attachment 1 - Annexation 159

Attachment 2 - 2022-08-09 Planning Commission - Full Minutes

Attachment 3 - Current Sphere of Influence (Adopted 2008)

Attachment 4 - Plan for Services

Attachment 5 - ISMND ANX 159

**CITY OF HANFORD CITY COUNCIL
STAFF REPORT
Tuesday, December 20, 2022**

PROJECT: **Annexation No. 159:** A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction.

Prezone No. 2021-09: A request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area.

There is not a proposal for physical development of the project site, at this time. In accordance with the General Plan designation for the site, future development could include, the land uses permitted in the I-H Heavy Industrial zone district.

Mitigated Negative Declaration No. 2022-62: An initial study was prepared, and it was determined that the project will not result in significant impacts; therefore, Mitigated Negative Declaration 2022-62 has been prepared.

LOCATION: The project is located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019).

PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the City Council:

1. Certify Mitigated Negative Declaration No. 2022-62 for the project.
2. Introduce and waive the first reading of Ordinance 22-xx, approving Prezone No. 2021-09.
3. Adopt Resolution 22-xx-R, initiating proceedings for Annexation 159 and direct staff to file the appropriate forms with the Kings County Local Agency Formation Commission (LAFCo).

RECOMMENDED MOTION

1. I move to certify Mitigated Negative Declaration No. 2022-62 for the project.
2. I move to introduce and waive the first reading of Ordinance 22-xx, approving Prezone No. 2021-09.
3. I move to adopt Resolution 22-xx-R, initiating proceedings for Annexation 159 and direct staff to file the appropriate forms with the Kings County Local Agency Formation Commission (LAFCo).

PROJECT DESCRIPTION

Annexation No. 159

The project is a request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction.

See proposed annexation Figure 1 and attached as **Attachment 1**.

Figure 1: Proposed Annexation Area



Prezone No. 2021-09

Prezone No. 2021-09 is a request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area. The General Plan Designation for the area is Heavy Industrial, as shown in Figure 2. Figure 3 depicts the proposed pre-zoning.

Figure 2:
General Plan Designation – Heavy Industrial

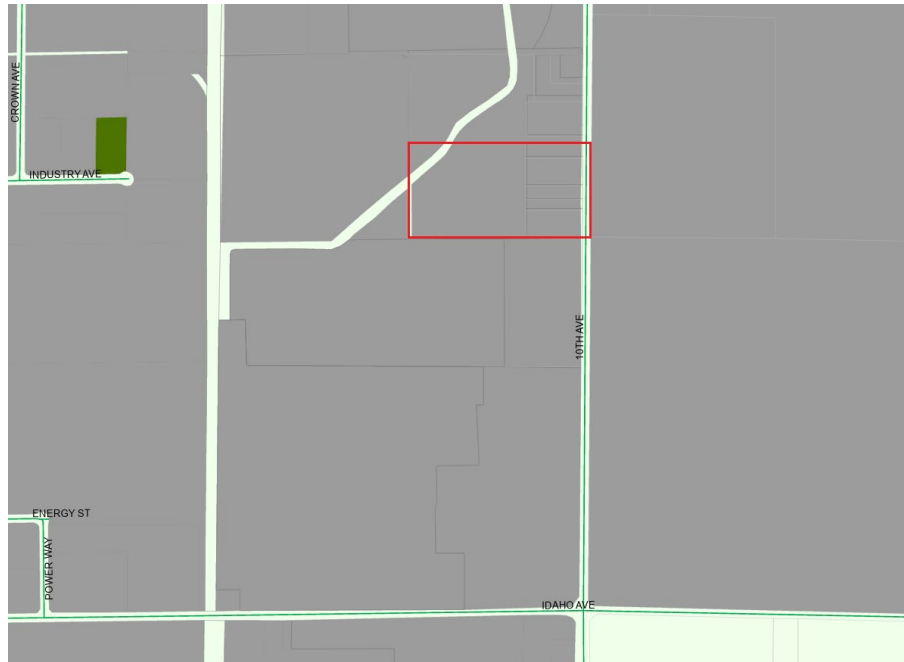
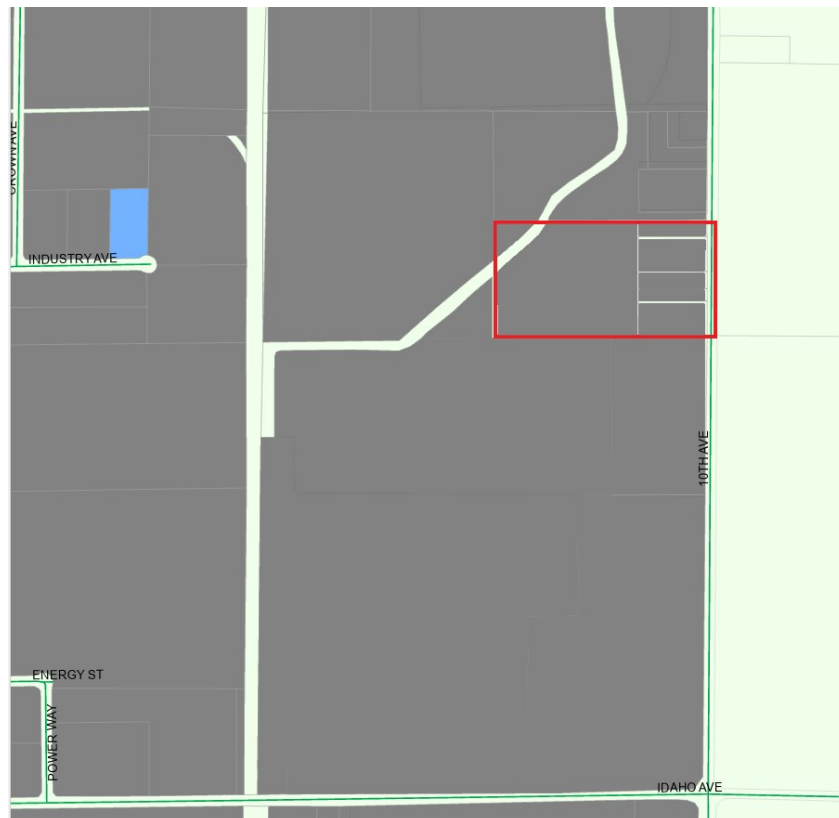


Figure 3 – Prezone No. 2021-09
I-H Heavy Industrial

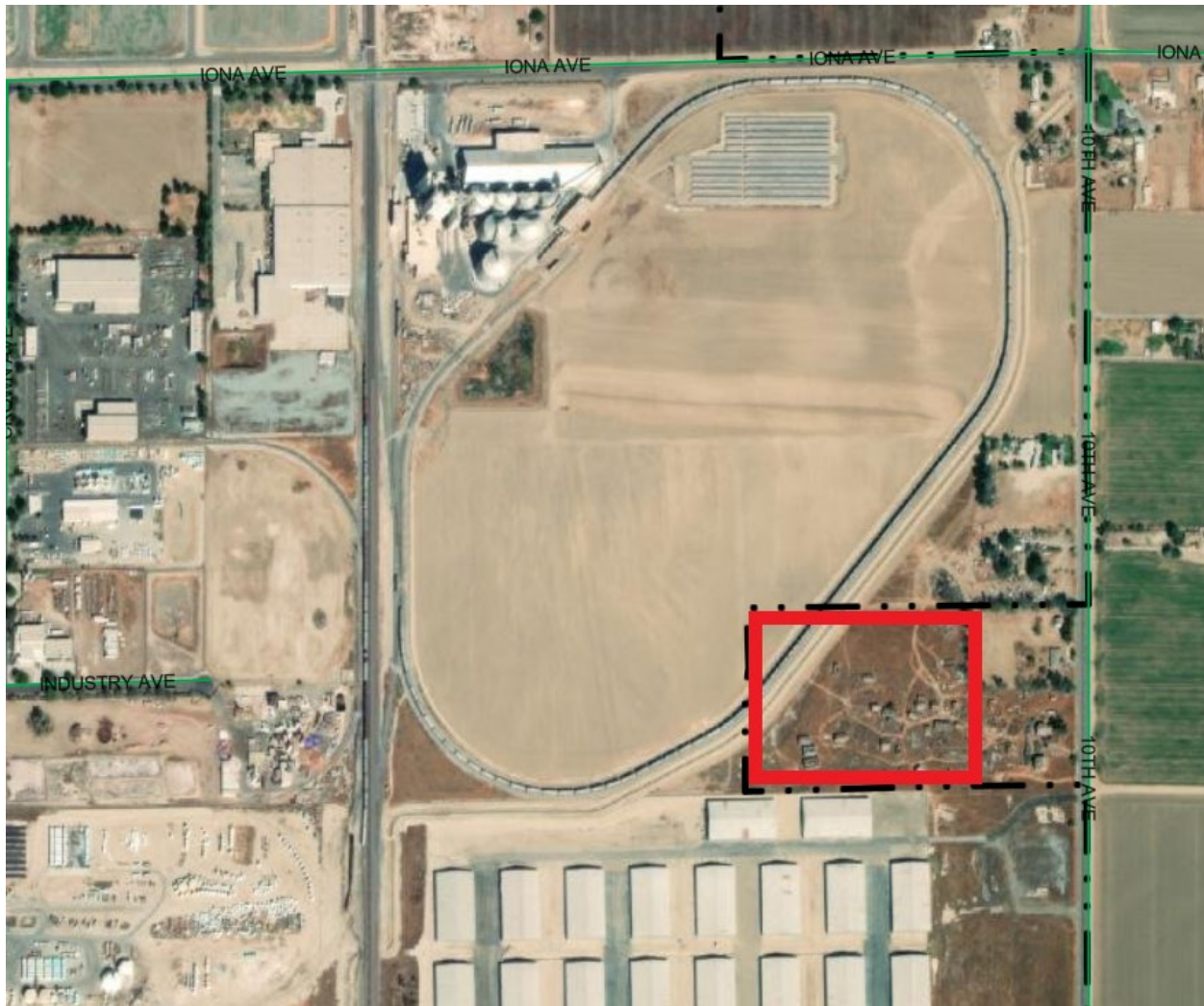


Project Location

The applicant's annexation request includes the area located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019), as shown in Figure 1.

The original annexation request submitted by the applicant included only the parcel located at 018-242-019, encompassing 12 acres, shown in Figure 4.

Figure 4: Original Annexation Request



Following consultation with Kings County Local Agency Formation Commission (LAFCo), in order to create concise city limits, it was recommended to utilize the proceedings allowed by Government Codes 56375(a)(4) and 56375.3., in order to annex the subject property and the parcels to the east, abutting 10th Avenue.

The parcels shall be rezoned as I-H Heavy Industrial, consistent with the General Plan designation for the area, Heavy Industrial.

State Law

To facilitate the annexation of county islands to contiguous cities, the state legislature has adopted specific provisions in the Government Code that require LAFCo annexation approval and waiver of protest proceedings if LAFCo makes certain findings and determinations. Those determinations are found in Government Codes 56375(a)(4) and 56375.3.

An island is defined as unincorporated territory substantially surrounded by a city.

The parcels proposed to be annexed are surrounded on three sides by City limits to the north, south, and west.

Government Code Section 56375

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

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

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

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

Government Code Section 56375.3

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

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

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

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

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

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

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

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

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

- (B) Surrounded by the city to which annexation is proposed and adjacent cities.
- (4) It is substantially developed or developing. The finding required by this paragraph shall be based upon one or more factors, including, but not limited to, any of the following factors:
 - (A) The availability of public utility services.
 - (B) The presence of public improvements.
 - (C) The presence of physical improvements upon the parcel or parcels within the area.
- (5) It is not prime agricultural land, as defined by Section 56064.
- (6) It will benefit from the change of organization or reorganization or is receiving benefits from the annexing city.
- (7) This subdivision does not apply to any unincorporated island within a city that is a gated community where services are currently provided by a community services district.

While the final determination will be made by LAFCo, City staff has confirmed that the proposed island annexation satisfies all the requirements in these two State codes.

Notice of the proposal to annex has been sent to the owners of parcels 018-242-014, 018-242-015, 018-242-016, 018-242-017, and 018-242-018, however, response has not been received. The owners have not submitted consent to annex forms; therefore, there would not be 100% consent for the annexation.

Existing Land Use

The majority of the project area is comprised of vacant land. There are three large-lot single-family residences within the project site, located at 13400 10th Avenue, 13402 10th Avenue, and 13470 10th Avenue. There is a dilapidated residence with a former wrecking yard located at 13496 10th Avenue.

BACKGROUND INFORMATION

General Plan Designation

The General Plan designates the property as Heavy Industrial.

3.8 Industrial Land Use

Hanford industrial uses are mostly concentrated in the southern portion of the city. The area includes a wide range of uses including agriculture processing and packaging, storage yards, and both light and heavy industrial uses. The Kings Industrial Park is envisioned as a job center that will aid in the economic development and growth of Hanford by attracting more industrial uses. The Industrial Land Use categories include both light and heavy industrial uses as described in detail in the paragraphs that follow. This section provides descriptions, development intensities, policies, and standards applicable to the industrial land use designation. The Hanford Zoning Ordinance provides the enforcement mechanism to implement the identified policies.

Industrial Land Use Designations Goals

Goal L21: Enhanced and expanded economic and employment base.

Goal L22: Available land for a wide range of industrial uses that provide jobs for Hanford and Kings County residents.

3.8.2 Heavy Industrial

Policy L87 Purpose of Heavy Industrial Land Use Designation

Establish the Heavy Industrial land use designation to provide for manufacturing facilities and industries that may be obnoxious due to odor, dust, smoke, gas, noise, vibration, or similar causes and therefore require isolation from many other kinds of land uses.

Policy L88 Typical Uses in Heavy Industrial Land Use Designation

Define the uses allowed in the Heavy Industrial land use designation to include industrial parks, manufacturing, truck terminals, fabrication, processing, assembling, warehousing and distribution, large machinery sales and service, and research and development activities. The uses in this designation differ from uses in the light industrial designation in that operations are typically larger in scale, freight rail service may be needed, large trucks and equipment are utilized, outside processing and storage of materials may be permitted, and nuisance effects may be higher.

Policy L89 Location of Heavy Industrial Land Use Designation

Locate Heavy Industrial land use designations south of Houston Avenue, between 9th Avenue and 12th Avenue. Locate the Heavy Industrial land use designation adjacent to only a Light Industrial, Open Space, or Public Facilities land use designation to minimize conflicts with other land uses.

Policy L90 Generous Supply of Industrial Land

Maintain a generous supply of industrial land that is attractive and desirable to potential industrial developers.

Policy L91 Incompatible Adjacent Land Uses

Prohibit the establishment of residential and other sensitive land uses near Heavy Industrial land use designations.

County Zoning

The properties proposed to be annexed are zoned as IH Heavy Industrial by Kings County.

Adjacent Land Use and Zoning:

	Zoning	General Plan Designation	Land Use
North	I-H Heavy Industrial	Heavy Industrial	Industrial- Pitman Family Farms
East	County AG-20 Agricultural	Heavy Industrial	Agricultural Land
South	I-H Heavy Industrial	Heavy Industrial	Industrial – Former Calcot site; future cannabis cultivation site
West	I-H Heavy Industrial	Heavy Industrial	Industrial - Pitman Family Farms

Landowners & Values:

Included in the Annexation with 100% Consent

APN	Address	Owner Name	Registered Voters	Acres	Land Value
018-242-019	n/a	Phylis Parra Estate c/o Helen Prince	0	12.64	47,187

Not included in the Annexation Request, Not Consented

APN	Address	Owner Name	Registered Voters	Acres	Land Value
018-242-014	13400 S. 10 th Avenue	Marcie Booker	0	0.91	32,970
018-242-015	13402 S. 10 th Avenue	Marcie Booker	2	1.81	12,931
018-242-016	n/a	Thomas R and Berniece I Parra Joint Trust	0	0.91	6,051
018-242-017	13470 S. 10 th Avenue	Thomas R and Berniece I Parra Joint Trust	0	0.65	7,845
018-242-018	13496 S. 10 th Avenue	Phylis Parra Estate c/o Helen Prince	0	1.73	34,319

The Local Agency Formation Commission of Kings County (Kings County LAFCO) is the governing body, with the ultimate authority to make the determination of whether a property will be annexed.

An area is considered uninhabited if there are less than 12 registered voters within the annexation area. With less than 12 registered voters, this is considered an uninhabited annexation.

Planning Commission

The annexation and prezone requires were presented to the Planning Commission on August 9, 2022.

The Planning Commission voted 5,0 on all items to:

1. Recommend adoption of Mitigated Negative Declaration No. 2022-62 for the project to the City Council.
2. Adopt Resolution No. 2022-26, recommending approval of Prezone No. 2021-09 to the City Council.
3. Find that the proposed Annexation No. 159 is consistent with the Hanford General Plan Policies L15 and L17 and forward Annexation No. 159 to the City Council, with a recommendation that an application be made to the Local Agency Formation Commission (LAFCO) of Kings County.

A copy of the minutes from the August 9, 2022 Planning Commission hearing are attached – **Attachment 2**.

PROJECT EVALUATION

Annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services. The annexation process can serve as an interim growth management tool, by limiting annexation to only the land that is needed for growth at the time.

The Planning Commission reviewed the proposed annexation and made a finding of consistency that Annexation 159 is consistent with the Hanford General Plan Policy L15 and L17.

Figure 5: Proposed Annexation Area



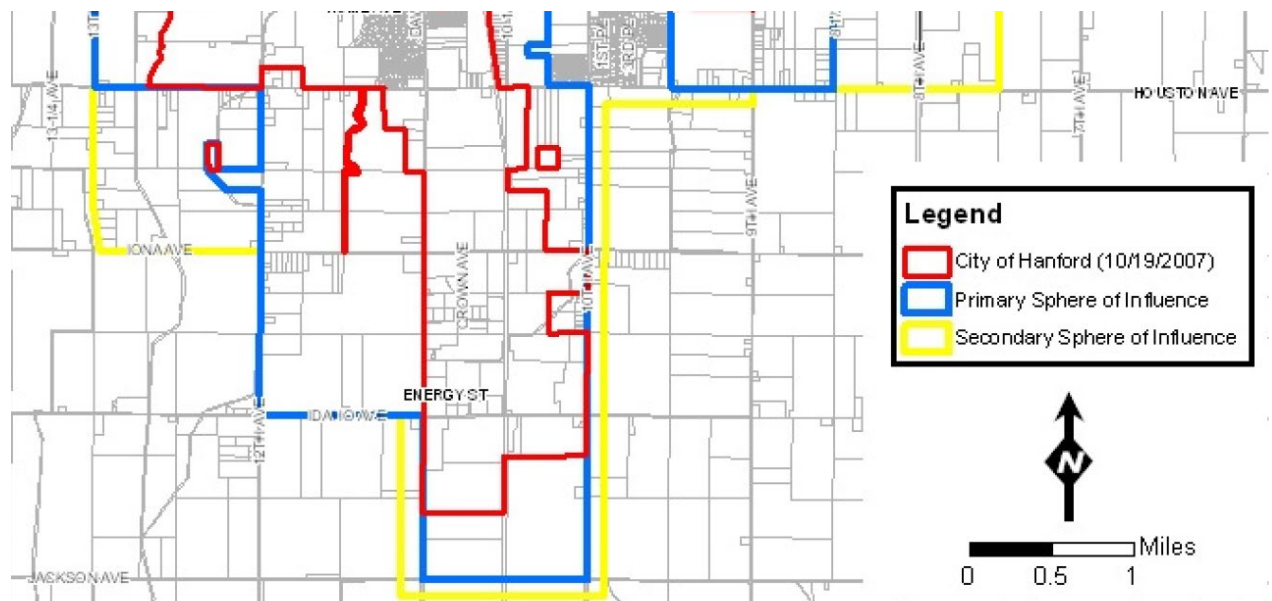
Policy L15 Initiation of Annexations

Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:

1. The land is within the Primary Sphere of Influence.

Analysis: The land is within the Primary Sphere of Influence, adopted by LAFCo in 2008 – shown in Figure 6 and **Attachment 3**.

Figure 6: 2008 Sphere of Influence



2. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed or will be adequate at the time that development occurs.

Analysis: A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage. Services will be adequate at the time that development occurs. There is not a physical development proposed at this time.

Fire and Police

Fire and police services are adequate to service the area to be annexed. Impacts to fire and police services will be mitigated through payment of impact fees.

School

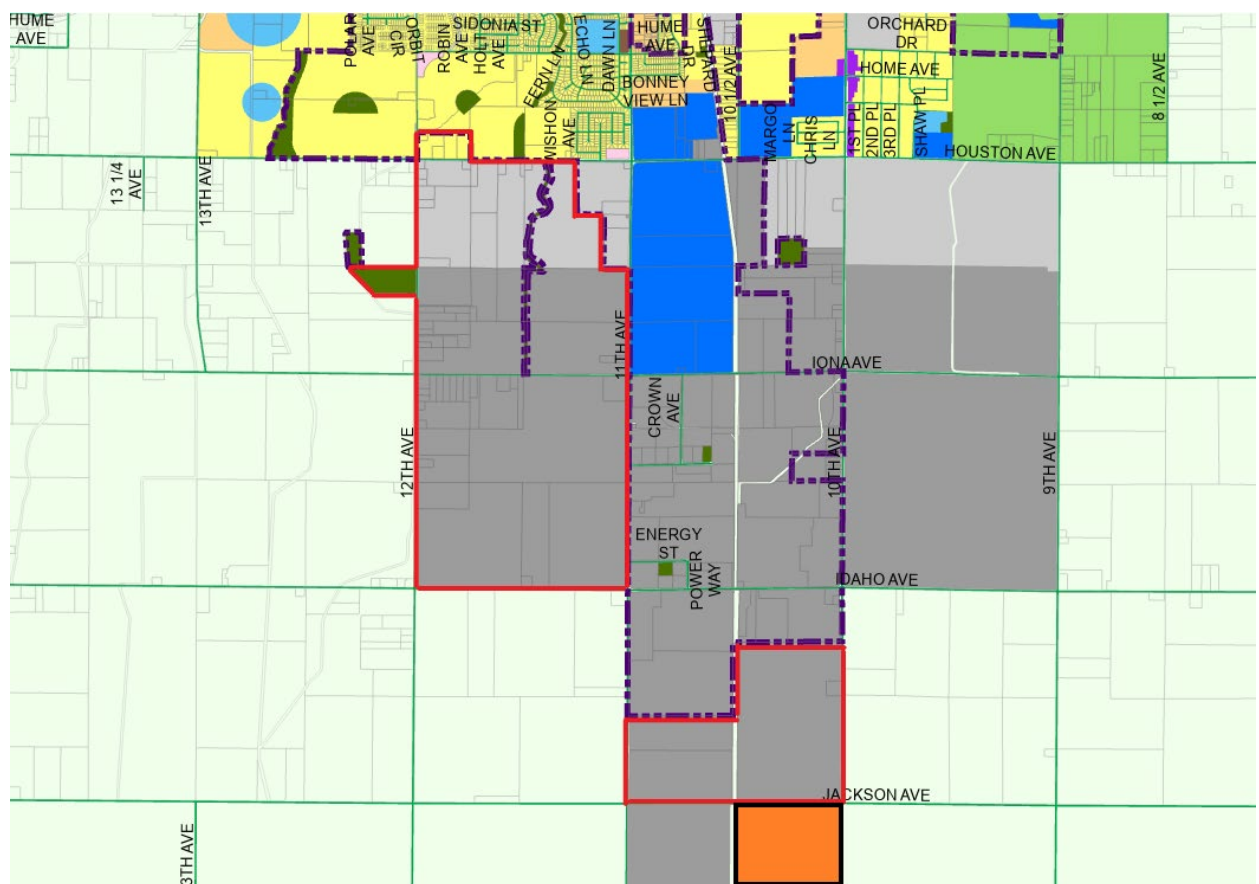
The project involves the annexation of industrial property; therefore, there will be no impact to schools.

Notice of the proposed project was sent to the interested agencies for pre-consultation and normal consultation. Response was not received pertaining to city services.

3. Land for development within the City limits is insufficient to meet the current land use needs.

Analysis: Land for industrial development is limited within the industrial park, as the majority is built out. The City Council took action on July 6, 2021, directing City staff to proceed with the annexation of industrial land in order to accommodate industrial growth. Although this area was not included in the Council's directed industrial annexation efforts, depicted in **Figure 7**, it is consistent with the Council's goal and the General Plan Goal L22, to make available land for a wide range of industrial uses that provide jobs for Hanford and Kings County residents.

Figure 7: Council Directed Annexation of Industrial Land (outlined in red)



4. The territory to be annexed is contiguous to existing developed areas.

Analysis: The territory to be annexed is directly contiguous to the current City limits to the north, west and south. The annexation area is bounded by industrial development to the north and west by Pitman Family Farms and to the south by the former Calcot site, now proposed as a cannabis cultivation facility – Figure 8.

Figure 8: Surrounding Industrial Development



Policy L17 Plan for Services

Prepare and make publicly available a written Plan for Services that describes how urban services will be provided prior to initiating an annexation.

Analysis: A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage. Services will be adequate at the time that development occurs. There is not a physical development proposed at this time.

The Plan for Services was prepared by the Public Works Department and has been made publicly available, concurrent with the Notice of Public Hearing.

The Plan for Services is attached – **Attachment 4**.

Favorable Factors for Annexation

Favorable and unfavorable factors for annexation have been adopted by LAFCO. The existence of favorable or unfavorable factors should not decide approval or denial; however, a substantial number of favorable or unfavorable factors may determine approval or denial of the proposal.

1. The proposed area is close to urban development and municipal-type services and would enhance its potential for full development.

Analysis: The proposed area is close to the existing City limits and is a logical extension of the City. The annexation area can be served by municipal-type services. The annexation area is designated as Heavy Industrial by the General Plan and is necessary to accommodate growth within the City of Hanford. The development proposed for the annexation area is consistent with the General Plan and the existing Sphere of Influence.

2. The proposed annexation conforms to the adopted General Plan.

Analysis: The annexation area is proposed to be rezoned I-H Heavy Industrial, in accordance with the General Plan. There is not a proposal for development at this time, however future development will be required to conform with the General Plan designation for the area, Heavy Industrial.

The annexation is consistent with the General Plan Section 3.2.4, which states, "Annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services." The annexation area is also consistent with Policy L15 and L17 of the General Plan, as analyzed above.

3. The proposed area is consistent with the sphere of influence.

Analysis: The land is within the Primary Sphere of Influence, adopted by LAFCo in 2008 – shown in Figure 5 and **Attachment 3**.

4. The proposed annexation comes with 100% consent of all landowners.

Analysis: The annexation area does not come with 100% consent of the landowners, as described above, notice of the proposal to annex has been sent to the owners of parcels 018-242-014, 018-242-015, 018-242-016, 018-242-017, and 018-242-018, however, response has not been received. The owners have not submitted consent to annex forms; therefore, there would not be 100% consent for the annexation. The project is consistent with Government Code Sections 56375 and 56375.3.

Prezone No. 2021-09

Prezone No. 2021-09 is a request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area. The General Plan Designation for the area is Heavy Industrial, as shown in Figure 2. Figure 3 depicts the proposed pre-zoning (above).

FINDINGS FOR APPROVAL

Annexation No. 159

The Hanford Planning Commission made a finding of General Plan consistency, finding the proposed annexation consistent with the General Plan Policy L15 and L17 on August 9, 2022.

Policy L15 Initiation of Annexations

Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:

1. The land is within the Primary Sphere of Influence.

Analysis: The land is within the Primary Sphere of Influence, adopted by LAFCo in 2008.

2. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed or will be adequate at the time that development occurs.

Analysis: A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage. Services will be adequate at the time that development occurs. There is not a physical development proposed at this time.

Fire and Police

Fire and police services are adequate to service the area to be annexed. Impacts to fire and police services will be mitigated through payment of impact fees when development is proposed.

School

The project involves the annexation of industrial property; therefore, there will be no impact to schools.

Notice of the proposed project was sent to the interested agencies for pre-consultation and normal consultation. Response was not received pertaining to city services.

3. Land for development within the City limits is insufficient to meet the current land use needs.

Analysis: Land for industrial development is limited within the industrial park, as the majority is built out. The City Council took action on July 6, 2021, directing City staff to proceed with the annexation of industrial land in order to accommodate industrial growth. Although this area was not included in the Council's directed industrial annexation efforts, it is consistent with the Council's goal and the General Plan Goal L22, to make available land for a wide range of industrial uses that provide jobs for Hanford and Kings County residents.

4. The territory to be annexed is contiguous to existing developed areas.

Analysis: The territory to be annexed is directly contiguous to the current City limits to the north, west and south. The annexation area is bounded by industrial development to the north and west by Pitman Family Farms and to the south by the former Calcot site, now proposed as a cannabis cultivation facility.

Policy L17 Plan for Services

Prepare and make publicly available a written Plan for Services that describes how urban services will be provided prior to initiating an annexation.

Analysis: A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage. Services will be adequate at the time that development occurs. There is not a physical development proposed at this time.

The Plan for Services was prepared by the Public Works Department and has been made publicly available, concurrent with the Notice of Public Hearing.

The Plan for Services is attached – **Attachment 4.**

Prezone No. 2021-09

In accordance with the Hanford Municipal Code 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 Prezone No. 2021-09 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Land Use Policies L15 and L17. There is not a plan for development at this time, however future development of the project area will be required to conform to the General Plan and Zoning regulations set forth for the I-H Heavy Industrial zone district.

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 prezone is considered an implementation of the General Plan, which designates the project site as Heavy Industrial.

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

Analysis: That there is not a plan for development of the project area, at this time. The anticipated land uses on the subject site would be heavy industrial. Future development would be required to comply with the General Plan and zoning designation for the property. The industrial uses would be compatible with the existing and future surrounding industrial uses. Existing residential within the annexation area are considered legally-existing nonconforming uses and can remain, subject to the regulations set forth in Section 17.90 of the Hanford Municipal Code. The residential properties are legally-existing non-conforming with the County's zoning designation IH Heavy Industrial, as well.

ENVIRONMENTAL ASSESSMENT

PRE-CONSULTATION

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

1. Brian Clements, Director of Permit Services, San Joaquin Valley Air Pollution Control District, Received July 14, 2022.

Responses to comments are addressed within the initial study and are as follows:

Pre-Consultation – San Joaquin Valley Air Pollution Control District

The following comments were received from the SJVAPCD:

Project: Annexation 159 and Prezone No. 2021-09

District CEQA Reference No: 20220843

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Annexation and Prezone from the City of Hanford (City). Per the project documentation, the project consists of the annexation of 12.64 acres into the City of Hanford and the pre-zoning of that property as I-H (Heavy Industrial), in accordance with the General Plan designation for the area (Project). The Project is located south of Iona Avenue and west of 10th Avenue, in Hanford, CA (APN 018-242-019).

The District offers the following comments regarding the Project:

Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM_{2.5}) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM₁₀, PM_{2.5} standards.

The annexation of property will not have an impact on air quality. However, if approved, future development projects will contribute to the overall decline in air quality due to construction activities, increased traffic, and ongoing operational emissions.

Recommended Model for Quantifying Air Emissions

For future development projects, project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for future development projects. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of

Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):

A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology. The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:

http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- ☐ HRA (AERMOD) modeling files
- ☐ HARP2 files
- ☐ Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- ☐ E-Mailing inquiries to: hramodeler@valleyair.org
- ☐ Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at <https://ww3.arb.ca.gov/ch/handbook.pdf>.

Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for any future development projects with emissions that exceed 100 pounds per day of any pollutant. An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

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

Allowed Uses Not Requiring Project-Specific Discretionary Approval

In some cases, for future development projects, the City may determine that a project be approved as an allowed use not requiring a project-specific discretionary approval from the City. The District recommends the Annexation and Prezone include language supported by policy requiring such projects to prepare a technical assessment in consultation with the District, and recommending that a VERA be considered for development projects determined to result in a significant impact

on air quality. For example, this requirement would apply to large development projects (e.g., large residential project, large distribution center, large warehouse, etc.) that would have the potential to significantly impact air quality and is determined by the City to be allowed by use, not requiring a project specific discretionary approval from the City.

Truck Routing

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors. Since the Project will be zoned Heavy Industrial, there is potential for an increase in truck trips.

The District recommends the City evaluate HHD truck routing patterns for future development projects, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NO_x emissions in the San Joaquin Valley. The District's CARB-approved 2018 PM_{2.5} Plan includes significant new reductions from HHD trucks, including emissions reductions by 2023 through the implementation of CARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 standard of 0.2 g-NO_x/bhp-hr by 2023. Additionally, to meet federal air quality attainment standards, the District's Plan relies on a significant and immediate transition of HHD fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NO_x established by CARB.

For future development projects, the District recommends that the following measures be considered by the City to reduce Project-related operational emissions:

- ☐ Recommended Measure: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhphr NO_x) technologies.
- ☐ Recommended Measure: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

Reduce Idling of Heavy-Duty Trucks

The goal of this strategy is to limit the potential for localized PM_{2.5} and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

Since future development projects are expected to result in HHD truck trips, the District recommends the Annexation and Prezone include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors.

Electric On-Site Off-Road and On-Road Equipment

Since the Project will be zoned Heavy Industrial, future development projects may have the potential to result in increased use of off-road equipment (e.g., forklifts) and on-road equipment (e.g., mobile yard trucks with the ability to move materials). The District recommends that the Annexation and Prezone include requirements for project proponents to utilize electric or zero emission off-road and on-road equipment.

Vegetative Barriers and Urban Greening

For future development projects within the Project area, and at strategic locations throughout the Project area in general, the District suggests the City consider incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

Clean Lawn and Garden Equipment in the Community

Since the Project consists of industrial development, gas-powered lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment.

More information on the District CGYM program and funding can be found at: <http://www.valleyair.org/grants/cgym.htm> and <http://valleyair.org/grants/cgym-commercial.htm>.

On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zerocarbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for future development projects.

Electric Vehicle Chargers

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District

recommends that the City and project proponents install electric vehicle chargers at future project sites, and at strategic locations.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

Nuisance Odors

While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often resulting in citizen complaints.

The City should consider all available pertinent information to determine if future development projects could have a significant impact related to nuisance odors.

Nuisance odors may be assessed qualitatively taking into consideration the proposed business or industry type and its potential to create odors, as well as proximity to off-site receptors that potentially would be exposed to objectionable odors. The intensity of an odor source's operations and its proximity to receptors influences the potential significance of malodorous emissions. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

According to the District Guidance for Assessing and Mitigating air Quality Impacts (GAMAQI), a significant odor impact is defined as more than one confirmed complaint per year averaged over a three-year period, or three unconfirmed complaints per year averaged over a three-year period. An unconfirmed complaint means that either the odor or air contaminant release could not be detected, or the source of the odor could not be determined.

District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

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

District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the project proponents should submit to the District an application for an ATC.

Recommended Mitigation Measure: For projects subject to permitting by the San Joaquin Valley Air Pollution Control District, demonstration of compliance with District Rule 2201 shall be provided to the City before issuance of the first building permit.

For further information or assistance, project proponents may contact the District's SBA Office at (559) 230-5888.

District Rule 9510 - Indirect Source Review (ISR)

Future development projects within the Annexation and Prezone may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism:

Table 1: ISR Applicability Thresholds

Development Type	Discretionary Approval Threshold	Ministerial Approval / Allowed Use / By Right Thresholds
Residential	50 dwelling units	250 dwelling units
Commercial	2,000 square feet	10,000 square feet
Light Industrial	25,000 square feet	125,000 square feet
Heavy Industrial	100,000 square feet	500,000 square feet
Medical Office	20,000 square feet	100,000 square feet
General Office	39,000 square feet	195,000 square feet
Educational Office	9,000 square feet	45,000 square feet
Government	10,000 square feet	50,000 square feet
Recreational	20,000 square feet	100,000 square feet
Other	9,000 square feet	45,000 square feet

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two tons of NO_x or two tons of PM.

The purpose of District Rule 9510 is to reduce the growth in both NO_x and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The Rule requires developers to mitigate their NO_x and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

In the case the individual development project is subject to District Rule 9510, per Section 5.0 of the rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. It is preferable for the applicant to submit an AIA application as early as possible in the public agency's approval process so that proper mitigation and clean air design under ISR can be incorporated into the public agency's analysis.

Information about how to comply with District Rule 9510 can be found online at:

<http://www.valleyair.org/ISR/ISRHome.htm>.

The AIA application form can be found online at:

<http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

District staff is available to provide assistance with determining if the Project OR future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

District Rule 9410 (Employer Based Trip Reduction)

Future development projects may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more “eligible” employees. District Rule 9410 requires employers with 100 or more “eligible” employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about District Rule 9410 can be found online at: www.valleyair.org/tripreduction.htm.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished, or removed, future development projects may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <http://www.valleyair.org/busind/comply/asbestosbultn.htm>.

District Rule 4601 (Architectural Coatings)

Future development projects may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements, or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup, and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: <http://www.valleyair.org/rules/currnrules/r4601.pdf>

District Regulation VIII (Fugitive PM10 Prohibitions) The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any

earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5- acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at: <https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx>

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

Other District Rules and Regulations

Future development projects may also be subject to the following District rules:

Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

Future Projects / Land Use Agency Referral Documents

Future development projects may require an environmental review and air emissions mitigation. A project's referral documents and environmental review documents provided to the District for review should include a project summary, the land use designation, project size, air emissions quantifications and impacts, and proximity to sensitive receptors and existing emission sources, and air emissions mitigation measures. For reference and guidance, more information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: <https://www.valleyair.org/transportation/GAMAQI.pdf>

District Comment Letter

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

If you have any questions or require further information, please contact Matt Crow by email

at Matt.Crow@valleyair.org or by phone at (559) 230-5931.

Sincerely,

Brian Clements
Director of Permit Services
For: Mark Montelongo
Program Manager

Analysis: As stated by the District, while the annexation and rezoning will not have an effect on the environment, future development has the potential to cause impacts to Air Quality. As such, future development shall be subject to the following mitigation measures and recommendations

Mitigation Measures:

Air Quality MM2: That future development projects shall prepare a technical assessment in consultation with the District, and consider a VERA for development project determined to result in significant air quality impacts.

Air Quality MM3: That future development proponents ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) in order to limit the amount of idling, especially near sensitive receptors.

Recommendations:

1. That future development proponents utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhphr NOx) technologies for fleets associated with operation.
2. That future development proponents utilize zero-emissions technologies for all on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.)
3. That future development of the annexation area incorporate vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities).
4. That future development project proponents incorporate solar power systems as an emission reduction strategy for future development projects
5. That future development project proponents install electric vehicle chargers at future project sites, and at strategic locations.

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. Comments were not received as of the date of preparation of this report.

ENVIRONMENTAL ASSESSMENT

In accordance with CEQA guidelines, Annexation No. 159 and Prezone No. 2021-09 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. 2021-62 has been prepared (**Attachment 5**).

A Notice of Intent to Adopt a Mitigated Negative Declaration was circulated for comment from July 19 – August 8, 2022 [20-day comment period].

PUBLIC COMMENTS

Noticing of the project was published in the newspaper on December 9, 2022 and mailed to property owners within 300 feet of the project site on December 8, 2022. No comments have been received as of the date of preparation of this staff report.

STAFF RECOMMENDATION

Staff recommends that the City Council:

1. Certify Mitigated Negative Declaration No. 2022-62 for the project.
2. Introduce and waive the first reading of Ordinance 22-xx, approving Prezone No. 2021-09.
3. Adopt Resolution 22-xx-R, initiating proceedings for Annexation 159 and direct staff to file the appropriate forms with the Kings County Local Agency Formation Commission (LAFCo).

Applicant: Dale G. Mell and Associates

Dale G. Mell and Associates
2090 N. Winery Avenue
Fresno, CA 93703

Property Owner(s) – Consented:

Phylis Parra Estate
1460 N. Harrison Avenue
Fresno, CA 93728

Non-Consented:

Marcie Booker
13402 S. 10th Avenue
Hanford, A 93230

Thomas and Berniece Parra
925 E. Terrace Drive
Hanford, CA 93230

ORDINANCE NO. 22-09
PREZONE NO. 2021-09

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HANFORD PREZONING CERTAIN PROPERTY ADJACENT TO THE CITY OF HANFORD FROM COUNTY ZONING IH HEAVY INDUSTRIAL TO I-H HEAVY INDUSTRIAL, IN ACCORDANCE WITH THE GENERAL PLAN. THE PROJECT IS LOCATED SOUTH OF IONA AVENUE, WEST OF 10TH AVENUE (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, AND 018-242-019).

The City Council of the City of Hanford does ordain as follows:

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

Annexation 159 filed by Dale G. Mell on behalf of Phylis Parra Estate:

FROM: County zoning of IH Heavy Industrial

TO: City zoning I-H Heavy Industrial

On property described as follows:

Approximately 19 acres located at the south half of the southeast quarter of the northeast quarter of Section 13, Township 19 South, Range 21 East, Mount Diablo Base and Meridian, according to Government Township Plat approved April 15, 1855. Excepting Therefrom the west 50 feet thereof. (APN 018-242-014 through 019), as depicted in attached **Exhibit A**; and

Section 2: The Council does hereby find as a fact that this Ordinance has been recommended for passage by the Planning Commission of the City of Hanford after public hearing before the Planning Commission after notice required by Section 17.70.100 of the Hanford Municipal Code and Government Code Section 65854. The City Council finds that Mitigated Negative Declaration No. 2022-62 is approved, in conformance with the California Environmental Quality Act. The City Council hereby finds that the prezoning is required to achieve the objectives of the zoning regulations as set forth in Section 17.06.010 of the Hanford Municipal Code, and that this Ordinance has been introduced by the City Council after public hearing held on the 20th day of December 2022 at 7:00 p.m. of said day after notice required under the provisions of Section 65856 of the Government Code.

Section 3: This Ordinance shall take effect thirty (30) days after its passage, and shall be published once in the Hanford Sentinel within fifteen (15) days after its passage, and the zoning will apply to such property in the event of subsequent annexation to the City under the provisions of Section 65859 of the Government Code.

Attachment: Ordinance 22-09 (CD: Annexation 159)

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

APPROVED

ATTEST:

MAYOR of the City of Hanford

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 20th day of December, 2022 and it was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the _____ day of _____, 2023.

Dated: _____

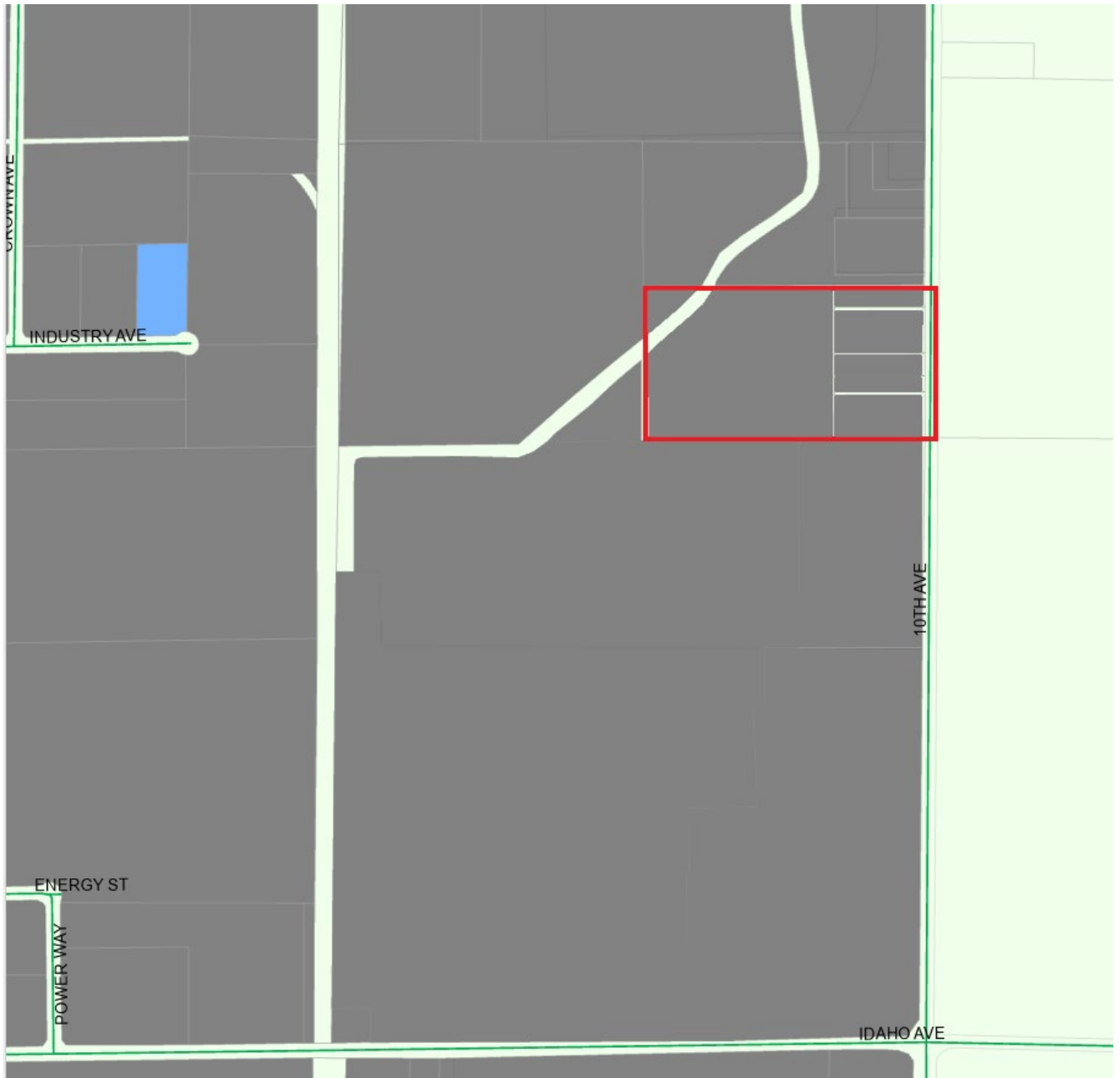
Natalie Corral
City Clerk

Attachment: Ordinance 22-09 (CD: Annexation 159)

Exhibit A

Prezone No. 2021-09

Figure 1: Prezone 2021-09
Proposed: I-H Heavy Industrial



Attachment: Ordinance 22-09 (CD: Annexation 159)

RESOLUTION NO. 2022-48-R

A RESOLUTION OF APPLICATION BY THE CITY OF HANFORD REQUESTING THE LOCAL AGENCY FORMATION COMMISSION TO INITIATE PROCEEDINGS FOR ANNEXATION NO. 159, A REQUEST TO ANNEX APPROXIMATELY 19ACRES OF UNINCORPORATED KINGS COUNTY LAND INTO THE CITY OF HANFORD FOR PROPERTY LOCATED SOUTH OF IONA AVENUE, WEST OF 10TH AVENUE (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, AND 018-242-019).

RESOLVED by the City Council of the City of Hanford on December 20, 2022, that,

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

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

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

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

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

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

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

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

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

1. That the annexation area be rezoned I-H Heavy Industrial, in accordance with the General Plan.

WHEREAS, this proposal will be consistent with the spheres of influence for all agencies which would be affected by the annexation; and

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

WHEREAS, the City Council determined that the project would not result in significant impacts to the environment with the incorporation of mitigation measures and Mitigated Negative Declaration No. 2022-62 was adopted and mitigations measures required, as included in the Mitigation Monitoring and Reporting Program, shown in **Exhibit C**.

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

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford held on the 20th day of December 2022, by the following vote:

AYES:	Council Member	_____

NOES:	Council Member	_____
--------------	----------------	-------

ABSTAIN:	Council Member	_____
-----------------	----------------	-------

ABSENT:	Council Member	_____
----------------	----------------	-------

MAYOR

Attachment: Resolution 2022-48-R (CD: Annexation 159)

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

I, **Natalie Corral**, City Clerk of the City of Hanford, do hereby certify that the foregoing Resolution was duly passed and adopted by the City Council of the City of Hanford at a regular meeting thereof held on the 20th day of December 2022.

Dated: _____

City Clerk

Attachment: Resolution 2022-48-R (CD: Annexation 159)

Exhibit A

Annexation Map

Attachment: Resolution 2022-48-R (CD: Annexation 159)

AND DETACHED FROM KINGS RIVER CONSERVATION DISTRICT AND
THE EXCELSIOR-KINGS RIVER RESOURCE CONSERVATION DISTRICT

PLATTED IN JANUARY, 2022
BY DALE G. MELL & ASSOCIATES
CONSISTING OF ONE SHEET
SHEET 1 OF 1



THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION, AND IS BASED UPON RECORD DATA.

DALE G. MELL PLS 4823

DOCUMENT NO. _____ FEE \$ _____

RECORDED AT THE REQUEST OF THE CITY OF HANFORD
AT ____ MINUTES PAST ____ O'CLOCK ____M. _____, 2023 IN VOLUME ____
OF LICENSED SURVEYORS' PLATS, PAGE ____, KINGS COUNTY, STATE OF CALIFORNIA

KRISTINE LEE
KINGS COUNTY RECORDER

BY: _____
DEPUTY COUNTY RECORDER

PREPARED BY:

DALE G. MELL
& ASSOCIATES

ENGINEERING & SURVEYING SERVICES
2090 NORTH WINERY AVENUE, FRESNO, CALIFORNIA 93703
(559) 292-4046 * FAX 251-9220 * EMAIL: STAFF@DALEMILL.COM

DALE G. MELL
14-051EX04-DGM.DWG
11/22/2022

Packet Pg. 131

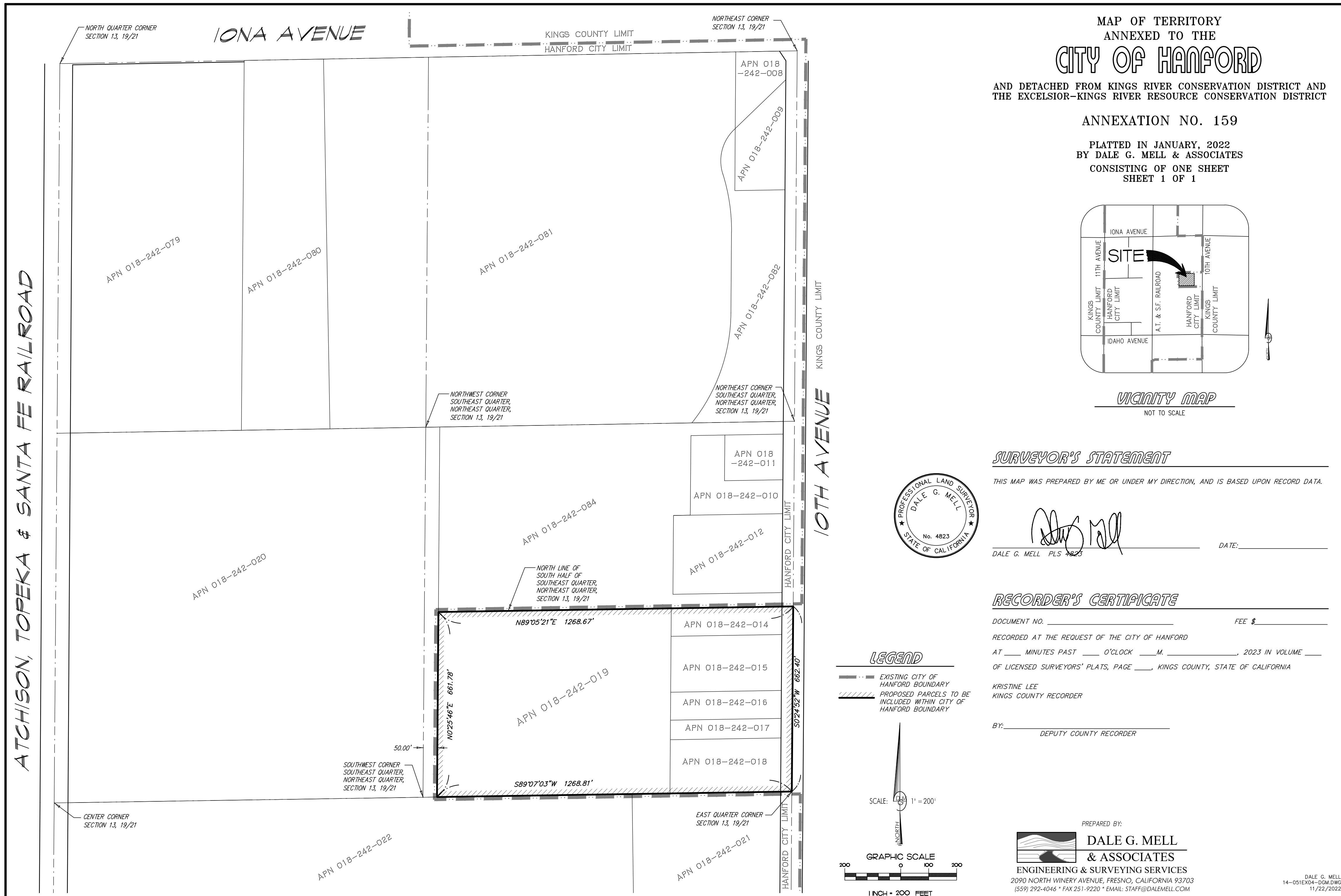


Exhibit B

Legal Description

Attachment: Resolution 2022-48-R (CD: Annexation 159)

**LEGAL DESCRIPTION OF TERRITORY
ANNEXED TO THE
CITY OF HANFORD**

ANNEXATION NO. 159

APN: 018-242-014 through 019, inclusive

The south half of the southeast quarter of the northeast quarter of Section 13, Township 19 South, Range 21 East, Mount Diablo Base and Meridian, according to Government Township Plat approved April 15, 1855.

Excepting Therefrom the west 50 feet thereof.



Attachment: Resolution 2022-48-R (CD: Annexation 159)

Exhibit C

Mitigation Monitoring and Reporting Program

Attachment: Resolution 2022-48-R (CD: Annexation 159)

**Annexation 159 and Prezone No. 2021-09
Mitigation Measures
Mitigated Negative Declaration 2022-62**

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project could substantially degrade the existing visual character or quality of the site and its surroundings?	That the land be developed consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.	Developer
MM Aesthetics 2	The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That future development complies with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.	Developer
AIR QUALITY			
MM Air Quality 1 -5	The project may conflict with or obstruct implementation of the applicable air quality plan?	MM Air Quality 1: That future development projects be forwarded to the SJVAPCD for review and comments and that future development comply with the SJVAPCDC Air Quality Plan. MM Air Quality 2: That future development projects shall prepare a technical assessment in consultation with the District, and consider a VERA for development project determined to result in significant air quality impacts. MM Air Quality 3: That future development proponents ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) in order to limit the amount of idling, especially near sensitive receptors. MM Air Quality 4: That future development project operation and	City to Require

		construction be quantified using CalEEMod to ensure that development does not expose nearby residential receptors to substantial pollutant concentrations. MM Air Quality 5: That future development projects be evaluated to ensure that operation does not create objectional odors, consistent with the Hanford Municipal Code Section 17.50.050. Recommendations of Future Development: 1. That future development proponents utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhphr NOx) technologies for fleets associated with operation. 2. That future development proponents utilize zero-emissions technologies for all on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) 3. That future development of the annexation area incorporate vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities). 4. That future development project proponents incorporate solar power systems as an emission reduction strategy for future development projects 5. That future development project proponents install electric vehicle chargers at future project sites, and at strategic locations.	
CULTURAL RESOURCES			
MM Cultural Resources 1-4	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could	MM Cultural Resources 1: That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.	Developer to coordinate with the Tachi Yokut Tribe

	potentially disturb human remains, including those interred outside of formal cemeteries?		
GEOLOGY AND SOILS			
MM Geology 1	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction; - landslides. The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	That the future physical development of the project comply with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards
MM Geology 2	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction; - landslides.	That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable) for future physical development of the project area.	Building Official to require; developer to conduct study

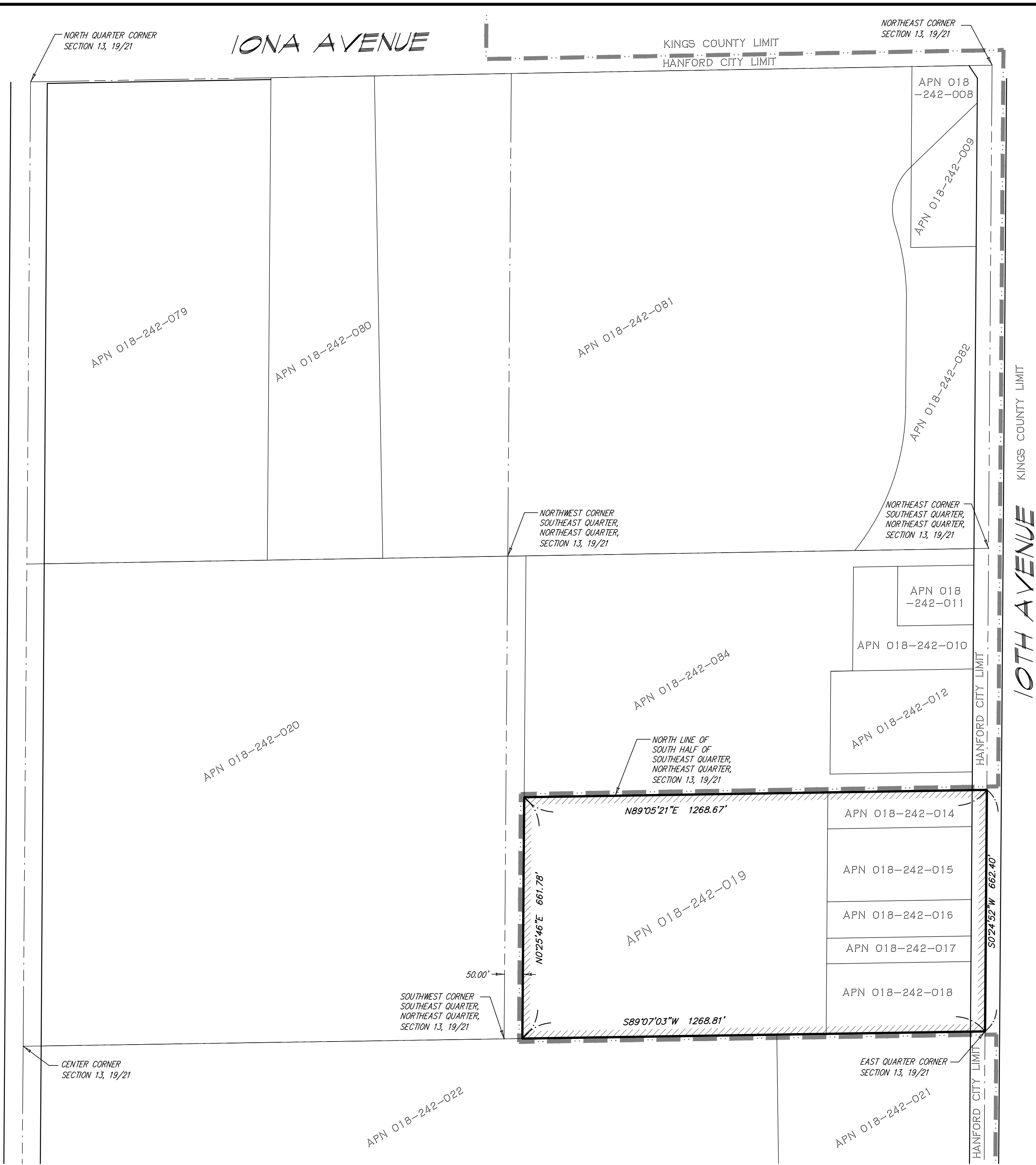
	The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		
MM Geology 3	That the project could result in substantial soil erosion or the loss of topsoil?	That the physical development of the project area comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	City to require; developer to comply
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	1) Future development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	City to require; Developer to provide

MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 4	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?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 5	Otherwise substantially degrade water quality?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	City to require; Developer to provide
NOISE			
MM Noise 1	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other	That future development of the project site complies with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.	Residents and developer; Police to enforce

	agencies?		
MM Noise 2 & 3	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	That future construction is limited to the hours of 7 a.m. to 10 p.m.	Developer; Police to enforce
PUBLIC FACILITIES			
MM Public Facilities 1	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)	The project will be subject to fire impact fees.	Developer to pay
MM Public Facilities 2	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)	The project will be subject to police impact fees.	Developer to pay
UTILITIES AND SERVICE SYSTEMS			

MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	That the future development would be required to implement water conservation measures.	City to require and ensure compliance; developer and future occupants to adhere
MM Utilities 2:	Would the project comply with federal, state, and local statutes related to solid waste?	That the future project be required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide

ATCHISON, TOPEKA & SANTA FE RAILROAD

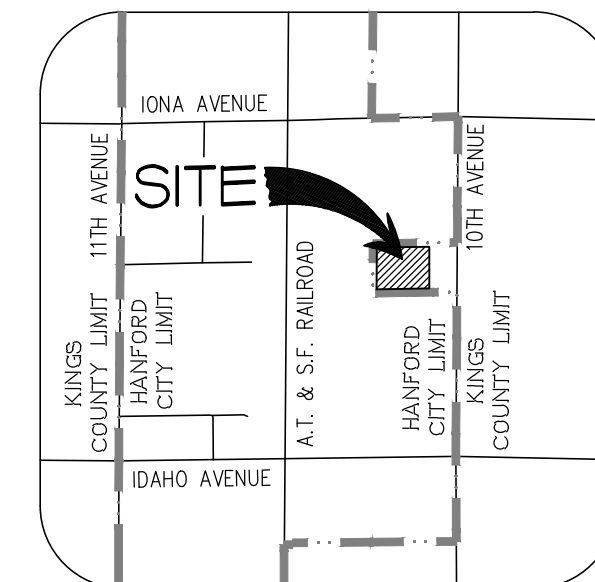


MAP OF TERRITORY
ANNEXED TO THE
CITY OF HANFORD

AND DETACHED FROM KINGS RIVER CONSERVATION DISTRICT AND
THE EXCELSIOR-KINGS RIVER RESOURCE CONSERVATION DISTRICT

ANNEXATION NO. 159

PLATTED IN JANUARY, 2022
BY DALE G. MELL & ASSOCIATES
CONSISTING OF ONE SHEET
SHEET 1 OF 1



VICINITY MAP
NOT TO SCALE

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION, AND IS BASED UPON RECORD DATA.

DALE G. MELL PLS 4823

DATE: _____

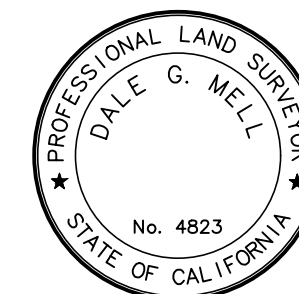
RECORDER'S CERTIFICATE

DOCUMENT NO. _____ FEE \$ _____

RECORDED AT THE REQUEST OF THE CITY OF HANFORD
AT _____ MINUTES PAST _____ O'CLOCK _____ M. _____, 2023 IN VOLUME _____
OF LICENSED SURVEYORS' PLATS, PAGE _____, KINGS COUNTY, STATE OF CALIFORNIA

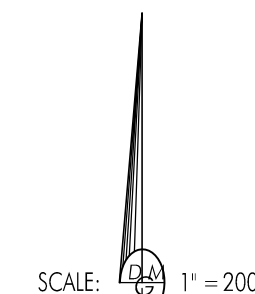
KRISTINE LEE
KINGS COUNTY RECORDER

BY: _____
DEPUTY COUNTY RECORDER



LEGEND

--- EXISTING CITY OF HANFORD BOUNDARY
--- PROPOSED PARCELS TO BE INCLUDED WITHIN CITY OF HANFORD BOUNDARY

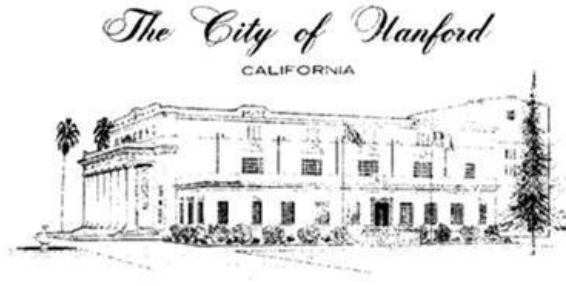


PREPARED BY:



2090 NORTH WINERY AVENUE, FRESNO, CALIFORNIA 93703
(559) 292-4046 * FAX 251-9220 * EMAIL: STAFF@DALEMELL.COM

DALE G. MELL
14-051EX04-DGM.DWG
11/22/2022



MINUTES
PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
5:30 PM, Tuesday, August 9, 2022

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

CALL TO ORDER

Chair SANCHEZ called the meeting to order at 5:30 p.m.

ROLL CALL

Attendee Name	Title	Status	Arrived
Dennis Ham		Present	5:10 PM
Richard Douglas		Present	5:06 PM
Travis Paden		Present	5:03 PM
Martin Devine		Present	5:09 PM
Jacob Sanchez		Present	5:03 PM
Gunther Norris (Alternate)		Present	5:20 PM

INVOCATION

Pastor Bud Haskell led the invocation.

FLAG SALUTE

Commissioner PADEN led the flag salute.

PUBLIC COMMENT

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

for each speaker. Please begin your comments by stating your name and providing your city of residence.

None.

CONSENT CALENDAR

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

Approval of the July 12, 2022 Minutes

Motion to approve the minutes of the July 12, 2022 meeting

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Richard Douglas
SECONDER:	Martin Devine
AYES:	Ham, Douglas, Paden, Devine, Sanchez

PUBLIC HEARING

- 1. Variance No. 2022-03, a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district.**

Chair SANCHEZ opened the public hearing and called for the staff report.

Assistant Planner Manha presented the staff report, recommended approval, and invited questions of staff.

Commissioner HAM had a question for clarification of the site plan. Mr. Manha provided the clarification. Commissioner HAM then asked when the need for a variance was determined. Mr. Manha replied that it was determined during the building permit plan review.

Chair SANCHEZ opened Public Comment:

FAVOR

Nic Peters, of San Joaquin Valley Homes, spoke about the oddly shaped lot and why the variance was required.

John Zumwalt, working with San Joaquin Valley Homes and addressing Commissioner HAM, stated that the City's previous Zoning Ordinances referred to a "reverse corner lot." He noted that the current Ordinance does not have any reverse corner lot divisions, so the house has to face a certain way, or else it requires a variance.

OPPOSED

None.

Commissioner PADEN asked for clarification regarding Lots 53 and 54, and staff explained.

There being no further questions, Chair SANCHEZ closed the public hearing and called for a motion.

Motion to adopt Resolution No. 2022-24, approving Variance 2022-03.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Richard Douglas
SECONDER:	Travis Paden
AYES:	Ham, Douglas, Paden, Devine, Sanchez

2. **Variance No. 2022-08, a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070(C), in order to reduce the rear setback from 15 feet to 5 feet for an irregular corner lot in the R-L-5 Low Density Residential zone district.**

Chair SANCHEZ opened the public hearing and called for the staff report.

Assistant Planner Manha presented the staff report, recommended approval, and invited questions of staff.

Commissioner HAM pointed out that the second slide of the PowerPoint presentation showed an incorrect address. It had not been changed from the previous project's address.

Commissioner PADEN asked if anyone knew who Kenny Thompson was (for whom the street was named). Neither staff nor the applicant knew. Mr. Zumwalt stated that the original developer had assigned the street names.

Chair SANCHEZ opened Public Comment:

FAVOR

Nic Peters, San Joaquin Valley Homes, noted that this house also has an irregular lot.

OPPOSED

None

Chair SANCHEZ called for a motion.

Motion to adopt Resolution No. 2022-25, approving Variance 2022-08.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Martin Devine
SECONDER:	Richard Douglas
AYES:	Ham, Douglas, Paden, Devine, Sanchez

3. **Annexation No. 159: A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction. Prezone No. 2021-09: A request to prezone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area. Mitigated Negative Declaration No. 2022-62: An initial study was prepared and it was determined that the project will not result in significant impacts; therefore, Mitigated Negative Declaration 2022-62 has been prepared. The project is located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019).**

Chair SANCHEZ opened the public hearing and called for the staff report. Senior Planner Myers presented the staff report, recommended approval, and invited questions of staff.

Commissioner HAM:

1. Will residents will be allowed to stay, if the prezone goes through, even though the zone district does not allow residential? Ms. Myers replied that the existing residences would be considered legally existing, non-conforming and would be subject to the provisions of Section 17.90 of the Municipal Code. They would be grandfathered in; however, if the buildings are destroyed over 75%, they would not be able to rebuild, except as conforming uses.

2. Referring to the Initial Study Cultural Resources section requiring the developer to coordinate with the Tachi Yokut Tribe and enter into a Burial Treatment Plan prior to any earth-disturbing activities, Commissioner HAM asked if this is standard or if it was specific to this project. Ms. Myers replied that it is a standard comment in every project within City jurisdiction that requires an initial study.

Commissioner PADEN:

1. Who decides on the Sphere of Influence, and is the 2008 map the most current? Ms. Myers replied that it is decided by both the City and the County, and they submit the proposed boundary changes to LAFCO [Local Agency Formation Commission]. Staff made a presentation to City Council last year and subsequently applied to LAFCO to expand the City boundaries. The expansion is in process, but there are still a few items to revolve. This location is in both the 2008 Sphere of Influence boundary and in the updated one that is yet to be completed.

Chair SANCHEZ opened Public Comment.

There being no comments, Chair SANCHEZ called for a motion.

Motion to recommend adoption of Mitigated Negative Declaration of 2022-62 for the project to City Council.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Travis Paden
SECONDER:	Richard Douglas
AYES:	Ham, Douglas, Paden, Devine, Sanchez

Motion to adopt Resolution 2022-26, recommending approval of Prezone No. 2021-09 to City Council.

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

Motion to find that the proposed Annexation No. 159 is consistent with the Hanford General Plan Policies L15 and L17 and forward Annexation No. 159 to the City Council, with a recommendation that an application be made to the Local Agency Formation Commission (LAFCO) of Kings County.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Travis Paden
SECONDER:	Martin Devine, Commissioner
AYES:	Ham, Douglas, Paden, Devine, Sanchez

DIRECTOR'S COMMENTS

New Community Development Director/Deputy City Manager Jason Waters introduced himself, and the Commissioners welcomed him.

COMMISSIONER'S ITEMS OF INTEREST

At this time, any Commissioner may ask a question for clarification of matters within the Planning Commission's jurisdiction, make an announcement, or report briefly on activities in their role as a Planning Commissioner. In addition, subject to the Planning Commissioner's Handbook, Commissioners may request staff to report back to the Planning Commission at a subsequent meeting concerning any matter within Commissioner's jurisdiction (GC 54954.2).

Chair SANCHEZ stated that he notified the City Clerk of his new residence, which is still within the City limits.

ADJOURNMENT

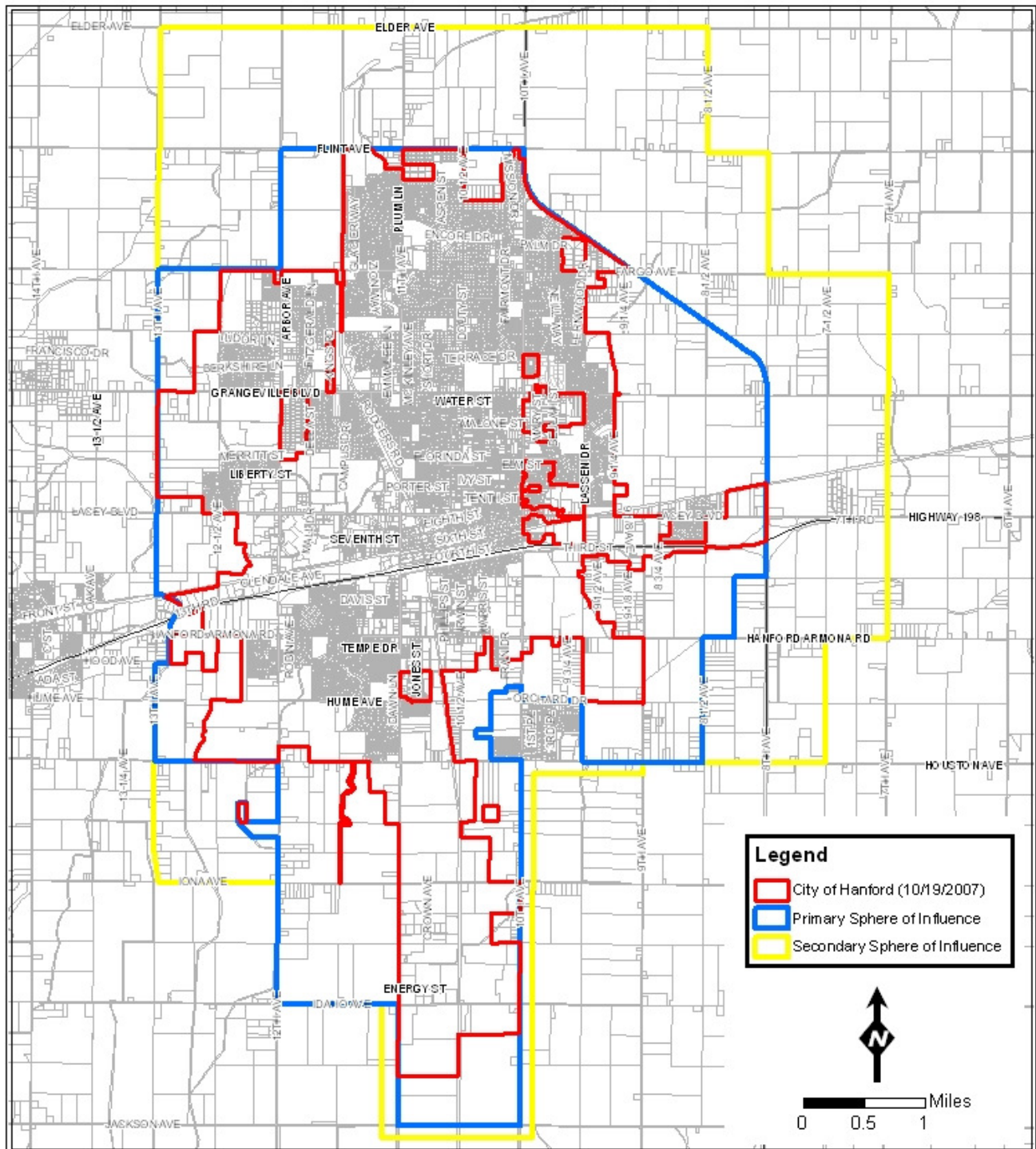
Chair SANCHEZ adjourned the meeting at 6:13 p.m.

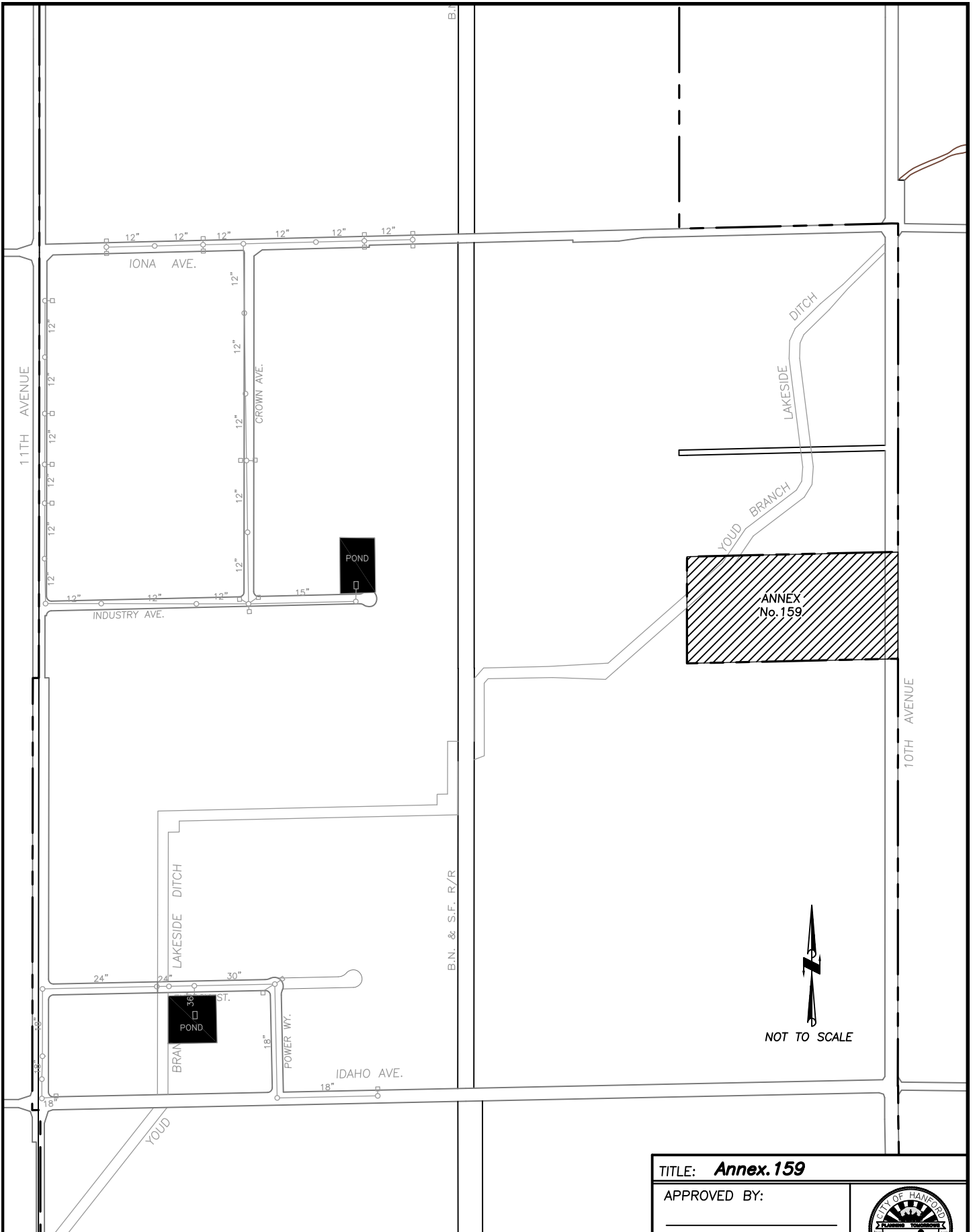
Respectfully submitted,

Diana Black
Recording Secretary



Exhibit C CITY OF HANFORD 2008 SPHERE OF INFLUENCE

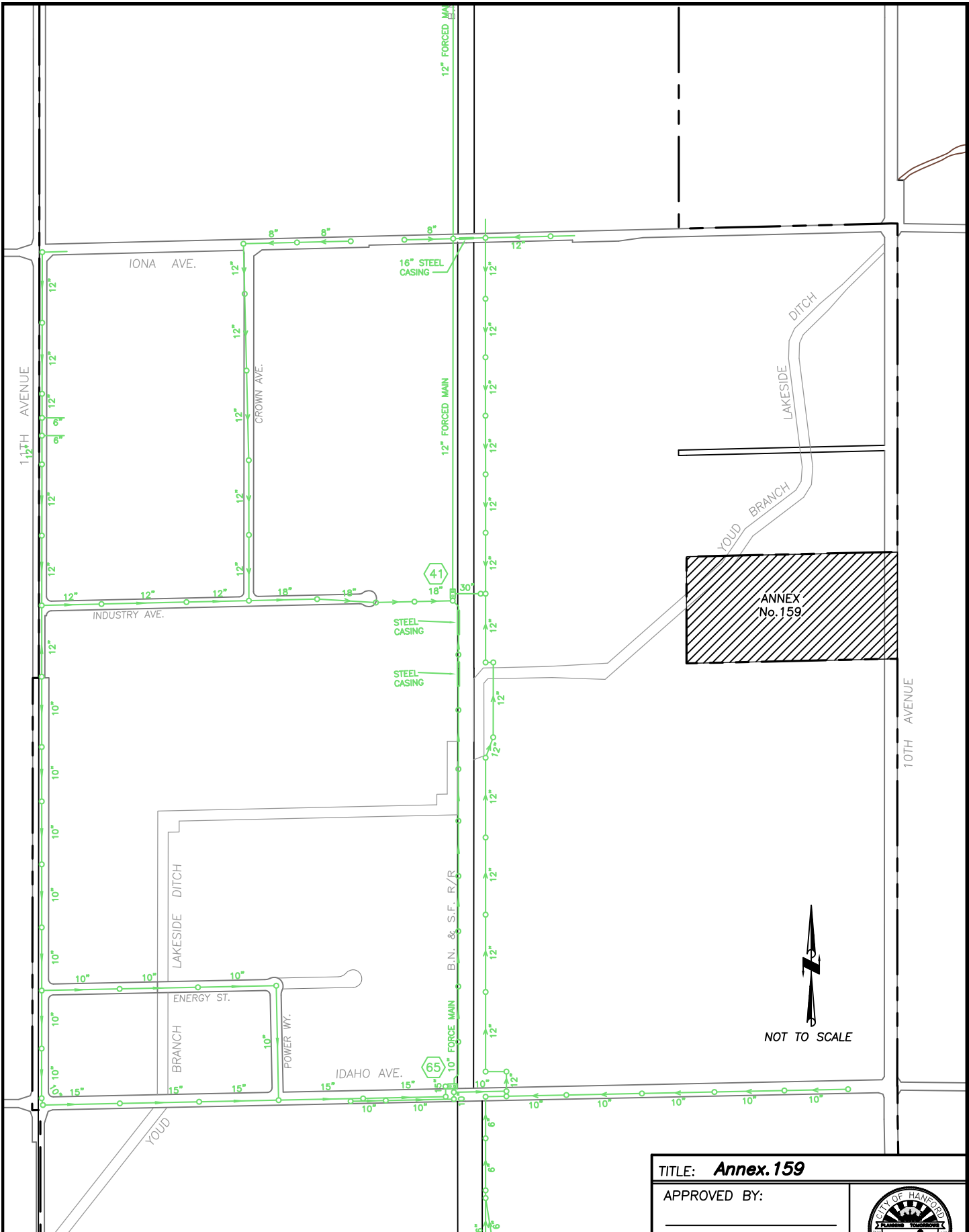




PLAN FOR SERVICES - STORM DRAIN

TITLE: Annex. 159	
APPROVED BY: _____	
DRAWN BY: SD	
DATE: 8/17/22	
JOB No.: Annex 159.dwg	
SHEET 3 OF 3	

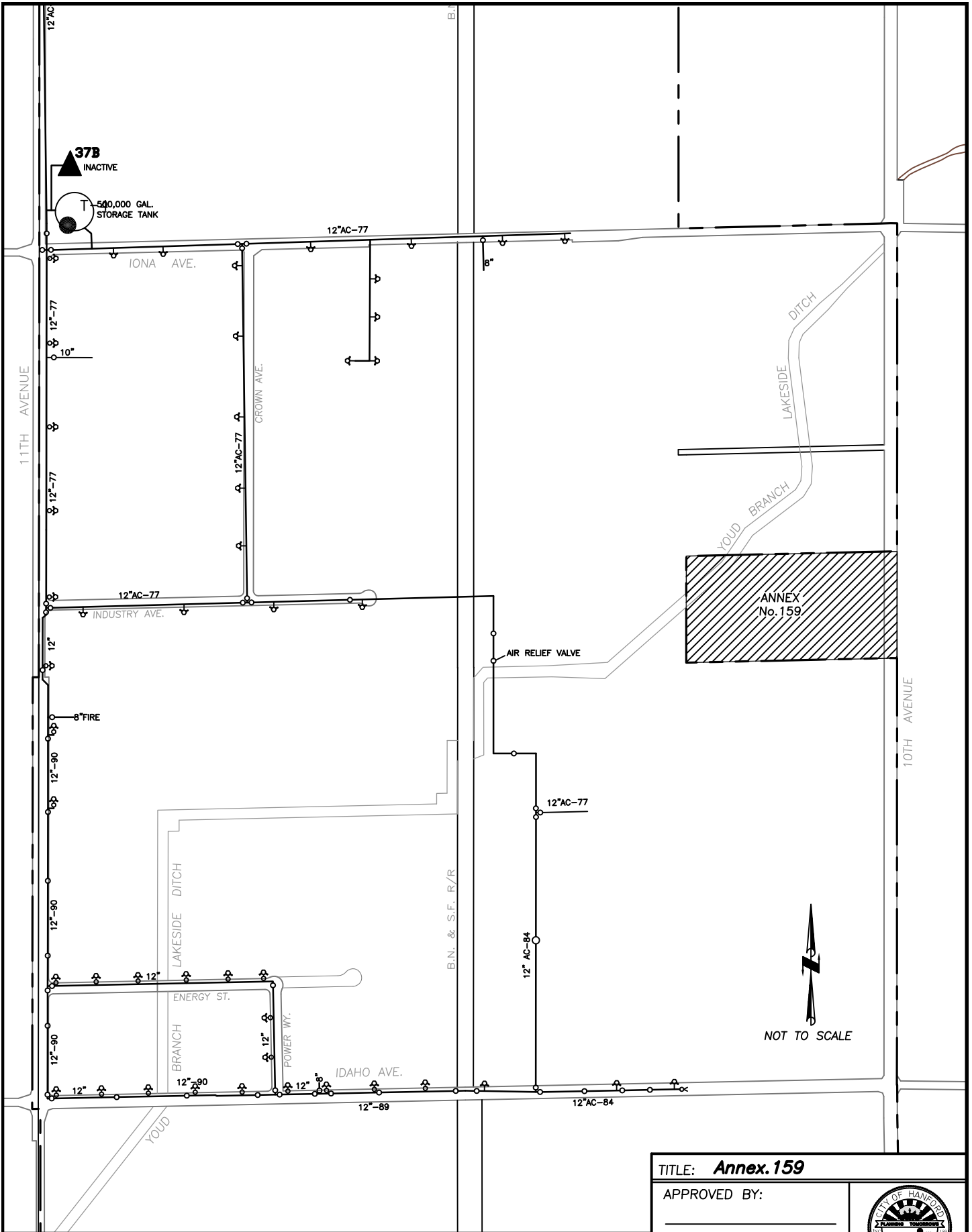




PLAN FOR SERVICES - SANITARY SEWER

TITLE: Annex. 159	
APPROVED BY: _____	
DRAWN BY: SD	
DATE: 8/17/22	
JOB No.: Annex 159.dwg	
SHEET 2 OF 3	





PLAN FOR SERVICES - WATER

TITLE: **Annex. 159**

APPROVED BY:

DRAWN BY: SD

DATE: 8/17/22

JOB No.: Annex 159.dwg



SHEET 1 OF 3

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

NOTICE IS HEREBY GIVEN that on Tuesday, August 9, 2022 at 5:30 p.m., a public hearing will be conducted by the Hanford Planning Commission in the Council Chamber of the City of Hanford Civic Auditorium, 400 N. Douty Street, Hanford, California, pertaining to the following:

PROJECT DESCRIPTION AND LOCATION:

- **Annexation No. 159:** A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction.
- **Prezone No. 2021-09:** A request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area.
- **Location:** The project is located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019).

There is not a proposal for physical development of the project site, at this time. In accordance with the General Plan designation for the site, future development would include, the land uses permitted in the I-H Heavy Industrial zone district.

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

COMMENT PERIOD: July 19 to August 8, 2022 [20-day comment period]

PUBLIC COMMENT INVITED: All interested parties are invited to submit written comment on the Mitigated Negative Declaration by August 8, 2022 and/or to appear at the hearing described above to present testimony, in regard to the above-listed request. All comments should be submitted to the City of Hanford, Attention: Gabrielle Myers, at the above listed address.

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

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

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT

Attachment: Attachment 5 - ISMND ANX 159 (CD: Annexation 159)

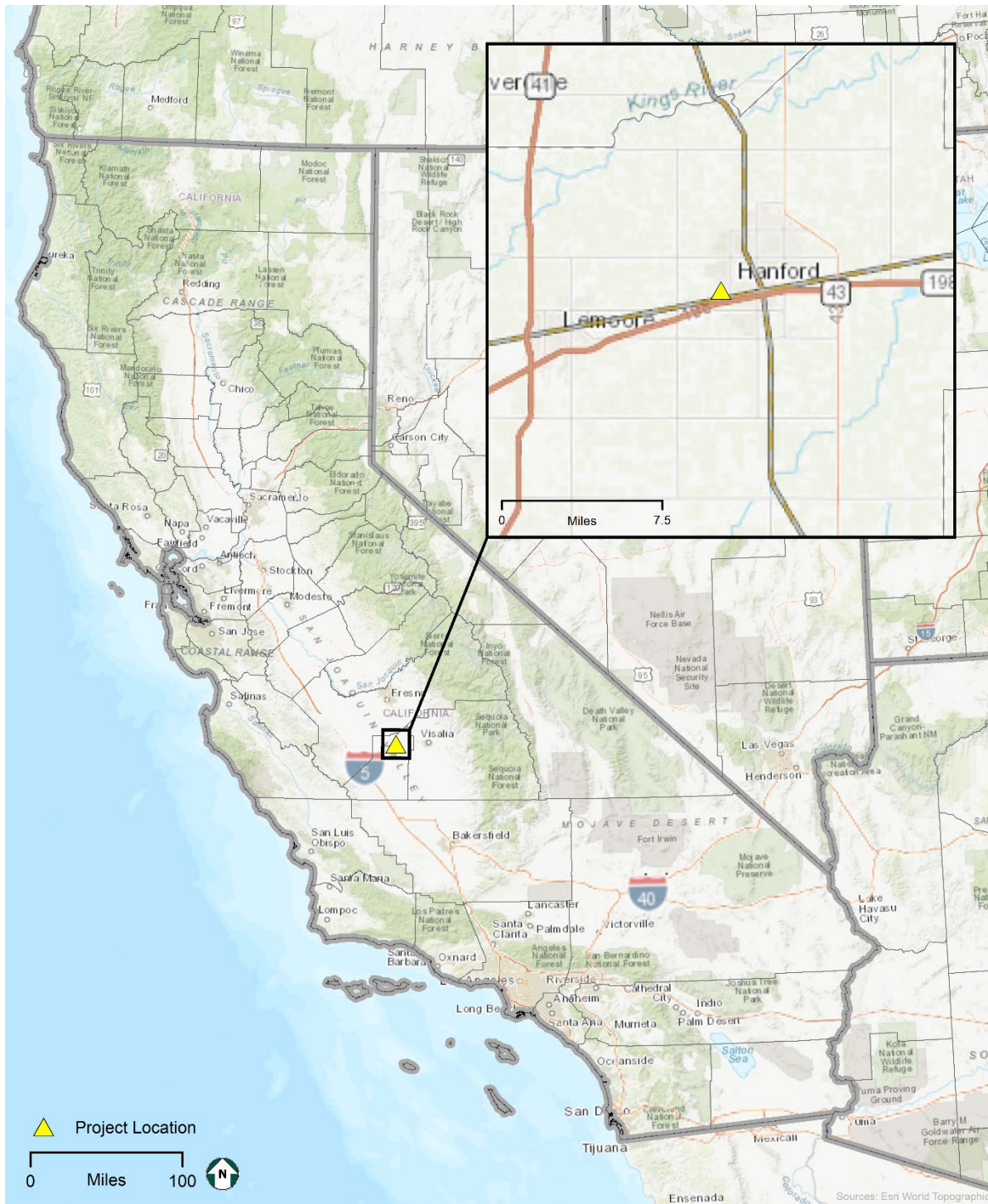
MITIGATED NEGATIVE DECLARATION NO. 2022-62**Project Title:** Annexation 159, Prezone No. 2021-09**File Number:** ANX 159 (301-0227) and PRZ 2021-09 (510-0243)**State Clearinghouse Number:** n/a**Lead Agency:** City of Hanford**Responsible Agency:** Kings County Local Area Formation Commission**Applicant:** Dale G. Mell and Associates
2090 N. Winery Ave
Fresno, CA 93703**Property Owner(s):** Phylis Parra Est.
1460 N. Harrison Ave
Fresno, CA 93728

Non-Consented:

Marcie Booker
13420 S. 10th Avenue
Hanford, CA 93230Thomas and Berniece Parra
925 E. Terrace Dr.
Hanford, CA 93230**Project Description:**

- **Annexation No. 159:** A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction.
- **Prezone No. 2021-09:** A request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area.
- **Location:** The project is located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019).

Attachment: Attachment 5 - ISMND ANX 159 (CD: Annexation 159)





Attachments:

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

Environmental Assessment: The Initial Study for the project is available for public review at the City of Hanford, Community Development Department, 317 N. Douty St., Hanford CA.

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

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

- (d) The environmental effects of the project will not cause substantial adverse effects on human beings, either directly or indirectly.

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

Contact Person: Gabrielle Myers

Phone: (559) 585-2578

Signature: 

Date: July 18, 2022

Review Period: July 19 to August 8, 2022

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION NO. 2022-62

Prepared For

Annexation 159 and Prezone No. 2021-09

Dell G. Mell and Associates

Prepared By

The City of Hanford

July 18, 2022

Responsible Agency

Kings County LAFCO

Attachment: Attachment 5 - ISMND ANX 159 (CD: Annexation 159)

INITIAL STUDY

INTRODUCTION AND REGULATORY GUIDANCE

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

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

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

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

PROJECT DESCRIPTION:

The project has two components. **Annexation No. 159:** A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction. **Prezone No. 2021-09:** A request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area. There is not a proposal for physical development of the project site, at this time. In accordance with the General Plan designation for the site, future development would include Heavy Industrial uses.

Location: The project is located south of Iona Avenue, west of 10th Avenue (APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018, and 018-242-019).

ENVIRONMENTAL IMPACTS

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

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

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

PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

The proposed project is consistent with the General Plan.

SUMMARY OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION IMPACT CONCLUSIONS

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

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

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

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

CONSULTATION

Pre-consultation was sent to the interested agencies on June 16, 2022

One comment was received:

1. Brian Clements, Director of Permit Services, San Joaquin Valley Air Pollution Control District, Received July 14, 2022.

SOURCES – hereunto annexed and incorporated by reference

2020 Urban Water Management Plan. (2021, October 21). *City of Hanford* -

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

City of Hanford 2035 General Plan Update (2017).

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

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

City of Hanford Public Works Construction Standards

City of Hanford Water Master Plan

City of Hanford Waste Water Master Plan

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

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

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

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

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

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

Final Regional Climate Action Plan (May 28, 2014)

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

Pre-Consultation Letters Received:

1. Brian Clements, Director of Permit Services, San Joaquin Valley Air Pollution Control District, Received July 14, 2022.

APPENDIX G: Initial Study and Findings

ENVIRONMENTAL ASSESSMENT NO. 2022-62

1. Project Title: Annexation No. 159; Prezone No. 2021-09
2. Lead Agency Name and Address: City of Hanford
317 N. Douty Street
Hanford, CA 93230
3. Responsible Agency Name and Address: Local Agency Formation Commission, Kings County
1400 W. Lacey Boulevard
Hanford, CA 93230
4. Contact Person/Phone Number: Gabrielle Myers
Senior Planner
Community Development Department
(559) 585-2578
5. Project Location: The project is located south of Iona Avenue, west of 10th Avenue
6. Project Sponsor's Name/Address: Dale G. Mell
2090 N. Winery Ave
Fresno, CA 93703
7. General Plan Designation: Heavy Industrial
8. Zoning: I-H Heavy Industrial
9. Description of the Project: **Annexation No. 159:** A request to annex approximately 19 acres into the City of Hanford from the Kings County jurisdiction.
Prezone No. 2021-09: A request to pre-zone the annexation area as I-H Heavy Industrial, in accordance with the General Plan designation for the area. There is not a proposal for physical development of the project site, at this time. In accordance with the General Plan designation for the site, future development would include Heavy Industrial uses.
10. There is not a proposal for physical development of the project site, at this time. In accordance with the General Plan designation for the site, future development would include Heavy Industrial Uses.

	Zoning	General Plan Designation	Land Use
North	I-H Heavy Industrial	Heavy Industrial	Industrial- Pitman Family Farms
East	County AG-20 Agricultural	Heavy Industrial	Agricultural Land
South	I-H Heavy Industrial	Heavy Industrial	Industrial – Former Calcot site; future cannabis cultivation site
West	I-H Heavy Industrial	Heavy Industrial	Industrial - Pitman Family Farms

Other public agencies whose approval is required – Kings County LAFCO

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

FOR: CITY OF HANFORD

Gabrielle Myers

Gabrielle Myers
Senior Planner
City of Hanford

July 19, 2022
DATE

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

Issues:

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

ENVIRONMENTAL SETTING:**SCENIC VISTAS AND CORRIDORS**

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

SCENIC HIGHWAYS

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

VISUAL CHARACTER

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

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

LIGHT AND GLARE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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The majority of the City includes existing sources of daytime glare and nighttime lighting and illumination.

Significance Criteria

The Project may result in significant impacts to aesthetics if it substantially affects the view of a scenic corridor, vista or view open to the public, cause's substantial degradation of views from adjacent residences, or results in new night lighting that shines into adjacent residences.

Checklist Discussion:

- a) **Less than Significant Impact** – Views consist primarily of broad panoramas of agricultural land. Most of the surrounding area is characterized by flat, dry valley grasslands scattered throughout as well as grazing and other agricultural uses. The land has been designated for Heavy Industrial by the General Plan. The project proposal does not include development of the land, however future physical development will be required to be consistent with the General Plan Designation. Future development of the land will include heavy industrial uses.
- b) **Less than Significant Impact** – There are no designated State Scenic Highways, as identified by the California Scenic Highway Mapping System within the City's General Plan Study area. There are also no rock outcroppings within the Study Area. The City does have an ordinance protecting trees in Chapter 12.12 Street Trees and Shrubs of the Municipal Code. The projects would be consistent with the tree ordinance. The projects would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway and impacts would be less than significant.
- c) **Less than Significant Impact with Mitigation Incorporation:** Several sections of the Hanford Municipal Code regulate physical development by controlling not only the appearance of new development, but also by controlling the placement of new development with consideration for surrounding uses. The project development will be required to comply with the General Plan, proposed zoning, I-H Heavy Industrial and the Tree Ordinance.

The project proposal does not include development of the land, however future physical development will be required to be consistent with the General Plan Designation. Future development of the land will include industrial development and be subject to further environmental review at the time of submittal.

- d) **Less than Significant Impact with Mitigation Incorporation**– The project proposal does not include development of the land, however future physical development will be required to be consistent with the General Plan Designation. Future development of the land will include industrial development and be subject to further environmental review at the time of submittal. Future development will be subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.50.140 – Outdoor Lighting Standards. Additionally, the California Building Code contains standards for outdoor lighting that are intended to reduce light pollution and glare by regulation light power and brightness, shielding, and sensor controls.

Mitigation Measures:

MM Aesthetics 1: That the land be developed consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.

MM Aesthetics 2: That future development complies with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.

Conclusion: Impacts to aesthetics are anticipated to be less than significant with the incorporation of mitigation measures.

Sources: 2035 General Plan, 2035 General Plan EIR, Hanford Municipal Code, California Building Code

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

Attachment: Attachment 5 - ISMND ANX 159 (CD: Annexation 159)

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

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

Environmental Setting

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

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

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

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

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

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

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

Significance Criteria

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

Checklist Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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- a) **Less than Significant Impact:** The project is located within an area listed as Vacant or Disturbed Land. Vacant or Disturbed Land includes open field areas that do not qualify for an agricultural category, mineral and oil extraction areas, off road vehicles areas, electrical substation, channelized canals, and rural freeway interchanges. The General Plan EIR evaluated the full build out of the Planned Area as a result of the General Plan Update and determined the General Plan would over the 2014 – 2035 planning period, convert approximately 2,706 acres of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to non-agricultural use. In accordance with the General Plan EIR, development would have to adhere to Hanford Municipal Code Chapter 16.40.110 (Right to Farm) and proposed goals and policies of the General Plan related to agriculture. However, the loss of farmland as a result of the General Plan Update was determined to be significant and unavoidable. A statement of overriding considerations was adopted for the significant impact to Agriculture, as a result of the General Plan Update. The project is consistent with the General Plan. Agricultural Land Use Protection Policy
- b) Less than significant impact – The property is currently in the General Plan as Heavy Industrial and is proposed to be rezoned I-H Heavy Industrial, in accordance with the General Plan. The property is not within a Williamson Act Contract.
- c) No impact – the projects would not conflict with existing zoning for, or cause rezoning of, Forest Land, Timberland, or Timberland Zoned Timberland Production, as these designations do not exist within the City. There would be no impact.
- d) No Impact – There is no forest land within the City. The projects would not result in the loss of forest land or conversion of forest land to non-forest use, as these designations do not exist within the City. There would be no impact.
- e) No Impact – None.

Sources: 2035 General Plan, General Plan Update EIR, Hanford Subdivision Ordinance, California Department of Conservation Farmland Mapping and Monitoring Program – Kings County Map (2016);

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Air Quality: Climatological/Topological Factors The San Joaquin Valley's topography and meteorology provide ideal conditions for trapping air pollution for long periods of time and producing harmful levels of air pollutants, including ozone and particulate matter. Low precipitation levels, cloudless days, high temperatures, and light winds during the summer in the San Joaquin Valley are conducive to high ozone levels resulting from the photochemical reaction of oxides of nitrogen (NOX) and volatile organic compounds (VOC). Inversion layers in the atmosphere during the winter can trap emissions of directly emitted particulate matter less than 2.5 microns (MN2.5) and PM2.4 precursors (such as NOX and sulfur dioxide [SO2] within the San Joaquin Valley for several days, accumulating to unhealthy levels. The region also houses the State's major arteries for good and people movement, Interstate 5 to the west and State Route 99 through the Central Valley, thereby attracting a large volume of vehicular traffic. Another compounding factor is the region's historically high rate of population growth compared to other regions of California. Increased population typically results in an even greater increase in vehicle activity and more consumer product use, leading to increased emissions of air pollution, including NOX. In fact, mobile sources account for about 80% of the Valley's total NOX emissions inventory. Since NOX is a significant precursor for both ozone and PM2.5, reducing NOX from mobile sources is critical for progressing the Valley towards attainment of ozone and PM2.4 standards. The geography of mountainous areas to the east, west, and south, in combination with long summers and relatively short winters, contributes to local climate episodes that prevent the dispersion of pollutants. Transport, as affected by wind flows and inversions, also plays a role in the creation of air pollution. The climate of the SJV is modified by topography. This creates climatic conditions that are particularly conducive to air pollution formation. The SJV is surrounded by mountains on three sides and open to the Sacramento Valley and the San Francisco Bay Area to the north. Hanford is located in the southern end of the San Joaquin Valley Air Basin. San Joaquin Valley Air Basin The SJVAB is in the southern half of California's Central Valley and is approximately 250-miles long and averages 35-miles wide. The San Joaquin Valley is bordered by the Sierra Nevada Mountains to the east, the Coast Ranges to the west, and the Tehachapi mountains to the south. There is a slight downward elevation gradient from Bakersfield in the southeast end to sea level at the northwest end where the valley opens to the San Francisco Bay at the Carquinez Straits. At its northern end is the Sacramento Valley, which comprises the northern half of California's Central Valley. The bowl shaped topography inhibits movement of pollutants out of the Valley. The SJV is in a Mediterranean Climate Zone. Mediterranean Climates Zones occur on the west coast and are influenced by a subtropical high-pressure cell most of the year. Mediterranean Climates are characterized by sparse rainfall, which occurs mainly in winter. Summers are hot and dry. Summertime maximum temperatures often exceed 100 degrees Fahrenheit in the Valley. The subtropical high-pressure cell is strongest during spring, summer, and fall and produces subsiding air, which can result in temperature inversions in the Valley. A temperature inversion can act like a lid, inhibiting vertical mixing of the air mass at the surface. Any emissions of pollutants can be trapped below the inversion. Most of the surrounding mountains are above the normal height of summer inversion (1,500 to 3,000 square feet). Winter-time high pressure events can often last many weeks with surface temperatures often lowering into the 30s degrees F. During these events, fog can be present and inversions are extremely strong. These wintertime inversions can inhibit vertical mixing of pollutants to a few 100 feet. Wind				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Wind speed and direction play an important role in dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing and transporting the pollution to other locations. The region's topographic features restrict air movement and channel the air mass toward the southeastern end of the Valley. The Coastal Range is a barrier to air movement to the west and the high Sierra Nevada range is a significant barrier to the east. A secondary, but significant, summer wind pattern is from the southeasterly direction and can be associated with nighttime drainage winds, prefrontal conditions, and summer monsoons.

San Joaquin Valley Air Basin Monitoring

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

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

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

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

Pollutant	Time Avg.	2012 Max.	2013 Max.	2014 Max.	National Standards	State Standards
Ozone (O3)	1 hour	0.109 ppm	0.104 ppm	0.108 ppm	NA	0.009 ppm
Ozone (O3)	8 hour	0.094 ppm	0.098 ppm	0.0904 ppm	0.075 ppm	0.070 ppm
Carbon Monoxide (CO)	8 hour	0.033 ppm	*	*	9.0 ppm	9.0 ppm
Nitrogen Dioxide (NO2)	1 hour	0.056 ppm	0.058 ppm	0.050 ppm	100 ppm	0.18 ppm
Nitrogen Dioxide (NO2)	Annual Average	0.009 ppm	0.010 ppm	0.010 ppm	0.053 ppm	0.030 ppm
Particulates (PM 10)	24 hour	128.0 µg/m3	177.0 µg/m3	131.3 µg/m3	150 µg/m3	50 µg/m3
Particulates (PM 10)	Federal Annual Arithmetic Mean	40.3 µg/m3	50.3 µg/m3	47.8 µg/m3	NA µg/m3	20 µg/m3
Particulates (PM 2.5)	24 hour	64 µg/m3	128.7 µg/m3	96.7 µg/m3	35 µg/m3	NA
Particulates (PM 10)	Federal Annual Arithmetic Mean	14.8 µg/m3	18.1 µg/m3	17.4 µg/m3	12 µg/m3	12 µg/m3

Notes:

NA = Not Applicable (there is no standard for this pollutant)

***** = There was insufficient data available to determine the value

ppm = parts per million

µg/m3 = microgram per cubic meter

Attainment Status

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Air quality impacts from proposed projects within Hanford are controlled through policies and provisions of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In order to demonstrate that a project would not cause further air quality degradation in either of the SJVAPCD's plan to improve air quality within the air basin or federal requirements to meet certain air quality compliance goals, each project should also demonstrate consistency with the SJVAPCD's adopted Air Quality Attainment Plans (AQAP) for ozone and PM10. The SJVAPCD is required to submit a "Rate of Progress" document to ARB that demonstrates past and planned project toward reaching attainment for all criteria pollutants. The CCAA requires air pollution control districts with severe or extreme air quality problems to provide a 5% reduction in non-attainment emissions per year. The Air Quality Attainment Plans prepared for the SJV by the SJVAPCD complies with this requirement.

Air pollution sources associated with stationary sources are regulated through the permitting authority of the SJVAPCD under the New and Modified Stationary Review Rule (SJVAPCD Rule 2201). Owners of any new or modified equipment that emits, recues, or controls air contaminants, except those specifically exempted by the SJVAPCD, are require to apply for an Authority to Construct and Permit to Operate (SJVAPCD Rule 2010). Additionally, best available control technology is required on specific types of stationary equipment and are required to offset both stationary source emission increases along with increases in cargo carrier emissions if the specified threshold levels are exceeded (SJVAPCD Rule 2201, 4.7.1). Through this mechanism, all stationary sources within the Study Area would be subject to the standards of the SJVAPCD to ensure that new developments do not result in net increases in stationary sources of criteria air pollutants.

Existing Air Quality

Air pollutant emissions generated from projects constructed under the implementation of the General Plan would be required to adhere to SJVAPCD rules and regulations and therefore, would not exceed SJVAPCD thresholds.

Odor

The SJVAPCD has identified some common types of facilities that have been known to produce odors in the SJVAB. The types of facilities that are known to produce odors are shown below along with a reasonable distance from the source within which, the degree of odors could possibly be significant. Information presented in the table will be used as a screening level of analysis for potential odor sources for new development as a result of implementation of the General Plan.

Type of Facility	Distance
Wastewater Treatment Facility	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 mile
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operation (e.g., auto body shops)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile

Asbestos

New development's construction phase may cause asbestos to become airborne due to construction activities. In order to control naturally-occurring asbestos dust, new development can use some of the following control actions to reduce the release of airborne asbestos fibers:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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- Water wetting or road surfaces;
- Rinse vehicles and equipment;
- Wet loads of excavated materials; and
- Cover loads of excavated materials

Project Impacts

The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

The SJVAB often exceeds the State and national ozone stands and if the new development as a result of the General Plan Update emits a substantial quantity of ozone precursors, it may contribute to an exceedance of the ozone standard. The SJVAB is also in nonattainment for State PM10 air quality standards and in nonattainment for State and federal PM2.5 air quality standards. Therefore, substantial project emissions may contribute to an exceedance for these pollutants.

District Rule 2201, the New and Modified Stationary Source Review (NSR), is a major component of the SJVAPCD's attainment strategy as it relates to growth. It applies to new and modified stationary sources of air pollution. The SJVAPCD's attainment plans demonstrate that project-specific emissions below the SJVAPCD's offset thresholds would have a less-than-significant impact on air quality. Thus the SJVAPCD concludes that use of the NSR Offset thresholds as the consistency in significance determinations within the environmental review process and is applicable to both stationary and non-stationary emission sources.

Project Type	Pollutant/Precursor Emission (tons/year)					
	CO	NOX	ROG	SOX	PM10	PM2.5
Construction Emissions	100	10	10	27	15	15
Operational Emissions (Permitted Equipment and Activities)	100	10	10	27	15	15
Operational Emissions (Non-Permitted Equipment and Activities)	100	10	10	27	15	15

Short-term (construction) emissions

Construction-related impacts are expected to be temporary in nature and can generally be reduced to a less-than-significant level through the use of mitigation measures and through compliance with applicable existing City, county, State and SJVAPCD regulations for reducing construction-related emissions. The SJVAPCD's Regulation VIII is applied to all construction sites and would constitute sufficient measures to reduce air quality impacts to a level considered less than significant.

Long-term (operational) emissions

Operational emissions are emitted from two main sources:

- 1) small, distributed sources known as area sources and
- 2) motor vehicles known as mobile sources.

All new development and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including Rule 9510 (indirect source review) and Regulation VIII (Fugitive Dust Prohibitions). Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer Based Trip Reduction). Individual projects would require a project-level analysis to determine necessary mitigation strategies. As appropriate, the City of Hanford would require the implementation of the above-notated mitigation strategy intended to avoid or reduce the significant impacts identified.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Short-term (construction) emissions				
Fugitive dust control rules:				
- Rule 8011 – Fugitive dust administrative requirements for control of fine particulate matter - Rule 8021 – Fugitive dust requirements for the control of fine particulate matter from construction, demolition, excavation, extraction, and earthmoving activities. - Rule 8071 – Fugitive dust requirements for the control of fine particulate matter from vehicle and/or requirement parking, shipping, receiving, transfer, fueling, and service areas one acre or larger				
Further, the new development should include the following local municipal code requirements:				
- Water sprays or chemical suppressants must be applied to all unpaved roads to control fugitive emissions - All access roads and parking areas must be covered with asphalt-concrete paving				
Compliance with Regulation VIII under the SJVAPCD for all construction sites would constitute sufficient measures to reduce PM10 impacts to a level considered less than significant				
Compliance with Regulation VIII under the SJVAPCD for all construction sites would constitute sufficient measures to reduce PM10 impacts to a level considered less than significant.				
The following measures from the Guide for Assessing and Mitigation Air Quality Impacts are required to be implemented at construction sites for all new development built during the planning cycle of the General Plan Update:				
- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover. - All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. - All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. - With the demolition of buildings up to six stories in height, all exterior surfaces of the building shall be wetted during demotion. - When materials are transported offsite, all materials shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained. - All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. - Following the addition of materials to, or the removal of materials from, the surface of storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. - Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.				
Long-Term (operational) emissions				
Long-term emissions from new development are generated by mobile source (vehicle) emissions and area sources such as water heaters and lawn maintenance equipment.				
Future development projects in the City of Hanford would be subject to the SJVAPCD's Indirect Source Review				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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(ISR) program. The purpose of the SJVAPCD's ISR Program is to reduce emissions of NOX and PM10 from new development projects. Further, all new developments and infrastructure projects would be subject to SJVAPCD guidelines and regulations, including the ISR rule and Regulation VIII. Existing businesses and new projects that are large employers (over 100 employees) would be subject to Rule 9410 (Employer based trip reduction).

The project would not expose sensitive receptors to substantial pollutant concentrations.

Sensitive receptors are those individuals who are sensitive to air pollution, which may include children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. The Air District considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. The six criteria pollutants include ozone, CO, NO2, SO2, particulate matter, and Pb. Of the six pollutants, particle pollution and ground-level ozone are the most widespread health threats.

The SJVAPCD has determined that any project would perform an ambient air quality analysis when construction activities or operational activities exceed the 100 pound per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures.

Exempt small development projects include:

- Residential projects with 50 dwelling units or less
- Commercial projects with 2,000 square feet or less
- Light industrial projects with 25,000 square feet or less
- Heavy Industrial projects with 100,000 square feet or less
- Medical Office projects with 20,000 square feet or less
- General Office projects with 39,000 square feet or less
- Educational projects with 9,000 square feet or less
- Government projects with 10,000 square feet or less
- Recreational projects with 20,000 square feet or less
- Transportation or Transit projects with construction exhaust emissions of 2 tons of NOX or PM10 or less

Pre-Consultation – San Joaquin Valley Air Pollution Control District

The following comments were received from the SJVAPCD:

Project: Annexation 159 and Prezone No. 2021-09

District CEQA Reference No: 20220843

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Annexation and Prezone from the City of Hanford (City). Per the project documentation, the project consists of the annexation of 12.64 acres into the City of Hanford and the pre-zoning of that property as I-H (Heavy Industrial), in accordance with the General Plan designation for the area (Project). The Project is located south of Iona Avenue and west of 10th Avenue, in Hanford, CA (APN 018-242-019).

The District offers the following comments regarding the Project:

Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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District is designated as nonattainment for the 8-hour ozone, PM10, PM2.5 standards.

The annexation of property will not have an impact on air quality. However, if approved, future development projects will contribute to the overall decline in air quality due to construction activities, increased traffic, and ongoing operational emissions.

Recommended Model for Quantifying Air Emissions

For future development projects, project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for future development projects. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of

Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):

A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology. The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:

http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk,

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- ☐ HRA (AERMOD) modeling files
- ☐ HARP2 files
- ☐ Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- ☐ E-Mailing inquiries to: hramodeler@valleyair.org
- ☐ Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at <https://ww3.arb.ca.gov/ch/handbook.pdf>.

Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for any future development projects with emissions that exceed 100 pounds per day of any pollutant. An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

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

Allowed Uses Not Requiring Project-Specific Discretionary Approval

In some cases, for future development projects, the City may determine that a project be approved as an allowed use not requiring a project-specific discretionary approval from the City. The District recommends the Annexation and Prezone include language supported by policy requiring such projects to prepare a technical assessment in consultation with the District, and recommending that a VERA be considered for development projects determined to result in a significant impact on air quality. For example, this requirement would apply to large development projects (e.g., large residential project, large distribution center, large warehouse, etc.) that would have the potential to significantly impact air quality and is determined by the City to be allowed by use, not requiring a project specific discretionary approval from the City.

Truck Routing

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors. Since the Project will be zoned Heavy Industrial, there is potential for an increase in truck trips.

The District recommends the City evaluate HHD truck routing patterns for future development projects, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
(VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality. Cleanest Available Heavy-Duty Trucks The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. The District's CARB-approved 2018 PM2.5 Plan includes significant new reductions from HHD trucks, including emissions reductions by 2023 through the implementation of CARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 standard of 0.2 g-NOx/bhp-hr by 2023. Additionally, to meet federal air quality attainment standards, the District's Plan relies on a significant and immediate transition of HHD fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NOx established by CARB. For future development projects, the District recommends that the following measures be considered by the City to reduce Project-related operational emissions: ☐ Recommended Measure: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhphr NOx) technologies. ☐ Recommended Measure: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies. Reduce Idling of Heavy-Duty Trucks The goal of this strategy is to limit the potential for localized PM2.5 and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts. Since future development projects are expected to result in HHD truck trips, the District recommends the Annexation and Prezone include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors. Electric On-Site Off-Road and On-Road Equipment Since the Project will be zoned Heavy Industrial, future development projects may have the potential to result in increased use of off-road equipment (e.g., forklifts) and on-road equipment (e.g., mobile yard trucks with the ability to move materials). The District recommends that the Annexation and Prezone include requirements for project proponents to utilize electric or zero emission off-road and on-road equipment. Vegetative Barriers and Urban Greening For future development projects within the Project area, and at strategic locations throughout the Project area in general, the District suggests the City consider incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities). While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery. Clean Lawn and Garden Equipment in the Community Since the Project consists of industrial development, gas-powered lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment.

More information on the District CGYM program and funding can be found at: <http://www.valleyair.org/grants/cgym.htm> and <http://valleyair.org/grants/cgym-commercial.htm>.

On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zerocarbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for future development projects.

Electric Vehicle Chargers

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at future project sites, and at strategic locations.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

Nuisance Odors

While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often resulting in citizen complaints.

The City should consider all available pertinent information to determine if future development projects could have a significant impact related to nuisance odors.

Nuisance odors may be assessed qualitatively taking into consideration the proposed business or industry type and its potential to create odors, as well as proximity to off-site receptors that potentially would be exposed to objectionable odors. The intensity of an odor source's operations and its proximity to receptors influences the potential significance of malodorous emissions. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

According to the District Guidance for Assessing and Mitigating air Quality Impacts (GAMAQI), a significant odor impact is defined as more than one confirmed complaint per year averaged over a three-year period, or three unconfirmed complaints per year averaged over a three-year period. An unconfirmed complaint means that either the odor or air contaminant release could not be detected, or the source of the odor could not be determined.

District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the project proponents should submit to the District an application for an ATC.

Recommended Mitigation Measure: For projects subject to permitting by the San Joaquin Valley Air Pollution Control District, demonstration of compliance with District Rule 2201 shall be provided to the City before issuance of the first building permit.

For further information or assistance, project proponents may contact the District's SBA Office at (559) 230-5888. District Rule 9510 - Indirect Source Review (ISR)

Future development projects within the Annexation and Prezone may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism:

Table 1: ISR Applicability Thresholds

Table 1: ISR Applicability Thresholds		
Development Type	Discretionary Approval Threshold	Ministerial Approval / Allowed Use / By Right Thresholds
Residential	50 dwelling units	250 dwelling units
Commercial	2,000 square feet	10,000 square feet
Light Industrial	25,000 square feet	125,000 square feet
Heavy Industrial	100,000 square feet	500,000 square feet
Medical Office	20,000 square feet	100,000 square feet
General Office	39,000 square feet	195,000 square feet
Educational Office	9,000 square feet	45,000 square feet
Government	10,000 square feet	50,000 square feet
Recreational	20,000 square feet	100,000 square feet
Other	9,000 square feet	45,000 square feet

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two tons of NO_x or two tons of PM.

The purpose of District Rule 9510 is to reduce the growth in both NO_x and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The Rule requires developers to mitigate their NO_x and PM

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions. In the case the individual development project is subject to District Rule 9510, per Section 5.0 of the rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. It is preferable for the applicant to submit an AIA application as early as possible in the public agency's approval process so that proper mitigation and clean air design under ISR can be incorporated into the public agency's analysis. Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm. The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm. District staff is available to provide assistance with determining if the Project OR future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org. District Rule 9410 (Employer Based Trip Reduction) Future development projects may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees. Information about District Rule 9410 can be found online at: www.valleyair.org/tripreduction.htm. For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants) In the event an existing building will be renovated, partially demolished or removed, future development projects may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm. District Rule 4601 (Architectural Coatings) Future development projects may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: http://www.valleyair.org/rules/curnrules/r4601.pdf District Regulation VIII (Fugitive PM10 Prohibitions)				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities. Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5- acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950. The application for both the Construction Notification and Dust Control Plan can be found online at: https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx Information about District Regulation VIII can be found online at: http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm Other District Rules and Regulations Future development projects may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). Future Projects / Land Use Agency Referral Documents Future development projects may require an environmental review and air emissions mitigation. A project's referral documents and environmental review documents provided to the District for review should include a project summary, the land use designation, project size, air emissions quantifications and impacts, and proximity to sensitive receptors and existing emission sources, and air emissions mitigation measures. For reference and guidance, more information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: https://www.valleyair.org/transportation/GAMAQI.pdf District Comment Letter The District recommends that a copy of the District's comments be provided to the Project proponent. If you have any questions or require further information, please contact Matt Crow by email at Matt.Crow@valleyair.org or by phone at (559) 230-5931. Sincerely, Brian Clements Director of Permit Services For: Mark Montelongo Program Manager				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Analysis: As stated by the District, while the annexation and rezoning will not have an effect on the environment, future development has the potential to cause impacts to Air Quality. As such, future development shall be subject to the following mitigation measures and recommendations

Mitigation Measures:

Air Quality MM2: That future development projects shall prepare a technical assessment in consultation with the District, and consider a VERA for development project determined to result in significant air quality impacts.

Air Quality MM3: That future development proponents ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) in order to limit the amount of idling, especially near sensitive receptors.

Recommendations:

1. That future development proponents utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhphr NOx) technologies for fleets associated with operation.
2. That future development proponents utilize zero-emissions technologies for all on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.)
3. That future development of the annexation area incorporate vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities).
4. That future development project proponents incorporate solar power systems as an emission reduction strategy for future development projects
5. That future development project proponents install electric vehicle chargers at future project sites, and at strategic locations.

Checklist Discussion

- a) **Less than Significant Impact with mitigation incorporation** – Future development of the project area will not disrupt implementation of the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan. Compliance with the Air District's Air Quality Plan will be a requirement of the physical development of the project area. a requirement of development. Additionally, the applicant will be required to obtain any necessary permits through the SJVAPCD. With these mitigation measures, the project will have a less than significant impact.

MM Air Quality 1: That future development projects be forwarded to the SJVAPCD for review and comments and that future development comply with the SJVAPCDC Air Quality Plan.

MM Air Quality 2: That future development projects shall prepare a technical assessment in consultation with the District, and consider a VERA for development project determined to result in significant air quality impacts.

MM Air Quality 3: That future development proponents ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) in order to limit the amount of idling, especially near sensitive receptors.

- b) **Less than Significant**– There is not a physical development planned for the project site at this time. Future development will be evaluated at the time of proposal and may be subject to District rules and applications.
- c) **Less than Significant**– In accordance with the consultation received from the District, this project – the proposed annexation and pre-zoning of a the land will not have an impact on any criteria pollutant, however future development will need to be analyzed and may require mitigation. Referral documents for future development requiring discretionary approval will be forwarded to the District for review, upon application.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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- d) Less than Significant Impact – The proposal does not include physical development, future development of the project site shall be qualified using CalEEMod, as recommended by the District, to ensure that development proposed does not expose sensitive receptors to substantial pollutant concentrations.

MM Air Quality 4: That future development project operation and construction be quantified using CalEEMod to ensure that development does not expose nearby residential receptors to substantial pollutant concentrations.

- e) Less than Significant Impact – the proposed project does not include physical development, future development of the project site should ensure that operation does not create objectionable odors affecting nearby residential receptors, consistent with HMC Section 17.50.050.

MM Air Quality 5: That future development projects be evaluated to ensure that operation does not create objectionable odors, consistent with the Hanford Municipal Code Section 17.50.050.

17.50.050 Odorous gases and matter.

No use shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, harmful, noxious, or otherwise objectionable at a level that is detectable with or without the aid of instruments at or beyond the project site boundary.

Mitigation Measures:

MM Air Quality 1: That future development projects be forwarded to the SJVAPCD for review and comments and that future development comply with the SJVAPCDC Air Quality Plan.

MM Air Quality 2: That future development projects shall prepare a technical assessment in consultation with the District, and consider a VERA for development project determined to result in significant air quality impacts.

MM Air Quality 3: That future development proponents ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) in order to limit the amount of idling, especially near sensitive receptors.

MM Air Quality 4: That future development project operation and construction be quantified using CalEEMod to ensure that development does not expose nearby residential receptors to substantial pollutant concentrations.

MM Air Quality 5: That future development projects be evaluated to ensure that operation does not create objectionable odors, consistent with the Hanford Municipal Code Section 17.50.050.

Conclusion: That the annexation and prezone will not have a substantial effect on the environment, however, since future development has the potential to have an effect on air quality, mitigation measures and recommendations shall be incorporated for future development, to ensure a less than significant impact on air quality.

Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017), San Joaquin Valley Air Pollution Control District, California Air Resources Board 2008, Ambient Air Quality Standards (4/1/2008) <http://www.arb.ca.ags>; Consultation received from the San Joaquin Valley Air Pollution Control District on July 14, 2022 (attached)

IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish	☐	☐	☒	☐
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
and Game or U.S. Fish and Wildlife Service?				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Environmental Setting

Natural Communities

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

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

There are two patches of riparian woodlands identified by the State Dept. of Conservation mapping program that are within the study area (City of Hanford). Riparian woodlands are one of the richest wildlife habitats in the State; however, much has been severely degraded. Less than 1% of the Central Valley's riparian vegetation is in a natural, high-quality condition. Riparian woodlands in the study area are located on the west side of 12th Avenue between Houston and Iona Avenues, and along the west side of 13th Avenue, north of Iona Avenue. They are 30 and 14 acres in size, respectively. Valley oak woodland provides habitat components such as food, cover, nesting sites, and dispersal habitat for a wide variety of wildlife. The large oak trees present in this vegetation community provide nesting opportunities for many birds of prey. Typical wildlife species in this vegetation community include California ground squirrel, western fence lizard, western scrub jay, California quail, northern flicker, northern mockingbird, mourning dove, American kestrel, and red-tailed hawk.

Vegetation within the City of Hanford consists primarily of agricultural crops with little remaining non-agricultural vegetation. Agricultural crops consist of orchard, vineyard, annual dryland and irrigated grain crops, irrigated row and field crops, and some rice production. A good portion of the study area consists of urban development, but an almost equal

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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portion of the study area is agricultural development.

Waters/Wetlands

Queries of the National Wetland Inventory and National Hydrology Dataset reveal the presence of numerous wetlands and waters within the Study Area. The largest of the water bodies are holding ponds off of Iona Avenue and South 11th Avenue. The system is artificially flooded and manmade. Other wetland and water features are reported including emergent wetlands, freshwater wetlands, freshwater ponds, canals and ditches, and blue-line stream courses.

The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and west of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of SR 198. The Kings River is about 4 miles north of Hanford.

Wildlife Corridors

Wildlife corridors are areas of habitat that connect two or more habitat patches that would otherwise be fragmented or isolated from one another.

Isolated "islands" of wildlife habitat have been created by the fragmentation of open space areas due to urbanization and other anthropogenic disturbance. Certain wildlife species, especially the larger and more mobile mammals, will not likely persist over time in fragmented or isolated habitat areas in the absence of habitat linkages due to the loss of gene flow required to maintain genetic diversity.

Within the urbanized areas of the Study Area, wildlife corridors are largely limited to linear water features, such as canals, water and flood control conveyance structures, and remnant natural ways. Surrounding the Study Area, agricultural fields and sparsely located and fragmented patches of lands containing non-agricultural vegetation located amongst the agricultural fields extend for many miles in all directions. Wildlife movement is largely uninhibited in this open space area of the Study Area outside of, and surrounding, the urbanized areas.

Standards of Significance

The project would have a significant effect on biological resources if it would:

1. Interfere substantially with the movement of any resident or migratory fish or wildlife species.
2. Substantially diminish habitat for fish, wildlife or plants.
3. Substantially affect a rare, threatened, or endangered species of animal or plant or the habitat of a rare, threatened or endangered species.

Checklist Discussion

- a) Less than significant impact –The site does not have value as a habitat for any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.
- b) No Impact – the site does not contain any riparian habitat or other sensitive natural community.
- c) No Impact – the site is not identified as a federally protected wetland.
- d) Less than significant impact - The project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. Physical development of the project area will require further environmental review.
- e) No Impacts - The project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation ordinance or policy; there is not an adopted ordinance protecting biological

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

- f) Less than Significant Impact – the project pertains to land that has no value as natural habitat; therefore, the plan does not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Conclusion: The site is proximal to an urban area of the City and contains no natural, undisturbed areas for habitat. The project would have a less than significant cumulative impact for biological resources, as physical development is not proposed. Future development will be subject to environmental review.

Source(s): Hanford General Plan (2017), General Plan Environmental Impact Report (2017); California Department of Fish and Wildlife

V. CULTURAL RESOURCES -- Would the project:

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

Ethnographic Setting

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

The Yokuts subsistence economy emphasized fishing; hunting waterfowl; and collecting shellfish, roots, and seeds. Tules were abundant in the sloughs and their prodigious use in constructing shelters, boats, and as a food source reflected their significance in Yokuts life.

The dead were buried in a cemetery separate from the village with head facing west or northwest. Cremation was most common for the occasional individual who died away from home or in the event that the deceased was a shaman or medicine man. Among the Tachi, anyone of higher social status was cremated.

The 1833 epidemic, brought south from Oregon by a party of trappers, decimated an estimated 75% of California's native people. Entire communities were wiped out, leaving few native people to consult during the early 1900s when anthropologists were recording the recollections of elderly survivors of what has been billed as a last attempt to reconstruct the lifeways of the native people before White contact.

Attachment: Attachment 5 - ISMND ANX 159 (CD: Annexation 159)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
In 1851, the tribes gave up their lands for reservations. However, such a treaty was never ratified by Congress. The remnant of native people in the southern San Joaquin Valley was placed at the Tejon Reservation at the foot of the Tehachapis and at the Fresno reservation at Madera. However, Tejon was later abandoned in favor of a reservation on the Tule River. Many of the Tule river residents were Tachi for whom a settlement was established near Lemoore. By 1970, some 325 people identifying themselves as Yokuts lived on the 54,000-acre Tule River Reservation. Many of the residents were employed in the lumber industry or as laborers on farms. About one-third of the population of the Tule River Reservation lived on the much smaller Santa Rosa Reservation. Santa Rosa families would follow seasonal agricultural work. Pioneer Settlement Period Early development and success of the community was dictated by the railroad. Southern Pacific established a depot early in 1877 in what would become Hanford. In 1877, when the Southern Pacific Railway laid lines from Goshen to Coalinga, their path crossed through a Chinese shepherd's camp. This camp reportedly was the beginning of the City of Hanford. Hanford was named for James Madison Hanford, an auditor of the railroad, who also took a lively interest in the sale of town lots which began on January 17, 1877. Within a short time the settlement grew to a town, and, with the powerful backing of the railway interests, Hanford ultimately became the center of trade for the region. In McKenney's Pacific Coast Directory, San Francisco, 1886-1887, Hanford was described as having a post, express and telegraph office, located along the Southern Pacific Railroad Company's Goshen Division, 254 miles from San Francisco, and 22 miles from Visalia. At the time, the community numbered 1,000 inhabitants and was located in the heart of the "famous Mussel Slough country," a region of rich top soils and important agricultural zone. Hanford was the principal depot for the local wheat industry and had several flouring mills along with schools, churches, and hotels. Through the early pioneer years, a series of devastating fires dampened the growth of Hanford. On July 12, 1887, a fire destroyed most of the downtown business district. On June 19, 1891, another fire destroyed portions of the downtown business district. The fires of early 1890s spurred new development using fireproof materials. National Register of Historic Places Hanford has three buildings listed on the NRHP. They are the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. All three buildings are also listed on the California Register of Historic Places. Hanford Carnegie Library The Hanford Carnegie Library, now the Hanford Carnegie Museum, was built in 1905 as one of the many Carnegie libraries that were funded by steel magnate, Andrew Carnegie. The library was replaced by a new structure at a different location in 1968. The old library was subsequently renovated and reopened as the Hanford Carnegie Museum in 1974. The building is of Romanesque Revival architecture, with displays of furniture and photos describing the history of the Hanford area. Kings County Courthouse The 1986 Kings County Courthouse was erected after Kings County was formed. The building served as the county's courthouse until 1976 when it was replaced by the new Kings County Government Center on West Lacey Boulevard. The building was listed on the National Register of Historic Places in 1978. Taoist Temple The Taoist Temple at 12 China Alley dates from 1893. It was listed on the NRHP in 1972. It is historically significant as a surviving authentic structure from Hanford's Chinatown. China Alley served the second largest population of Chinese in the U.S., behind San Francisco.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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While many urban Chinatowns continue to thrive, most rural Chinatowns have declined; Hanford's China Alley is unique for its retention of many original features. China Alley's survival is largely because many of its buildings are owned by a single third-generation family corporation that has, through the years, exhibited concern for the site's future.

National Register of Historic Places – Eligible Resources

There are a number of resources within Hanford that contribute to its unique culture, yet are not officially listed as historic resources, including the following:

- Clark Center for Japanese and Art and Culture, 15770 10th Avenue
- Temple Theater, 514 Visalia Street
- Fox Theater
- Kings Art Center, 605 N. Douty Street
- Hanford Civic Auditorium, 400 N. Douty Street
- Hanford Veteran's Memorial Building

Paleontological Resources

A paleontological resources report was not prepared for the General Plan, as there are recent paleontological resources reports for areas within the vicinity. The geology of the area includes the Modesto Formation, Tulare Lakebeds, and Quaternary alluvium. Between overlies sediments of the late-Pleistocene to early-Holocene Modesto Formation. From Hanford south to approximately Delano, Tulare Lakebed deposits are exposed at or near the surface.

Consultation Received:

Consultation was received from Shana Powers with the Santa Rosa Rancheria Tachi Yokut Tribe on January 11, 2021, stating the following: Thank you for contacting Santa Rosa Rancheria Tachi Yokut Tribe about the proposed project. The Tribe has concerns. We recommend contacting the NAHC. We recommend a cultural resource record search and survey. We are requesting those results. Based upon those findings, we may recommend monitoring. We are recommending a Cultural Presentation for construction staff, prior to ground disturbing activities, mandated by the conditional use permit or any other permit required.

Staff Analysis:

As requested, the City of Hanford consulted with the Native American Heritage Commission, NAHC, and received a list of potentially-affected tribes requiring consultation. Consultation was sent on March 1, 2021. Responses were not received, as of the date of preparation of this report.

A Cultural Resources Records Search was conducted by the Southern San Joaquin Valley Information Center for the General Plan Update on February 10, 2014. Within the Project Area, defined by the General Plan Update, there were 52 known/recorded cultural resources. The list was reviewed which did not include any known/recorded cultural resources within this specific project.

Consultation Meeting

On January 10, 2017, the City of Hanford met with the Tachi Yokut Tribe, on a different project in order to establish conditions, which would apply to all projects in the City of Hanford, which required an initial study.

In order to address the concerns of the Tachi Yokut Tribe, the City is requiring the following as mitigation measures:

- That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities. **(This condition applies as a mitigation measure to all projects that require an initial study).**

In accordance with Assembly Bill 52, formal notification of determination to undertake a project and notice of consultation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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opportunity, pursuant to Public Resources Code Section 21080.3.1 was sent to the Tachi Yokut Tribe. A response has not been received, as of the date of preparation of this environmental assessment.

Thresholds of significance

The project would have a significant impact on cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource, as defined in Section 15064.5
 - Cause a substantial adverse change in the significance of an archeological resource, pursuant to Section 15064.5;
 - Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or
 - Disturb any human remains, including those interred outside of formal cemeteries
- That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.

Significance Criteria

The project may have a significant impact on cultural resources if it causes substantial adverse changes in the significance of a historical or archaeological resource as set forth by the California Register of Historic Places and Section 106 of the National Historic Preservation Act; directly or indirectly destroys a unique paleontological resource or site.

Checklist Discussion

- a) Less than Significant Impact - at this time, there is not a physical project proposed for the project area. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource as defined in 15604.5 of the CEQA Guidelines, as the site is not registered as a historical resource.
- b) **Less than Significant Impact with Mitigation Measures** – Due to the prior meeting with the Tachi Yokut Tribe on January 10, 2017, the lead agency is requiring that:
 - That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.
- c) Less than Significant Impact - The project will not directly or indirectly destroy any unique paleontological resource or site, as the site has not been identified as containing unique paleontological resource nor unique geological feature.
- d) See B.

Mitigation Measures

- **MM Cultural Resources 1:** That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.

Conclusion:

The incorporation of mitigation measures requested from the Tachi Yokut Tribe will reduce the impacts of future development of the project area on Cultural Resources.

Source(s): Hanford General Plan (2017), California Health and Safety Code, Public Resources Code, consultation letter sent in accordance with Public Resources Code, Section 21080.3.1(b); meeting with the Tachi Yokut Tribe on January 10, 2017.; California Historical Resources Information System Record Search (February 10, 2014).

ENERGY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☒	☐	☐
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☒	☐	☐

- a) Less than significant - The proposed project would comply with the SJVAPCD requirements regarding the limitation of vehicle idling, and the use of fuel-efficient vehicles and equipment, to the extent feasible to reduce energy consumption during construction activities. The proposed project will not use natural gas during the site preparation or construction. Future development would be required to comply with California's Title 24 energy efficiency requirements and other applicable City development standards. The project will also be required to comply with all applicable standards and building codes included in the 2019 California Green Building Standards Code regarding the use of energy-efficient lighting, low-flow toilets and faucets, drip irrigation, etc. Therefore, the proposed project will have a less than significant impact.

- b) Less than significant – see a.

Energy-saving strategies will be implemented where feasible to reduce the proposed project's energy consumption during project-related activities. Strategies being implemented include those recommended by the California Air Resources Board (CARB) that may reduce both the project's construction energy consumption, including diesel anti-idling measures, light-duty vehicle technology, usage of alternative fuels such as biodiesel blends and ethanol, and heavy-duty vehicle design measures to reduce energy consumption.

The future construction and the operation of the proposed project area would comply with State and local plans and regulations. The proposed project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. The Project will comply with Title 24 Energy Efficiency Standards and CalGreen Code. Energy would also be indirectly conserved through water-efficient landscaping requirements consistent with the City Landscaping Ordinance.

Stringent solid waste recycling requirements applicable to proposed project construction and operation would reduce energy consumed in solid waste disposal. In summary, the Project will implement all mandatory federal, State, local conservation measures, project design features, and voluntary energy conservation measures to reduce energy demands further. Therefore, the Project will not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Project-related impacts are less than significant.

Conclusion: Future development of the project area will be required to adhere to all standards for Energy efficiency, thus the impact will be less than significant.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☒	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
iv) Landslides?	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Environmental Setting

Geology

The topography of the City is relatively flat with a gradual slope generally from east to west. The City is located at 249 feet above mean sea level (msl).

The soil is defined as alluvial fan surfaces that are mantled with very deep, well-drained, saline-alkali soils. An alluvial fan is a fan-shaped alluvial deposit formed by a stream where its velocity is abruptly decreased.

Soil

The City of Hanford consists of the following soil types: 1) Cajon sandy loam, 2) Excelsior sandy loam, 3) Garces loam, 4) Kimberlina fine sandy loam, saline alkali 5) Kimberlina fine sand loam, sandy substratum, 6) Kimberlina saline alkali-Garces complex 7) Nord fine sandy loam, 8) Nord fine sandy loam, saline alkali, 9) Nord complex, 10) Wasco sandy loam (0-5% slopes), and 11) Whitewolf coarse sandy loam. Each of these soil types is not subject to annual flooding or ponding, and for the most part has a very low to medium surface runoff class, and is well drained. A runoff class indicates the potential for a soil to become saturated when excess storm water begins to flow at the ground surface.

Seismicity

The greatest potential for seismic activity in the City is posed by the San Andreas Fault, which is located approximately 46.5 miles southwest of the western boundary of the Study Area. The White Wolf Fault, located near Arvin and Bakersfield to the southwest in Kern County, which has the potential to cause seismic hazards for the County to a much lesser degree than the San Andreas Fault.

Fault Rapture

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

Strong Seismic Ground Shaking

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

Liquefaction

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Liquefaction occurs when saturated, loose materials are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. For liquefaction to occur, surface and near-surface soil must be saturated and be relatively loose. Liquefaction more often occurs in areas underlain by young alluvium where the groundwater table is higher than 50 ft. below ground surface. In the City, the range is generally between 120 ft to 160 feet below ground surface, therefore, the potential for liquefaction is not very probable.

Soil Erosion

Soil erosion, which can be caused by wind and water runoff, is a type of soil degradation. The potential for erosion to occur is affected by the soil's properties. The soil in the City and surrounding study area is generally sandy loams, fine sandy loams, and loams. The area's erodibility factor ranges from 0.19 to 0.38 depending on the soil type and percentage of organic matter. Based on this range, the soils in the study area have medium susceptibility to sheet and rill erosion by rainfall.

Lateral Spreading (Landslides)

Lateral spreading is large horizontal ground displacements due to earthquake-induced liquefaction. Lateral spreading also refers to landslides that commonly form on gentle slopes that have rapid, fluid-like movement. Lateral spreading generally occurs on 0.3 to 5% slopes underlain by loose sand and shallow groundwater.

Subsidence

Land subsidence is the gradual settling or sudden sinking of the ground surface due to movement of the ground materials. It is generally caused by three distinct water-related causes: 1) compression of layers of clay and silt within an aquifer, 2) oxidation and drainage of organic soils, 3) dissolution and collapse of susceptible rocks. Subsidence is occurring within the San Joaquin Valley. The primary causes for subsidence in the SJV are groundwater-level decline (due to overdraft) and subsequent aquifer compaction and hydrocompaction of moisture-deficient deposits above the water table.

Collapsible Soil

Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading. These soils are found in areas of young alluvial fans, debris flow sediments, and loess deposits. Since the City and surrounding area includes soils that are derived from alluvial fans, there is the potential for collapsible soils.

Expansive Soil

Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.

Septic Systems

The City does not have septic requirements for septic systems within the City.

Significance Criteria

The project may result in significant earth impacts if it causes substantial erosion or siltation, exposes people to geologic hazards or risk from faults, landslides or unstable soil conditions. Grading that disturbs large amounts of land or sensitive grading areas (such as slopes in excess of 20%) may cause substantial erosion or siltation.

Checklist Discussion

- a) **Less than Significant Impact with Mitigation Incorporation** -
 - i. **No Impact** - No portion of the project area is located within an earthquake fault zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act and therefore, development would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
ii.	Less than Significant Impact with Mitigation Measures – Upon physical development of the project area, compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.			
iii.	Less than Significant Impact with Mitigation Measures – The potential for liquefaction in the project area is low. There is a minute possibility that a rain event coupled with a concurrent seismic event may create a condition where liquefaction could occur. Upon physical development of the project area, compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.			
iv.	Less than Significant with Mitigation Measures – the entire City is located within an area of low landslide incidence, but, there is still a possibility that landslides could occur within the City, as a result of erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail. Geotechnical and soil studies that identify potential hazards, including landslides, would be required prior to grading activities as part of the plan check and development review process for the physical development of the area. Such technical studies would provide structural design, as needed, pursuant to the California Building Code requirements to reduce hazards to people and structures as a result of landslides.			
b)	Less than Significant Impact with Mitigation Measures – development would result in construction-related ground disturbance, as a result of grading and excavation where topsoil is exposed, moved, and/or stockpiled. Such construction-related ground disturbance could loosen soil and remove vegetation, which could lead to exposed or stockpiled soils made susceptible to peak storm water runoff flows and wind forces. Such disturbances could result in substantial soil erosion or topsoil, which is a potentially significant impact. Adherence to the Hanford Municipal Code Chapter 15.52 Flood Damage Prevention Regulation, and the California Building Code, along with the plan check and development review process, would assist the development of property erosion controls during operation of future development to a less than significant impact.			
c)	Less than Significant Impact with Mitigation Measures: See a.			
d)	Less than Significant Impact – Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area’s soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.			
e)	No impact- The City does not have septic requirements for septic systems within the City. Septic is not proposed.			
Mitigation Measures:				
MM Geology 1: That the future physical development of the project comply with the applicable General Plan policies, as well as the California Building Code.				
MM Geology 2: That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable) for future physical development of the project area.				
MM Geology 3: that the physical development of the project area comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.				
Conclusion				
The project will not result in significant impacts to geophysical conditions with mitigation measures in place, therefore the impact is considered less than significant, cumulatively.				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Source(s): General Plan and General Plan EIR (2017); California Building Code

VII. GREENHOUSE GAS EMISSIONS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Environmental Setting

Kings County and the City of Hanford

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

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

Global Climate Change

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

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

Increased Temperatures and Extreme Heat events

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

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

Other impacts related to increased temperatures and heat waves include:

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Greenhouse Gases

Gases that trap heat in the Earth's atmosphere are called greenhouse gases. Some of the solar radiation that enters Earth's atmosphere is absorbed by the Earth's surface, and some is reflected back toward space. Of the radiation reflected back toward space, GHG's will absorb a part. As a result, radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. Some levels of GHGs are essential for maintaining temperatures supportive of life on Earth. Without naturally-occurring GHGs, the Earth's surface would be about 61 degrees cooler. This phenomenon is known as the greenhouse effect. Many scientists believe that emissions from human activities – such as electricity generation, vehicle emissions, and farming and forestry practices have elevated GHGs in the atmosphere beyond naturally-occurring concentrations, contributing to global climate change. The six primary GHGs are:

- Carbon dioxide (CO₂), emitted when solid waste, fossil fuels (oil, natural gas, and coal) and wood and wood products are burned
- Methane (CH₄), produced through the anaerobic decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.
- Nitrous oxide (N₂O), typically generated as a result of soil cultivation practices, particularly the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning
- Hydrofluorocarbons (HFCs), primarily used as refrigerants
- Perfluorocarbons (PFCs), originally introduced as alternatives to ozone depleting substances and typically emitted as by-products of industrial and manufacturing processes
- Sulfur hexafluoride (SF₆), primarily used in electrical transmission and distribution systems

There are currently no State regulations in CA that establish ambient air quality standards for GHGs. However, the State of CA has passed legislation directing the CA Air Resources Board to develop actions to reduce GHG emissions.

Significance Criteria

The project would have a significant impact on GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs

Checklist Discussion

- a. Less than Significant Impact - In the General Plan EIR, impacts to Greenhouse Gas emissions were evaluated. The growth based on land use and population intensities proposed under the General Plan is anticipated to generate 1,134,876.19 metric tons of CO₂e per year using an operational year of 2005, which includes area, energy, mobile, waste, and water sources. BAU is referred in ARB's ABB 32 Scoping Plan (CARB 2012) as emissions occurring in 2020 if the average baseline emissions during the 2002-2004 period grew to 2020 levels, without control. As a result, an estimate of the General Plan Update's operational emissions in 2005 were compared to operational emissions in 2020 in order to determine if the General Plan Update would meet the 29% emission reduction. The SJVAPCD has reviewed relevant scientific information related to GHG emissions and has determined they are not able to determine a specific quantitative level of GHG emissions increase, above which a project would have a significant impact on the environment, and below which would have an insignificant impact. As a result, the SJVAPCD has determined that the General Plan Update's ability to achieve at least a 29% GHG emission reduction compared to BAU would be determined to have a less-than-significant individual and cumulative impact for GHG.

The project proposes to annex land and prezone the land in conformance with the General Plan. Physical development of the project area would be required to comply with the General Plan policy, which includes emission reductions that mitigate GHG emission generation to a less than significant level.

Less than Significant Impact – The project proposes to annex land and prezone the land in conformance with the General Plan. Physical development of the project will be required to be development consistent with the policies of the General Plan, which consists of numerous land uses and goals and policies to provide for a more walkable community in the Hanford area. The goals and policies of the General Plan are intended to assist in reducing operational emissions. In addition, the General Plan policy meet 10 of the 12 Smart Growth Principles cited in the

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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San Joaquin Valley Blueprint.

Conclusion

Future development of the project area will be required to be developed consistent with the General Plan, which provides policy to mitigate impacts of GHG to a less than significant level.

Source(s): General Plan Update (2017), General Plan Update EIR (2017), San Joaquin Valley Air Pollution Control District, Final Regional Climate Action Plan

VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Environmental Setting

Hazardous material are substances that, because of physical or chemical properties, quantity, concentration, or other characteristics may either cause an increase in mortality or an increase in serious, irreversible, or incapacitating illness or pose a substantial present or potential hazard to human health or environment when improperly treated, stored,

Attachment: Attachment 5 - ISMND ANX 159 (CD: Annexation 159)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
transported, disposed of, or otherwise managed. Hazardous materials have been and are commonly used in commercial, agricultural, and industrial applications and, to a limited extent, in residential areas. Hazardous wastes are hazardous materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. Large quantities of hazardous materials are transported along State Route 198, 43, and freight rail lines that pass through Hanford, making it susceptible to hazardous spills, releases, or accidents. Pursuant to AB 2948, Kings County adopted the <i>County Hazardous Waste Management Plan</i>. Under state law, all industries and agricultural operations that store or handle specific quantities of hazardous materials must provide the County with a hazardous materials business plan detailing the location and quantities of their hazardous materials. Brownfields A brownfield site is land previously used for industrial purposes or some commercial uses that may be contaminated by low concentrations of hazardous waste or pollution, and has the potential to be reused once it is cleaned up. the City has one brownfield site, located south of Third Street, north of Davis Street, west of the BNSF railroad tracks, and east of 11th Avenue. Airport Hazards Hanford Municipal Airport – a general aviation facility serving Kings County and the surrounding communities of Hanford, Armona, and Lemoore in south-central CA. Emergency Response Kings County's Office of Emergency Management (OEM) is the County's emergency management agency, responsible for coordinating multi-agency responses to complex, large-scale emergencies and disasters within Kings County. OEM develops and maintain the Emergency Operations Plan (EOP), which serves as a guideline for who will do what, as well as when, with what resources, and by what authority- before, during, and immediately after an emergency. Significance Criteria The project may result in significant hazards if it does any one of the following: 1. Create a public health hazard 2. Involve the use or production, disposal or upset of materials which pose a hazard to people in the area or interferes with an emergency response plan 3. Violates applicable laws intended to protect human health and safety or would expose workers to conditions that do not meet health standards. Checklist Discussion a) Less than Significant– that physical development of the project site will be evaluated upon application and required to comply with any applicable hazardous materials data sheets. b) See a. c) Less than Significant Impact - The General Plan restricts land uses around schools, such as industrials uses, that could result in emitted hazardous emissions or handled hazardous or acutely hazardous materials, substances, or wastes within ¼ mile of an existing or proposed school that would result in significant adverse impacts to school sites. The industrial site is a significant distance from any educational facility. d) No Impact – the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 e) No Impact -The project site is not located within two miles of a public airport/airstrip therefore there is no impact. f) No Impact -The project site is not located within two miles of a private airport/airstrip therefore there is no impact. g) Less than Significant Impact - development has the potential to strain the emergency response and recovery capabilities of federal, state, and local government. Compliance with the General Plan policies to ensure				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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adequate emergency response and maintain current plans reduces the impact of development. The proposal to annex the land and pre-zone the land in conformance with the General Plan is consistent with the policy of the General Plan, therefore, impacts are considered less than significant.

- h) Less than Significant Impact– The City of Hanford is located within a zone considered by CAL FIRE to have low to no potential for wildland fires, therefore, the impact is considered less than significant.

Mitigation Measure

Conclusion

The impact from hazards and hazardous materials are expected to be less than significant. Future development will be subject to evaluation and environmental review.

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

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

a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

Attachment: Attachment 5 - ISMND ANX 159 (CD: Annexation 159)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Setting

Climate

The City is located in the southwest portion of the Central Valley of CA and the City's climate is semi-arid. Semi-arid climates in CA tend to have precipitation patterns closer to Mediterranean climates with wet winters. The Central Valley has greater temperature extremes than coastal areas because it is less affected by the moderating influence of the Pacific Ocean. Most of the rainfall in Hanford occurs in the winter months as the Gulf Stream shifts southward from northern latitudes in the wintertime. However, because of the inland location and "rainshadow effect" caused by the coastal mountain ranges, Hanford typically gets less rainfall during the winter than coastal areas to the west. The rainshadow effect refers to a reduction of precipitation commonly found on the leeward side of a mountain. Average precipitation is about 8 inches.

Surface Water Resources

Tulare Lake Basin

The City and surrounding area is located in the Central Valley's Tulare Lake Basin. This Basin covers 10.5 million acres and encompasses the drainage area of the Central Valley south of the San Joaquin River. Surface water from this basin only drains into the San Joaquin River in years of extreme rainfall. The Tulare Lake Basin is within the jurisdiction of the Central Valley Regional Water Quality Control Board.

South Valley Floor Watershed

The Study Area is located in the South Valley Floor Watershed, which is the largest watershed in the Tulare Lake Basin at about 8,235 square miles (5.3 million acres). A large portion of the surface water supply in the watershed comes from imported water, including water supplied through the San Luis Canal/CA Aqueduct System, Friant-Kern Canal, and Delta-Mendota Canal. Agriculture is the primary land use type in the watershed, encompassing approximately 67% of the total land area. Open space is secondary at 25% of the total land area and urban land uses represents about 6%.

Local

Most of the water surface features in the City and surrounding nearby areas are manmade conveyance structures for stormwater control. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People's Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangeville Boulevard and east of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, and remnants still remain in the southern half of the City south of State Route 198. The Kings River is about 4 miles north of Hanford.

Surface Water Quality

There are no surface water bodies within the vicinity of the City that are listed as impaired per the US Environmental Protection Agency 2010 CA List of Water Quality Limited Segments.

Groundwater Resources

Regional

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The City and surrounding area is located in the Tulare Lake Hydrologic Region, San Joaquin Valley Groundwater Basin, Tulare Lake Subbasin. Local The City exclusively uses groundwater for its potable water supply. The City's municipal water system extracts its water supply from underground aquifers via 14 active groundwater wells with depths that range from 1300 to 1700 feet below ground surface (bgs). In cooperation with the Peoples Ditch Company and the Kings County Water District, excess Kings River water and stormwater flows are conveyed to 125 acres of drainage and slough basins located throughout the City to help replenish groundwater. The basins account for approximately 568 acre-feet of available water retention and the City is planning to add approximately 317 acre feet of additional basins located along major drainage channels within the City for groundwater recharge as well as flood protection. Groundwater Quality Groundwater quality in the Tulare Lake Subbasin ranges from calcium bicarbonate in type in the northern portion to a sodium bicarbonate type in the lakebed. Total dissolved solids in the Subbasin typically range from 200 to 600 milligrams per liter and can be as high as 40,000 mg/L in shallow groundwater with drainage problems. the City reports electrical conductivity in 14 wells ranging from 560 micromhos per centimeter to 1,100 microhos per centimeter. There are also areas of shallow, saline groundwater in the southern portion of the Subbasin, localized areas of high arsenic and the City reports odors caused by the presence of hydrogen sulfide. The EPA and State Water Resource Control Board have set the arsenic standard for drinking water at 0.01 parts per million and, in order to meet these standards, the City now drills wells up to 1,500 feet deep. Floodplains Only 48.6 acres are located within the 100-year floodplain. This accounts for 0.003% of the total area in the Planned Area of the City. Significance Criteria The project may result in significant impacts if it would violate any water quality standards or waste discharge requirements, substantially deplete groundwater supplies or interfere with groundwater recharge; substantially alter the existing drainage pattern of the site or substantially increase the rate of surface runoff; exceed the existing drainage system. Checklist Discussion a) Less than Significant Impact with Mitigation Measures– the proposal does not contain a physical project, however, physical development of the project site will be required to adhere to the below mitigation measures: - Construction: potential impacts on water quality arise from erosion and sedimentation are expected to be localized and temporary during construction of new development. All new development that disturb more than one acre are required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs. - Operation: The physical development of the project site will be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit as outlined in the Stormwater Management Plan as well as the City's grading plan and site development requirements. New development would have to incorporate best management practices and adhere to design standards to maximize				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
the reduction of pollutant loadings in that runoff to the maximum extent practical. The City Building Division would review and approve grading plans and site development requirements for the new development, when a physical project is proposed.				
b) Less than Significant Impact –The current and future efforts of the City and Kings County Water District coupled with the requirement to comply with the Sustainable groundwater management act through the Groundwater Sustainability Plan process ensures that future development as an implementation of the General Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.				
c) See a.				
d) Less than Significant Impact with Mitigation Measures – future development will be required to obtain approval of grading plans and comply with site development requirements by the City Building Division that incorporates BMPs and design standards to ensure that future development would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.				
e) Less than Significant Impact with Mitigation Measures and impact fee payment – future development would be required to undergo a site development requirements approval process with the City Building Division that would include developing necessary stormwater drainage improvements to sufficiently capture and treat polluted runoff. New development would also be required to pay a stormwater system development fee. This development fee is required for all new development in order to pay the cost of capital improvements for the City of Hanford stormwater system.				
f) See a.				
g) No Impact. – the project site is not located within a flood zone as shown in the Flood Insurance Rate Map for Hanford (Panel 06031C 0185C, June 16, 2009) therefore there is no impact.				
h) See g.				
i) See g.				
j) No impact – the project site is not located by the ocean. Therefore, there is no risk that new development would be inundated by tsunamis. A mudflow is a flow of soil or fine-grained sediment mixed with water down a steep unstable slope. The project area is relatively flat and does not contain slopes steep enough to cause mudflow. The project would not be downgraded from aboveground water storage tanks.				

Mitigation Measures:

Conclusion:

MM Hydrology 1: Future development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs.

MM Hydrology 2: New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.

MM Hydrology 3: New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.

MM Hydrology 4: New development would have to incorporate best management practices and adhere to design

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.

Less than Significant Impact with Mitigation Measures – With the incorporation of mitigation measures, the impacts to hydrology and water quality are considered less than significant.

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

X. LAND USE AND PLANNING - Would the project:

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

Environmental Setting

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

The area proposed to be annexed is within the Industrial Park of the City.

Analysis: The project has been evaluated for potential annexation.

Annexation – the subject property is currently in the County, annexation is required.

Analysis: According to the General Plan, annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services. The annexation process can serve as an interim growth management tool by limiting annexations to only the land that is needed for growth at the time. The following policies define Hanford's process for annexing new territory.

Policy L15 Initiation of Annexations: Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:

- a. The land is within the Primary Sphere of Influence.

Analysis: The land proposed to be annexed is within the Sphere of Influence, adopted by LAFCO in 2008.

- b. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed, or will be adequate at the time that development occurs.

Analysis: Development of the project area will be subject to impact fees for City services. Additionally, the Public Works department will have requirements to ensure adequate water and sewer services can be provided for the future annexed area. A plan for services has been prepared by the Public Works Department,

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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demonstrating that services can be extended to the proposed annexation area.

- c. Land for development within the City limits is insufficient to meet the current land use needs.

Analysis: There is limited industrial land available within the City limits to provide for expansion of industrial uses.

- d. The territory to be annexed is contiguous to existing developed areas.

Analysis: The proposed area to be annexed is contiguous to developed industrial land to the north, south, and west.

Favorable Factors for Annexation

Favorable and unfavorable factors for annexation have been adopted by LAFCO. The existence of favorable or unfavorable factors should not decide approval or denial; however, a substantial number of favorable or unfavorable factors may determine approval or denial of the proposal.

- a. The proposed area is close to urban development and municipal-type services and would enhance its potential for full development.

Analysis: The area proposed to be annexed is directly east, north and south of existing industrial uses within the City of Hanford. Development of the project area will be subject to impact fees for water, sewer, fire, and police services. Additionally, the Public Works department will have requirements to ensure adequate water and sewer services can be provided for the future annexed area. A plan for services was prepared for the annexation area, verifying that the City of Hanford has adequate capacity to serve the annexed area.

- b. The proposed annexation conforms to the adopted General Plan.

The General Plan designated the area as Heavy Industrial. The proposal conforms to the adopted General Plan. Future development will be required to comply with the General Plan designations assigned.

- c. The proposed area is consistent with the sphere of influence.

Analysis: The area proposed to be annexed is within the primary sphere of influence, as adopted by LAFCO in 2008.

- d. The proposed annexation comes with 100% consent of all landowners.

Analysis: The proposed annexation does not come with 100% consent of all landowners. The residents located at APN 018-242-014, 018-242-015, 018-242-016, 018-242-017, 018-242-018 did not consent to annexation.

- e. The property to be annexed shall be pre-zoned. I-H Heavy Industrial is the appropriate zone designation for the project and is consistent with the General Plan designation, Heavy Industrial.

Significance Criteria

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

Checklist Discussion

- a) Less than significant impact – the project proposes to annex and prezone approximately 19 acres into the City limits. The project will not physically divide an established community – no development is proposed under this

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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project. Physical development will be evaluated further.

- b) Less than significant impact – The proposal to annex the property and pre-zone it consistent with the General Plan is consistent with the General Plan and LAFCo procedures.
- c) No Impact – The City is not included in any habitat conservation plan or natural community conservation plan, nor are there plans to be involved.

Conclusion

That the project will have a less than significant impact on Land Use and Planning, as the annexation and prezone request are consistent with the City of Hanford General Plan.

Source: General Plan, LAFCo Sphere of Influence (2008), Municipal Service Review (2021)

XI. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Environmental Setting

Oil and Gas

The planning area is not found within a Division of Oil, Gas, and Geothermal Resources recognized oil field and does not contain any areas that have been designated for mineral recovery by the Kings County General Plan.

Sand and Gravel

The only mineral resources that could occur within the vicinity of the City are sand and gravel operations for road and building construction, but there are currently no significant deposits and no active mines.

Significance Criteria

The project would create significant impacts to mineral resources if there was a loss of availability of a known mineral resource.

Checklist Discussion

- a) No Impact – No portion of the vicinity of the City is located within the boundaries of a DOGGR-recognized oil field. There are currently no identified MRZ designated areas, no known significant sand and gravel deposits and no active mines within the vicinity of the City.
- b) No Impact – no portion of the City or nearby vicinity is designated for mineral resources or zoned for mineral resources. Therefore, the project would not result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.

Conclusion

There will be no impact to mineral resources

XII. NOISE -- Would the project result in:

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

Environmental Setting

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

Highways and Roadways

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

Railroad

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

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

Airport

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Stationary Noise Sources

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

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

- Del Monte Foods
- Penny-Newman Milling Company
- Kings Waste and Recycling Authority Solid Waste Disposal Site
- Agricultural production
- Kings Speedway

Significance Criteria

Impacts from the project would be considered significant if they would result in significant noise or exposure of persons to or generation of noise levels in excess of standards established in the Hanford General Plan.

Checklist Discussion

- a) **Less than Significant with Mitigation Incorporation** – the project would not result in exposure of persons to or generation of noise levels in excess of standards established in local general plan or noise ordinance, or applicable standards of other agencies.

Future development of the project site would result in Short-term noise-related impacts, which would be temporary in nature, require compliance with applicable regulations, and policies of the General Plan further ensure that construction-related impacts would be attenuated to the greatest extent feasible.

Future operation of the industrial property will be required to adhere to the Noise Standards of the Hanford General Plan EIR.

- b) **Less than Significant with Mitigation Incorporation.** – Construction activity can result in ground vibration, depending upon the types of equipment uses. Operation of construction equipment causes ground vibrations which spread through the ground and diminish in strength with distance from the source generating the vibration. Ground vibrations as a result of construction activities very rarely reach vibration levels that would damage structures, but can cause low rumbling sounds and feelable vibrations for buildings very close to the site. Vibration levels from various types of construction equipment measured at 50 ft are as follows:

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

Future construction activities would be temporary in nature and are expected to occur during normal daytime working

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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hours. Construction is limited to the hours of 7 a.m. to 10 p.m. in order to mitigate impacts from ground vibration.

- c) Less than Significant – full build out of the General Plan would possibly result in a maximum increase of 2 decibels when compared to existing conditions. According to the Caltrans Technical Noise Supplement, the average healthy ear can barely perceive noise level changes of 3 dBA. As a result, it is anticipated that full buildout of the General Plan, including future physical development of this site, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- d) **Less than Significant with Mitigation Incorporation** - A temporary increase in ambient noise would occur in association with future construction activities. Construction noise is short term and will occur for limited times. As a mitigation measure, future construction activities would be limited to the hours of 7 a.m. to 10 p.m.
- e) Less than Significant Impact - The project is approximately 2.6 miles away from airport and will not be impacted by the public airport.
- f) No Impact - The project is not located within the vicinity of a private airstrip, there is no impact.

Conclusion

The project would create temporary construction noise, but the impact of noise will be mitigated to a point that is considered less than significant with required conditions of the development of the property. Future operation of the industrial property would be required to adhere to the Noise standards set forth in the Hanford General Plan EIR.

Mitigation Measures:

MM Noise 1: That future development of the project site complies with applicable regulations and policies of the General Plan to ensure that construction- and operation-related impacts would be attenuated to the greatest extent feasible.

MM Noise 2-3: That future construction is limited to the hours of 7 a.m. to 10 p.m.

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

XIII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Environmental Setting

Population

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

Housing

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

Employment

In 2014, there were 20,900 jobs in the planning area. It is estimated that the implementation of the General Plan could

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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result in 33,308 additional jobs in 2035 for an estimated total number of 54,208 jobs.

Jobs-Housing Balance

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

Significance Criteria

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

Checklist Discussion

- Less than significant impact – The project will not induce population growth in the area. No development is proposed through this application.
- Less than Significant – there are five residences within the annexation area. The property is zoned I-H Heavy Industrial within Kings County and designated as Heavy Industrial by the General Plan. The property is proposed to be pre-zoned I-H Heavy Industrial. The residential uses are considered legally-existing non-conforming and are able to remain, as located, subject to the nonconforming standards set forth by Hanford Municipal Code Section 17.90.



- Less than Significant Impact - The project will not result in displacement of people, there are five residences within the annexation area. The property is zoned I-H Heavy Industrial within Kings County and designated as

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Heavy Industrial by the General Plan. The property is proposed to be pre-zoned I-H Heavy Industrial. The residential uses housing persons are considered legally-existing non-conforming and are able to remain, as located, subject to the nonconforming standards set forth by Hanford Municipal Code Section 17.90.

Conclusion

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

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

XIV. PUBLIC SERVICES --

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☒	☐	☐
Police protection?	☐	☒	☐	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Environmental Setting

The City of Hanford currently has three fire stations located within the north central, south central, and south west portions of the City of Hanford. These three stations protect approximately 16.5 square miles, Station 1 is located at 350 W. Grangeville Blvd and covers the city limits north of SR 198 and station 2 is located at 10533 Houston Avenue and covers the city limits south of SR 198. Station 3 is located on S. 12th Avenue, on Woodland Drive. The City currently owns a land for a future station at Centennial Drive and Berkshire Lane. The Hanford Fire Department provides fires, rescue, hazardous materials response, and serves as a first responder for emergency medical service calls in the City. the HFD is also capable of responding to other situations such as high and low angle rescues, confined space emergencies, vehicle accidents, public assists, state-wide mutual aid responses and disaster management.

Police Protection

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

Schools

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

Pioneer Union Elementary School District consists of two elementary schools and one junior high school that are all

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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located in the study area.

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

Parks

See Environmental Setting for Recreation.

Other Public Services

Library Services

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

Significance Criteria

The project may result in significant public service impacts if it substantially and adversely alters the delivery or provision of fire protection, police protection, schools, facilitates maintenance and other government services.

Checklist Discussion

- a) **(FIRE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** – future development would have the potential increase demands on the HFD to provide fire protection and emergency services. Future development will be subject to Fire Impact fees in order to mitigate the effect of the project on Fire services.
- b) **(POLICE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees)** future development would have the potential increase demands on the Hanford Police Department to provide police protection and emergency services. Future development will be subject to Police Impact fees in order to mitigate the effect of the project on Police services.
- c) **(SCHOOLS) Less than Significant Impact** – the proposed annexation of the industrial property will not have an impact on schools as residences within the annexation area are limited (5) and will not increase the demand on schools.
- d) **(PARKS) Less than Significant Impact** – the proposed annexation of the industrial property will not have an impact on parks, as residences within the annexation area are existing and limited (5) and will not increase demand on parks.
- e) **(OTHER) Less than significant impact** – Libraries – there is not a requirement or standard for the number or size of a library based on a city's population. Policies encourage residents to utilize the library's resources. Therefore, a significant impact is not anticipated.

Mitigation Measures:

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

MM Public Services 2: That the physical development of the project area will be subject to Police Impact fees.

Conclusion

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

Sources: 2017 General Plan and General Plan Update

XV. RECREATION --

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Environmental Setting

School Parks

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

Indoor facilities

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

City of Hanford Parkland Standard

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

Significance Criteria

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

Checklist Criteria

- a) No Impact – the project involves the annexation of land for heavy industrial use. The project will not increase the use of existing neighborhood and regional parks or other recreational facilities.
- b) No Impact - the project involves annexation of land for heavy industrial use and does not involve or require the construction or expansion of recreational facilities.

Conclusion: The project would have no impact on recreation.

Source: 2017 General Plan, 2017 General Plan EIR

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☐	☒	☐

Environmental Setting

Existing Functional Roadway Classification System

State Freeways and Highways

There are two State Facilities serving the Study Area, namely SR-198 and -43.

Arterial Roads

Hanford's arterial street pattern is generally one-mile spacing between the existing arterials.

Collector Streets

Similar to some arterials, collector streets have evolved from heavy use as opposed to formal development standards.

Local Streets

Local street provide access to individual homes and businesses. Local streets have on lane in each direction. Local streets connect single-family homes and other uses not appropriate adjacent to major roadways, to the arterial-collector network.

Existing Intersections

All of the study intersections are operating at acceptable levels of LOS.

Existing Roadway Segments

Results of the analysis of existing roadway segments show that all of the study roadway segments are currently operating at acceptable LOS.

Bicycle Facilities

The 2011 Kings County Regional Bicycle Plan contains the specific "Bicycle Plan for the City of Hanford." The General Plan and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along major roadways and off-road systems as part of open space and recreation amenities. The 2011 Regional Bicycle Master Plan then goes on to state Policy CI 8.4 of the 2002 General Plan: Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. This route system may not utilize Arterials or Collectors where travel ways are constrained, but rather parallel streets with less traffic. Where bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street.

Mass Transit

Kings Area Rural Transit

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

KART Dial-A-Ride Service

Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona and Avenal.

Park-and-Ride lots

Park-and-Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park-and-Ride lots are generally located near community entrances, near major highways or local arterial where conveniently scheduled transit service is provided. Hanford has one Park-and-Ride facility located at the northeastern entrance of the City at 10th Avenue and SR 43.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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KART-Vanpool Program

KART defines vanpooling as 7 to 15 persons who commute together in a van-type vehicle and who share the operating expenses. The KART Vanpool Program provides passengers with reliable transportation to and from work. The vanpool program is not only to provide safe travel to work but to provide alternative transportation options, which would ultimately reduce the amount of vehicles on the road.

Rail Service

Amtrak Passenger Service

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

High Speed Rail

In November 2008, Proposition 1A, a High Speed Rail bond, was passed by California voters. In 2009, the US Department of Transportation through the American Recovery and Reinvestment Act program, announced the allocation of \$8 billion to high speed rail projects throughout the US. Of that amount, \$2.24 billion was allocated to California High Speed Rail. In November 2013, the California High Speed Rail Commission identified the preferred route through the Planning Area. The selected route, which runs along the eastern edge of Hanford, roughly follows a north-south route near the hgi voltage power lines between 7th and 8th Avenues.

Freight Service

Almost 87% of the total freight tonnage is moved out of the Valley by truck, while rail account for 11%. BNSF and SJVR railroads provide freight service to the Hanford Area. The BNSF mainline is double-tracked through the entire Planning Area. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. The BNSF railroad currently operates between 50 and 60 trains per day on the system.

Significance Criteria

The project may result in significant transportation/circulation impact if it does the following:

1. Cause an increase in traffic which is substantial in relation to the existing traffic loads and capacity of the road system that are inconsistent with adopted standards.
 2. Creates traffic conditions which expose people to traffic hazards.
 3. Substantially interferes or prevents emergency access to the site or surrounding properties.
 4. Conflicts with adopted policies or plans for alternative transportation.
- a) Less than Significant Impact – Future development of the project area will be evaluated for consistency with the Circulation Element of the General Plan. Traffic improvements in the area will be analyzed at the time of physical development. The project will be evaluated for vehicle miles traveled (VMT) impact and conditioned accordingly.
- b) See a.
- c) Less than Significant – access to the sites is provided through 10th Avenue, which has already been constructed. Future development of the project sites will be evaluated and conditioned accordingly.
- d) Less than Significant Impact- Emergency access to the site will be provided by 10th Avenue. Future development of the project site will be reviewed and conditioned by the City Engineer and City Fire Department to ensure the project

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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includes adequate emergency access.

Conclusion

Future physical development will be subject to review and conditions will be applied, accordingly.

Source: City of Hanford General Plan and EIR 2017, City of Hanford Municipal Code

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

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☒	☐	☐

Environmental Setting

Wastewater

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

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

The City's wastewater system has also pursued water conservation strategies to ensure long-term reuse of treated disinfected wastewater for agricultural purposes and to recharge groundwater supplies for agriculture. By doing so, the

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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City accomplishes two important water conservation efforts: 1) the additional supply for the City extends the surface water irrigation season and 2) reduces the need for agricultural pumping of groundwater in an area known to be low in groundwater.

Water Supply

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

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

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

Storm Water Drainage

The City is predominantly located within a 500-year Flood Zone as defined by FEMA Flood Insurance Maps. Areas subject to the 500-year flood zone have a moderate to low risk of flooding.

There are two major irrigation ditches that flow through the City. Lakeside Ditch, which is operated and maintained by the Lakeside Water District, and the Peoples Ditch, which is operated and maintained by the Peoples Ditch Company.

The Existing drainage infrastructure within the boundaries covered by the City's Storm Water Management Program includes natural drainage channels, retention basins, natural vegetation, piping, and pump stations. There are numerous areas where storm drainage is controlled via drainage inlets and underground structures. The storm drainage system consists of 30 pump stations, 57 miles of pipeline ranging in size from 6-inch through 60-inch, and 220 acres of drainage basins and drainage ditches. The storm drainage system removes rainfall from surface streets and disposes the accumulated stormwater in drainage basins.

The City, in cooperation with the People's Ditch Company and the Kings County Water District, delivers excess water flows from the Kings River, along with storm water runoff, into the 125 acres of drainage and slough basins located throughout the City to help replenish the groundwater. Some of this acreage is located within the City's park facilities.

Solid Waste Disposal

The City's solid waste and recycling services are provided by the Kings Waste Recycling Authority (KWRA). The current KWRA facility is located at 7803 Hanford-Armona Road, southeast of the City near SR 43 and 198 and operates as a solid waste disposal and recycling facility. The responsibilities of the KWRA include the siting, permitting, financing, construction, and operation of landfills, as well as a Material Recovery Plan and Transfer Station. The KWRA also ensures all activities and waste diversion goals required by the State at the closure, post-closure monitoring, and liabilities of all identified former landfills in Kings County. The KWRA is the leading contributor to helping the City meet the State's recycling goals.

Refuse from both municipal and commercial haulers is sorted at the KWRA facility to recover a variety of recyclable materials. Once waste is separated from recyclable materials, it is then hauled by transfer trucks from the Material Recovery Facility to the State-permitted 320-acre Chemical Waste Management Landfill site in Kettleman Hills.

The landfills at the Kettleman Hills Facility are designed for municipal solid waste, which encompasses household and

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
commercial trash. The facility is permitted to receive a maximum of 2,000 tons of municipal solid waste per day. The City has instituted a greenwaste collection mixed recycle collection program for single-family residential customers. Dry Utilities Gas and Electric Service The City's main electricity providers are Pacific Gas and Electric Company and Southern California Edison Company. Within the Study Area, PG&E provides power to sites south of Iona Avenue and north of Flint Avenue via 12 kv and 70kv lines. SCE supplies power to sites north of Iona Avenue and south of Flint Avenue via 12 kv and 66kv lines. Communication Systems AT&T and Comcast are currently available in Hanford. AT&T provides telephone services that include ISDN and all other necessary high-technological services. Many cellular and long-distance services are also available. Comcast, Dish Network, and Direct TV provide television services as well as internet access. <u>Consultation Received:</u> Consultation was received from Pacific Gas and Electric and is as follows: Thank you for submitting the ANX 157 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities. Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights. Below is additional information for your review: 1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page. 2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services. 3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities. Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required. This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required. <u>Analysis:</u> At this time, physical development of the project area is not proposed. Future development projects will be forwarded to the utility companies for review. Thresholds of Significance The project may result in significant impacts on utilities and service systems if it substantially and adversely alters the delivery of utilities or substantially increases the demand for utilities.				

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

- a) Less than significant - the City's Wastewater Treatment Facility is currently up-to-date with all wastewater treatment requirements set forth by the Central Valley Regional Water Quality Control Board. The City's WWTF would continue to comply with the requirements set forth by the Central Valley Regional Water Quality Control Board, as required by law.
- b) Less than Significant – Under the General Plan Update it was determined that planned improvements and expansion development through various goals and policies will assist in providing wastewater services to the study area, as development continues. The current capacity of the WWTF is designed to accommodate 8 mgd, which is expected to provide adequate services to population growth for the foreseeable future.
- c) Less than Significant – future development of the project area will be reviewed by the Public Works department to ensure stormwater drainage is adequately addressed through conditions of approval.
- d) **Less than Significant with Mitigation Measures** - Future development of the project area as industrial could create an increase in water usage. Water supply demand was addressed under the Urban Water Management Plan, which concluded that the Tulare Lake Groundwater subbasin would continue to reliably supply water to meet the City's projected water demands through the year 2045. This would be made possible through the implementation of water conservation goals and policies established in the General Plan Update.
- e) No Impact. The project will not require a determination by a wastewater agency.
- f) Less than Significant – the City of Hanford will provide for solid waste collection and disposal for the proposed project site, when developed. The City has achieved a 50% diversion rate from the landfill and has incorporated a green waste program and recycling at the Materials Recycling Facility.
- g) **Less than Significant impact with Mitigation Measures** – that the future development of the project area be required to comply with all statutes and regulations related to solid waste.

Mitigation Measure:

Mitigation Measure Utilities 1: That the future development would be required to implement water conservation measures.

Mitigation Measure Utilities 2: that the future project be required to comply with all statutes and regulations related to solid waste.

Conclusion Less than Significant Impact with Mitigation Incorporation - Impacts to utilities and services are considered less than significant with compliance with all statutes and regulations related to water usage and solid waste.

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

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

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

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



Gabrielle de Silva Myers
Senior Planner

July 19, 2022
Date

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

Cumulative Setting

The cumulative setting for the proposed project area includes the annexation of this project area and existing industrial development within the surrounding area.

Impact Analysis

Aesthetics

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

Agriculture and Forest Resources

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

Air Quality

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

Biological Resources

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

Cultural Resources

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

Geology and Soils

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

Greenhouse Gas Emissions

Less than Significant with Mitigation Measures – the cumulative projects would contribute to GHG emissions, which is inherently a cumulative issue. The emissions during construction would be short-term as a result of fossil fuel burning construction equipment. Since the impacts are short-term and the

contribution to GHG emissions would be minor compared to the State's GHG emission target of 427 MMTCO₂ eq by 2020, the construction-related GHG emissions of the project would be considered less than significant. The operational emission from the projects would be indirect emissions from electricity usage. Compliance with current building code standards will assist in the reduction of energy use. The emissions are considered less than significant with mitigation incorporation.

Hazards and Hazardous Materials

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

Hydrology/Water Quality

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

Land Use Planning and Population

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

Mineral Resources

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

Noise

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

Population and Housing

No Impact

Public Services

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

Recreation

No impact

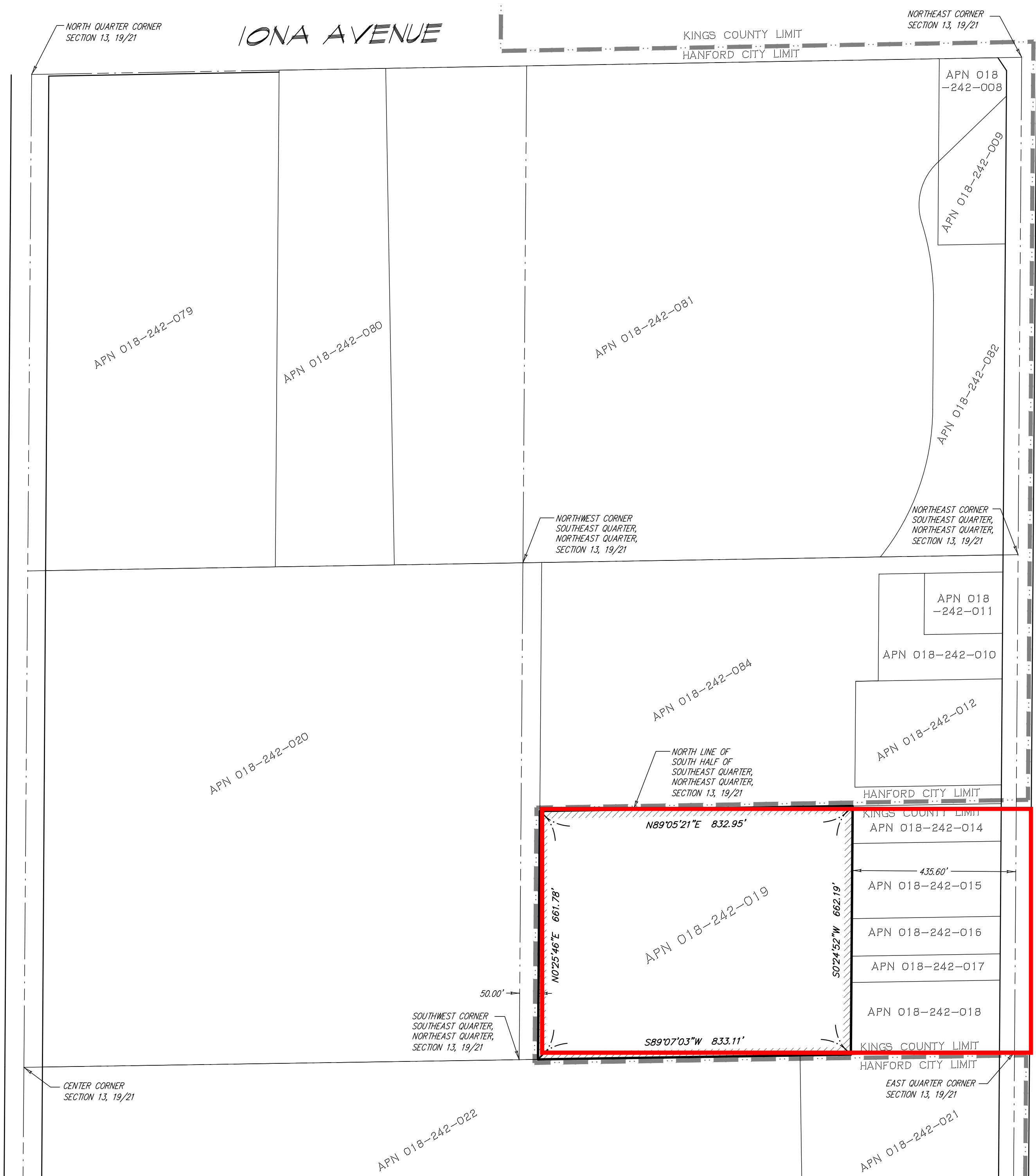
Transportation/Traffic

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

Utilities and Service Systems

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

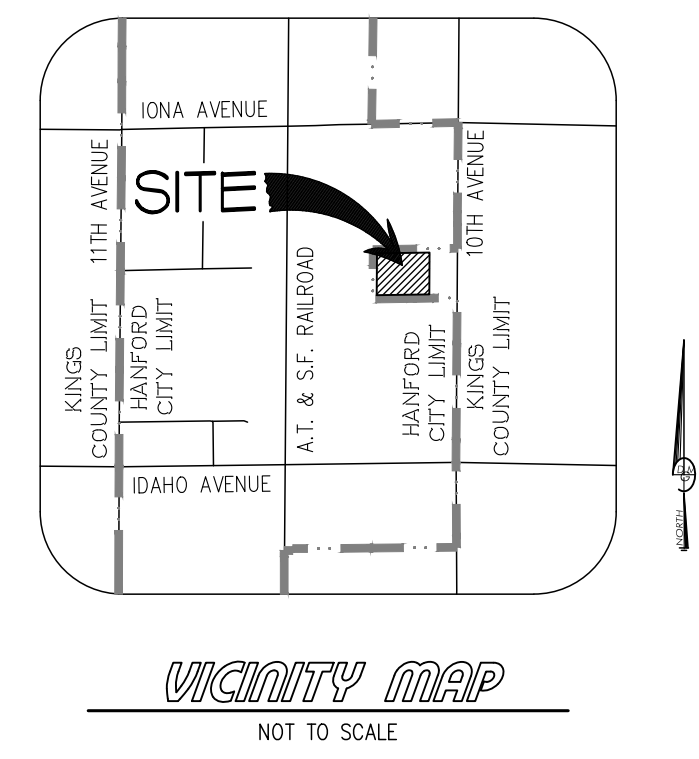
ATCHISON, TOPEKA & SANTA FE RAILROAD



MAP OF TERRITORY
ANNEXED TO THE
CITY OF HANFORD
AND DETACHED FROM KINGS RIVER CONSERVATION DISTRICT AND
THE EXCELSIOR-KINGS RIVER RESOURCE CONSERVATION DISTRICT

ANNEXATION NO. 159

PLATTED IN JANUARY, 2022
BY DALE G. MELL & ASSOCIATES
CONSISTING OF ONE SHEET
SHEET 1 OF 1



SURVEYOR'S STATEMENT

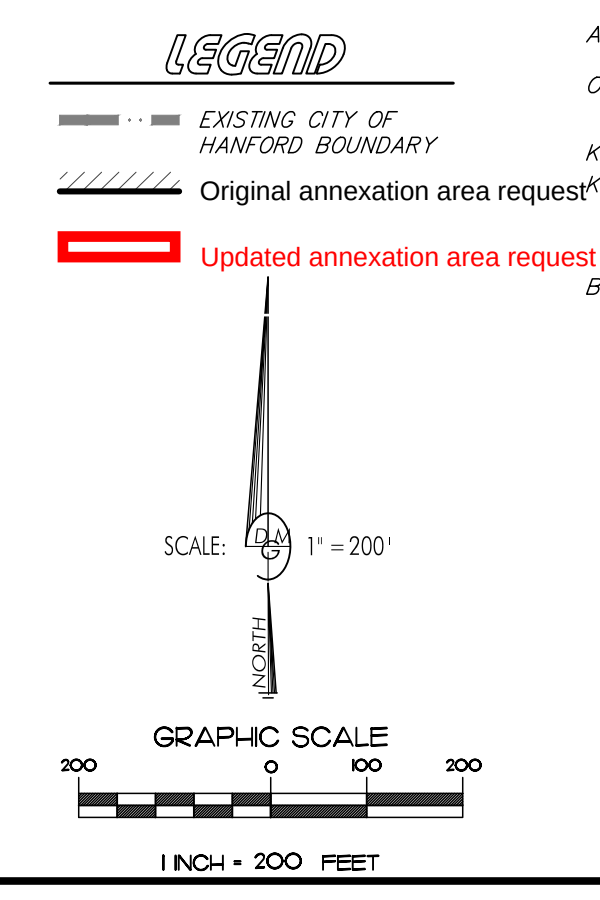
THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION, AND IS BASED UPON RECORD DATA.

DALE G. MELL PLS 4823 DATE: _____

RECORDER'S CERTIFICATE

DOCUMENT NO. _____ FEE \$ _____
RECORDED AT THE REQUEST OF THE CITY OF HANFORD
AT _____ MINUTES PAST _____ O'CLOCK _____ M. _____, 20____. IN VOLUME _____
OF LICENSED SURVEYORS' PLATS, PAGE _____, KINGS COUNTY, STATE OF CALIFORNIA

KRISTINE LEE
KINGS COUNTY RECORDER
BY: _____ DEPUTY COUNTY RECORDER



PREPARED BY:
DALE G. MELL
& ASSOCIATES
ENGINEERING & SURVEYING SERVICES
2090 NORTH WINERY AVENUE, FRESNO, CALIFORNIA 93703
(559) 292-4046 * FAX 251-9220 * EMAIL: STAFF@DALEMELL.COM

MARJAN ESLIMI ISFAHANI
14-051EX04.DWG
1/11/2022

Attachment: Attachment 5 - ISMND ANX 159 (CD: Annexation 159)

**Annexation 159 and Prezone No. 2021-09
Mitigation Measures
Mitigated Negative Declaration 2022-62**

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project could substantially degrade the existing visual character or quality of the site and its surroundings?	That the land be developed consistent with the General Plan, Hanford Municipal Code, and Tree Ordinance.	Developer
MM Aesthetics 2	The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That future development complies with the Hanford Municipal Code Section 17.50.140 Outdoor Lighting Standards and the California Building Code for outdoor lighting standards.	Developer
AIR QUALITY			
MM Air Quality 1 -5	The project may conflict with or obstruct implementation of the applicable air quality plan?	MM Air Quality 1: That future development projects be forwarded to the SJVAPCD for review and comments and that future development comply with the SJVAPCDC Air Quality Plan. MM Air Quality 2: That future development projects shall prepare a technical assessment in consultation with the District, and consider a VERA for development project determined to result in significant air quality impacts. MM Air Quality 3: That future development proponents ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) in order to limit the amount of idling, especially near sensitive receptors. MM Air Quality 4: That future development project operation and	City to Require

		construction be quantified using CalEEMod to ensure that development does not expose nearby residential receptors to substantial pollutant concentrations. MM Air Quality 5: That future development projects be evaluated to ensure that operation does not create objectional odors, consistent with the Hanford Municipal Code Section 17.50.050. Recommendations of Future Development: 1. That future development proponents utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhphr NOx) technologies for fleets associated with operation. 2. That future development proponents utilize zero-emissions technologies for all on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) 3. That future development of the annexation area incorporate vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities). 4. That future development project proponents incorporate solar power systems as an emission reduction strategy for future development projects 5. That future development project proponents install electric vehicle chargers at future project sites, and at strategic locations.	
CULTURAL RESOURCES			
MM Cultural Resources 1-4	The project could potentially cause a substantial adverse change in the significance of an archeological resource pursuant to Public Resources Code 15064.5? The project could	MM Cultural Resources 1: That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.	Developer to coordinate with the Tachi Yokut Tribe

	potentially disturb human remains, including those interred outside of formal cemeteries?		
GEOLOGY AND SOILS			
MM Geology 1	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction; - landslides. The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	That the future physical development of the project comply with the applicable General Plan policies, as well as the California Building Code.	City of Hanford must ensure conditions are set forth to mitigate impacts; Developer to comply with standards
MM Geology 2	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death involving: - strong seismic ground shaking; - seismic-related ground failure, including liquefaction; - landslides.	That a geotechnical and soil studies be prepared as a required by the Building Official (if applicable) for future physical development of the project area.	Building Official to require; developer to conduct study

	The project may be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		
MM Geology 3	That the project could result in substantial soil erosion or the loss of topsoil?	That the physical development of the project area comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	City to require; developer to comply
HYDROLOGY AND WATER QUALITY			
MM Hydrology 1 & 2	The project could potentially violate water quality standards or waste discharge requirements. That the project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	1) Future development that disturbs more than one acre is required to comply with the General Permit Order No. 2012-0006-DWQ during construction. Proponents of new development would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent construction pollutants from contacting stormwater, with the intent of keeping all products of erosion from moving off-site and into receiving waters; eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs; 2) New development would be required to implement appropriate minimum control measures (MCMs) and design standards in compliance with Phase II General Permit, as outlined in the Stormwater Management Plan, as well as the City's grading plan and site development requirements.	City to require; Developer to provide

MM Hydrology 3	The project could potentially substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 4	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?	New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.	City to require; Developer to provide
MM Hydrology 5	Otherwise substantially degrade water quality?	New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.	City to require; Developer to provide
NOISE			
MM Noise 1	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other	That future development of the project site complies with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.	Residents and developer; Police to enforce

	agencies?		
MM Noise 2 & 3	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	That future construction is limited to the hours of 7 a.m. to 10 p.m.	Developer; Police to enforce
PUBLIC FACILITIES			
MM Public Facilities 1	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)	The project will be subject to fire impact fees.	Developer to pay
MM Public Facilities 2	The project may result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Police)	The project will be subject to police impact fees.	Developer to pay
UTILITIES AND SERVICE SYSTEMS			

MM Utilities 1	Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	That the future development would be required to implement water conservation measures.	City to require and ensure compliance; developer and future occupants to adhere
MM Utilities 2:	Would the project comply with federal, state, and local statutes related to solid waste?	That the future project be required to comply with all statutes and regulations related to solid waste.	City to require; developer to provide



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT



July 14, 2022

Gabrielle Myers
City of Hanford
Planning Division
317 N. Douty Street
Hanford, CA, 93230

Project: Annexation 159 and Prezone No. 2021-09

District CEQA Reference No: 20220843

Dear Ms. Myers:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Annexation and Prezone from the City of Hanford (City). Per the project documentation, the project consists of the annexation of 12.64 acres into the City of Hanford and the pre-zoning of that property as I-H (Heavy Industrial), in accordance with the General Plan designation for the area (Project). The Project is located south of Iona Avenue and west of 10th Avenue, in Hanford, CA (APN 018-242-019).

The District offers the following comments regarding the Project:

1) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM_{2.5}) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM₁₀, PM_{2.5} standards.

The annexation of property will not have an impact on air quality. However, if approved, future development projects will contribute to the overall decline in air quality due to construction activities, increased traffic, and ongoing operational emissions.

Samir Sheikh

Executive Director/Air Pollution Control Officer

Northern Region

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

Central Region (Main Office)

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

Southern Region

34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

1a) Recommended Model for Quantifying Air Emissions

For future development projects, project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

2) Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for future development projects. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):

A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:

http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at <https://ww3.arb.ca.gov/ch/handbook.pdf>.

3) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for any future development projects with emissions that exceed 100 pounds per day of any pollutant.

An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

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

4) Allowed Uses Not Requiring Project-Specific Discretionary Approval

In some cases, for future development projects, the City may determine that a project be approved as an allowed use not requiring a project-specific discretionary approval from the City. The District recommends the Annexation and Prezone include language supported by policy requiring such projects to prepare a technical assessment in consultation with the District, and recommending that a VERA be considered for development projects determined to result in a significant impact on air quality. For example, this requirement would apply to large development projects (e.g., large residential project, large distribution center, large warehouse, etc.) that would have the potential to significantly impact air quality and is determined by the City to be allowed by use, not requiring a project specific discretionary approval from the City.

5) Truck Routing

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors. Since the Project will be zoned Heavy Industrial, there is potential for an increase in truck trips.

The District recommends the City evaluate HHD truck routing patterns for future development projects, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

6) Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NO_x emissions in the San Joaquin Valley. The District's

CARB-approved 2018 PM_{2.5} Plan includes significant new reductions from HHD trucks, including emissions reductions by 2023 through the implementation of CARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 standard of 0.2 g-NO_x/bhp-hr by 2023. Additionally, to meet federal air quality attainment standards, the District's Plan relies on a significant and immediate transition of HHD fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NO_x established by CARB.

For future development projects, the District recommends that the following measures be considered by the City to reduce Project-related operational emissions:

- *Recommended Measure:* Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhp-hr NO_x) technologies.
- *Recommended Measure:* All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

7) **Reduce Idling of Heavy-Duty Trucks**

The goal of this strategy is to limit the potential for localized PM_{2.5} and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

Since future development projects are expected to result in HHD truck trips, the District recommends the Annexation and Prezone include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors.

8) **Electric On-Site Off-Road and On-Road Equipment**

Since the Project will be zoned Heavy Industrial, future development projects may have the potential to result in increased use of off-road equipment (e.g., forklifts) and on-road equipment (e.g., mobile yard trucks with the ability to move materials). The District recommends that the Annexation and Prezone include requirements for project proponents to utilize electric or zero emission off-road and on-road equipment.

9) **Vegetative Barriers and Urban Greening**

For future development projects within the Project area, and at strategic locations throughout the Project area in general, the District suggests the City consider

incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

10)Clean Lawn and Garden Equipment in the Community

Since the Project consists of industrial development, gas-powered lawn and garden equipment have the potential to result in an increase of NO_x and PM_{2.5} emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: <http://www.valleyair.org/grants/cgym.htm> and <http://valleyair.org/grants/cgym-commercial.htm>.

11)On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for future development projects.

12)Electric Vehicle Chargers

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City

and project proponents install electric vehicle chargers at future project sites, and at strategic locations.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

13)Nuisance Odors

While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often resulting in citizen complaints.

The City should consider all available pertinent information to determine if future development projects could have a significant impact related to nuisance odors. Nuisance odors may be assessed qualitatively taking into consideration the proposed business or industry type and its potential to create odors, as well as proximity to off-site receptors that potentially would be exposed to objectionable odors. The intensity of an odor source's operations and its proximity to receptors influences the potential significance of malodorous emissions. Any project with the potential to frequently expose members of the public to objectionable odors should be deemed to have a significant impact.

According to the District Guidance for Assessing and Mitigating air Quality Impacts (GAMAQI), a significant odor impact is defined as more than one confirmed complaint per year averaged over a three-year period, or three unconfirmed complaints per year averaged over a three-year period. An unconfirmed complaint means that either the odor or air contaminant release could not be detected, or the source of the odor could not be determined.

14)District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

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

14a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

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

Future development projects may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the project proponents should submit to the District an application for an ATC.

Recommended Mitigation Measure: For projects subject to permitting by the San Joaquin Valley Air Pollution Control District, demonstration of compliance with District Rule 2201 shall be provided to the City before issuance of the first building permit.

For further information or assistance, project proponents may contact the District's SBA Office at (559) 230-5888.

14b) District Rule 9510 - Indirect Source Review (ISR)

Future development projects within the Annexation and Prezone may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism:

Table 1: ISR Applicability Thresholds

Development Type	Discretionary Approval Threshold	Ministerial Approval / Allowed Use / By Right Thresholds
Residential	50 dwelling units	250 dwelling units
Commercial	2,000 square feet	10,000 square feet
Light Industrial	25,000 square feet	125,000 square feet
Heavy Industrial	100,000 square feet	500,000 square feet
Medical Office	20,000 square feet	100,000 square feet
General Office	39,000 square feet	195,000 square feet
Educational Office	9,000 square feet	45,000 square feet

Government	10,00 square feet	50,000 square feet
Recreational	20,000 square feet	100,000 square feet
Other	9,000 square feet	45,000 square feet

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

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

In the case the individual development project is subject to District Rule 9510, per Section 5.0 of the rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. It is preferable for the applicant to submit an AIA application as early as possible in the public agency's approval process so that proper mitigation and clean air design under ISR can be incorporated into the public agency's analysis.

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

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

District staff is available to provide assistance with determining if the Project OR future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

14c) District Rule 9410 (Employer Based Trip Reduction)

Future development projects may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the

options that work best for their worksites and their employees.

Information about District Rule 9410 can be found online at:
www.valleyair.org/tripreduction.htm.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

14d) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, future development projects may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at:
<http://www.valleyair.org/busind/comply/asbestosbultn.htm>.

14e) District Rule 4601 (Architectural Coatings)

Future development projects may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at:
<http://www.valleyair.org/rules/currnrules/r4601.pdf>

14f) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction,

Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at:

<https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx>

Information about District Regulation VIII can be found online at:

http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

14g) Other District Rules and Regulations

Future development projects may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

15)Future Projects / Land Use Agency Referral Documents

Future development projects may require an environmental review and air emissions mitigation. A project's referral documents and environmental review documents provided to the District for review should include a project summary, the land use designation, project size, air emissions quantifications and impacts, and proximity to sensitive receptors and existing emission sources, and air emissions mitigation measures. For reference and guidance, more information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at:

<https://www.valleyair.org/transportation/GAMAQI.pdf>

16) District Comment Letter

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

If you have any questions or require further information, please contact Matt Crow by e-mail at Matt.Crow@valleyair.org or by phone at (559) 230-5931.

Sincerely,

Brian Clements
Director of Permit Services

A handwritten signature in blue ink, appearing to read "Seth Lane".

For: Mark Montelongo
Program Manager



AGENDA STAFF REPORT

MEETING DATE: 12/20/2022

AGENDA SECTION: A

SUBJECT:

Public Works: Approve change orders and an appropriation transfer of \$40,000 from the Accumulated Capital Outlay (ACO) Fund, to fully fund the completion of the Police Activities League Parking Lot project.

RECOMMENDATION:

That the City Council by motion:

1. Approve an appropriation transfer of \$40,000 from the ACO Fund to fully fund the completion of the construction project.
2. Approve associated change orders for the project

BACKGROUND:

This project was bid to furnish and install a 20' wide electric gate, a masonry block wall trash enclosure with reinforced concrete slab in front of enclosure, aggregate base, asphalt concrete, and parking lot striping for the Police Activities League parking expansion.

Project construction began on October 03, 2023, and is scheduled to be completed on December 29, 2023. During this period, unforeseen conditions arose which were not contemplated by the plans or specifications, and the additional work became necessary. The unforeseen conditions required that direction be given to the contractor in an expeditious manner to avoid costly interruption and was necessary for management and control of the contracts.

All change orders were negotiated to the lowest cost, prepared, and captured all additional work outside the original scope of the project. Reductions and/or additional cost resulting in change of the scope were reviewed by city management and meet the public work standard specification for the City of Hanford.

To date, a total of seven (7) change orders have been authorized on this project that amounted to a net increase of \$32,433.41. Council previously established a construction contingency of \$25,736.60 for this project. Resolution No. 88-01-R sets forth the criteria for the approval of all

Change Orders for City projects. That resolution specifically states, No Contract Change Order shall be approved unless there are sufficient unencumbered funds appropriated to pay the cost of the additional work. Additionally, per the Resolution, Council's approval is required for any and all change orders that result in exceeding one-half of the contingency amount. An appropriation transfer of \$40,000 from the ACO Fund will fully fund the completion of the construction project. A copy of the work order summary and back up documentations is attached for your review.

FISCAL IMPACT:

The Community Development Block Grant and the ACO Fund currently provide \$447,589.54 for this project including contingencies. An appropriation transfer of \$40,000 from the ACO Fund Veterans Building Roof Replacement project (#823602) is required to fully fund the construction of this project. There is the potential for a federal grant for the Veterans Building Roof Replacement that will replace the current appropriation which currently is not enough to complete the project.

ATTACHMENTS:

Change Order Summary

Change Orders 1 - 7

Council Adopted Change Order Resolution 88-01-R

Police Activities League (PAL) Project

Contract Award: \$424,531.00
 Contingency: \$25,736.60
 Contract Completion Date: 11/17/2022

Contract Change Order Summary

							Approval Needed?		Time Extension	Contact Completion Date:
CCO #	Amount \$	% of Contingency	Total \$\$ from CCO's	% of Contingency used (total)	% of Project (total)	Contract total (including change)	City Manager	City Council		
1	\$5,325.00	20.69%	\$5,325.00	20.69%	1.25%	\$429,856.00	FALSE	FALSE	0	11/17/2022
2	\$5,405.85	21.00%	\$10,730.85	41.69%	2.53%	\$435,261.85	FALSE	FALSE	0	11/17/2022
3	\$4,107.00	15.96%	\$14,837.85	57.65%	3.50%	\$439,368.85	TRUE	FALSE	0	11/17/2022
4	\$1,575.00	6.12%	\$16,412.85	63.77%	3.87%	\$440,943.85	TRUE	FALSE	0	11/17/2022
5	\$875.00	3.40%	\$17,287.85	67.17%	4.07%	\$441,818.85	TRUE	FALSE	0	11/17/2022
6	\$8,170.56	31.75%	\$25,458.41	98.92%	6.00%	\$449,989.41	TRUE	FALSE	0	11/17/2022
7	\$6,975.00	27.10%	\$32,433.41	126.02%	7.64%	\$456,964.41	TRUE	TRUE	0	11/17/2022



CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION

CONTRACT CHANGE ORDER NO. 1 REV. NO. 1

PROJECT Police Activities League Parking Lot Expansion Project

SHEET 1 OF 6

TO CONTRACTOR: Nick Champi Enterprises

CONTRACT NO. 21040000-821647

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: \$424,531.00

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

1. City elected to award the additive alternate bid item:
 - 7' Tall Masonry Block Wall
 therefore, Bid Item No. 10 of the base bid has been eliminated:
 - Construct 6' Chain link fence w/ Privacy Vinyl slates and conc. Mowstrip.
 - 335 LF @ 499.00 = 33,165.00

For a net decrease of -\$33,165.00
2. 2A. Replace the chain link fence with new privacy slat fence along the west side and south side to the dog training fence. The west side fence will be rebuilt on the existing posts with new 6' high privacy slat fabric, hardware, and barbed wire. The south side will be extended to 6' high above the neighboring retaining wall. The posts will be extended, a mid-rail will be added, new hardware and barbed wire will be installed. We will use 8' high privacy slat fabric on this side. The additional cost of the section of 8' privacy fence will be balanced out by deleting the concrete mow strip for these two sections of fence.

2B. Replace the existing 65-34 feet of residential chain link from the east terminal point of the new wall along the north property line to the easement at 11th Ave.
Price for the additional 6' high City Standard Chain link with curb, including removal

For a net Increase of \$33,165.00
3. **Additional Communication Conduit**
Additional 1" communication conduit from entry keypad to alarm panel in building, to follow path of electrical home run conduit already included in price.

For a net Increase of \$550.00
4. **Additional Barbed Arms and Wire**
Additional barbed arms and three strands of barbed wire for 250 linear feet on new CMU from west side to terminal point at new chain link fence with drive gate

For a net Increase of \$4,775.00

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)

5. No Cost Change Order Items

- Remove and dispose all Wheel Stops
- Existing Fence to be removed and disposed of for the installation of 7' Tall Masonry Block Wall

ESTIMATED COST THIS CHANGE: \$5,325.00

CONTRACT TOTAL, INCLUDING THIS CHANGE \$429,856.00

BY REASON OF THIS ORDER THE TIME OF COMPLETION WILL BE AS FOLLOWS:

no change

APPROVAL RECOMMENDED, ENGINEER

Y. Mauck for Taylor DiHel

DATE

10/13/22

APPROVED, CITY OF HANFORD

Y. Mauck

DATE

10/13/22

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE

ACCEPTED, DATE *10/12/2022*CONTRACTOR *Nick Champi Enterprises, Inc.*

BY

*[Signature]*TITLE *Business Manager*

IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)

BID SCHEDULE

PROJECT TITLE: Police Activities League Parking Lot Expansion Project
 PROJECT NO: 21040000-821647

ITEM NO.	EST. QTY.	UNIT OF MEAS.	DESCRIPTION	UNIT PRICE	TOTAL AMOUNT
1.	1	LS	Site Preparation, Mobilization, Demolition and Misc. Facilities.	\$41,000.00	\$41,000.00
2.	106	LF	Saw Cut Existing Pavement.	\$ 4.00	\$ 424.00
3.	2	EA	Remove Trees.	\$ 1,250.00	\$ 2,500.00
4.	642	CY	5" Class 2 Aggregate Base. (13,706 sf)	\$ 66.00	\$42,372.00
5.	271	TONS	3" Asphalt Concrete, Type B, 1/2" Max., Med. Grade, PG 64-10, (assume 156 lb/cf, 13,706 sf)	\$ 145.00	\$39,295.00
6.	17	EA	Install Concrete Wheel Stops.	\$ 40.00	\$ 680.00
7.	1	LS	Construct 24' Driveway Approach per City Std. CO-41 with Sidewalk Panels to Transition.	\$14,000.00	\$14,000.00
8.	18	LF	Construct 6" Landscape Planter Curb per City Std. CO-17.	\$ 125.00	\$ 2,250.00
9.	1	LS	Construct City Std. Block Wall Trash Enclosure (GE-35) with Reinf. Conc. Pad (#4 @ 18"oc)	\$17,860.00	\$17,860.00
10.	335	LF	Construct 6' Chain Link Fence w/Privacy Vinyl Slats and Conc. Mowstrip	\$ 99.00	\$33,165.00
11.	40	LF	Construct 6' Chain Link Fence w/Conc. Mowstrip	\$ 88.00	\$ 3,520.00
12.	1	EA	Install 20' Electric Sliding Gate and Appurtenances with electrical connection.	\$44,950.00	\$44,950.00
CONTINUED NEXT PAGE					

Eliminated -

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)

13.	1	LS	Construct 5" thick Reinforced Concrete Pad (#4 bars @ 18" o.c.).	\$14,250.00	\$14,250.00
14.	1	LS	Striping, Signing, and Pavement Markers	\$ 1,100.00	\$ 1,100.00

BASE BID:TOTAL SUM WRITTEN IN WORDS: Two Hundred Fifty Seven Thousand Three Hundred Sixty SixDollars \$ **257,366.00**

TOTAL BASE BID SUM IN FIGURES

City Reserves the right to reject any and all bids.

ADD ALTERNATE*selected*

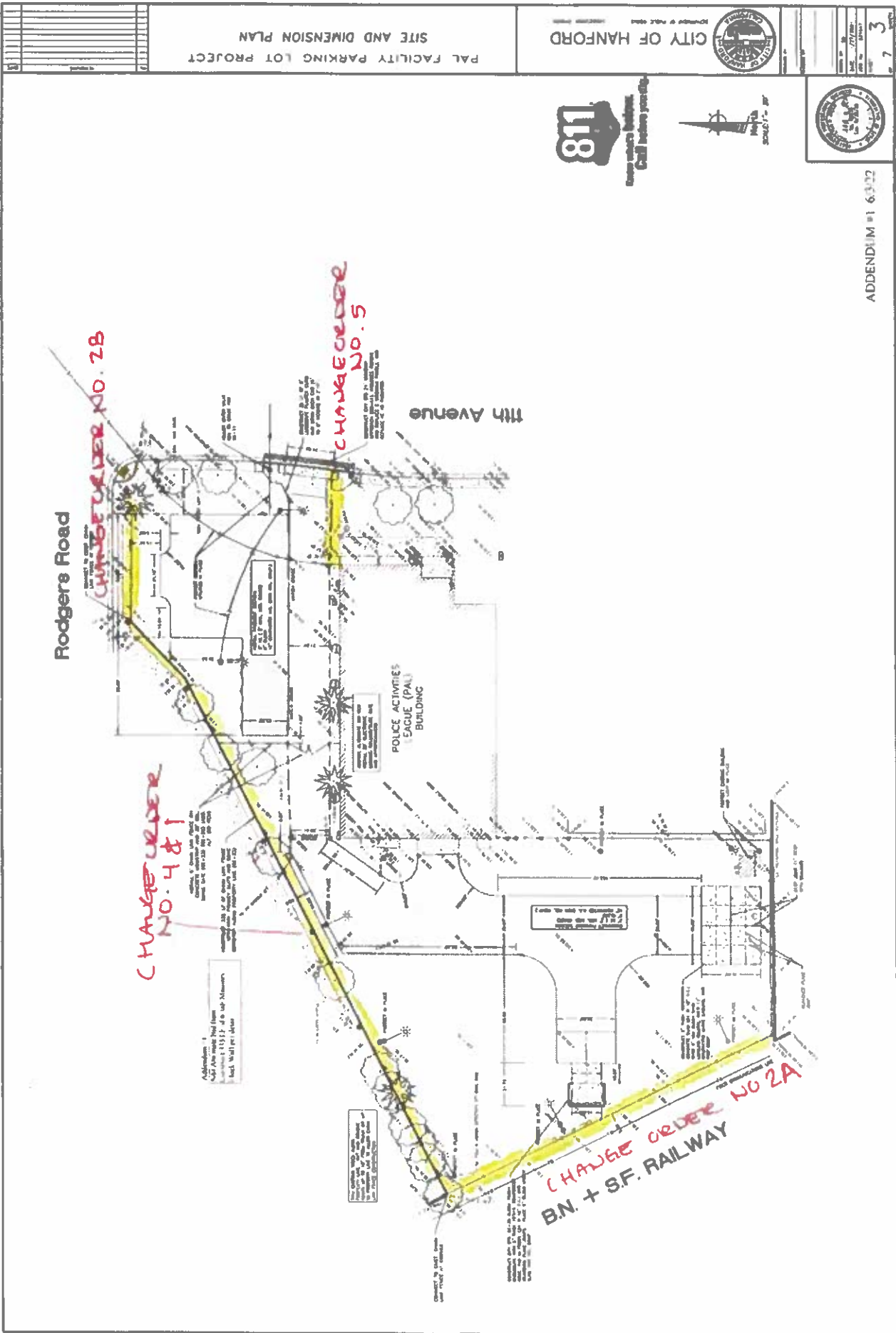
ITEM NO.	EST. QTY.	UNIT OF MEAS.	DESCRIPTION	UNIT PRICE	TOTAL AMOUNT
A-1	335	LF	Construct ^{7'} tall Masonry Block Wall (If the City chooses to award the Additive Alternate bid item, bid items #10 of the Base Bid items will be eliminated)	\$499.00	\$167,165.00

TOTAL SUM WRITTEN IN WORDS: One Hundred Sixty Seven Thousand One Hundred Sixty FiveDollars \$ **167,165.00**TOTAL ADDITIVE
ALTERNATE BID SUM
IN FIGURES

City Reserves the right to reject any and all bids.

The project will be awarded to the lowest qualified bidder based on the BASE BID amount. Should the City choose to award the ADD ALTERNATE bid item, the City reserves the right to negotiate the ADD ALTERNATE bid item with the lowest bidder.

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)



ADDENDUM #1 6/3/22



811
Call before you dig

PAL FACILITY PARKING LOT PROJECT
SITE AND DIMENSION PLAN

CITY OF HANFORD



(416859) A, B, C-7, C-8, C-10, C-13, C-27, C-29, D-28

615 North Tenth Avenue * Hanford, CA 93230 * 559.584.8272

Date: 29 August 2022

Site Meeting Notes / Pricing from Responses

POLICE ACTIVITIES LEAGUE (PAL) PARKING LOT PROJECT 896 N. 11TH AVE. Hanford, CA

Site Meeting Conducted Wednesday, August 24.

Items Discussed:

1. The location for the power run for the gate operator circuit will come out of the security breaker panel inside the building. The conduit path will be over the locker rooms and out the eave of the building. The communication conduit for the future access control will follow the same path, as the alarm panel is in the same closet as the breaker panel.
2. Item No. 10 of the bid schedule will be now be used to replace the chain link fence with new privacy slat fence along the west side and south side to the dog training fence. The west side fence will be rebuilt on the existing posts with new 6' high privacy slat fabric, hardware and barbed wire. The south side will be extended to 6' high above the neighboring retaining wall. The posts will be extended, a mid-rail will be added, new hardware and barbed wire will be installed. We will use 8' high privacy slat fabric on this side. The additional cost of the section of 8' privacy fence will be balanced out by deleting the concrete mow strip for these two sections of fence. *- cost same as item #10 = \$33,165.00*

~~3. Price for the addition of privacy slats to the new section of fence in Item 11, the fence between the new block wall and the building with the gate.~~

~~Price for the addition of slats: \$ 715.00~~

4. Price for additional 1" communication conduit from entry keypad to alarm panel in building, to follow path of electrical home run conduit already included in price.

Price for the additional communication conduit: \$ 550.00 ✓

5. Price for the addition of barbed arms and three strands of barbed wire for 250 linear feet of new CMU from west side to terminal point at new chain link fence with drive gate.

Price for the addition of barbed wire \$ 4,775.00 ✓

~~6. Price to remove three additional trees on site per job walk, two Ray wood Ash and one Bradford Pear, all west of 11th Ave. sidewalk.~~

~~Price for the additional tree removals \$ 3,750.00~~

7. Price to replace the existing 65 feet of residential chain link from the east terminal point of the new wall along the north property line to the easement at 11th Ave.

Price for the additional 6' high City Standard Chain-link with curb, including removal \$ 6,500.00.



CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION**CONTRACT CHANGE ORDER NO. 2 REV. NO. ____****PROJECT** Police Activities League Parking Lot Expansion Project**SHEET** 1 **OF** 5**TO CONTRACTOR:** Nick Champi Enterprises**CONTRACT NO.** 21040000-821647

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: \$424,531.00
Change Order No. 1 \$5,325.00

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

Item 1: Chain link fence at property line

Furnish and install 34 feet of chain link fence and concrete mow strip, at property line.

Estimated 34 feet @ 88.00 / LF \$2,992.00. (This will be paid for through Balance of quantities)

For a net Increase of: BOQ

Item 2: Specification clarification at corner tie in above existing CMU Wall

Tie in chain link fence and barbed wire at three-way step between new 7' high wall, existing 6' high wall and new 6' Privacy slat fence along railroad tracks.

No Cost Change

Item3: Property clearance for new CMU wall foundation

Demo and remove light poles, miscellaneous electrical work, roots, and stumps from west property point to point indicated on revised plan that is roughly due north of the Northwest corner of the PAL Building. We will stump cut between existing concrete driveway and the property line before excavating stumps to prevent undermining of the driveway.

Lump Sum: \$ 14,936.00

Item 4: CMU Quantity Change (CREDIT)

CMU Block Wall, 41 linear feet @ \$499.00 Less 15% for preordered material restocking \$424.15 / LF

CMU 41 linear feet @ 424.15

\$17,390.15 CREDIT

Item 5: Add engineered footings, reinforcement, anchors, concrete notches, door slopes and additional concrete to meet the requirements of "AMERICAN CAR PORTS, FOUNDATION OPTION 1: CONCRETE SLAB, 11-A /11"
 for Bid Item 13.

Lump Sum ADD \$ 7,860.00

ESTIMATED COST THIS CHANGE: \$5,405.85

CONTRACT TOTAL, INCLUDING THIS CHANGE \$435,261.85

BY REASON OF THIS ORDER THE TIME OF COMPLETION WILL BE AS FOLLOWS: (2) Additional days to establish the Northwesterly deed line.

THE DATE OF COMPLETION OF ALL WORK IS THEREFORE November 19, 2022.

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)

APPROVAL RECOMMENDED, ENGINEER

Guadalupe for Taylor Dineel

DATE

10/13/22

APPROVED, CITY OF HANFORD

Guadalupe

DATE

10/13/22

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE

ACCEPTED, DATE 10/12/2022CONTRACTOR Nick Champi Enterprises, Inc.

BY

[Signature]TITLE Business Manager

IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.



(416859) A, B, C-7, C-8, C-10, C-13, C-27, C-29, D-28

615 North Tenth Avenue * Hanford, CA 93230 * 559.584.8272

Date: 7 October 2022

Site Meeting Notes / Pricing – SURVEYED PROPERTY LINE

**POLICE ACTIVITIES LEAGUE (PAL) PARKING LOT PROJECT
896 N. 11TH AVE. Hanford, CA**

Follow up per revised plan and scope, provided 10/3.

Pricing:

Item 1: Chain link fence at property line

Furnish and install 34 feet of chain link fence and concrete mow strip, at property line.

34 feet @ 88.00 / LF \$2,992.00 — BOQ

Item 2: Specification clarification at corner tie in above existing CMU Wall

Tie in chain link fence and barbed wire at three way step between new 7' high wall, existing 6' high wall and new 6' Privacy slat fence along railroad tracks.

No Cost Change ✓

Item 3: Property clearance for new CMU wall foundation

Demo and remove light poles, miscellaneous electrical work, roots and stumps from west property point to point indicated on revised plan that is roughly due north of the North West corner of the PAL Building. We will stump cut between existing concrete driveway and the property line before excavating stumps to prevent undermining of the driveway.

Lump Sum: \$ 14,936.00 ✓

Item 4: CMU Quantity Change

CMU Block Wall, 41 linear feet @ \$ 499.00 Less 15% for preordered material restocking \$ 424.15 / LF

CMU 41 linear feet @ 424.15 \$ 17,390.15 CREDIT ✓

Item 5: Add engineered footings, reinforcement, anchors, concrete notches, door slopes and additional concrete to meet the requirements of "AMERICAN CAR PORTS, FOUNDATION OPTION 1: CONCRETE SLAB, 11-A /11" for Bid Item 13.

Lump Sum ADD \$ 7,860.00 ✓

~~Item 5: Formal request for time extension acknowledging Monday 10/3 as a work day and then suspension until restart can begin resulting from determinations of property line demolition.~~

Accepted By: Type text here Date: _____

Onan Champi – President
NCE General Contracting

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)





McCLARD MASONRY CONSTRUCTION INC.

108 S. HARRIS - HANFORD, CA 93230
PHONE: (559) 582-0317 FAX: (559) 582-2301
Licensed State of California Contractors #429842

mcclardmasonry@sbcglobal.net

State of California SBE #1752390
DIR Public Works Registration# 1000001482
Section 3 Business

October 4, 2022

Onan Champi
onan@champifence.com

RE: PAL Facility Parking Lot Project- Hanford – Change Order for Linear Footage Deduction

Per your request, we ordered for the block August 24th for above mentioned project. The order was placed and is in process. Due to the long lead time we will have to take delivery of the full original order. The excess material will have to be accepted at the site, stored, and then transported for return. There is a 15% restocking fee for this material.

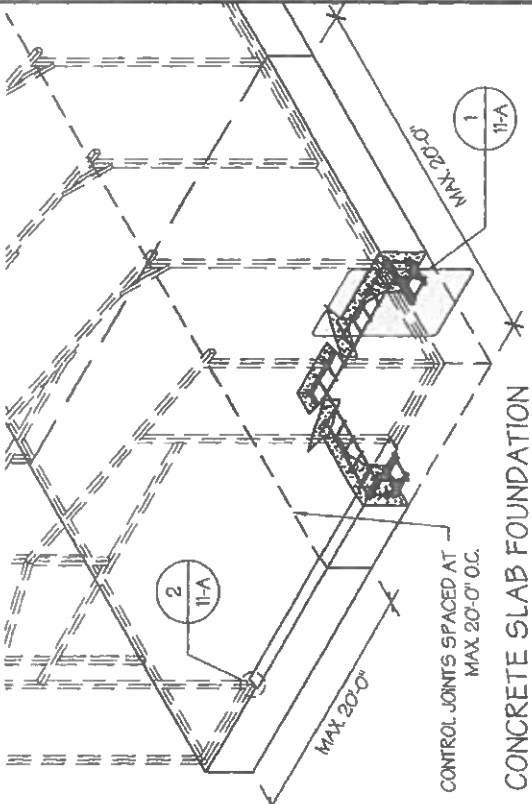
We will follow up with you when we have a final delivery date. Let us know when we can start the wall foundation work.

Thank you,
Daniel McClard Jr.
559-816-1153

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)

CONCRETE SLAB FOUNDATION NOTES:

- DESIGNS SHOWN ON THIS SHEET ARE FOR CONCRETE SLAB FOUNDATION. ANY OF THE FOUNDATIONS SHOWN ON SHEETS 11-A THRU D CAN BE USED.
- CONCRETE ANCHORS SHALL BE LOCATED NEXT TO EVERY POST AND ON EITHER SIDE OF OPENINGS. TWO ANCHORS SHALL BE INSTALLED AT CORNERS OF ENCLOSED BUILDINGS WITH END WALLS - ONE ON EACH BASE RAIL IN LOCATIONS REQUIRING TWO ANCHORS DUE TO WIND. ONE ANCHOR IS TO BE ON EACH SIDE OF THE COLUMN POST.
- ANCHORS IN CLOSE PROXIMITY TO EACH OTHER MUST HAVE A MIN. 4" SPACING.
- MIN. NUMBER OF CONCRETE ANCHORS PER POST SHALL BE AS SHOWN IN TABLE 11-A-2.
- THE SIZE OF THE SLAB SHALL BE THE SIZE (WIDTH AND LENGTH) OF THE BUILDING PLUS $5\frac{1}{2}$ " FOR 14GA MATERIAL AND $5\frac{3}{8}$ " FOR 12GA MATERIAL.
- DEPTH OF SLAB TURN DOWN FOOTING SHALL BE GREATER THAN FROST DEPTH SPECIFIED PER LOCAL CODE.
- CONTROL JOINTS SHALL BE PLACED SO AS TO LIMIT MAX. SLAB SPANS TO 20' IN EACH DIRECTION.
- ASSUMED SOIL BEARING CAPACITY IS TO BE A MIN. OF 1500 PSF.
- CONCRETE STRENGTH TO BE A MIN. OF 2500 PSI @ 28 DAYS.



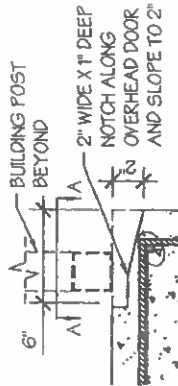
CONCRETE SLAB FOUNDATION
SCALE: NTS

TABLE 11-A-2: CONCRETE
SLAB ANCHOR SCHEDULE

ENCLOSURE	WIND SPEED (MPH)	ANCHOR SIZE/NUMBER
ENCLOSED	105 TO 135	(1) 1/2" Ø X 7"
	136 TO 180	(2) 1/2" Ø X 7"
OPEN	105 TO 135	(1) 1/2" Ø X 7"
	136 TO 180	(2) 1/2" Ø X 7"

NOTES:

- ANCHORS ARE TO BE CONCRETE WEDGE OR EXPANSION ANCHORS.
- MIN. EMBEDMENT DEPTH TO BE 2 $\frac{3}{8}$ ".
- ANCHORS TO BE SPACED NO MORE THAN 6" FROM POSTS.

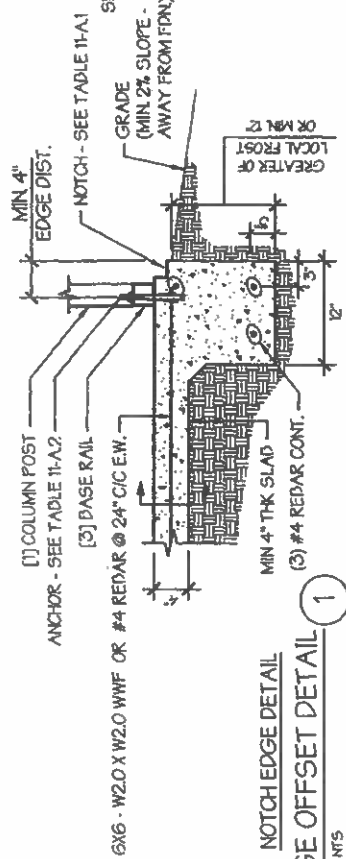


OVERHEAD DOOR NOTCH DETAIL
SCALE: NTS

TABLE 11-A-1: NOTCH WIDTH

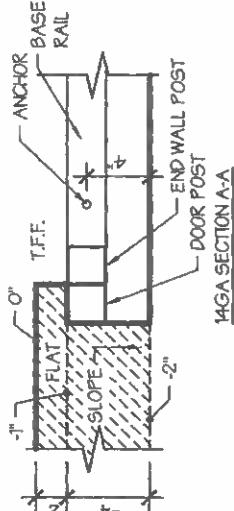
HORIZONTAL/OPEN	VERTICAL
14GA	12GA
2 3/4"	1 3/4"
2 7/8"	1 7/8"

NOTE: DEPTH IS TO BE 1 1/2"

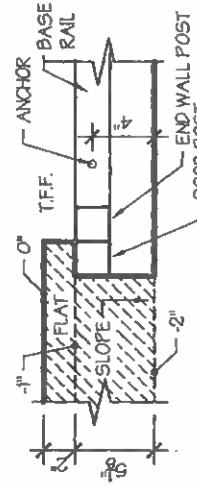


NOTCH EDGE DETAIL

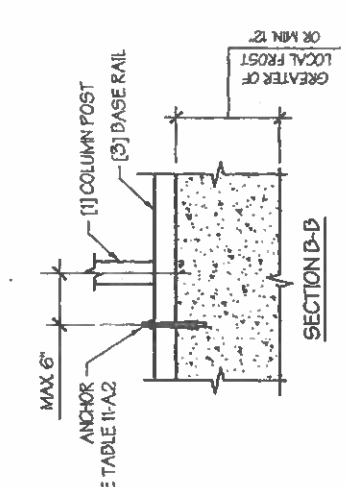
EDGE OFFSET DETAIL
SCALE: NTS



14GA SECTION A-A



12GA SECTION A-A



SECTION B-B

MANUFACTURED BY:



457 N. Broadway,
Joshua, TX 76058
1-866-730-9865

ENGINEERED BY:



A&A ENGINEERING
CIVIL & STRUCTURAL
6083 Rembrandt Place, Toledo, OH 43623
Tel: 419-292-1888 • Fax: 419-292-0653
www.a-a-engineers.com

DRAWING INFORMATION

PROJECT: 30'-0" WIDE BUILDINGS
LOCATION: STATE OF CALIFORNIA
PROJECT NO.: 233-22-0229
SHEET TITLE:
FOUNDATION OPTION 1:
CONCRETE SLAB
SHEET NO.: 11-A / 11

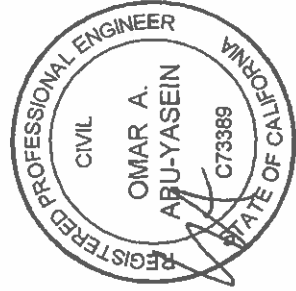
DRAWN BY: A.W. DATE: 2/2/22

CHECKED BY: OAA DATE: 2/2/22

LEGAL INFORMATION

- ANY DUPLICATION OF THIS DRAWING IN WHOLE OR PART IS STRICTLY FORBIDDEN. ANYONE DOING SO WILL BE PROSECUTED UNDER THE FULL EXTENT OF THE LAW.
- DRAWINGS VALID UP TO 1 YEAR FROM DATE OF ISSUE.

SEAL:



STAMP EXPIRY: 12-31-2022

DATE SIGNED: 02-07-2022



CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION CONTRACT CHANGE ORDER NO. 3 REV. NO. PROJECT Police Activities League Parking Lot Expansion ProjectSHEET 1 OF 3

TO CONTRACTOR: Nick Champi Enterprises

CONTRACT NO. 21040000-821647

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: **\$424,531.00**

Change Order No. 1 \$5,325.00

Change Order No. 2 \$5,405.85

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

New, replacement asphalt for loop fields - 3" Section

We will saw cut, remove, and dispose of approximately 600 square feet of existing A/C driveway at the location of the new roll gate, as noted in ORANGE on the attached plan overlay.

Add Alternate: Connect Asphalt Drive, at the same time as Item 1. 3" -Section

We will saw cut, remove, and dispose of approximately 570 square feet of existing A/C driveway that will be between the new loop field asphalt and the new roadway asphalt west of the building, as noted in GREEN on the attached plan overlay.

We are excluding new Class 2 Aggregate Base, and subgrade work for these items.

The total estimated price for the BOQ, 3" ASPHALT SECTION ONLY, (Item 1 and Add Alternate)

ADD 1,170 Sq. Ft. @ \$ 2.87 / Sq. Ft.

For a net Increase of \$4,107.00

ESTIMATED COST THIS CHANGE: \$4,107.00

CONTRACT TOTAL, INCLUDING THIS CHANGE \$439,368.85

BY REASON OF THIS ORDER THE TIME OF COMPLETION WILL BE AS FOLLOWS:

APPROVAL RECOMMENDED, ENGINEER

DATE 10/24/22

APPROVED, CITY OF HANFORD

DATE 10/24/22

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE

ACCEPTED, DATE 10/19/2022 CONTRACTOR Nick Champi Enterprises, Inc.BY J. L. Kiesel TITLE Business Manager

IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)



(416859) A, B, C-7, C-8, C-10, C-13, C-27, C-29, D-28

615 North Tenth Avenue * Hanford, CA 93230 * 559.584.8272

Date: 18 October 2022

Site Meeting Notes / Pricing – Asphalt Work at New Gate

POLICE ACTIVITIES LEAGUE (PAL) PARKING LOT PROJECT 896 N. 11TH AVE. Hanford, CA

Follow up per revised plan and scope, requested 10/18.

Pricing for work to be performed at the same time as the existing scope of work:

Item 1: New, replacement asphalt for loop fields - 3" Section

We will saw cut, remove and dispose of approximately 600 square feet of existing A/C driveway at the location of the new roll gate, as noted in ORANGE on the attached plan overlay.

Add Alternate: Connect Asphalt Drive, at the same time as Item 1. 3" -Section

We will saw cut, remove and dispose of approximately 570 square feet of existing A/C driveway that will be between the new loop field asphalt and the new roadway asphalt west of the building, as noted in GREEN on the attached plan overlay.

We are excluding new Class 2 Aggregate Base, and subgrade work for these items.

The total estimated price for the BOQ, 3" ASPHALT SECTION ONLY, (Item 1 and Add Alternate)

ADD	1,170 Sq. Ft. @ \$ 2.87 / Sq. Ft. :	\$ 3,357.90
-----	-------------------------------------	-------------

Saw Cut Existing Pavement

NO CHANGE

Demolition and Removal of existing Asphalt for the above items	ADD	Lump Sum	\$ 750.00
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TOTAL ADD	\$ 4,107.00
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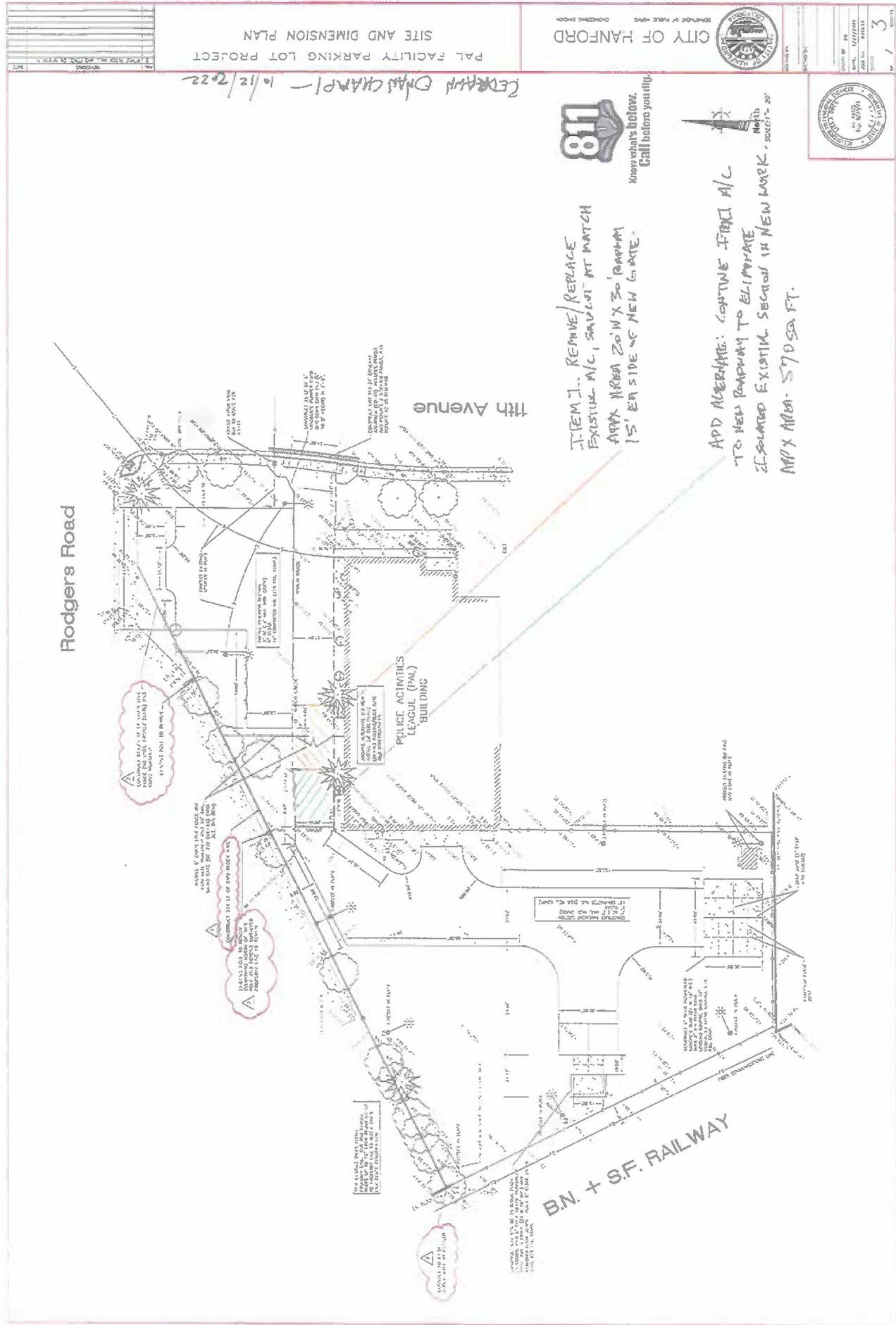
APPROVED

By Jennifer Minear at 9:29 am, Oct 19, 2022

Accepted By: _____ Date: _____

Onan Champi – President
NCE General Contracting

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)





CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION

CONTRACT CHANGE ORDER NO. 4

REV. NO. ____

PROJECT Police Activities League Parking Lot Expansion ProjectSHEET 1 OF 2

TO CONTRACTOR: Nick Champi Enterprises

CONTRACT NO. 21040000-821647

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: **\$424,531.00**

Change Order No. 1 \$5,325.00

Change Order No. 2 \$5,405.85

Change Order No. 3 \$4,107.00

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

New asphalt from behind drive approach to beginning of loop system - 3" Section

We will saw cut, remove, and dispose of approximately 2467 square feet of existing A/C driveway at the location of the new roll gate, as noted in STRIPPED area on the attached plan overlay.

We are excluding new Class 2 Aggregate Base, and subgrade work for this item

The total estimated price for the BOQ, 3" ASPHALT SECTION ONLY, (Item 5 ADD 2,467 Sq. Ft / 48.1 Tons @ \$145/Ton Estimated \$6,975.00 for AC

For a net Increase of \$ BOQ

Demo \$1,575.00

For a net increase of \$1,575.00

ESTIMATED COST THIS CHANGE: \$1,575.00

CONTRACT TOTAL, INCLUDING THIS CHANGE \$440,943.85

BY REASON OF THIS ORDER THE TIME OF COMPLETION WILL BE AS FOLLOWS:

APPROVAL RECOMMENDED, ENGINEER

DATE 11/21/22

for Taylor Dikel, by Lisa Doch

APPROVED, CITY OF HANFORD

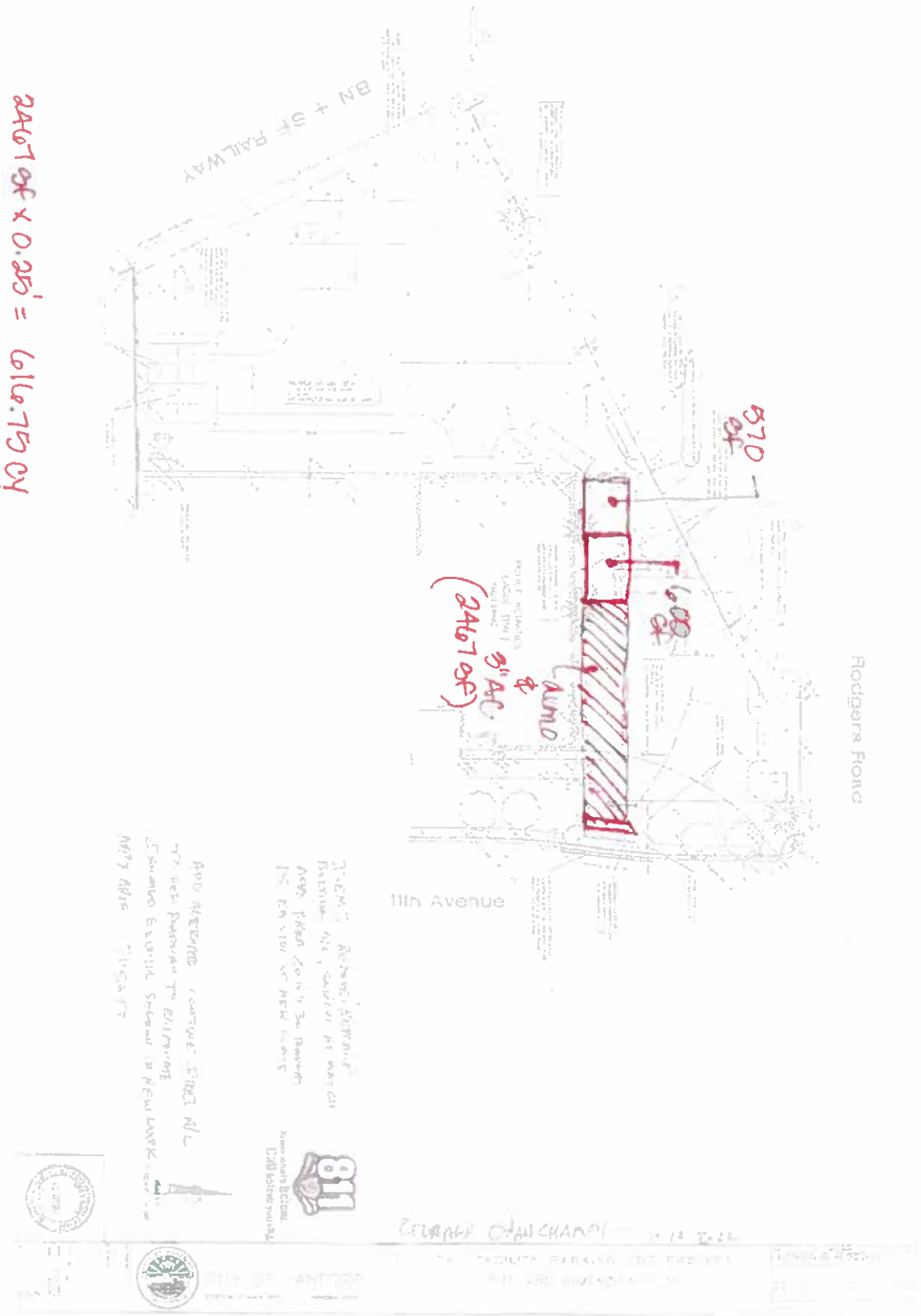
DATE 11/21/22

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE

ACCEPTED, DATE 11/18/22CONTRACTOR Nick Champi Enterprises, Inc.BY J. L. KieselTITLE Business Manager

IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)



$$246708 \times 0.25 = 61675 \text{ CY}$$

$$\text{Assume } 156 \text{ w/cy} \times 1 \text{ TDN} / 2000 \text{ lbs} = 48.1 \text{ TONS AC}$$

$$= 6.975 \text{ AC + DEMO}$$



CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION

CONTRACT CHANGE ORDER NO. 5REV. NO. PROJECT Police Activities League Parking Lot Expansion ProjectSHEET 1 OF 2

TO CONTRACTOR: Nick Champi Enterprises

CONTRACT NO. 21040000-821647

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: **\$424,531.00**

Change Order No. 1 \$5,325.00

Change Order No. 2 \$5,405.85

Change Order No. 3 \$4,107.00

Change Order No. 4 \$1,575.00

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

Water Line Sleeve

Furnish and install approximately 30 feet of 3" Sch. 40 PVC Pipe, to be dry capped. This is being provided for a future sleeve if needed. This sleeve will be placed in a 24" deep trench and compacted prior to installation of base rock. Exact location to be determined on site by authorized inspector.

This price includes the repair of the unmarked water line from Friday.

For a net increase of \$875.00

ESTIMATED COST THIS CHANGE: \$875.00

CONTRACT TOTAL, INCLUDING THIS CHANGE \$441,818.85

BY REASON OF THIS ORDER THE TIME OF COMPLETION WILL BE AS FOLLOWS:

APPROVAL RECOMMENDED, ENGINEER

DATE 11/21/22

APPROVED, CITY OF HANFORD

DATE 11/21/22

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE

ACCEPTED, DATE 11/21/22CONTRACTOR Nick Champi Enterprises, Inc.BY J.L. KieselTITLE Business Manager

IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)



(416859) A, B, C-7, C-8, C-10, C-13, C-27, C-29, D-28

615 North Tenth Avenue * Hanford, CA 93230 * 559.584.8272

Date: 14 November 2022

Site Meeting Notes / Pricing – Water Line Sleeve

**POLICE ACTIVITIES LEAGUE (PAL) PARKING LOT PROJECT
896 N. 11TH AVE. Hanford, CA**

Item 1: Water Line Sleeve

Furnish and install approximately 30 feet of 3" Sch. 40 PVC Pipe, to be dry capped. This is being provided for a future sleeve if needed. This sleeve will be placed in a 24" deep trench and compacted prior to installation of base rock. Exact location to be determined on site by authorized inspector.

This price includes the repair of the unmarked water line from Friday.

Lump Sum \$ 875.00

Accepted By: _____ Date: _____

Onan Champi – President
NCE General Contracting

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)



CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION

CONTRACT CHANGE ORDER NO. 6

REV. NO. ____

PROJECT Police Activities League Parking Lot Expansion ProjectSHEET 1 OF 10

TO CONTRACTOR: Nick Champi Enterprises

CONTRACT NO. 21040000-821647

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: **\$424,531.00**

Change Order No. 1 \$5,325.00

Change Order No. 2 \$5,405.85

Change Order No. 3 \$4,107.00

Change Order No. 4 \$1,575.00

Change Order No. 5 \$875.00

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

Item 1: Increase concrete footing strength from 2,500 PSI to 3,000 PSI, and increase depth of excavation and backfill to match Quad Knopf, INC Cantilevered Retaining Wall PAL 6-8, COH PAL EC6 294 linear feet of footing @ 18.55 per foot

ADD \$ 5,453.70

Item 2: Increase rebar schedule from grade 40 to grade 60, and follow new rebar layout
Lump Sum Change

ADD \$ 1,966.86

Item 3: Omit grout in vertical joints at 32" centers on first course of CMU, fill grout joints after completion of construction and excess fluid has drained, relieving internal cell pressure
Lump Sum Change

ADD \$ 750.00

ESTIMATED COST THIS CHANGE: \$8,170.56

CONTRACT TOTAL, INCLUDING THIS CHANGE \$449,989.41

BY REASON OF THIS ORDER THE TIME OF COMPLETION WILL BE AS FOLLOWS:

APPROVAL RECOMMENDED, ENGINEER

DATE 11/28/22

for Taylor Dittel by Lisa Dech

APPROVED, CITY OF HANFORD

DATE 11/28/22

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE

ACCEPTED, DATE 11/23/2022CONTRACTOR Nick Champi Enterprises, Inc.BY J. L. KieselTITLE Business Manager

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)

IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)



(416859) A, B, C-7, C-8, C-10, C-13, C-27, C-29, D-28

615 North Tenth Avenue * Hanford, CA 93230 * 559.584.8272

Date: 22 November 2022

Site Meeting Notes / Pricing – CMU New Engineering

**POLICE ACTIVITIES LEAGUE (PAL) PARKING LOT PROJECT
896 N. 11TH AVE. Hanford, CA**

Items for new wall engineering, including footing concrete, rebar and omit grout for first course

Item 1: Increase concrete footing strength from 2,500 PSI to 3,000 PSI, and increase depth of excavation and backfill to match Quad Knopf, INC Cantilevered Retaining Wall PAL 6-8, COH PAL EC6

294 linear feet of footing @ 18.55 per foot ADD \$ 5,453.70

Item 2: Increase rebar schedule from grade 40 to grade 60, and follow new rebar layout

Lump Sum Change ADD \$ 1,966.86

Item 3: Omit grout in vertical joints at 32" centers on first course of CMU, fill grout joints after completion of construction and excess fluid has drained, relieving internal cell pressure

Lump Sum Change ADD \$ 750.00

Item 4: Anti-Graffiti Coating -- Waiting for manufacturer to respond with availability and pricing—

This material can be applied upon completion of wall construction.

\$ Price Forthcoming

Accepted By: _____ Date: _____

Onan Champi – President
NCE General Contracting

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)

October 31, 2022

Jennifer Minear
Project Manager
City of Hanford – Engineering Division
900 S 10th Ave
Hanford, CA 93230

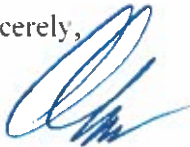
RE: City of Hanford PAL Block Wall

Ms. Minear,

Per your request I have designed a 6'-8" block wall for the Police Activities League facility. The wall has been designed to accept up to a 4" top cap if the City wishes to add one now or in the future.

Please review and let me know if you have any questions.

Sincerely,



Alex T. Dwiggins, PE



Project Title:
 Engineer:
 Project ID:
 Project Descr:

Cantilevered Retaining Wall

Project Filename: COH PAL EC6

LIC# : KW-06014530, Build: 20.21.7.20

QUAD KNÖPF, INC

(c) ENERCALC INC 1983-2021

DESCRIPTION: PAL 6-8

Code Reference:

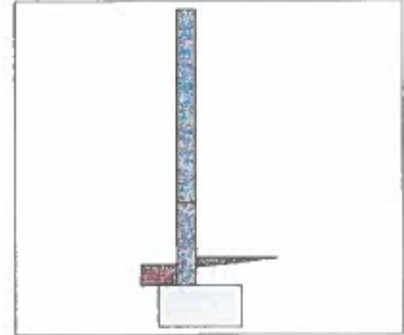
Calculations per IBC 2018 1807.3, CBC 2019, ASCE 7-16

Criteria

Retained Height	=	0.67 ft
Wall height above soil	=	6.00 ft
Slope Behind Wall	=	0.00
Height of Soil over Toe	=	6.00 in
Water height over heel	=	0.0 ft

Soil Data

Allow Soil Bearing	=	1,500.0 psf
Equivalent Fluid Pressure Method		
Active Heel Pressure	=	50.0 psf/ft
	=	
Passive Pressure	=	845.0 psf/ft
Soil Density, Heel	=	110.00 pcf
Soil Density, Toe	=	110.00 pcf
Footing Soil Friction	=	0.300
Soil height to ignore for passive pressure	=	12.00 in



Surcharge Loads

Surcharge Over Heel	=	0.0 psf
Used To Resist Sliding & Overturning		
Surcharge Over Toe	=	0.0 psf
Used for Sliding & Overturning		

Axial Load Applied to Stem

Axial Dead Load	=	0.0 lbs
Axial Live Load	=	0.0 lbs
Axial Load Eccentricity	=	0.0 in

Lateral Load Applied to Stem

Lateral Load	=	0.0 #/ft
...Height to Top	=	0.00 ft
...Height to Bottom	=	0.00 ft
Load Type	=	Wind (W) (Service Level)
Wind on Exposed Stem	=	15.0 psf (Strength Level)

Adjacent Footing Load

Adjacent Footing Load	=	0.0 lbs
Footing Width	=	0.00 ft
Eccentricity	=	0.00 in
Wall to Ftg CL Dist	=	0.00 ft
Footing Type	=	Spread Footing
Base Above/Below Soil at Back of Wall	=	0.0 ft
Poisson's Ratio	=	0.300

Project Title:
 Engineer:
 Project ID:
 Project Descr:

Cantilevered Retaining Wall

Project Filename: COH PAL EC6

LIC#: KW-06014530, Build: 20 21 7 20

QUAD KNOPF, INC

(c) ENERCALC INC 1983-2021

DESCRIPTION: PAL 6-8

Design Summary			Stem Construction		2nd	Bottom	
Wall Stability Ratios			Design Height Above Ftg	ft =	Stem OK 2.00	Stem OK 0.00	
Overturning	=	2.84 OK	Wall Material Above "Ht"	=	Masonry	Masonry	SD
Sliding	=	6.32 OK	Design Method	=	ASD	ASD	
Global Stability	=	2.43	Thickness	=	6.00	6.00	
			Rebar Size	=	# 4	# 4	
			Rebar Spacing	=	32.00	32.00	
			Rebar Placed at	=	Center	Center	
Total Bearing Load	=	844 lbs	Design Data				
...resultant ecc.	=	5.89 in	fb/FB + fa/Fa	=	0.313	0.640	
Soil Pressure @ Toe	=	887 psf OK	Total Force @ Section				
Soil Pressure @ Heel	=	0 psf OK	Service Level	lbs =	42.0	65.2	
Allowable	=	1,500 psf	Strength Level	lbs =			
Soil Pressure Less Than Allowable			Moment.....Actual				
ACI Factored @ Toe	=	1,242 psf	Service Level	ft-# =	98.1	200.7	
ACI Factored @ Heel	=	0 psf	Strength Level	ft-# =			
Footing Shear @ Toe	=	4.8 psi OK	Moment.....Allowable	ft-# =	313.1	313.1	
Footing Shear @ Heel	=	0.6 psi OK	Shear.....Actual				
Allowable	=	75.0 psi	Service Level	psi =	0.6	1.0	
			Strength Level	psi =			
Sliding Calcs			Shear.....Allowable	psi =	44.8	45.3	
Lateral Sliding Force	=	123.7 lbs	Anet (Masonry)	in2 =	67.50	67.50	
less 100% Passive Force	=	528.1 lbs	Rebar Depth 'd'	in =	2.75	2.75	
less 100% Friction Force	=	253.2 lbs	Masonry Data				
Added Force Req'd	=	0.0 lbs OK	f'm	psi =	1,500	1,500	
...for 1.5 Stability	=	0.0 lbs OK	Fs	psi =	20,000	20,000	
Vertical component of active lateral soil pressure IS NOT considered in the calculation of soil bearing			Solid Grouting	=	Yes	Yes	
			Modular Ratio 'n'	=	21.48	21.48	
Load Factors			Wall Weight	psf =	58.0	58.0	
Building Code			Short Term Factor	=	1.000	1.000	
Dead Load		0.000	Equiv. Solid Thick.	in =	5.60	5.60	
Live Load		0.000	Masonry Block Type	=			
Earth, H		0.000	Masonry Design Method	=	ASD		
Wind, W		0.000	Concrete Data				
Seismic, E		0.000	f'c	psi =			
			Fy	psi =			

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)

Project Title:
 Engineer:
 Project ID:
 Project Descr:

Cantilevered Retaining Wall

Project Filename: COH PAL.EC6

LIC# : KW 06014530, Build 20.21.7.20

QUAD KNOFF, INC

(c) ENERCALC INC 1983-2021

DESCRIPTION: PAL 6-8

Footing Data

Toe Width = 0.50 ft
 Heel Width = 1.75
 Total Footing Width = 2.25
 Footing Thickness = 12.00 in
 Key Width = 12.00 in
 Key Depth = 0.00 in
 Key Distance from Toe = 1.08 ft
 $f_c = 2,500$ psi $F_y = 60,000$ psi
 Footing Concrete Density = 150.00 pcf
 Min. As % = 0.0018
 Cover @ Top 2.00 @ Btm = 4.50 in

Footing Design Results

Toe **Heel**
 Factored Pressure = 1,242 0 psf
 μ_u : Upward = 1,699 80 ft-#
 μ_u : Downward = 554 252 ft-#
 μ_u : Design = 95 172 ft-#
 ϕ Min = 2,417 12,248 ft-#
 Actual 1-Way Shear = 4.82 0.61 psi
 Allow 1-Way Shear = 75.00 75.00 psi
 Toe Reinforcing = # 4 @ 32.00 in
 Heel Reinforcing = # 6 @ 18.00 in
 Key Reinforcing = None Spec'd
 Footing Torsion, T_u = 0.00 ft-lbs
 Footing Allow. Torsion, ϕT_u = 0.00 ft-lbs

If torsion exceeds allowable, provide supplemental design for footing torsion.

Other Acceptable Sizes & Spacings

Toe:
 Heel:
 Key:

Min footing T&S reinf Area 0.58 in²
 Min footing T&S reinf Area per foot 0.26 in²/ft
 If one layer of horizontal bars: If two layers of horizontal bars:
 #4@ 9.26 in #4@ 18.52 in
 #5@ 14.35 in #5@ 28.70 in
 #6@ 20.37 in #6@ 40.74 in

Summary of Overturning & Resisting Forces & Moments

Item	OVERTURNING.....			RESISTING.....			
	Force lbs	Distance ft	Moment ft-#	Force lbs	Distance ft	Moment ft-#	
HL Act Pres (ab water tbl)	69.7	0.56	38.8	Soil Over HL (ab. water tbl)	92.1	1.63	149.7
HL Act Pres (be water tbl)				Soil Over HL (bel. water tbl)		1.63	149.7
Hydrostatic Force				Watre Table			
Buoyant Force =				Sloped Soil Over Heel =			
Surcharge over Heel =				Surcharge Over Heel =			
Surcharge Over Toe =				Adjacent Footing Load =			
Adjacent Footing Load =				Axial Dead Load on Stem =			
Added Lateral Load =				* Axial Live Load on Stem =			
Load @ Stem Above Soil =	54.0	4.67	252.2	Soil Over Toe =	27.5	0.25	6.9
				Surcharge Over Toe =			
				Stem Weight(s) =	386.9	0.75	290.1
				Earth @ Stem Transitions =			
				Footing Weight =	337.5	1.13	379.7
				Key Weight =		1.58	
				Vert. Component =			
Total =	123.7	O.T.M. =	291.0	Total =	844.0 lbs	R.M. =	826.4
Resisting/Overturning Ratio	= 2.84						
Vertical Loads used for Soil Pressure =	844.0 lbs						

Vertical component of active lateral soil pressure IS NOT considered in the calculation of Sliding Resistance

Vertical component of active lateral soil pressure IS NOT considered in the calculation of Overturning Resistance

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)

Project Title:
Engineer:
Project ID:
Project Descr:

Cantilevered Retaining Wall

Project Filename: COH PAL.EC6

LIC# : KW-06014530, Build:20.21.7.20

QUAD KNOFF, INC.

(c) ENERCALC INC 1983-2021

DESCRIPTION: PAL 6-8

Tilt

Horizontal Deflection at Top of Wall due to settlement of soil

(Deflection due to wall bending not considered)

Soil Spring Reaction Modulus 250.0 pci

Horizontal Defl @ Top of Wall (approximate only) 0.073 in

The above calculation is not valid if the heel soil bearing pressure exceeds that of the toe, because the wall would then tend to rotate into the retained soil.

Project Title:
 Engineer:
 Project ID:
 Project Descr:

Cantilevered Retaining Wall

Project Filename: COH PAL.EC6

LIC# : KW-06014530, Build 20 21 7 20

QUAD KNOPE, INC

(c) ENERCALC INC 1983-2021

DESCRIPTION: PAL 6-8

Rebar Lap & Embedment Lengths Information

Stem Design Segment: 2nd

Stem Design Height: 2.00 ft above top of footing

Calculated Rebar Stress, f_s = 6268.83

Lap Splice length for #4 bar specified in this stem design segment =

20.00 in

Development length for #4 bar specified in this stem design segment =

12.00 in

Stem Design Segment: Bottom

Stem Design Height: 0.00 ft above top of footing

Calculated Rebar Stress, f_s = 12819.09

Lap Splice length for #4 bar specified in this stem design segment =

20.00 in

Development length for #4 bar specified in this stem design segment =

12.82 in

Hooked embedment length into footing for #4 bar specified in this stem design segment =

6.00 in

As Provided =

0.0750 in²/ft

As Required =

0.0491 in²/ft

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)

Project Title:
 Engineer:
 Project ID:
 Project Descr:

Cantilevered Retaining Wall

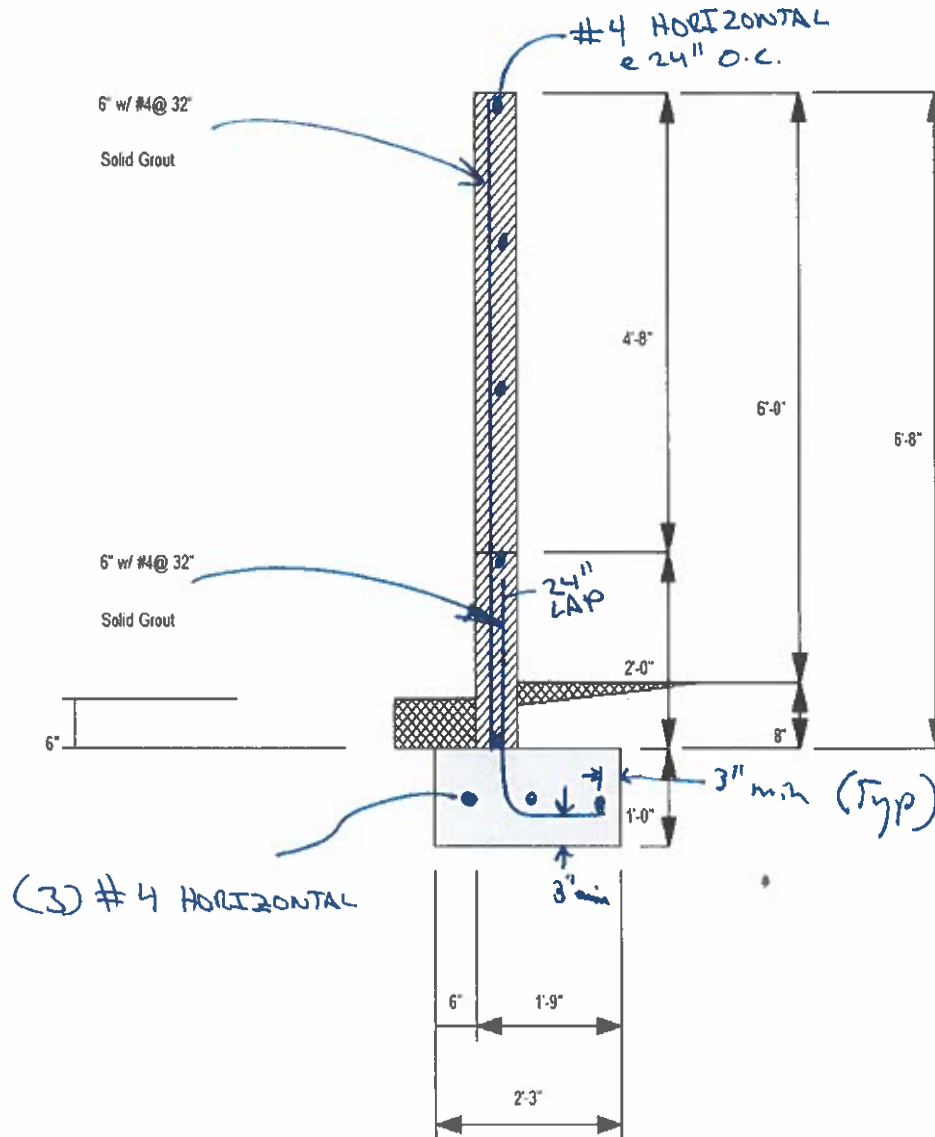
Project Filename: COH PAL EC6

LIC# : KW-06014530, Build 20.21.7.20

QUAD KNOFF, INC.

(c) ENERCALC INC 1983-2021

DESCRIPTION: PAL 6-8



BLOCK WALL NOTES:

- 1.) CONSTRUCTION SHALL BE IN CONFORMANCE WITH 2019 EDITION OF CBC
- 2.) WALL THICKNESS SHALL BE AS NOTED ON THE DETAILS.
- 3.) GROUT SHALL BE POURED SOLID IN ALL CELLS UNLESS OTHERWISE NOTED.
- 4.) MORTAR SHALL BE PORTLAND CEMENT AND SAND MEETING TYPE S REQUIREMENTS.
- 5.) CONCRETE FOR FOOTING SHALL BE 3000 PSI @ 28 DAYS.
- 6.) REINFORCEMENT STEEL SHALL BE MIN. GRADE 60
- 7.) FOOTING SHALL BE FORMED PRIOR TO POURING AND ITS SURFACE SHALL BE FINISHED.
- 8.) FIRST COURSE OF MORTAR BETWEEN BOTTOM COURSE AND FOOTING SHALL BE PER CBC.
- 9.) COMPACTION FOR THE FOOTING SHALL BE PER THE SOILS REPORT.
- 10.) CONTRACTOR SHALL OBTAIN A SEPARATE BUILDING PERMIT FROM CITY BUILDING DEPARTMENT.
- 11.) SPECIAL INSPECTION IS REQUIRED PER SECTION 17 OF THE CBC.
- 12.) OMIT GROUT IN VERTICAL JOINTS OF FIRST COURSE, OR APPROVED EQUAL, TO RELIEVE POSSIBLE FLUID PRESSURE.
- 13.) CMU BLOCK WALL TO BE TREATED WITH ANTI-GRAFFITI REPELLANT (TYP.)



**Know what's below.
Call before you dig.**



CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION

CONTRACT CHANGE ORDER NO. 7REV. NO. PROJECT Police Activities League Parking Lot Expansion ProjectSHEET 1 OF 3

TO CONTRACTOR: Nick Champi Enterprises

CONTRACT NO. 21040000-821647

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: \$424,531.00

Change Order No. 1 \$5,325.00

Change Order No. 2 \$5,405.85

Change Order No. 3 \$4,107.00

Change Order No. 4 \$1,575.00

Change Order No. 5 \$875.00

Change Order No. 6 \$8,170.56

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

The total estimated price for the BOQ, 3" ASPHALT SECTION ONLY, (Item 5)
ADD 2,467 Sq. Ft / 48.1 Tons @ \$145/Ton Estimated \$6,975.00 for AC
(See attached Change Order No. 4 for Reference)

For a net Increase of \$6,975.00

ESTIMATED COST THIS CHANGE: \$6,975.00

CONTRACT TOTAL, INCLUDING THIS CHANGE \$446,964.41

BY REASON OF THIS ORDER THE TIME OF COMPLETION WILL BE AS FOLLOWS:

APPROVAL RECOMMENDED, ENGINEER

DATE

12/6/22

APPROVED, CITY OF HANFORD

DATE

12/6/22

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE

ACCEPTED, DATE 12/1/2022CONTRACTOR Nick Champi Enterprises, Inc.BY J. L. KieselTITLE Business Manager

IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)



CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION

CONTRACT CHANGE ORDER NO. 4

REV. NO. ____

PROJECT Police Activities League Parking Lot Expansion Project

SHEET 1 OF 2

TO CONTRACTOR: Nick Champi Enterprises

CONTRACT NO. 21040000-821647

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: **\$424,531.00**
 Change Order No. 1 \$5,325.00
 Change Order No. 2 \$5,405.85
 Change Order No. 3 \$4,107.00

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

New asphalt from behind drive approach to beginning of loop system - 3" Section

We will saw cut, remove, and dispose of approximately 2467 square feet of existing A/C driveway at the location of the new roll gate, as noted in STRIPPED area on the attached plan overlay.

We are excluding new Class 2 Aggregate Base, and subgrade work for this item

The total estimated price for the BOQ, 3" ASPHALT SECTION ONLY, (Item 5
 ADD 2,467 Sq. Ft / 48.1 Tons @ \$145/Ton Estimated \$6,975.00 for AC

DOCUMENTATION BACK UP

For a net Increase of \$ BOQ

Demo \$1,575.00

For a net increase of \$1,575.00

ESTIMATED COST THIS CHANGE: \$1,575.00

CONTRACT TOTAL, INCLUDING THIS CHANGE \$440,943.85

BY REASON OF THIS ORDER THE TIME OF COMPLETION WILL BE AS FOLLOWS:

APPROVAL RECOMMENDED, ENGINEER

DATE 11/21/22

APPROVED, CITY OF HANFORD

DATE 11/21/22

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE

ACCEPTED, DATE 11/18/22CONTRACTOR Nick Champi Enterprises, Inc.BY J. L. KieserTITLE Business Manager

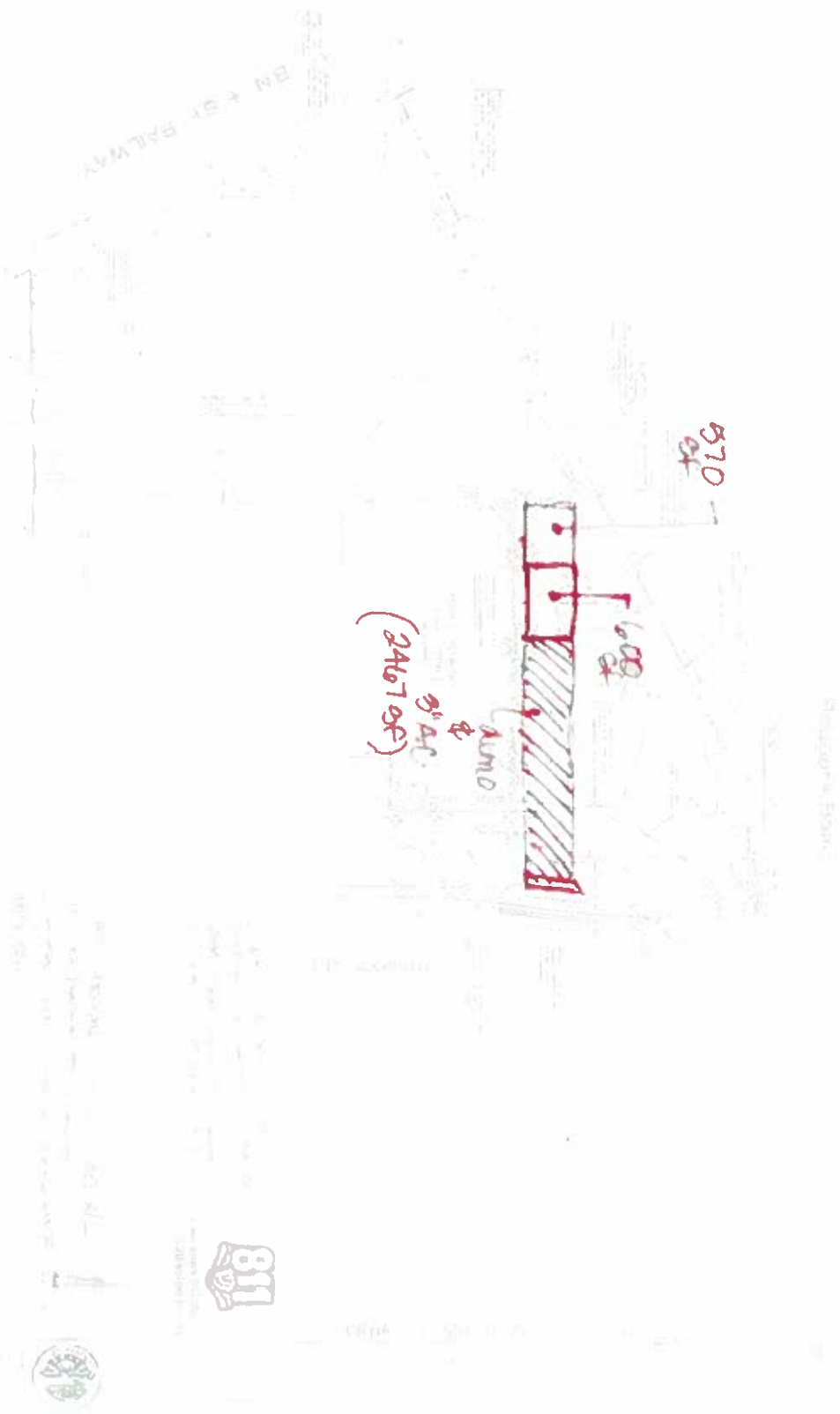
IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.

Attachment: Change Orders 1 - 7 (PW: Police Activities League Parking Lot Project - Change Order Approval and Approp. Transfer)

$$246796 \times 0.255' = 616.75 \text{ CY}$$

$$\text{Assume } 1506 \text{ w/c/cy} \times 1 \text{ TON} / 2000 \text{ lbs} = 48.1 \text{ TONS AC}$$

$$= 6,145 \text{ TON} + 48.1 \text{ TONS AC} + \text{demo}$$



RESOLUTION NO. 88-01

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD ESTABLISHING PROCEDURES FOR THE APPROVAL OF CHANGES IN THE SCOPE OF PROJECTS, CERTAIN CONTRACT CHANGE ORDERS, AND EXTENSIONS OF TIME FOR PERFORMANCE.

At a regular meeting of the City Council of the City of Hanford duly called and held on January 5, 1988, at 7:30 o'clock p.m. of said day, upon motion of Council Member BRIENO, seconded by Council Member BARTEL, and duly carried the following resolution was adopted:

WHEREAS, upon award of contracts by the City Council of the City of Hanford, and during the performance of contracts, it may be in the City's best interest to change the Scope of the Project, and,

WHEREAS, during the course of performance of contracts, awarded by the City Council of the City of Hanford, unforeseen conditions occasionally arise which are not contemplated by the plans or specifications for the project and additional work or extension of the time for performance become necessary for proper completion or construction of the whole work contemplated; and

WHEREAS, such unforeseen conditions may require additional compensation for the contractor to complete the project in a proper manner; and

WHEREAS, such unforeseen conditions require that direction must be given to the contractor in an expeditious manner to avoid costly interruption of the contractor's work; and

WHEREAS, the establishment of procedures for processing and approval of Contract Change Orders is necessary for

reschns.cty

1 management and control of contracts.

2 NOW, THEREFORE, BE IT RESOLVED by the City Council of the
3 City of Hanford as follows:

4 The following procedures shall be applied to Change in the
5 Scope of Projects, Contract Change Orders for additional work,
6 and extensions of time for performance of contracts awarded by
7 the Council:

8 1. Scope of Project

9 Contract Change Orders shall be prepared for all
10 additional work outside the limits of the project.
11 Reductions and/or additions of work quantities
12 resulting from a change in the Scope of the Project
13 will be adjusted within the guidelines established in
14 the latest edition of the Public Works Standard
15 Specifications for the City of Hanford.

16 2. Additional Work

17 Contract Change Orders shall be prepared for all
18 additional work not contemplated by the plans and/or
19 specifications.

20 3. Final Bid Quantities

21 Contract Change Orders shall be prepared for all
22 increases or decreases of bid quantities required to
23 complete the project work.

24 4. Extension of Time for Performance

25 Contract Change Orders shall be prepared for all
26 extensions of time for performance.

27 5. Availability of Funds

28 No Contract Change Order shall be approved unless

1 there are sufficient unencumbered funds appropriated
2 to pay the cost of the additional work or additional
3 bid quantities.

4 6. Authority to Approve

5 Contract Change Orders shall be approved as
6 follows:

7 a. Contract Change Orders increasing the scope
8 of the project beyond the original geographic bound-
9 aries of the awarded project must be approved by the
10 City Council.

11 b. The Director of Public Works is authorized to
12 approve individual Contract Change Orders in amounts
13 not to exceed one-third (1/3) of the construction
14 contingency established by the City Council.

15 c. Individual Contract Change Orders exceeding
16 the one-third (1/3) limit established in (b) above,
17 but not exceeding one-half (1/2) of the construction
18 contingency fund established by the City Council,
19 shall be approved by both the Director of Public
20 Works and the City Manager.

21 d. Individual Contract Change Orders exceeding
22 one-half of the construction contingency established
23 by the City Council must be approved by the City
24 Council.

25 e. The Director of Public Works is authorized to
26 approve Change Orders, in aggregate, up to an amount
27 not to exceed one-half (1/2) of the Construction
28 contingency established by the City Council.

1 f. Contract Change Orders, when in total with
 2 those previously approved, exceed one-half (1/2) of
 3 the construction contingency established by the City
 4 Council shall be approved by both the Director of
 5 Public Works and the City Manager.

6 g. Contract Change Orders, either in total or
 7 individually, exceeding the construction contingency
 8 established by the City Council must be approved by
 9 the City Council.

10 h. Contract Change Orders resulting in a net
 11 decrease to the project costs shall be approved by
 12 the Director of Public Works.

13 i. Contract Change Orders for time extension for
 14 project completion shall be approved by both the
 15 Project Engineer and Director of Public Works.

16 BE IT FURTHER RESOLVED, that as Contract Change Orders ar
 17 approved, reports will be forwarded to the City Council.
 18 Furthermore, upon completion of the project the City Council
 19 will be provided with a report detailing the financial histor
 20 of the project including a summary of all approved Contract
 21 Change Orders.

22 Passed and adopted at a regular meeting of the City
 23 Council of the City of Hanford held on the 5th day of
 24 January, 1988, by the following vote:

25 AYES:

26 Council Member BRIENO
 27 BARTEL
 28 HAM
CRAIN

RAPOZO

NOES:

Council Member

NONE

ABSENT:

Council Member

NONE

APPROVED

Mayor

ATTEST:

City Clerk

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

I, DOROTHY A. MATTOS, City clerk of the City of Hanford,
 do hereby certify the foregoing Resolution was duly passed and
 adopted at a regular meeting of the City Council of the City
 of Hanford held on the 5th day of January, 1988.

Date: January 5, 1988.

City Clerk



AGENDA STAFF REPORT

MEETING DATE: 12/20/2022	AGENDA SECTION: B
---------------------------------	--------------------------

SUBJECT:

Public Works: Approve change orders and an appropriation transfer of \$39,000.00 from the Accumulated Capital Outlay (ACO) Fund, to fully fund the completion of the Police Parking Lot Expansion Construction Project

RECOMMENDATION:

That the City Council by motion:

1. Approve an appropriation transfer of \$39,000.00 from the Accumulated Capital Outlay (ACO) Fund to fully fund the completion of the construction project.
2. Approve associated change orders for the project

BACKGROUND:

This project includes the reconfiguration and redesign of the existing police department parking lot, located east of the Police Station, and provides additional, secure, and more efficient parking. This project also includes fencing and gates to secure the area. Existing parking areas located east of the police station (east of alley) are inefficient and function poorly and are not secured. The reconfiguration of the parking lot in this area will add additional parking stalls, allow for more efficient use of the space, and provide secured fencing with electrical gates.

Project construction began on September 26, 2023, and is scheduled to be completed on December 29, 2023. During this period, unforeseen conditions arose which were not contemplated by the plans or specifications, and the additional work became necessary. The unforeseen conditions required that direction be given to the contractor in a expeditious manner to avoid costly interruption and was necessary for management and control of the contracts.

All change orders were negotiated to the lowest cost, prepared, and captured all additional work outside the original scope of the project. Reductions and/or additional cost resulting in change of the scope were reviewed by City management and meet the public work standard specification for the City of Hanford.

To date, a total of six (6) change orders have been authorized on this project that amounted to a net increase of \$76,787.94. Resolution No. 88-01-R sets forth the criteria for the approval of all Change Orders for City projects. That resolution specifically states, "No Contract Change Order shall be approved unless there are sufficient unencumbered funds appropriated to pay the cost of the additional work". Additionally, per the Resolution, Council's approval is required for any and all change orders that result in exceeding one-half of the contingency amount. Council previously established a construction contingency of \$48,000 for this project. An appropriation transfer of \$39,000 from the ACO Fund will fully fund the completion of the construction project, no additional contingency appropriation is anticipated. A copy of the work order summary and back up documentations is attached for review.

FISCAL IMPACT:

The Police Impact Fee Fund and the ARPA Fund currently provide \$564,336.69 for this project including contingencies. An appropriation transfer of \$39,000.00 from the ACO fund project Veterans Building Roof Replacement (#823602) is required to fully fund the construction of this project. There is the potential for a federal grant for the Veterans Building Roof Replacement that will replace the current appropriation which currently is not enough to complete the project.

ATTACHMENTS:

Change Order Summary

Change Orders 1 - 6

Police Parking Lot Expansion Site Plan

Council Adopted Change Order Resolution 88-01-R

Police Parking Lot Expansion Project

Contract Award: \$479,715.00
Contingency: \$48,000.00
Contract Start Date + 7 Days 9/26/2022
Contract Completion Date (60 Days) 11/25/2022

Contract Change Order Summary

CCO #	Description	Amount \$	% of Contingency	Total \$\$ from CCO's	% of Contingency used (total)	% of Project	Contract total (including change)	Approval Needed?		Additional Days	Contract Date
								City Manager	City Council		
1	Additional Electric Gate	\$41,500.00	86.46%	\$41,500.00	86.46%	8.65%	\$521,215.00	TRUE	TRUE	0	11/25/2022
2	Demo Awining	\$3,900.00	8.13%	\$45,400.00	94.58%	9.46%	\$525,115.00	TRUE	FALSE	0	11/25/2022
3	Transite Pipe	\$2,472.50	5.15%	\$47,872.50	99.73%	9.98%	\$527,587.50	TRUE	FALSE	0	11/25/2022
4	Demo Concrete Footing	\$6,950.00	14.48%	\$54,822.50	114.21%	11.43%	\$534,537.50	TRUE	TRUE	4	11/29/2022
5	Transit Pipe Credit	-\$400.00	-0.83%	\$54,422.50	113.38%	11.34%	\$534,137.50	TRUE	TRUE	0	11/29/2022
5.1	SPR revisions	\$5,759.19	12.00%	\$60,181.69	125.38%	12.55%	\$539,896.69	TRUE	TRUE	0	11/29/2022
5.2	Electrical Revisions	\$13,656.25	28.45%	\$73,837.94	153.83%	15.39%	\$553,552.94	TRUE	TRUE	23	12/22/2022
6	Roof Drain Modification	\$2,950.00	6.15%	\$76,787.94	159.97%	16.01%	\$556,502.94	TRUE	TRUE	0	12/22/2022



CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION CONTRACT CHANGE ORDER NO. 1

REV. NO. 1 SUPPL. NO. ____

PROJECT Police Parking Lot Expansion ProjectSHEET 1 OF 2 SHEETSTO CONTRACTOR: American Paving Co.

CONTRACT NO. 21830000-822639

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: \$479,715.00

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

Per Bid Scheduled Item No. 24:

From: (1) EA Wrought Iron Gates

To: (1) Lump Sum - Wrought Iron Automatic Cantilevered Gate System to include an exit side, entrance side and all appurtenances for a complete and operational system installation.

For a net Increase of \$41,500.00

ESTIMATED COST THIS CHANGE, INCREASE \$41,500.00

CONTRACT TOTAL, INCLUDING THIS CHANGE \$521,215.00

APPROVAL RECOMMENDED ENGINEER

DATE 10/24/22

APPROVED, CITY OF HANFORD

DATE 10/24/22

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE

ACCEPTED, DATE 10-06-2022CONTRACTOR American Paving Co.

BY

TITLE Vice President

IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.

Attachment: Change Orders 1 - 6 (PW: Police Department Parking Lot Expansion Project - Change Order Approval and Approp. Transfer)





CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION CONTRACT CHANGE ORDER NO. 2

REV. NO. 1 SUPPL. NO. ____

PROJECT Police Parking Lot Expansion ProjectSHEET 1 OF 3 SHEETSTO CONTRACTOR: American Paving Co.

CONTRACT NO. 21830000-822639

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: \$479,715.00

CCOI: \$41,500.00

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

Demo Awning

To Include all labor, equipment, and materials for the demolition of the existing awning as shown on the attached plan sheet

For a net Increase of \$3,900.00

ESTIMATED COST THIS CHANGE, INCREASE \$3,900.00

CONTRACT TOTAL, INCLUDING THIS CHANGE \$525,115.00

APPROVAL, RECOMMENDED, ENGINEER

DATE 10/24/24

APPROVED, CITY OF HANFORD

DATE 10/24/24

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE

ACCEPTED, DATE 10-06-2021CONTRACTOR American Paving Co.

BY

TITLE Vice President

IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.

Attachment: Change Orders 1 - 6 (PW: Police Department Parking Lot Expansion Project - Change Order Approval and Approp. Transfer)

315 North Thorne Avenue
PO Box 27587
Fresno, Ca 93729

American Paving Co.

Telephone: 559-268-9886
Fax: 559-268-2908

September 23, 2022

City of Hanford
Engineering Division
900 S. 10th Street
Hanford, CA 93230

Attn: Jennifer Minear, Project Manager

Project: Hanford Police Department Parking Lot Expansion
APC Job No. 21.2218

Subject: COR No. 01 – Demo Awning

Please find below and attached our proposal in response to COR 01 – Demo Awning. Included are the costs for all labor, equipment, and materials for the demolition of the existing awning as shown on the attached plan sheet and per the City of Hanford's request.

The costs are as follows:

COR No. 01 – Demo Awning	1 LS @ \$3,900.00
	Total \$3,900.00

All terms and conditions of our contract apply to this change order request. Should you have any questions, please do not hesitate to contact us at (559) 268-9886.

American Paving Co.

David Pereira

David Pereira
Field Engineer

An Affirmative Action / Equal Opportunity Employer
America

Lic. No. 181430

Member Associated General Contractors of

Attachment: Change Orders 1 - 6 (PW: Police Department Parking Lot Expansion Project - Change Order Approval and Approp. Transfer)





CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION CONTRACT CHANGE ORDER NO. 3

REV. NO. 1 SUPPL. NO. ____

PROJECT Police Parking Lot Expansion ProjectSHEET 1 OF 7 SHEETSTO CONTRACTOR: American Paving Co.

CONTRACT NO. 21830000-822639

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: **\$479,715.00**CCO1: **\$41,500.00**CCO2: **\$3,900.00**

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

Handling and Removal of Transite Pipe

Transite Pipe Handling and Removal.

Included are the costs for all labor, equipment, and materials for the demolition, removal, and off haul of the transite pipe as described and requested per RFI No. 03 attached.

For a net Increase of \$2,472.50

ESTIMATED COST THIS CHANGE, INCREASE \$2,472.50

CONTRACT TOTAL, INCLUDING THIS CHANGE \$527,587.50

APPROVAL RECOMMENDED, ENGINEER

DATE 10/24/22

APPROVED, CITY OF HANFORD

DATE 10/24/22

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE

ACCEPTED, DATE 10/17/22

CONTRACTOR

American Paving Co.BY [Signature]TITLE Stephen J. Poindexter, President & CEO

IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.

Attachment: Change Orders 1 - 6 (PW: Police Department Parking Lot Expansion Project - Change Order Approval and Approp. Transfer)

315 North Thorne Avenue
PO Box 27587
Fresno, Ca 93729

American Paving Co.

Telephone: 559-268-9886
Fax: 559-268-2908

October 7, 2022

City of Hanford
Engineering Division
900 S. 10th Street
Hanford, CA 93230

Attn: Jennifer Minear, Project Manager

Project: Hanford Police Department Parking Lot Expansion
APC Job No. 21.2218

Subject: COR No. 03 – Handling and Removal of Transite Pipe

Please find below and attached our proposal for COR 03 – Transite Pipe Handling and Removal. Included are the costs for all labor, equipment, and materials for the demolition, removal, and off haul of the transite pipe as described and requested per RFI No. 03 attached.

The costs are as follows:

COR No. 03 – Transite Pipe Handling & Removal	Removal of Pipe:	\$2,150.00
	<u>Sub 15% Markup</u>	<u>\$322.50.00</u>
	Total:	\$2,472.50

All terms and conditions of our contract apply to this change order request

Should you have any questions, please do not hesitate to contact us at (559) 268-9886.

American Paving Co.

David Pereira

David Pereira
Field Engineer



ENVIRONMENTAL
Solutions Made Easy

CA Lic. #501913 NV Lic. #0034638 DOSH Registration #19 Hauler Registration #2908 EPA #CAR000263707 DIR #1000002856

24 Hour Emergency Spill Response • Asbestos Abatement • Lead Paint Removal • Hazardous Waste Hauling & Disposal
 Soil Remediation • Site Assessments • Microbial Decontamination • Indoor Air Quality • Lab Packing • Hydroblasting • Painting & Coatings

PROPOSAL NO:142-079

TO: American Paving

DATE: 10-6-22

ATTN: David Pereira

PHONE: 559-267-8062

JOB NAME: 422 N. Douty St

PARC Environmental, hereinafter designated as PARC, proposes to perform the following

Scope of work:

Work will consist of the removal of 20lnf of transite pipe so American paving can do a tie in. All work will be done in compliance with all state and federal regulations. American Paving will assist in the load of the pipe with a piece of equipment.

Phase is based on the following:

1. Work will take 1 days to complete
2. Set up Regulated work area
3. Make Clean cut for tie in
4. Haul of and dispose of all waste generated from removal
5. Water and Power will be supplied to Parc at no additional cost

Cost for Work: \$2,150.00

Assumptions:

- All work be done during normal business hours, at appropriate prevailing wage rate
- This proposal shall be incorporated into any contract and attached to it as an Exhibit.
- Retention shall be paid within 90 days of substantial completion of work by PARC.
- Unless otherwise noted, this is a lump sum proposal; quantities listed are informational only and not to be used for deductive pricing. Unless otherwise noted, price is based on non-prevailing wages.

2864 E. Dorothy Ave. Fresno, CA. 93706
 P.O. Box 10077, Fresno, CA 93745-0077
 (559) 233-7156 800-882-5362 FAX: (559) 233-4284
www.parcenvironmental.com

PROPOSAL TERMS: All work shall be performed in accordance with state and federal regulations pertaining to abatement of hazardous materials including transportation and disposal of waste. PARC carries liability, workers compensation, and auto insurance. Unless otherwise stated; the customer agrees to supply sufficient water and electricity at no cost to PARC; the customer acknowledges that abatement requires the application of tape and agrees that PARC will not be held responsible for tape damage or for repainting; this bid is based on performing the work during regular work hours; PARC shall not be responsible for weather protection or for damages resulting from weather or vandalism; this proposal is subject to change and may be withdrawn if not accepted within 30 days of the above date.

PAYMENT TERMS: Cash forthwith for any portion of work commenced and completed in any one calendar month. Balance of contract price due and payable within 10 calendar days upon completion of PARC's work. Unpaid monies shall be subject to a finance charge of 1.5% per month. The customer agrees to compensate PARC for any collection related costs, including reasonable attorney fees, if full payment is not made to PARC. The customer agrees that the court of jurisdiction, for any claim, shall be located in Fresno County.

Accepted _____, 2022

PARC Environmental

By: _____

Approved:

Title: _____

By: Patrick Smith Estimator/Project Manager

2864 E. Dorothy Ave. Fresno, CA. 93706
P.O. Box 10077, Fresno, CA 93745-0077
(559) 233-7156 800-882-5362 FAX: (559) 233-4284
www.parcenvironmental.com

Attachment: Change Orders 1 - 6 (PW: Police Department Parking Lot Expansion Project - Change Order Approval and Approp. Transfer)

AMERICAN PAVING CO.

REQUEST FOR INFORMATION

RFI NO: 003

PROJECT: Police Department Parking Lot Expansion
AMERICAN PAVING CO. JOB NO. 21.2218

DATE: October 3, 2022

TO: City of Hanford
CARE OF: Jennifer Minear
900 S. 10th Ave.
Hanford, CA 93230
jminear@cityofhanfordca.com

FROM: American Paving Co.
P.O. Box 27587
Fresno, CA 93729
Attn: David Pereira
dpereira@americanpavingco.com

FILING: APC RFI# 03

ATTN: Jennifer Minear

REF. SPECIFICATION: N/A

Drawings: 2 & 3 of 17

POTENTIAL IMPACTS:

☐ SCHED ☐ LABOR
☐ MAT'L ☐ NO IMPACT
☐ OTHER ☒ TBD

RFI SUBMITTED BY: David Pereira, APC

NEED REPLY BY: October 7, 2022

REQUEST:

Plan sheet 2 calls out for the removal of 21 LF of existing storm drain pipe as shown on the attached plan. ~~This storm drain pipe is then to be utilized to tie into the proposed dry well.~~ It has been discovered that this storm drain pipe is a transite (asbestos) pipe which American Paving Co. does not handle due to the special precautions that are needed. Please advise how the city would like to move forward with this and if this pipe could even be used for the dry well tie-in. Thank you.

REPLY:

We need to find a contractor who will do the work. The pipe needs to be removed to the new drywell, or abandoned in place if grades allow.

Please recommend contractor who can do this work along with American, provide quote for remove or abandon.

FIRM:

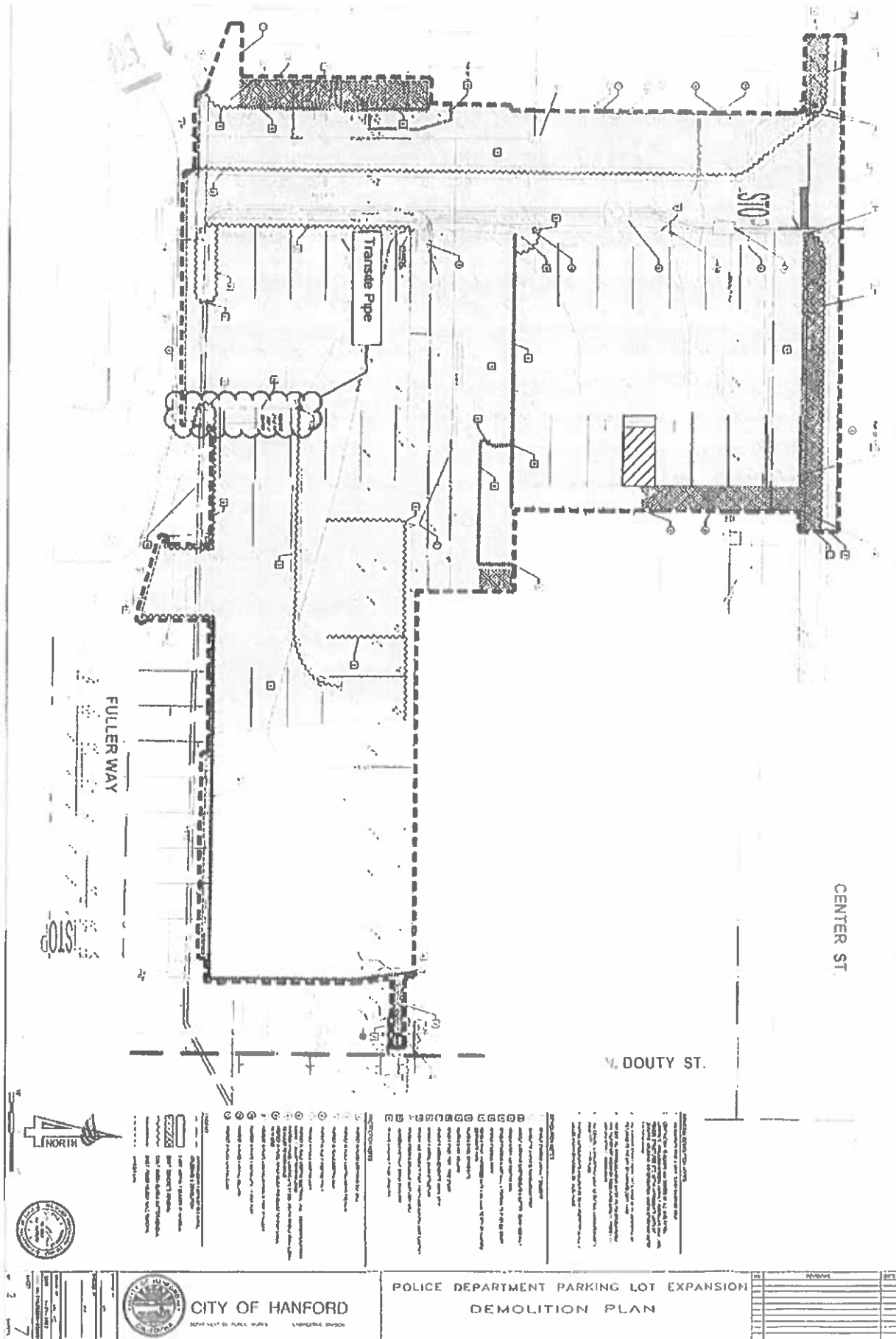
SIGNED:

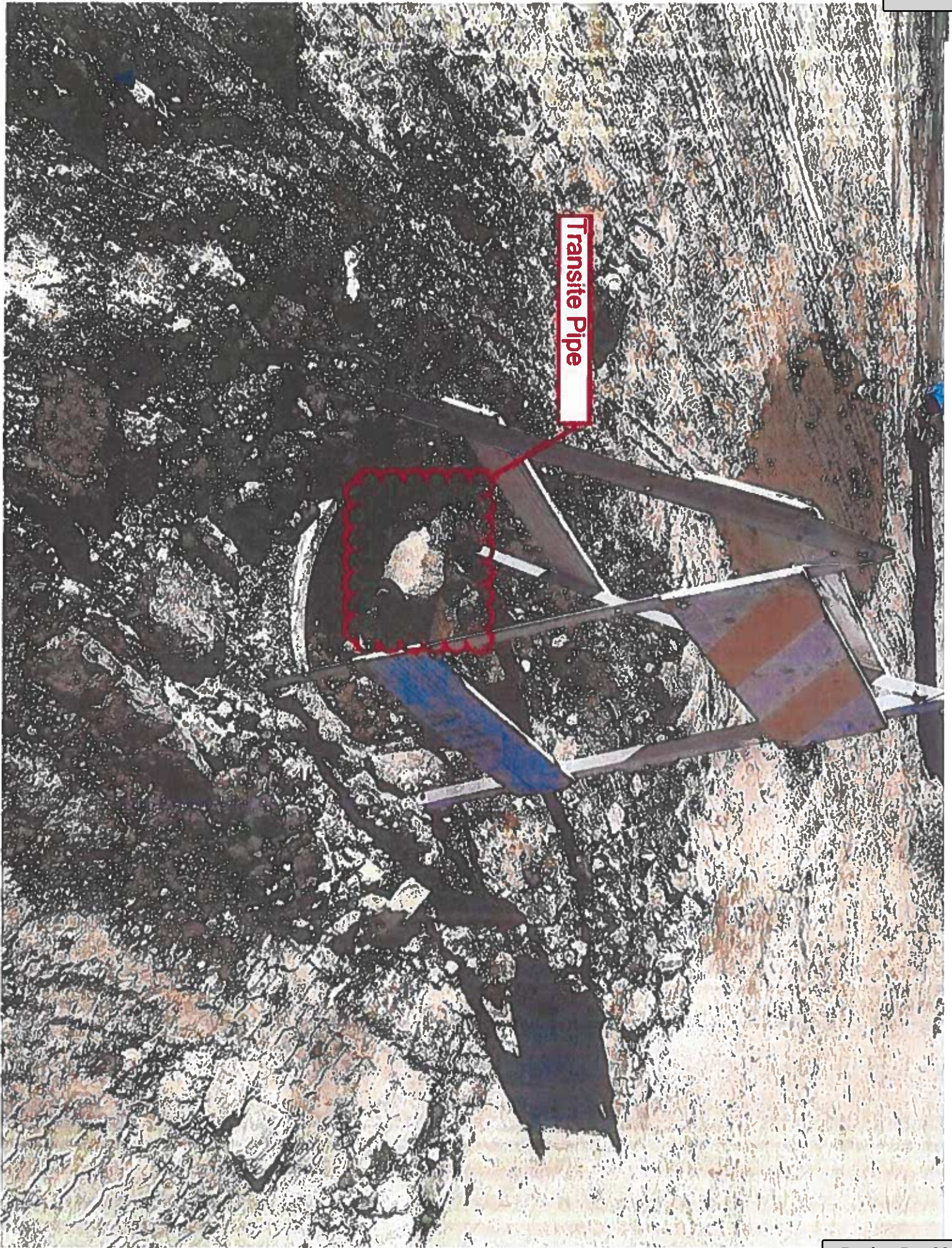
DATE:

CC:

☐ CLARIFICATION ONLY
☐ CHANGE IN CONTRACT
☐ ENGINEER CHANGE
☐ OTHER

Attachment: Change Orders 1 - 6 (PW: Police Department Parking Lot Expansion Project - Change Order Approval and Approp. Transfer)







CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION CONTRACT CHANGE ORDER NO. 4REV. NO. 1 SUPPL. NO. PROJECT Police Parking Lot Expansion ProjectSHEET 1 OF 3 SHEETSTO CONTRACTOR: American Paving Co.CONTRACT NO. 21830000-822639

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: \$479,715.00

CCO1: \$41,500.00

CCO2: \$3,900.00

CCO3: \$2,472.50

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

Demo Concrete Footing Below Grade

Demo Concrete Footing.

Included are the costs for all labor, equipment, and materials for the demolition, removal, and backfill of the concrete as shown on the attached plan sheet and per the City of Hanford's request.

For a net Increase of \$6,950.00

ESTIMATED COST THIS CHANGE, INCREASE \$6,950.00

CONTRACT TOTAL, INCLUDING THIS CHANGE \$534,537.50

THE DATE OF COMPLETION OF ALL WORK IS THEREFORE November 29, 2022.

APPROVAL RECOMMENDED, ENGINEER

for Taylor Dikel by Lisa Dikel

DATE 10/24/22

APPROVED, CITY OF HANFORD

DATE 10/24/22

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE.

ACCEPTED, DATE 10/19/22 CONTRACTOR American Paving Co.

BY

TITLE

Stephen J. Poindexter, President & CEO

IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.

Attachment: Change Orders 1 - 6 (PW: Police Department Parking Lot Expansion Project - Change Order Approval and Approp. Transfer)

315 North Thorne Avenue
PO Box 27587
Fresno, Ca 93729

American Paving Co.

Telephone: 559-268-9886
Fax: 559-268-2908

October 5, 2022

City of Hanford
Engineering Division
900 S. 10th Street
Hanford, CA 93230

Attn: Jennifer Minear, Project Manager

Project: Hanford Police Department Parking Lot Expansion
APC Job No. 21.2218

Subject: COR No. 02 – Demo Concrete Footing Below Grade

Please find below and attached our proposal in response to COR 02 – Demo Concrete Footing. Included are the costs for all labor, equipment, and materials for the demolition, removal, and backfill of the concrete as shown on the attached plan sheet and per the City of Hanford's request.

The costs are as follows:

COR No. 02 – Demo Concrete Footing	Labor:	\$3,975.00
	Equipment:	\$1,595.00
	Trucking:	\$1,380.00
	Total:	\$6,950.00

Project Specific Terms and Conditions:

1. ✓ American Paving Co. request two additional working days (4 calendar days) for the *OK* performance of this work.
2. This includes approximately 158 LF of full depth footing removal and 32 LF of partial footing removal adjacent to the building. The partial footing removal consists of chipping the top of the footing down to bottom of grade allowing for future improvements.
3. The unexpected removal of this footing could potentially cause the site to be short on dirt. Any imported dirt required due to the backfill of the excavated area will need to be addresses and paid for by the City.
4. All terms and conditions of our contract apply to this change order request

Should you have any questions, please do not hesitate to contact us at (559) 268-9886.

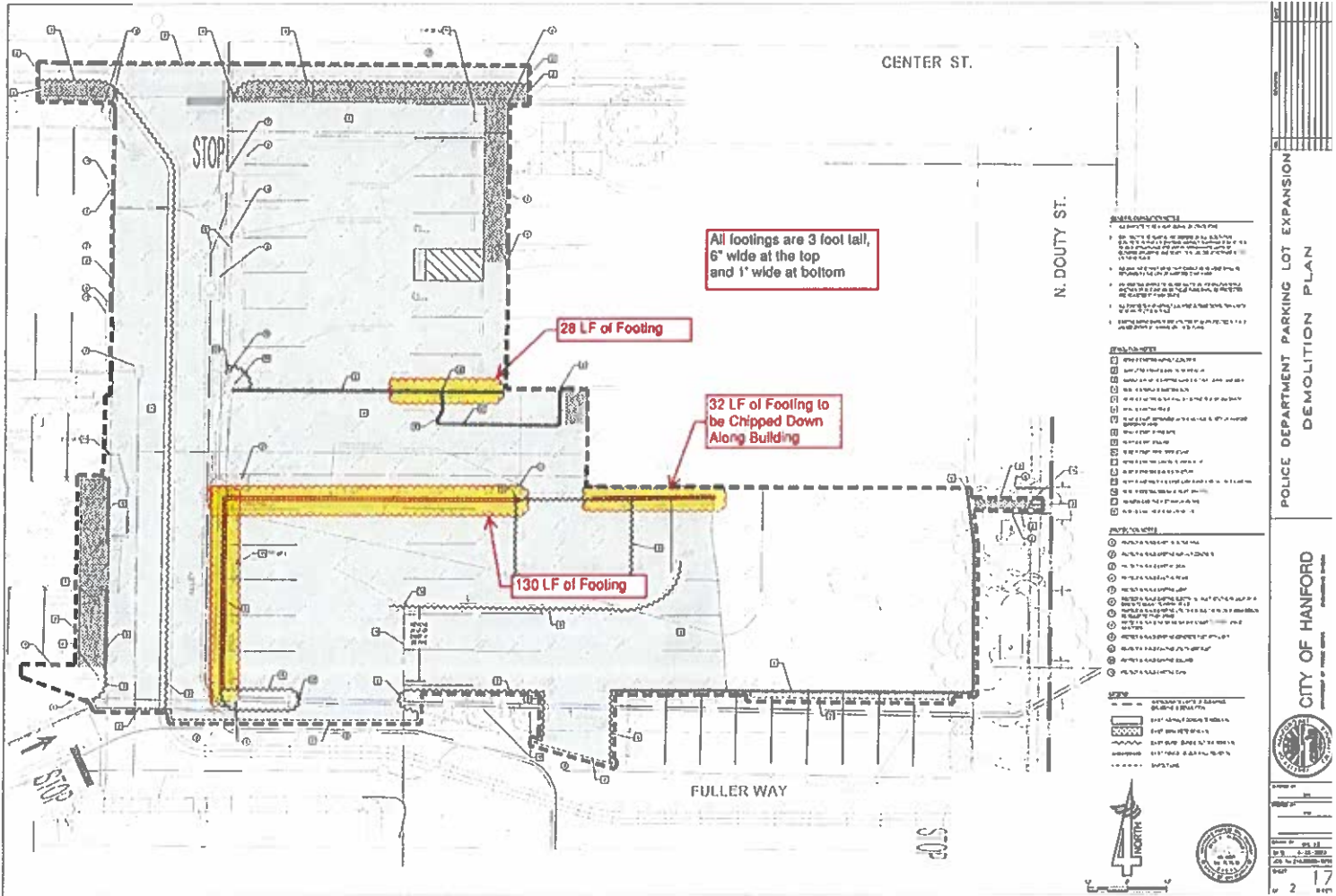
American Paving Co.

David Pereira

David Pereira
Field Engineer

☒ APPROVED

Jennifer Minear
10/24/22





CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION CONTRACT CHANGE ORDER NO. 5

REV. NO. 1 SUPPL. NO. ____

PROJECT Police Parking Lot Expansion ProjectSHEET 1 OF 31 SHEETSTO CONTRACTOR: American Paving Co.

CONTRACT NO. 21830000-822639

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: \$479,715.00

CCO1: \$41,500.00

CCO2: \$3,900.00

CCO3: \$2,472.50

CCO4: \$6,950.00

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

Transite Pipe Handling & Removal

Transite Pipe Handling and Removal - CREDIT

Credit for work related to CCO#3.

For a net Decrease of -\$400.00

SPR Revisions

Included are the costs for all labor, equipment, materials, and subcontractor forces for the modifications of work as shown on the SPR revised plans attached and per the City of Hanford's request. (See attached documentation)

For a net Increase of \$5,759.19

Electrical Revisions

Included and attached

are the costs for all labor, equipment, materials, and subcontractor forces for the modifications of work as shown on the attached revised electrical plans on 10/18/2022 and per the City of Hanford's request. see attached documentation)

For a net increase of \$13,656.25

ESTIMATED COST THIS CHANGE, INCREASE \$19,015.44

CONTRACT TOTAL, INCLUDING THIS CHANGE \$553,552.94

THE DATE OF COMPLETION OF ALL WORK IS THEREFORE An additional (23) calendar days has been added to the contract.
New Project Completion date is **December 22, 2022.**

APPROVAL RECOMMENDED, ENGINEER for Taylor Dibel by Lisa Dech Ywak DATE 11/3/22APPROVED, CITY OF HANFORD Ywak DATE 11/3/22

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE

ACCEPTED, DATE 11/1/22 CONTRACTOR American Paving Co.BY [Signature] TITLE Stephen J. Poindexter, President & CEO

IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.

Attachment: Change Orders 1 - 6 (PW: Police Department Parking Lot Expansion Project - Change Order Approval and Approp. Transfer)

315 North Thorne Avenue
PO Box 27587
Fresno, Ca 93729

American Paving Co.

Telephone: 559-268-9886
Fax: 559-268-2908

October 27, 2022

City of Hanford
Engineering Division
900 S. 10th Street
Hanford, CA 93230

Attn: Jennifer Minear, Project Manager

Project: Hanford Police Department Parking Lot Expansion
APC Job No. 21.2218

Subject: COR No. 03 – Handling and Removal of Transite Pipe (**Revised 10/27/2022**)

Please find below and attached our proposal for COR 03 – Transite Pipe Handling and Removal. Included are the costs for all labor, equipment, and materials for the demolition, removal, and off haul of the transite pipe as described and requested per RFI No. 03 attached.

The costs are as follows:

COR No. 03 – Transite Pipe Handling & Removal

APPROVED

By Jennifer Minear at 1:58 pm, Oct 27, 2022

Removal of Pipe:	\$2,150.00	Paid with CCO3
Credit from APC:	(\$ 400.00)	
<u>Sub 15% Markup</u>	<u>\$ 322.50</u>	
Total:	\$2,072.50	

All terms and conditions of our contract apply to this change order request

Should you have any questions, please do not hesitate to contact us at (559) 268-9886.

American Paving Co.

David Pereira

David Pereira
Field Engineer



ENVIRONMENTAL

Solutions Made Easy

CA Lic. #501913 NV Lic. #0034638 DOSH Registration #19 Hauler Registration #2908 EPA #CAR000263707 DIR #1000002856

24 Hour Emergency Spill Response • Asbestos Abatement • Lead Paint Removal • Hazardous Waste Hauling & Disposal
Soil Remediation • Site Assessments • Microbial Decontamination • Indoor Air Quality • Lab Packing • Hydroblasting • Painting & Coatings

PROPOSAL NO:142-079

TO: American Paving

DATE:10-6-22

ATTN: David Pereira

PHONE: 559-267-8062

JOB NAME: 422 N. Douty St

PARC Environmental, hereinafter designated as PARC, proposes to perform the following

Scope of work:

Work will consist of the removal of 20lnf of transite pipe so American paving can do a tie in. All work will be done in compliance with all state and federal regulations. American Paving will assist in the load of the pipe with a piece of equipment.

Phase is based on the following:

1. Work will take 1 days to complete
2. Set up Regulated work area
3. Make Clean cut for tie in
4. Haul of and dispose of all waste generated from removal
5. Water and Power will be supplied to Parc at no additional cost

Cost for Work: \$2,150.00

Assumptions:

- All work be done during normal business hours, at appropriate prevailing wage rate
- This proposal shall be incorporated into any contract and attached to it as an Exhibit.
- Retention shall be paid within 90 days of substantial completion of work by PARC.
- Unless otherwise noted, this is a lump sum proposal; quantities listed are informational only and not to be used for deductive pricing. Unless otherwise noted, price is based on non-prevailing wages.

2864 E. Dorothy Ave. Fresno, CA. 93706
P.O. Box 10077, Fresno, CA 93745-0077
(559) 233-7156 800-882-5362 FAX: (559) 233-4284
www.parcenvironmental.com

PROPOSAL TERMS: All work shall be performed in accordance with state and federal regulations pertaining to abatement of hazardous materials including transportation and disposal of waste. PARC carries liability, workers compensation, and auto insurance. Unless otherwise stated; the customer agrees to supply sufficient water and electricity at no cost to PARC; the customer acknowledges that abatement requires the application of tape and agrees that PARC will not be held responsible for tape damage or for repainting; this bid is based on performing the work during regular work hours; PARC shall not be responsible for weather protection or for damages resulting from weather or vandalism; this proposal is subject to change and may be withdrawn if not accepted within 30 days of the above date.

PAYMENT TERMS: Cash forthwith for any portion of work commenced and completed in any one calendar month. Balance of contract price due and payable within 10 calendar days upon completion of PARC's work. Unpaid monies shall be subject to a finance charge of 1.5% per month. The customer agrees to compensate PARC for any collection related costs, including reasonable attorney fees, if full payment is not made to PARC. The customer agrees that the court of jurisdiction, for any claim, shall be located in Fresno County.

Accepted _____, 2022

PARC Environmental

By: _____

Approved:

Title: _____

By: Patrick Smith Estimator/Project Manager

2864 E. Dorothy Ave. Fresno, CA. 93706
P.O. Box 10077, Fresno, CA 93745-0077
(559) 233-7156 800-882-5362 FAX: (559) 233-4284
www.parcenvironmental.com

AMERICAN PAVING CO.

REQUEST FOR INFORMATION

RFI NO: 003

PROJECT: Police Department Parking Lot Expansion
AMERICAN PAVING CO. JOB NO. 21.2218

DATE: October 3, 2022

TO: City of Hanford
CARE OF: Jennifer Minear
900 S. 10th Ave.
Hanford, CA 93230
jminear@cityofhanfordca.com

FROM: American Paving Co.
P.O. Box 27587
Fresno, CA 93729
Attn: David Pereira
dpereira@americanpavingco.com

FILING: APC RFI# 03

ATTN: Jennifer Minear

REF. SPECIFICATION: N/A

Drawings: 2 & 3 of 17

POTENTIAL IMPACTS:

☐ SCHED ☐ LABOR
☐ MAT'L ☐ NO IMPACT
☐ OTHER ☒ TBD

RFI SUBMITTED BY: David Pereira, APC

NEED REPLY BY: October 7, 2022

REQUEST:

Plan sheet 2 calls out for the removal of 21 LF of existing storm drain pipe as shown on the attached plan. ~~This storm drain pipe is then to be utilized to tie into the proposed dry well.~~ It has been discovered that this storm drain pipe is a transite (asbestos) pipe which American Paving Co. does not handle due to the special precautions that are needed. Please advise how the city would like to move forward with this and if this pipe could even be used for the dry well tie-in. Thank you.

REPLY:

We need to find a contractor who will do the work. The pipe needs to be removed to the new drywell, or abandoned in place if grades allow.
Please recommend contractor who can do this work along with American, provide quote for remove or abandon.

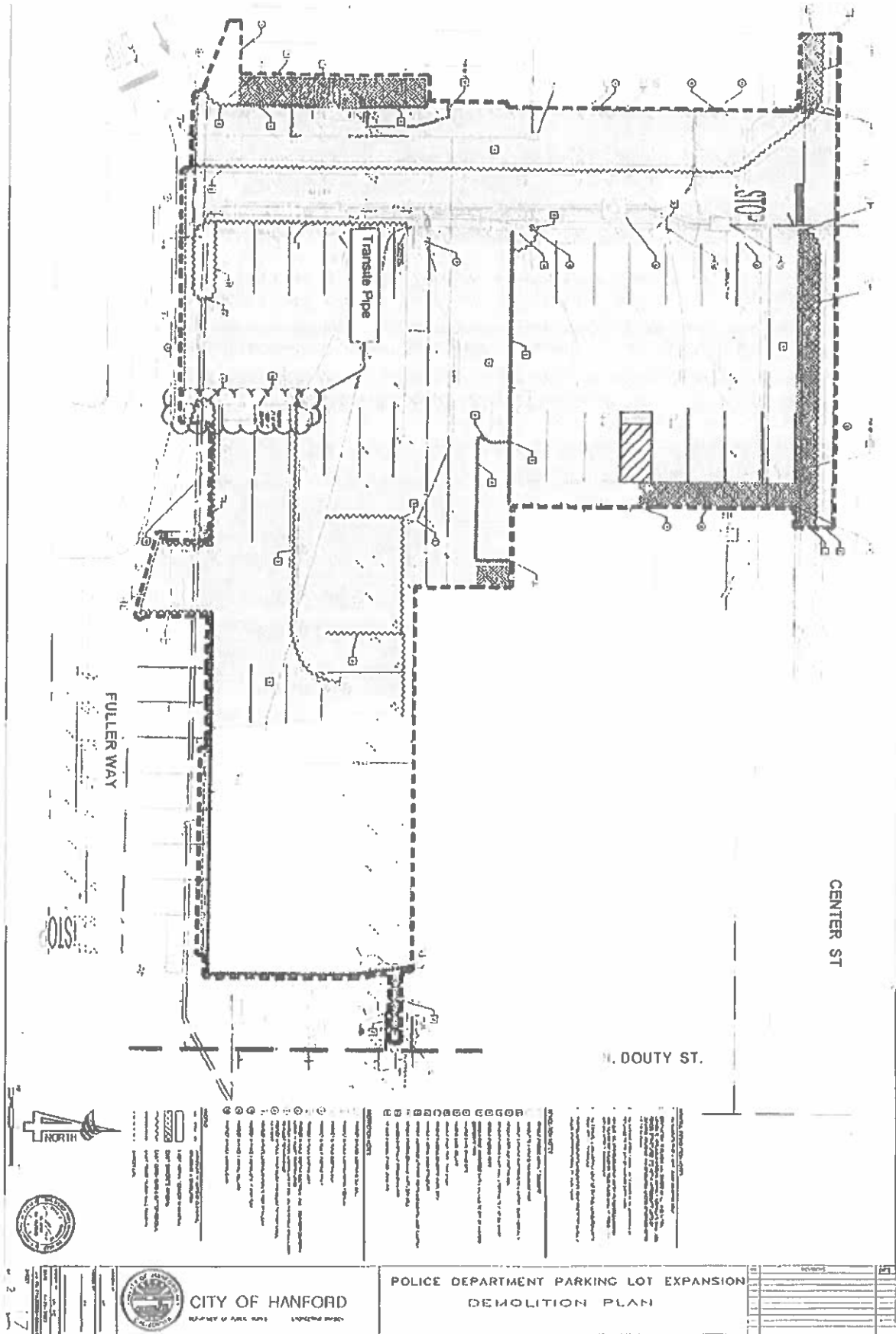
FIRM:

SIGNED:

DATE:

CC:

☐ CLARIFICATION ONLY
☐ CHANGE IN CONTRACT
☐ ENGINEER CHANGE
☐ OTHER





Transite Pipe

315 North Thorne Avenue
PO Box 27587
Fresno, Ca 93729

American Paving Co.

Telephone: 559-268-9886
Fax: 559-268-2908

October 17, 2022

City of Hanford
Engineering Division
900 S. 10th Street
Hanford, CA 93230

Attn: Jennifer Minear, Project Manager

Project: Hanford Police Department Parking Lot Expansion
APC Job No. 21.2218

Subject: COR No. 05 – SPR Revisions

Please find below and attached our proposal for COR 05 – SPR Revisions. Included are the costs for all labor, equipment, materials, and subcontractor forces for the modifications of work as shown on the SPR revised plans attached and per the City of Hanford's request.

The costs are as follows:

COR No. 05 – SPR Revisions

APPROVED

By Jennifer Minear at 2:01 pm, Oct 27, 2022

EB Landscape: \$5,615.44

T&T Pavement: \$ 143.75

American Paving Management: \$1,630.00

Total: \$7,389.19

\$5,759.19 Approved

~~American Paving Co. requests 3 additional working days (likely 5 additional CD's) for the performance of this work.~~ **Not Critical Path, Not Approved**

All terms and conditions of our contract apply to this change order request

Should you have any questions, please do not hesitate to contact us at (559) 268-9886.

American Paving Co.

David Pereira

David Pereira
Field Engineer



8289 E. Olive, Fresno, Ca 93737
 License: C-27 #1075825
 Phone: 530-391-9367
 Fax: 559-453-2510

Project: Hanford Police Parking Lot

Date: 10/17/2022

Reference: SPR Landscape Revisions

COST PROPOSAL

Scope of Work: Work related to SPR Landscape revisions

	<u>Material</u>	<u>Extension</u>	<u>units</u>	<u>Notes</u>	<u>Price</u>
1	Netafim drip tubing with misc fittings	\$1.00	124	each	\$124.00
2	Blue glow agave-2 gallon	\$23.50	5	each	\$117.50
4	Blonde ambition blue grama-1 gallon	\$8.00	11	each	\$88.00
5	Dwarf yellow poker plant-5 gallon	\$19.50	4	each	\$78.00
6	Spanish lavender-1 gallon	\$6.00	3	each	\$18.00
7	Lilac verbenia	\$6.00	7	each	\$42.00
8	Walk on mulch	\$45.00	3	yard	\$135.00
9	Mojave gold rock mulch	\$65.00	1.5	ton	-\$97.50
10					
11	Subtotal Material	\$505.00			
12	Tax	\$44.19			
13	Overhead and profit-10%	\$50.50			
14	Total Material Cost	\$599.69			
15					
16	<u>Equipment</u>				
17	Dingo with attachments	\$79.60	12		\$955.20
18	Bobcat with attachments	\$89.60	0		\$0.00
19	Tractor with attachments	\$135.00	0		\$0.00
20	Mini roller 3.5 ton	\$75.50	0		\$0.00
21	Magnum-Large sod roller	\$150.00	0		\$0.00
22	Truck and Trailer	\$45.00	12		\$540.00
23					
24	Subtotal Equipment	\$1,495.20			
25	Overhead and profit-10%	\$149.52			
26	Total Equipment Cost	\$1,644.72			
27					
28	<u>Labor</u>				
29	Site superintendent	\$68.00	4		\$272.00
30	Project Foreman	\$55.00	12		\$660.00
31	Landscape Tech I	\$48.50	12		\$582.00
32	Landscape Tech II	\$36.00	12		\$432.00
33					
34					

*INCLUDES FRINGE BENEFITS

35	Subtotal Labor	\$1,916.00
36	Labor burden @ 25.59%	\$497.98
37	Overhead and profit-10%	\$194.60
38	Total Labor/Labor Burden Cost	<u>\$2,638.58</u>
39	TOTAL COST PROPOSAL:	<u><u>\$4,882.99</u></u>



"We are a non-union
Contractor"

3276 W. Sussex Way
Fresno, CA 93722

Phone: 559-275-2879
Fax: 559-229-2527

TIN #81-4165560
License #687921

tandtpavemark@gmail.com
DIR Registration #1000046338
SB #2004666

PROPOSAL

DATE: 10/14/2022

PROPOSAL #: 22-578

PREVAILING: Yes

CUSTOMER:

American Paving
P.O. Box 27587
Fresno, CA 93729

PROJECT:

Hanford Police Dept.

****THIS PROPOSAL IS TO BE ACCEPTED AS A WHOLE AND NOT BROKEN OUT IN PARTS.****

WE HEREBY PROPOSE TO FURNISH THE FOLLOWING WORK AS DESCRIBED BELOW:

This quote is for work performed, M-F, 6am-2pm. An additional cost will be added for weekend work.

Qty	Description	Total
2	ADDITIONAL WORK 3.5x16 custom hash area	125.00
EXCLUSIONS FROM PROPOSAL: TRUNCATED DOMES, BOLLARDS, TEMPORARY/TIMBER BARRICADES, LEAD COMPLIANCE REMOVAL & LEAD COMPLIANCE PLANS (unless otherwise notated in proposal), SPECIALTY BUILDING SIGNAGE, REMOVAL BY WET SANDBLASTING AND CONCRETE WHEEL STOPS WITH DRAINAGE SLOTS.		Total: \$125.00

*NOTE: Irrigation must be turned off 24 hours prior to commencing work.

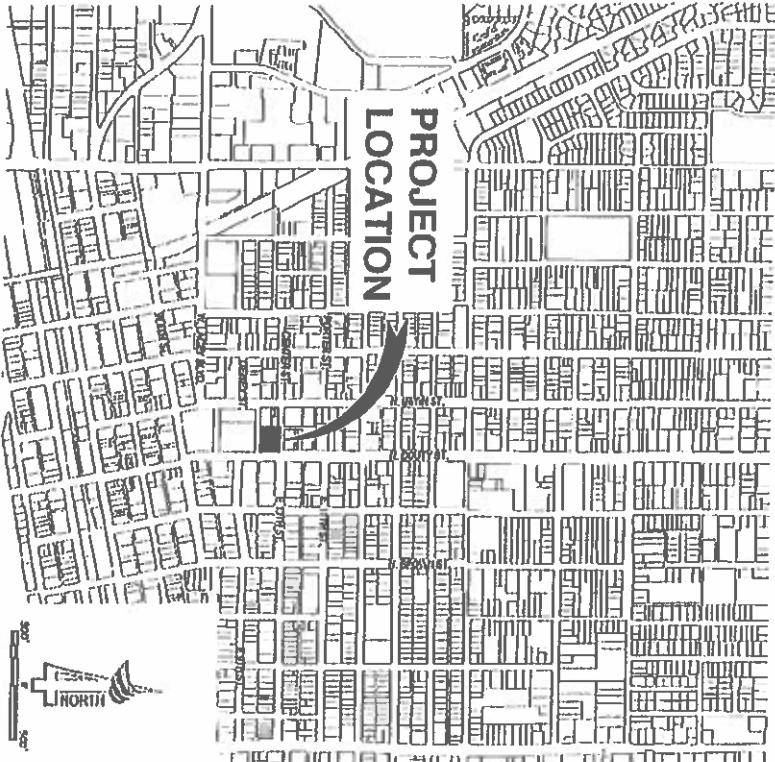
- Please direct questions regarding this proposal to Tom Ochoa at (559) 217-7645.
- Upon acceptance of this proposal, please sign and email to our office.
- Proposal is not valid after 30 days without a signature.

*Please note: Payments made by credit card on final invoice will be subject to an additional 3.5% surcharge on the total cost to cover fees.

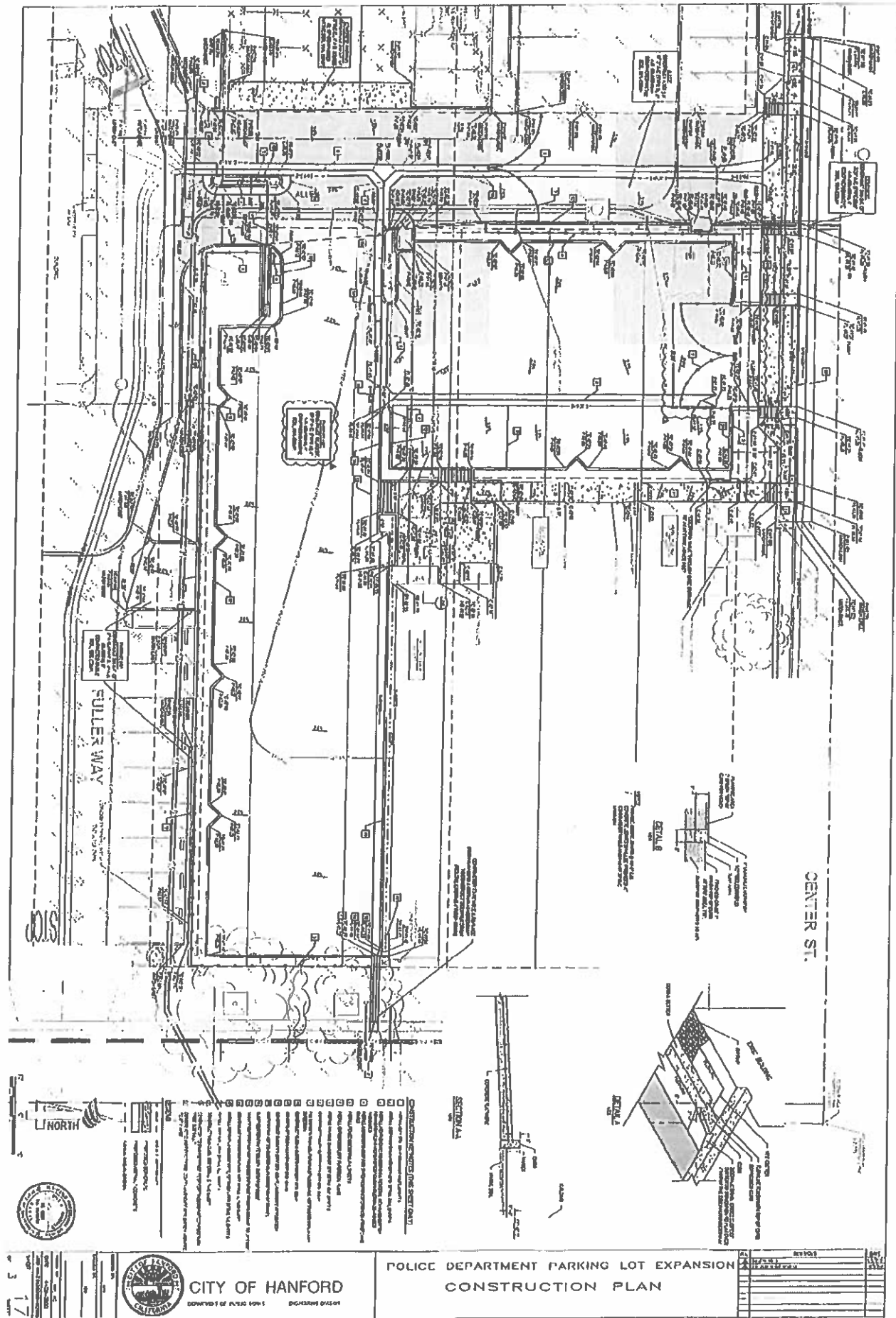
IF PROPOSAL IS APPROVED, T&T REQUIRES A NOTICE OF 14 BUSINESS DAYS TO COMMENCE WORK.

Signature

Date

 PROJECT LOCATION		CITY OF HANFORD DEPT. OF PUBLIC WORKS, ENGINEERING DIVISION																			
POLICE DEPARTMENT PARKING LOT EXPANSION 416 N. DOUTY STREET, HANFORD, CA 93230		CONTACT INFORMATION JOHN G. HANFORD, Mayor HANFORD, CA 93230 PHONE: (559) 833-1000 FAX: (559) 833-1001 WWW.HANFORD.CA.GOV																			
SHEET INDEX <table border="0"> <tr> <td>1. COVER SHEET</td> <td>10. PLANTING SOILS PLAN</td> </tr> <tr> <td>2. DEMOLITION PLAN</td> <td>11. IRRIGATION PLAN</td> </tr> <tr> <td>3. CONSTRUCTION PLAN</td> <td>12. IRRIGATION DETAILS & NOTES</td> </tr> <tr> <td>4. SIGNING, STRIPING AND MARKINGS PLAN</td> <td>13. IRRIGATION DETAILS & NOTES</td> </tr> <tr> <td>5. CIVIL DETAILS</td> <td>14. IRRIGATION DETAILS & NOTES</td> </tr> <tr> <td>6. CIVIL DETAILS</td> <td>15. PLANTING PLAN</td> </tr> <tr> <td>7. ELEC. SWAGS, CODES, NOTES, AND PANEL SCHEDULE</td> <td>16. PLANTING DETAILS & NOTES</td> </tr> <tr> <td>8. SITE ELECTRICAL PLAN</td> <td>17. PLANTING DETAILS & NOTES</td> </tr> <tr> <td>9. ONE LINE DIAGRAM AND DETAILS</td> <td></td> </tr> </table>		1. COVER SHEET	10. PLANTING SOILS PLAN	2. DEMOLITION PLAN	11. IRRIGATION PLAN	3. CONSTRUCTION PLAN	12. IRRIGATION DETAILS & NOTES	4. SIGNING, STRIPING AND MARKINGS PLAN	13. IRRIGATION DETAILS & NOTES	5. CIVIL DETAILS	14. IRRIGATION DETAILS & NOTES	6. CIVIL DETAILS	15. PLANTING PLAN	7. ELEC. SWAGS, CODES, NOTES, AND PANEL SCHEDULE	16. PLANTING DETAILS & NOTES	8. SITE ELECTRICAL PLAN	17. PLANTING DETAILS & NOTES	9. ONE LINE DIAGRAM AND DETAILS		APPROVALS CITY APPROVAL: _____ DATE: _____ APPROVED: _____ DATE: _____ APPROVED: _____ DATE: _____	
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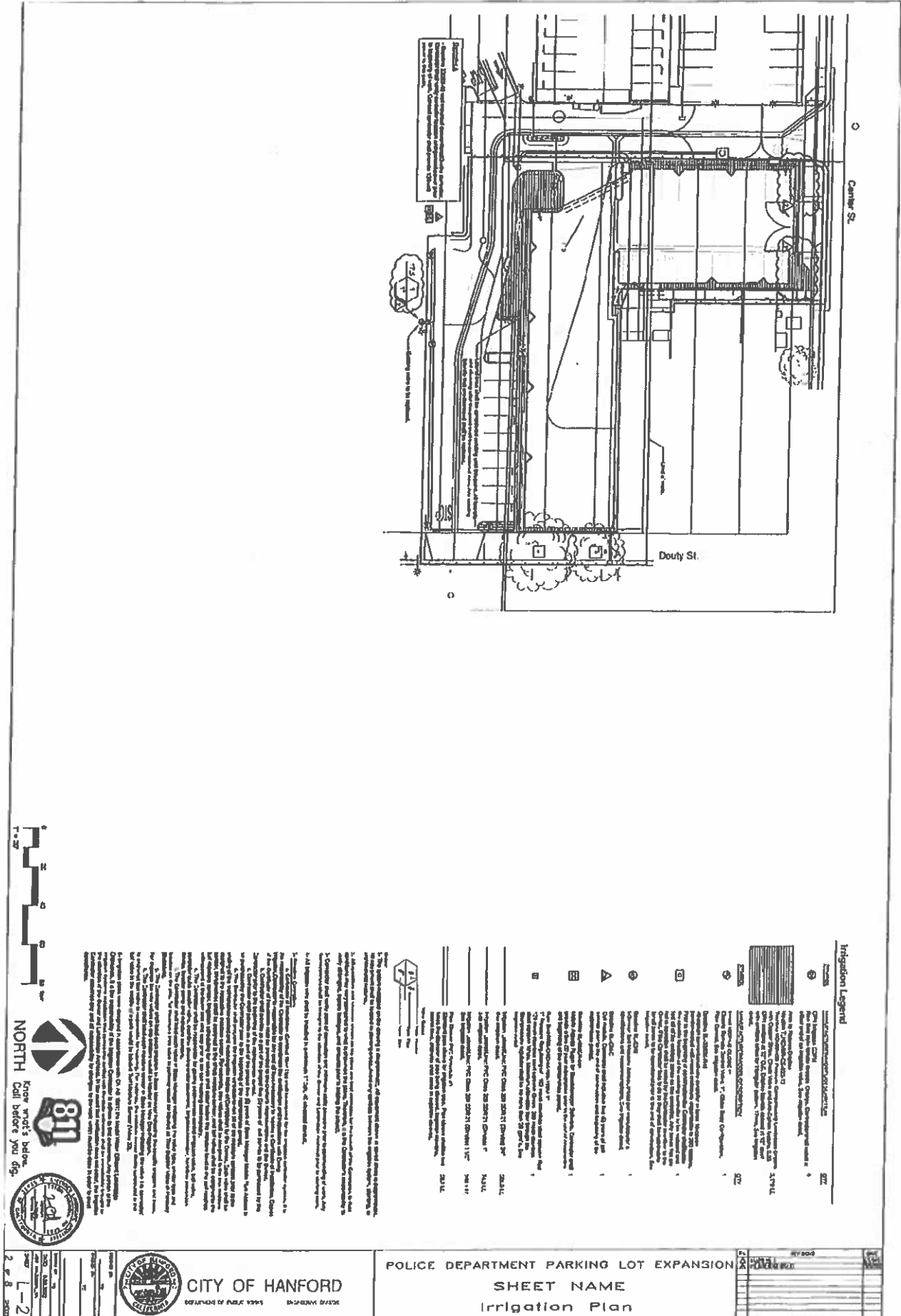






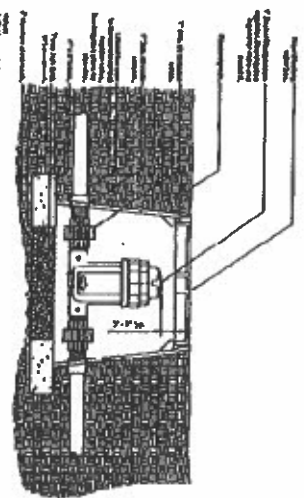
ADJACENT SIDEWALK DETAIL CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/15/15 PROJECT: CO-15	CONCRETE CURB DETAILS CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/17/15 PROJECT: CO-17	ALLEY DETAILS CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/26/15 PROJECT: CO-26	CONCRETE NOTES CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/32/15 PROJECT: CO-32	TOP ROAD DETAIL CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/15/15 PROJECT: CO-15	CONCRETE CURB DETAILS CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/17/15 PROJECT: CO-17	ALLEY DETAILS CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/26/15 PROJECT: CO-26	CONCRETE NOTES CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/32/15 PROJECT: CO-32	30" CURB AND GUTTER CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/11/15 PROJECT: CO-11	30" CURB AND GUTTER CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/11/15 PROJECT: CO-11	30" CURB AND GUTTER CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/11/15 PROJECT: CO-11	30" CURB AND GUTTER CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/11/15 PROJECT: CO-11	30" CURB AND GUTTER CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/11/15 PROJECT: CO-11	30" CURB AND GUTTER CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/11/15 PROJECT: CO-11	30" CURB AND GUTTER CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/11/15 PROJECT: CO-11	30" CURB AND GUTTER CITY OF HANFORD DESIGNED BY: [Signature] DATE: 01/11/15 PROJECT: CO-11
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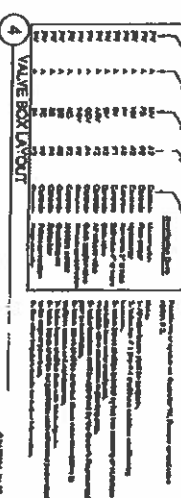
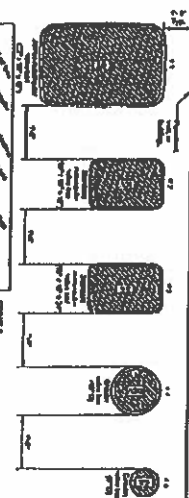


GENERAL IRRIGATION NOTES

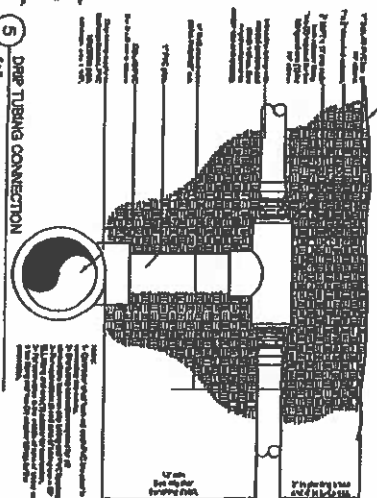
1. All irrigation systems shall be designed to provide adequate water to the entire area to be irrigated. The design shall be based on the soil type, the type of crops to be grown, and the climate of the area. The design shall also take into account the water quality and the water availability of the area.
2. The irrigation system shall be designed to provide adequate water to the entire area to be irrigated. The design shall be based on the soil type, the type of crops to be grown, and the climate of the area. The design shall also take into account the water quality and the water availability of the area.
3. The irrigation system shall be designed to provide adequate water to the entire area to be irrigated. The design shall be based on the soil type, the type of crops to be grown, and the climate of the area. The design shall also take into account the water quality and the water availability of the area.
4. The irrigation system shall be designed to provide adequate water to the entire area to be irrigated. The design shall be based on the soil type, the type of crops to be grown, and the climate of the area. The design shall also take into account the water quality and the water availability of the area.
5. The irrigation system shall be designed to provide adequate water to the entire area to be irrigated. The design shall be based on the soil type, the type of crops to be grown, and the climate of the area. The design shall also take into account the water quality and the water availability of the area.
6. The irrigation system shall be designed to provide adequate water to the entire area to be irrigated. The design shall be based on the soil type, the type of crops to be grown, and the climate of the area. The design shall also take into account the water quality and the water availability of the area.



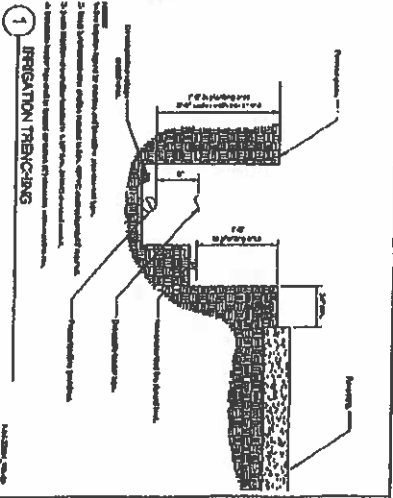
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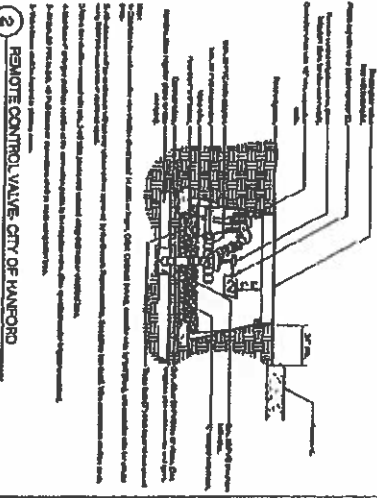
4. VALVE BOX LAYOUT



5. DEEP TUBING CONNECTION



1. IRRIGATION TRENCHING

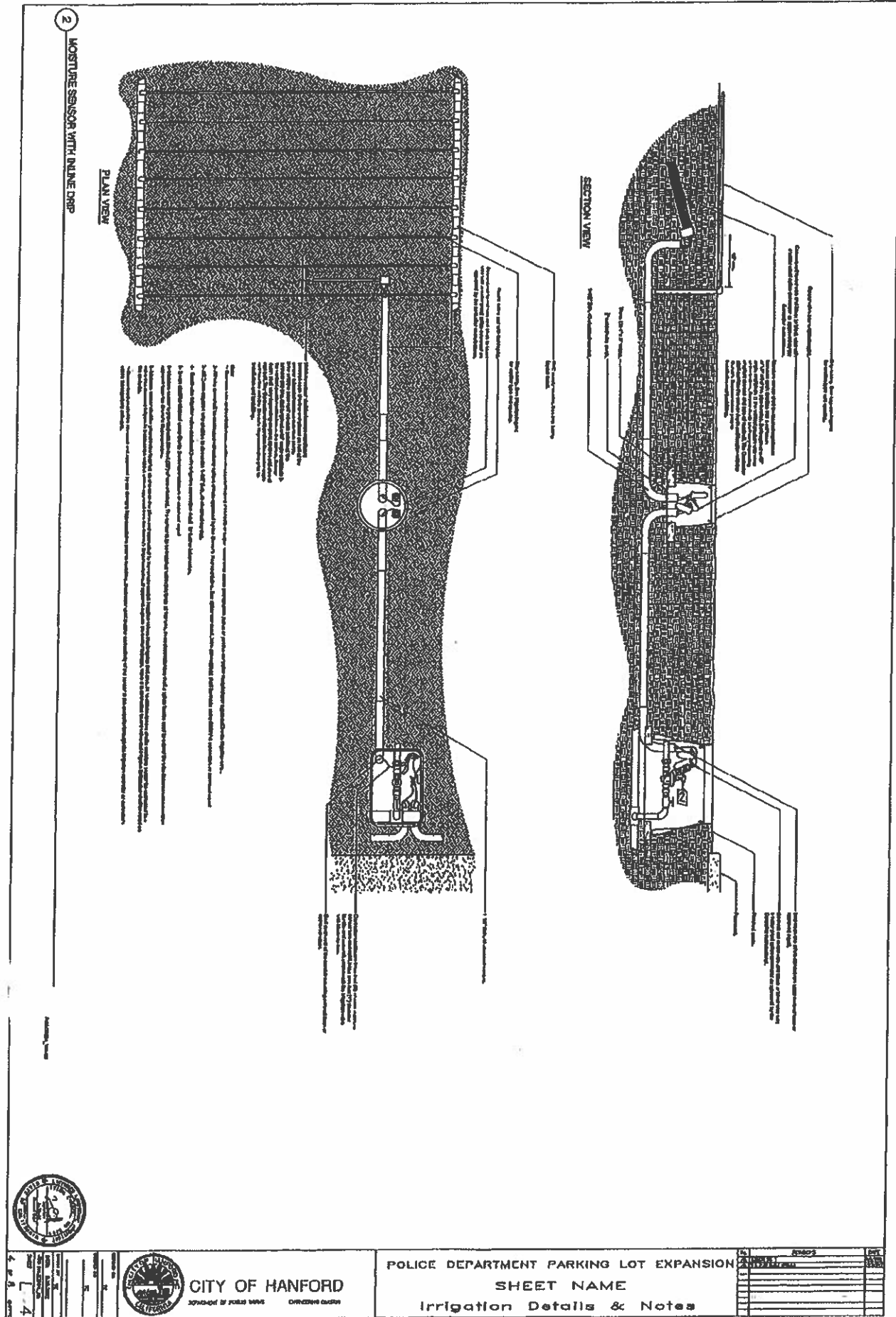


2. REMOTE CONTROL VALVE, CITY OF HANFORD



6. DEEP FLUSH MODULATOR





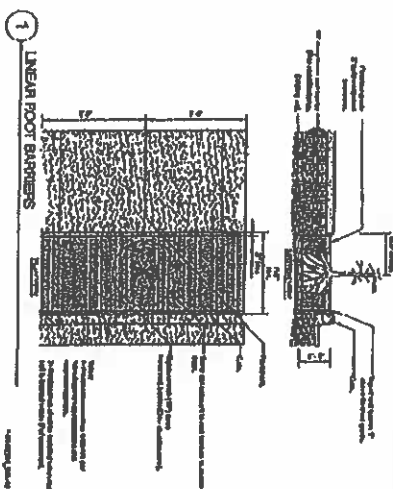
CITY OF HANFORD

POLICE DEPARTMENT PARKING LOT EXPANSION
SHEET NAME
Irrigation Details & Notes

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	10/1/2019
2	REVISED PER CITY COMMENTS	10/1/2019
3	REVISED PER CITY COMMENTS	10/1/2019
4	REVISED PER CITY COMMENTS	10/1/2019
5	REVISED PER CITY COMMENTS	10/1/2019
6	REVISED PER CITY COMMENTS	10/1/2019
7	REVISED PER CITY COMMENTS	10/1/2019
8	REVISED PER CITY COMMENTS	10/1/2019
9	REVISED PER CITY COMMENTS	10/1/2019
10	REVISED PER CITY COMMENTS	10/1/2019







CITY OF HANFORD
DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION

POLICE DEPARTMENT PARKING LOT EXPANSION
SHEET NAME
Planting Details & Notes

315 North Thorne Avenue
PO Box 27587
Fresno, Ca 93729

American Paving Co.

Telephone: 559-268-9886
Fax: 559-268-2908

October 25, 2022

City of Hanford
Engineering Division
900 S. 10th Street
Hanford, CA 93230

Attn: Jennifer Minear, Project Manager

Project: Hanford Police Department Parking Lot Expansion
APC Job No. 21.2218

Subject: COR No. 06 – Electrical Revisions (Revised 10/25/2022)

Please find below and attached our proposal for COR 06 – Electrical Revisions. Included and attached are the costs for all labor, equipment, materials, and subcontractor forces for the modifications of work as shown on the attached revised electrical plans on 10/18/2022 and per the City of Hanford's request.

The costs are as follows:

COR No. 06 – Electrical Revisions	Champi Fencing:	\$22,875.00	<u>\$11,875.00</u>
	Sub 15% Markup:	\$ 3,431.25	<u>\$1,781.25</u>
	<u>APC Supervision/Management:</u>	<u>\$ 4,700.00</u>	
	Total:	<u>\$31,006.25</u>	<u>\$13,656.25</u>

American Paving Co. requests:

- 14 additional calendar days – Delay of the electrical revisions **More days may be requested based on the duration of review/acceptance of this CCO**
- 5 additional working days – Performance of the work Approved (23) Calendar Days JMI 11/01/2022

Please see specific inclusions and exclusions on the attached proposal. All terms and conditions of our contract apply to this change order request.

Should you have any questions, please do not hesitate to contact us at (559) 268-9886.

American Paving Co.

David Pereira

David Pereira
Field Engineer



Nick Champi Enterprises Inc.

(CA Small Business 2978)

License# 416859: A (General Engineering) B (General)C-7(Low Voltage) C-8 (Concrete)C-10(Electrical) C-13 (Fencing) C-27(Landscaping) C-29 (Masonry) D-28 (Doors, Gates, and Activating Devices)

615 North Tenth Avenue

Hanford, CA 93230

559.584.8272

559.584.0758

www.champifence.com

145 North Sixth Street

Coalinga, CA 3210

559.935.1700

559.935.1777

CA DIR 1000008434

24 October 2022

To: American Paving
Attn: David Pereira 268-9886 dpereira@americanpavingco.com
Subject: Hanford Police Department Parking Lot Expansion

CHANGE ORDER REQUEST: Conduit, Power, and Communications per revised plan, Including moving panel power for gate operators to PD emergency circuit. PER REVISED DELTA 3 ELECTRICAL PLAN, 10/18/22

***** Modification to change order request based on email from City of Hanford Building Department deviating from plans and specs for trench depth, not minimum conduit cover, to be acceptable at 20" bottom of trench from top of finish asphalt. This applies to low voltage conduits only.**

There is also a footage adjustment for difference of the base bid electrical home run trench and the new trench line that replaces it as a communication run.

The following prices have been modified per the above on 10/21/22 and per email from David Pereira of 10/24/22.

Furnish and install conduit, boxes, conductors, breaker relocation and terminations per the plan including masonry core drills, trenching and backfill.

The NEMA Box listed in Item 20 is a long lead item and we will substitute the 18" x 12" NEMA Box for an 18" x18" NEMA Box with the same depth that is more readily available.

We are excluding removal and disposal of any underground asphalt or concrete that may be in the trench line.

The total additional price for this change order is \$ 22,875.00
We will require 5 additional work days to complete this change order.

Item 27: Electrical	Original Bid	\$ 29,500.00
Additional Work per Change:	ADD	\$ 22,875.00 \$11,875.00



*Diamond Core Drilling Custom Fabrication Access Control Systems Excavation Temp/Rental Fencing
Wholesale and Retail Material Sales – State and Federal Projects*

New total Electrical Work: **\$ 52,375.00**

As part of this change order we are requesting to add an electrical subcontractor that specializes in the new work required in the existing FEDERAL PACIFIC panels in the basement of the Police Department. These panels are obsolete, and our subcontractor has extensive experience in these panels. This work will most likely have to be performed with the panel energized to keep the Police Department Operations uninterrupted. Work on these panels was not part of the original bid plan. This contractor is Dawn Electric and they have extensive experience working on obsolete equipment similar to this facility. Breakdown: **APPROVED - With Provided DIR number and copy of contract**

~~New 2" Conduit work with core drill, weather sealant, trenching, sand, backfill and compaction.~~ **NOT APPROVED, REMOVE FROM SCOPE**

	\$ 14,200.00
Deduction for 20" Low Voltage Trench Depth, Base bid and New Work	\$ 3,200.00

Item total with deduction:	\$ 11,000.00
----------------------------	---------------------

New work at IDF Room, including boxes, terminations, core drill, weather seal and make ready provision for Access Control Contractor. **APPROVED**

\$ 1,825.00

New work at EV panel to exit gate operator for power, including conduit, wire, and breaker connection. To be tied to entry gate power under original bid. **APPROVED**

	\$ 9,500.00
Deduction for offset length of original power run from base bid.	\$ 1,400.00
Deduction for Valley Alarm furnishing and installing 18/4 & 18/2 control wire.	\$ 500.00

Item total with deduction:	\$ 7,600.00
----------------------------	--------------------

New work to move EV Panel Breaker from existing location to Generator Distribution Section. Including extending conductors, installing breaker mounts, bussing brackets and relocating breaker panel block out components. **APPROVED**

APPROVED

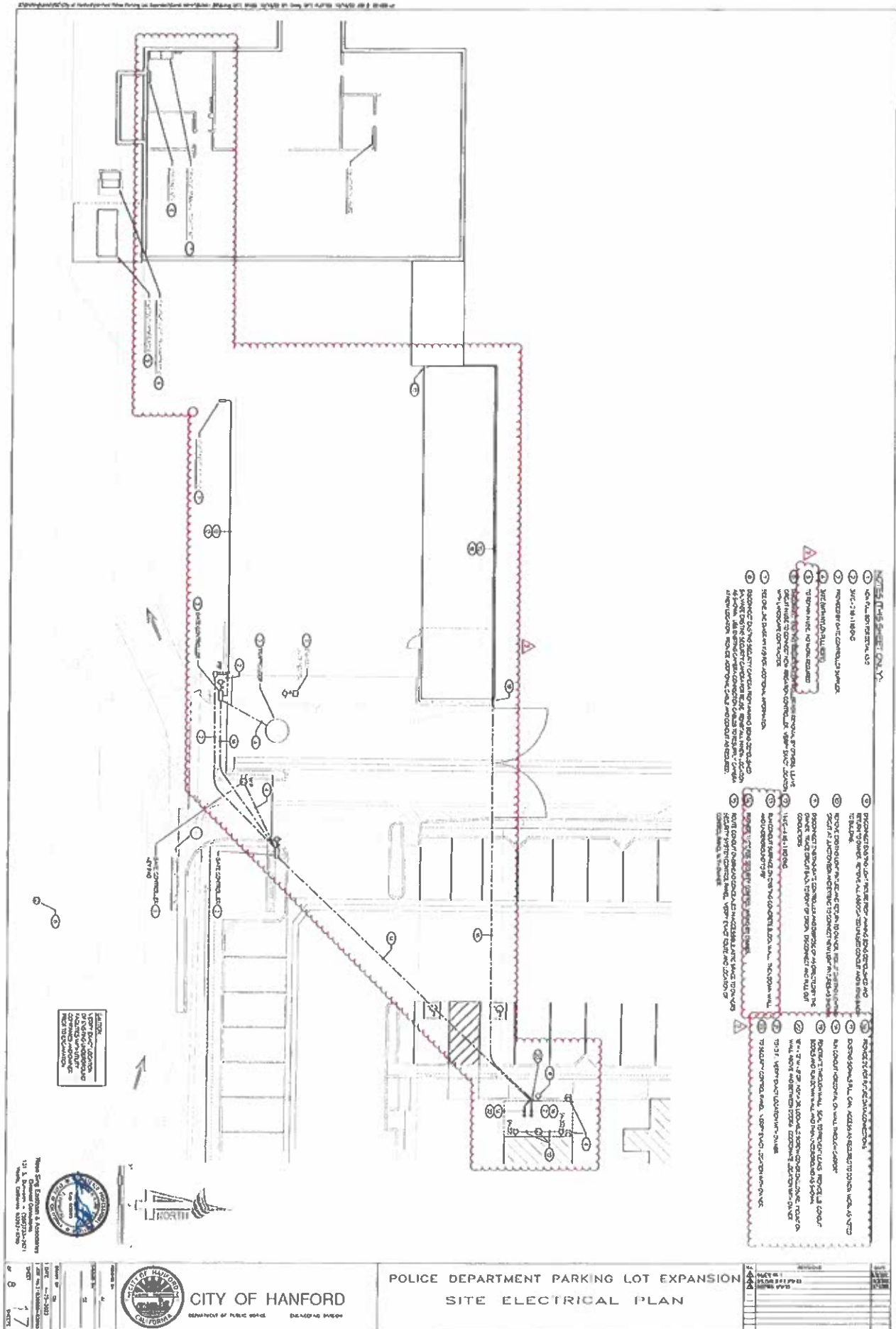
\$ 2,450.00

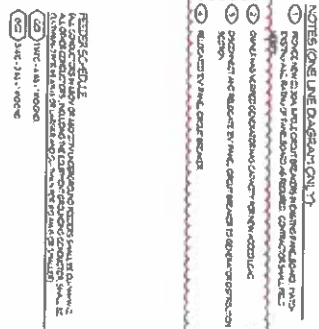
Accepted by: By Jennifer Minear at 2:06 pm, Oct 27, 2022

This price is good for 30 days

We appreciate the opportunity to submit a price for your project.

Nick Champi Enterprises, Inc.
Onan Champi – President
onan@champfence.com





POLICE DEPARTMENT PARKING LOT EXPANSION
ONE LINE DIAGRAM AND
DETAILS

3. **3.1. BOX TYPINGS**

2. GROUNDING AND BONDING OF STEEL CHECKER PLATE COVERS



CITY OF HANFORD

Department of Public Works

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

ENGINEERING DIVISION CONTRACT CHANGE ORDER NO. 6REV. NO. 1 SUPPL. NO. PROJECT Police Parking Lot Expansion ProjectSHEET 1 OF 4 SHEETSTO CONTRACTOR: American Paving Co.

CONTRACT NO. 21830000-822639

YOU ARE HEREBY DIRECTED TO MAKE THE HEREIN DESCRIBED CHANGES FROM THE PLANS AND SPECIFICATIONS OR DO THE FOLLOWING DESCRIBED WORK NOT INCLUDED IN THE PLANS AND SPECIFICATIONS ON THIS CONTRACT.

NOTE: THIS CHANGE ORDER IS NOT EFFECTIVE UNTIL APPROVED BY THE CITY.

Contract Amount: \$479,715.00

CC01: \$41,500.00

CC02: \$3,900.00

CC03: \$2,472.50

CC04: \$6,950.00

CC05: \$19,015.44

DESCRIPTION OF WORK TO BE DONE, ESTIMATE OF QUANTITIES AND PRICES TO BE PAID. SEGREGATE BETWEEN ADDITIONAL WORK AT CONTRACT PRICE, AGREED PRICE AND FORCE ACCOUNT. UNLESS OTHERWISE STATED, RATES FOR RENTAL OF EQUIPMENT COVER ONLY SUCH TIME AS EQUIPMENT IS ACTUALLY USED AND NO ALLOWANCE WILL BE MADE FOR IDLE TIME.

CHANGE REQUESTED BY: City of Hanford

THE LAST PERCENTAGE SHOWN IS THE NET ACCUMULATED INCREASE OR DECREASE FROM THE ORIGINAL QUANTITY IN THE ENGINEER'S ESTIMATE.

Roof Drain Modification

Modify Roof Drain. Included are the costs for all labor, equipment, and materials for the coring of the wall and modification of the roof drain at the car port structure per the City of Hanford's request.

For a net Increase of \$2,950.00

ESTIMATED COST THIS CHANGE, INCREASE \$2,950.00

CONTRACT TOTAL, INCLUDING THIS CHANGE \$556,502.94

THE DATE OF COMPLETION OF ALL WORK IS THEREFORE An additional (1) calendar day has been added to the contract. New Project Completion date is December 23, 2022.

APPROVAL RECOMMENDED, ENGINEER

[Signature]
by Lisa Dock for Taylor Dineen

DATE

11/14/22

APPROVED, CITY OF HANFORD

[Signature]

DATE

11/14/22

WE, THE UNDERSIGNED CONTRACTOR, HAVE GIVEN CAREFUL CONSIDERATION TO THE CHANGE PROPOSED AND HEREBY AGREE IF THIS PROPOSAL IS APPROVED, THAT WE WILL PROVIDE ALL EQUIPMENT, FURNISH ALL MATERIALS, EXCEPT AS MAY OTHERWISE BE NOTED ABOVE, AND PERFORM ALL SERVICES NECESSARY FOR THE WORK ABOVE SPECIFIED, AND WILL ACCEPT AS FULL PAYMENT THEREFOR THE PRICES SHOWN ABOVE

ACCEPTED, DATE

11/9/22

CONTRACTOR

American Paving Co.

BY

[Signature]

TITLE

Stephen J. Poindexter, President & CEO

IF THE CONTRACTOR DOES NOT SIGN ACCEPTANCE OF THIS ORDER, HIS ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE SPECIFICATIONS AS TO PROCEEDING WITH THE ORDERED WORK AND FILING A WRITTEN PROTEST WITHIN THE TIME THEREIN SPECIFIED.

Attachment: Change Orders 1 - 6 (PW: Police Department Parking Lot Expansion Project - Change Order Approval and Approp. Transfer)

315 North Thorne Avenue
PO Box 27587
Fresno, Ca 93729



Telephone: 559-268-9886
Fax: 559-268-2908

October 17, 2022

City of Hanford
Engineering Division
900 S. 10th Street
Hanford, CA 93230

Attn: Jennifer Minear, Project Manager

Project: Hanford Police Department Parking Lot Expansion
APC Job No. 21.2218

Subject: COR No. 04 – Roof Drain Modification

Please find below and attached our proposal in response to COR 04 – Modify Roof Drain. Included are the costs for all labor, equipment, and materials for the coring of the wall and modification of the roof drain at the car port structure per the City of Hanford's request.

The costs are as follows:

COR No. 04 – Roof Drain Modification	1 LS @	\$2,950.00
	Total:	\$2,950.00

American Paving Co. requests for 1 additional calendar day for the performance of this work.

All terms and conditions of our contract apply to this change order request

Should you have any questions, please do not hesitate to contact us at (559) 268-9886.

American Paving Co.

David Pereira

David Pereira
Field Engineer

An Affirmative Action / Equal Opportunity Employer
America

Lic. No. 181430

Member Associated General Contractors of



Attachment: Change Orders 1 - 6 (PW: Police Department Parking Lot Expansion Project - Change Order Approval and Approp. Transfer)

AMERICAN PAVING CO.

REQUEST FOR INFORMATION

RFI NO: 02.1

PROJECT: Police Department Parking Lot Expansion
 AMERICAN PAVING CO. JOB NO. 21.2218

DATE: September 22, 2022

TO: City of Hanford
 CARE OF: Jennifer Minear
 900 S. 10th Ave.
 Hanford, CA 93230
jminear@cityofhanfordca.com

FROM: American Paving Co.
 P.O. Box 27587
 Fresno, CA 93729
 Attn: David Pereira
dpereira@americanpavingco.com

FILING: APC RFI# 02.1

ATTN: Jennifer Minear

REF. SPECIFICATION: N/A

Drawings: 3 of 17

POTENTIAL IMPACTS:

SCHED	☒	LABOR
MAT'L	☐	NO IMPACT
OTHER	☒	TBD

RFI SUBMITTED BY: David Pereira, APC

NEED REPLY BY: ASAP

REQUEST:

Following up on the response from RFI No. 02, we believe there was a lack of clarity on APC's original request. We have attached an updated picture pointing at the drain inlet grate that was intended to be referenced in the original RFI. This circular drain is not called out on the plans and doesn't direct if it should be abandoned, preserved, modified, etc.. Please advise. Thank you.

REPLY:

We believe it's a dry well, but will have a better understanding once we demo that area. At that time the City inspector will make a field call.

Jennifer Minear 09/26/2022

FIRM:

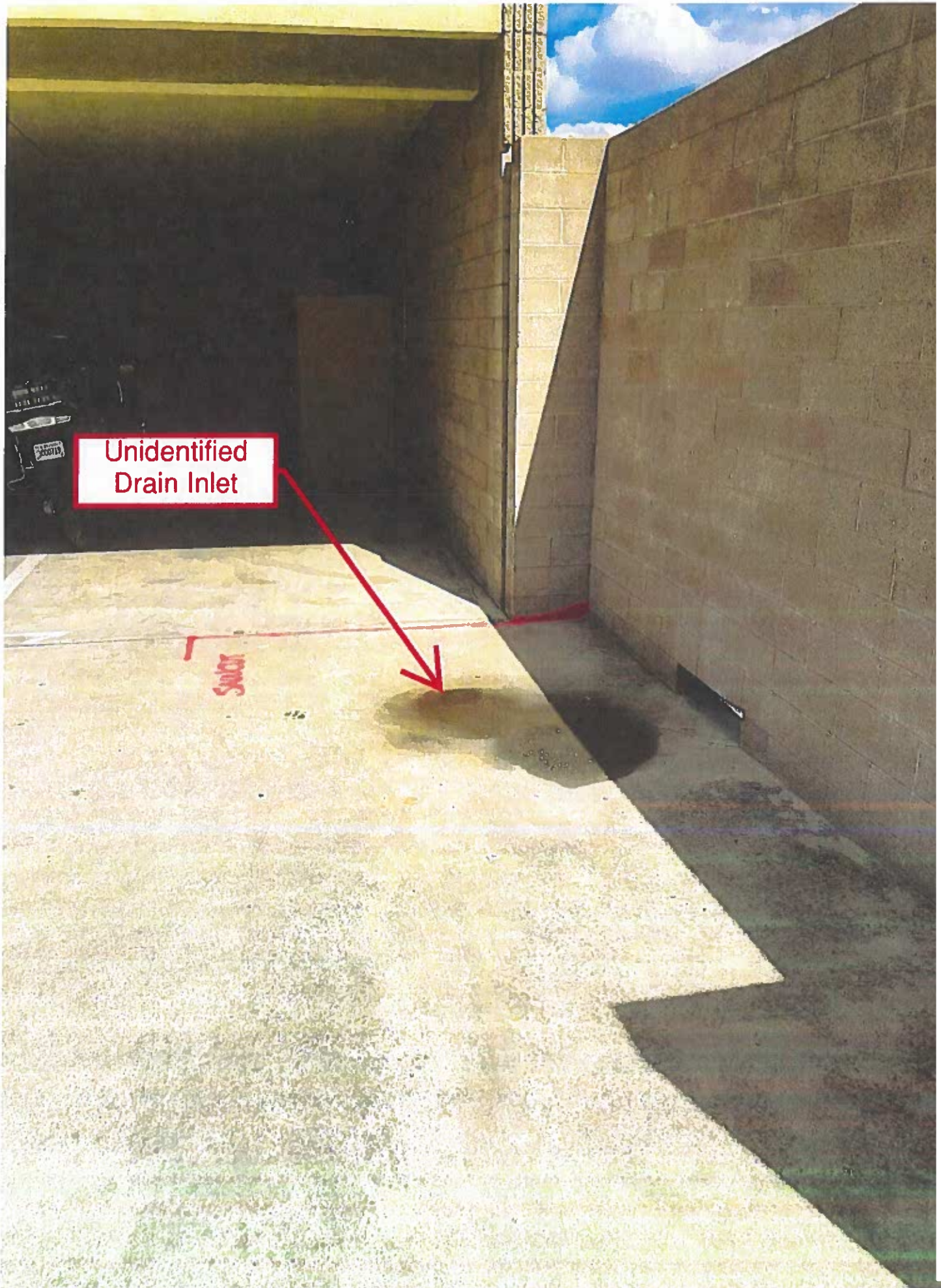
SIGNED:

DATE:

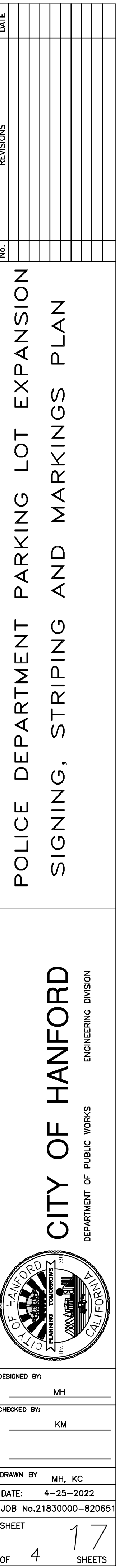
CC:

☐ CLARIFICATION ONLY
☐ CHANGE IN CONTRACT
☐ ENGINEER CHANGE
☐ OTHER

Attachment: Change Orders 1 - 6 (PW: Police Department Parking Lot Expansion Project - Change Order Approval and Approp. Transfer)



Attachment: Change Orders 1 - 6 (PW: Police Department Parking Lot Expansion Project - Change Order Approval and Approp. Transfer)



RESOLUTION NO. 88-01

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD ESTABLISHING PROCEDURES FOR THE APPROVAL OF CHANGES IN THE SCOPE OF PROJECTS, CERTAIN CONTRACT CHANGE ORDERS, AND EXTENSIONS OF TIME FOR PERFORMANCE.

At a regular meeting of the City Council of the City of Hanford duly called and held on January 5, 1988, at 7:30 o'clock p.m. of said day, upon motion of Council Member BRIENO, seconded by Council Member BARTEL, and duly carried the following resolution was adopted:

WHEREAS, upon award of contracts by the City Council of the City of Hanford, and during the performance of contracts, it may be in the City's best interest to change the Scope of the Project, and,

WHEREAS, during the course of performance of contracts, awarded by the City Council of the City of Hanford, unforeseen conditions occasionally arise which are not contemplated by the plans or specifications for the project and additional work or extension of the time for performance become necessary for proper completion or construction of the whole work contemplated; and

WHEREAS, such unforeseen conditions may require additional compensation for the contractor to complete the project in a proper manner; and

WHEREAS, such unforeseen conditions require that direction must be given to the contractor in an expeditious manner to avoid costly interruption of the contractor's work; and

WHEREAS, the establishment of procedures for processing and approval of Contract Change Orders is necessary for

reschns.cty

1 management and control of contracts.

2 NOW, THEREFORE, BE IT RESOLVED by the City Council of the
3 City of Hanford as follows:

4 The following procedures shall be applied to Change in the
5 Scope of Projects, Contract Change Orders for additional work,
6 and extensions of time for performance of contracts awarded by
7 the Council:

8 1. Scope of Project

9 Contract Change Orders shall be prepared for all
10 additional work outside the limits of the project.
11 Reductions and/or additions of work quantities
12 resulting from a change in the Scope of the Project
13 will be adjusted within the guidelines established in
14 the latest edition of the Public Works Standard
15 Specifications for the City of Hanford.

16 2. Additional Work

17 Contract Change Orders shall be prepared for all
18 additional work not contemplated by the plans and/or
19 specifications.

20 3. Final Bid Quantities

21 Contract Change Orders shall be prepared for all
22 increases or decreases of bid quantities required to
23 complete the project work.

24 4. Extension of Time for Performance

25 Contract Change Orders shall be prepared for all
26 extensions of time for performance.

27 5. Availability of Funds

28 No Contract Change Order shall be approved unless

1 there are sufficient unencumbered funds appropriated
2 to pay the cost of the additional work or additional
3 bid quantities.

4 6. Authority to Approve

5 Contract Change Orders shall be approved as
6 follows:

7 a. Contract Change Orders increasing the scope
8 of the project beyond the original geographic bound-
9 aries of the awarded project must be approved by the
10 City Council.

11 b. The Director of Public Works is authorized to
12 approve individual Contract Change Orders in amounts
13 not to exceed one-third (1/3) of the construction
14 contingency established by the City Council.

15 c. Individual Contract Change Orders exceeding
16 the one-third (1/3) limit established in (b) above,
17 but not exceeding one-half (1/2) of the construction
18 contingency fund established by the City Council,
19 shall be approved by both the Director of Public
20 Works and the City Manager.

21 d. Individual Contract Change Orders exceeding
22 one-half of the construction contingency established
23 by the City Council must be approved by the City
24 Council.

25 e. The Director of Public Works is authorized to
26 approve Change Orders, in aggregate, up to an amount
27 not to exceed one-half (1/2) of the Construction
28 contingency established by the City Council.

1 f. Contract Change Orders, when in total with
 2 those previously approved, exceed one-half (1/2) of
 3 the construction contingency established by the City
 4 Council shall be approved by both the Director of
 5 Public Works and the City Manager.

6 g. Contract Change Orders, either in total or
 7 individually, exceeding the construction contingency
 8 established by the City Council must be approved by
 9 the City Council.

10 h. Contract Change Orders resulting in a net
 11 decrease to the project costs shall be approved by
 12 the Director of Public Works.

13 i. Contract Change Orders for time extension for
 14 project completion shall be approved by both the
 15 Project Engineer and Director of Public Works.

16 BE IT FURTHER RESOLVED, that as Contract Change Orders ar
 17 approved, reports will be forwarded to the City Council.
 18 Furthermore, upon completion of the project the City Council
 19 will be provided with a report detailing the financial histor
 20 of the project including a summary of all approved Contract
 21 Change Orders.

22 Passed and adopted at a regular meeting of the City
 23 Council of the City of Hanford held on the 5th day of
 24 January, 1988, by the following vote:

25 AYES:

26 Council Member BRIENO
 27 BARTEL
 28 HAM
CRAIN

RAPOZO

NOES:

Council Member

NONE

ABSENT:

Council Member

NONE

APPROVED

Mayor

ATTEST:

City Clerk

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

I, DOROTHY A. MATTOS, City clerk of the City of Hanford,
 do hereby certify the foregoing Resolution was duly passed and
 adopted at a regular meeting of the City Council of the City
 of Hanford held on the 5th day of January, 1988.

Date: January 5, 1988.

City Clerk



AGENDA STAFF REPORT

MEETING DATE: 12/20/2022	AGENDA SECTION: C
---------------------------------	--------------------------

SUBJECT:

Council: Review and Approval of the 2023 Calendar of City Council Meetings

RECOMMENDATION:

That the City Council review the 2023 calendar of scheduled meetings for the City Council and direct staff to cancel or reschedule any specific dates.

BACKGROUND:

Over the course of each calendar year, due to holidays or City events, there are occasionally conflicts with the City Council meetings. In the past the Council has requested that staff bring forth a calendar for next year's meetings to review and determine if any should be cancelled or rescheduled. Providing staff with advance notice of changes to meeting dates allows them to prepare in advance for anticipated deadlines and to place items on an agenda in an efficient manner.

Based on the initial review of the 2023 Calendar, staff is recommending that the Council approve the cancellation of the January 3rd, July 4th, and September 5th Council meetings. These meetings occur right after holidays that typically involve travel for staff and/or Council members and it is difficult to plan agendas around such holidays.

FISCAL IMPACT:

ATTACHMENTS:

2023 Meeting Calendar

SCHEDULED MEETINGS

HANFORD CITY COUNCIL & COMMISSIONS

2023

All Meetings are held at: City Council Chambers, 400 N. Douty, Hanford, CA (Civic Auditorium)

 CITY COUNCIL REGULAR MEETING @ 7:00 PM HOLIDAYS- CITY HALL CLOSED

 PLANNING COMMISSION @ 5:30 P.M.

 PARKING & TRAFFIC COMMISSION
@ 5:30 P.M.

 PARKS & RECREATION COMMISSION
@ 5:30 P.M.

JANUARY						
S	M	T	W	TH	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

FEBRUARY						
S	M	T	W	TH	F	S
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

MARCH						
S	M	T	W	TH	F	S
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

APRIL						
S	M	T	W	TH	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

MAY						
S	M	T	W	TH	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

JUNE						
S	M	T	W	TH	F	S
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
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JULY						
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30	31					

AUGUST						
S	M	T	W	TH	F	S
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SEPTEMBER						
S	M	T	W	TH	F	S
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
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OCTOBER						
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29	30	31				

NOVEMBER						
S	M	T	W	TH	F	S
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19	20	21	22	23	24	25
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DECEMBER						
S	M	T	W	TH	F	S
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24	25	26	27	28	29	30
31						



**AGENDA
STAFF REPORT**

MEETING DATE: 12/20/2022	AGENDA SECTION:
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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	Impacts of the Sustainable Groundwater Management Act and the Role of the Mid-Kings River Groundwater Sustainability Agency	Council Consensus	Jason Waters	1/17/2023
11/29/2022	Discussion regarding the 2023 State Legislative Platform	City Manager	Mario Cifuentez	1/17/2022
11/30/2022	Review of 2022 Federal Advocacy efforts and Discussion regarding the 2023 Federal Legislative Platform	City Manager	Mario Cifuentez	2/7/2022
12/6/2022	Council discussion of Public Comment length and placement within the Agenda	Council Consensus	Mario Cifuentez	1/17/2023

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