



AGENDA

PLANNING COMMISSION

of the

CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, October 22, 2019

CALL TO ORDER

ROLL CALL

INVOCATION

FLAG SALUTE

PUBLIC COMMENT

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

CONSENT CALENDAR

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

Approval of the Minutes of the September 24, 2019

PUBLIC HEARING

1. **Sign Variance No. 2019-02**, a request to deviate from the standards of the Hanford Municipal Code Section 17.56.090, in order to allow a reduced setback for a 30-ft.-tall marquee sign for a future gas station in the C-N Neighborhood Mixed Use zone district. **Project Location:** The project is located at 1645 N. 12th Avenue (APN 010-320-120 and 010-320-121). Staff recommends continuance of the item to December 10, 2019
2. **Conditional Use Permit No. 2019-08:** is a request to allow a full-service and drive-thru car wash within a vacant former car wash building in the C-R Regional Commercial zone district. The project is located at 1697 W. Lacey Boulevard (APN 011-060-043).
3. **Tentative Parcel Map No. 2019-03:** a request to divide a 58.67-acre parcel into two parcels – Parcel A: 20 acres; Parcel B: 38.67 acres in the I-H Heavy Industrial zone district. **Mitigated Negative Declaration No. 2019-29:** A request to certify that the project will have a less than significant effect on the environment with the incorporation of mitigation measures. The project is located at the southwest corner of Idaho Avenue and 10th Avenue (APN 028-030-032).

DIRECTOR'S COMMENTS

COMMISSIONERS' ITEMS OF INTEREST

ADJOURNMENT

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

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

APPEALS:

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



AGENDA STAFF REPORT

MEETING DATE: 10/22/2019	AGENDA SECTION:
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SUBJECT:

Approval of the Minutes of the September 24, 2019

RECOMMENDATION:

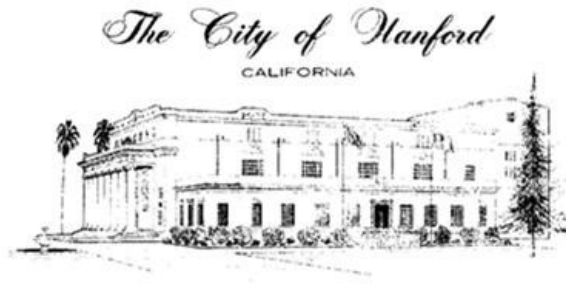
Approve the Minutes of the September 24, 2019 meeting.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

09-24-19 Minutes



MINUTES
PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
7:00 PM, Tuesday, September 24, 2019

CALL TO ORDER

Vice-Chair DOUGLAS called the meeting to order at 7:00 p.m.

ROLL CALL

Attendee Name	Title	Status	Arrived
Richard Douglas		Present	6:43 PM
Michael Johnston		Present	6:37 PM
Travis Paden		Absent	
Savino Perico		Present	6:44 PM
Angel Vee Galvan		Present	6:41 PM
Jacob Sanchez		Present	6:45 PM
Jason Kemp Van Ee		Present	6:45 PM

INVOCATION

Pastor Bud Haskell, Grace Bible Church, provided the invocation.

FLAG SALUTE

Commissioner JOHNSTON 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.*

Attachment: 09-24-19 Minutes (09-24-19 Minutes)

Dennis Ham, Hanford resident, referred to Agenda Item 2 under General Business, regarding surplus property. He stated that the description should include the words "a portion of" before the Assessor's Parcel Numbers, since the property being considered does not include the entire parcels.

CONSENT CALENDAR

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

Motion to approve the Consent Calendar.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Savino Perico
SECONDER:	Michael Johnston
AYES:	Douglas, Johnston, Perico, Galvan, Sanchez, Kemp Van Ee
ABSENT:	Paden

Approval of the Minutes of the September 10, 2019 Meeting

PUBLIC HEARING

Conditional Use Permit No. 2013-02 Amendment #1: A request by Tessenderlo Kerley, Inc. to amend their original conditional use permit, in order to install four one-million gallon Potassium Thiosulfate Solution (KTS) storage tanks on site. The project is for additional storage only and will not require modifications to the current production facility. Mitigated Negative Declaration No. 2014-02: An addendum to the previously approved Mitigated Negative Declaration No. 2014-02 has been prepared to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures. The project is located at 10724 Energy Street (APN 018-242-078).

Vice-Chair DOUGLAS opened the public hearing at 7:08 p.m. and called for the staff report.

Senior Planner Myers presented the staff report, recommended approval, and invited questions of staff.

Vice-Chair DOUGLAS opened Public Comment:

FAVOR

Dawn Kominski, of Tessenderlo Kerley, Inc. (TKI), requested approval of the projected and answered questions.

OPPOSED

None.

Commissioner KEMP VAN EE thanked TKI for investing in our community.

Vice-Chair DOUGLAS closed the public hearing at 7:16 p.m. and called for a motion.

Motion to adopt Resolution No. 2019-21, approving Conditional Use Permit No. 2013-01 Amendment #1.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Jacob Sanchez
SECONDER:	Jason Kemp Van Ee
AYES:	Douglas, Johnston, Perico, Galvan, Sanchez, Kemp Van Ee
ABSENT:	Paden

GENERAL BUSINESS

- 1. Finding of General Plan Consistency for the Sale of Surplus City Real Property for commercial purposes located at 218 N. Douty, between 7th and 8th Streets, currently leased by Mechanics Bank. The property includes the building and the parking lot (APN 012-053-005).**

Community Development Director Mata presented the staff report, recommended approval, and answered Commissioners' questions.

Vice-Chair DOUGLAS called for a motion.

Motion to approve Resolution 2019-23, a finding that the sale of 218 N. Douty Street, APN: 012-053-005, is consistent with the General Plan.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Jacob Sanchez
SECONDER:	Savino Perico
AYES:	Douglas, Johnston, Perico, Galvan, Sanchez, Kemp Van Ee
ABSENT:	Paden

- 2. Finding of General Plan Consistency for the Sale of Surplus City Real Property for commercial use located adjacent to Civic Park, between Douty and Irwin Streets, north of 8th Street, commonly referred to as the Bastille property. (APN 010-265-001 and 010-265-002).**

Director Mata presented the staff report. In response to Mr. Ham's statement during Public Comment, she noted that the Commissioners could make that change; but, it is not necessary, due to the wording in the staff report and resolution description, " . . . commonly referred to as The Bastille property." Director Mata recommended approval, and answered Commissioners' questions.

Vice-Chair DOUGLAS called for a motion.

Motion to approve Resolution 2019-22 a finding that the sale of the property located adjacent to Civic Park, between Douty and Irwin Streets, north of Eighth Street, commonly referred to as The Bastille, for commercial use, is consistent with the General Plan.

RESULT:	APPROVED [5 TO 1]
MOVER:	Savino Perico, Jason Kemp Van Ee
SECONDER:	Jacob Sanchez
AYES:	Douglas, Johnston, Perico, Sanchez, Kemp Van Ee
NAYS:	Galvan
ABSENT:	Paden

DIRECTOR'S COMMENTS

Director Mata announced that City Council had awarded one cannabis dispensary permit, located in the former Serrano's Furniture building. She stated that the Conditional Use Permit (CUP) will be coming before the Commission within the next couple months. They anticipate opening in February 2020.

COMMISSIONERS' ITEMS OF INTEREST

Commissioner JOHNSTON expressed concerns and sadness about the possible sale of The Bastille and the old post office. He will share his concerns with City Council. He also asked why so many areas of sidewalk downtown are being replaced. Director Mata replied that every year the City does a few projects, as part of the ADA transition plan. The sidewalks were too steep in some areas and are being corrected. She stated that the City will also be purchasing an ADA-accessible podium for the Council Chambers.

ADJOURNMENT

Vice-Chair DOUGLAS adjourned the meeting at 7:36 p.m.

Respectfully submitted,

Diana Black
Recording Secretary

Attachment: 09-24-19 Minutes (09-24-19 Minutes)



AGENDA STAFF REPORT

MEETING DATE: 10/22/2019	AGENDA SECTION: 1
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SUBJECT:

Sign Variance No. 2019-02, a request to deviate from the standards of the Hanford Municipal Code Section 17.56.090, in order to allow a reduced setback for a 30-ft.-tall marquee sign for a future gas station in the C-N Neighborhood Mixed Use zone district. Project Location: The project is located at 1645 N. 12th Avenue (APN 010-320-120 and 010-320-121). Staff recommends continuance of the item to December 10, 2019

See attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - Continuation Request

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, October 22, 2019**

PROJECT: Sign Variance No. 2019-02, a request to deviate from the standards of the Hanford Municipal Code Section 17.56.090, in order to allow a reduced setback for a 30-ft.-tall marquee sign for a future gas station in the C-N Neighborhood Mixed Use zone district.

LOCATION: The project is located at 1645 N. 12th Avenue (APN 010-320-120 and 010-320-121).

PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Continue the Public Hearing for Variance No. 2019-02 to the December 10, 2019 Planning Commission meeting.

RECOMMENDED MOTION

1. I move to continue the Public Hearing for Variance No. 2019-02 to the December 10, 2019 Planning Commission meeting.

DISCUSSION

Staff is requesting additional time to evaluate a potential right-of-way abandonment for the corner property. Staff is requesting to continue the project to the December 10th Planning Commission meeting. Continuance to a date certain will not require the re-noticing of the public hearing.



AGENDA STAFF REPORT

MEETING DATE: 10/22/2019	AGENDA SECTION: 2
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SUBJECT:

Conditional Use Permit No. 2019-08: is a request to allow a full-service and drive-thru car wash within a vacant former car wash building in the C-R Regional Commercial zone district. The project is located at 1697 W. Lacey Boulevard (APN 011-060-043).

See staff report.

FISCAL IMPACT:

ATTACHMENTS:

staff report - CUP 2019-08 car wash
 Resolution No. 2019-24
 Attachment 1 Site Plan
 Attachment 2 Notice of Exemption

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, October 22, 2019**

PROJECT: **Conditional Use Permit No. 2019-08:** is a request to allow a full-service and drive-thru car wash within a vacant former car wash building in the C-R Regional Commercial zone district.

LOCATION: The project is located at 1697 W. Lacey Boulevard (APN 011-060-043).

PLANNER: Mark Manha, Assistant Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2019-24, approving Conditional Use Permit No. 2019-08.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2019-24, approving Conditional Use Permit No. 2019-08.

PROJECT DESCRIPTION

The project is a request to allow a full-service and drive-thru car wash within a vacant building located on an out-pad in the Hanford Mall development, as shown in **Attachment 1**. The use of a full-service and drive-thru car wash require a conditional use permit in the C-R Regional Commercial zone district. The previous occupant was Auto Island Car Wash, which closed on June 30, 2017.

In accordance with Section 17.70.240, if a use for which a permit was approved has commenced and then is later abandoned for a continuous period of one year, the permit shall expire and become null and void. Due to the business closing for a period exceeding one year, the applicant is required to apply for a conditional use permit, in order to conduct a full-service and drive-thru car wash.

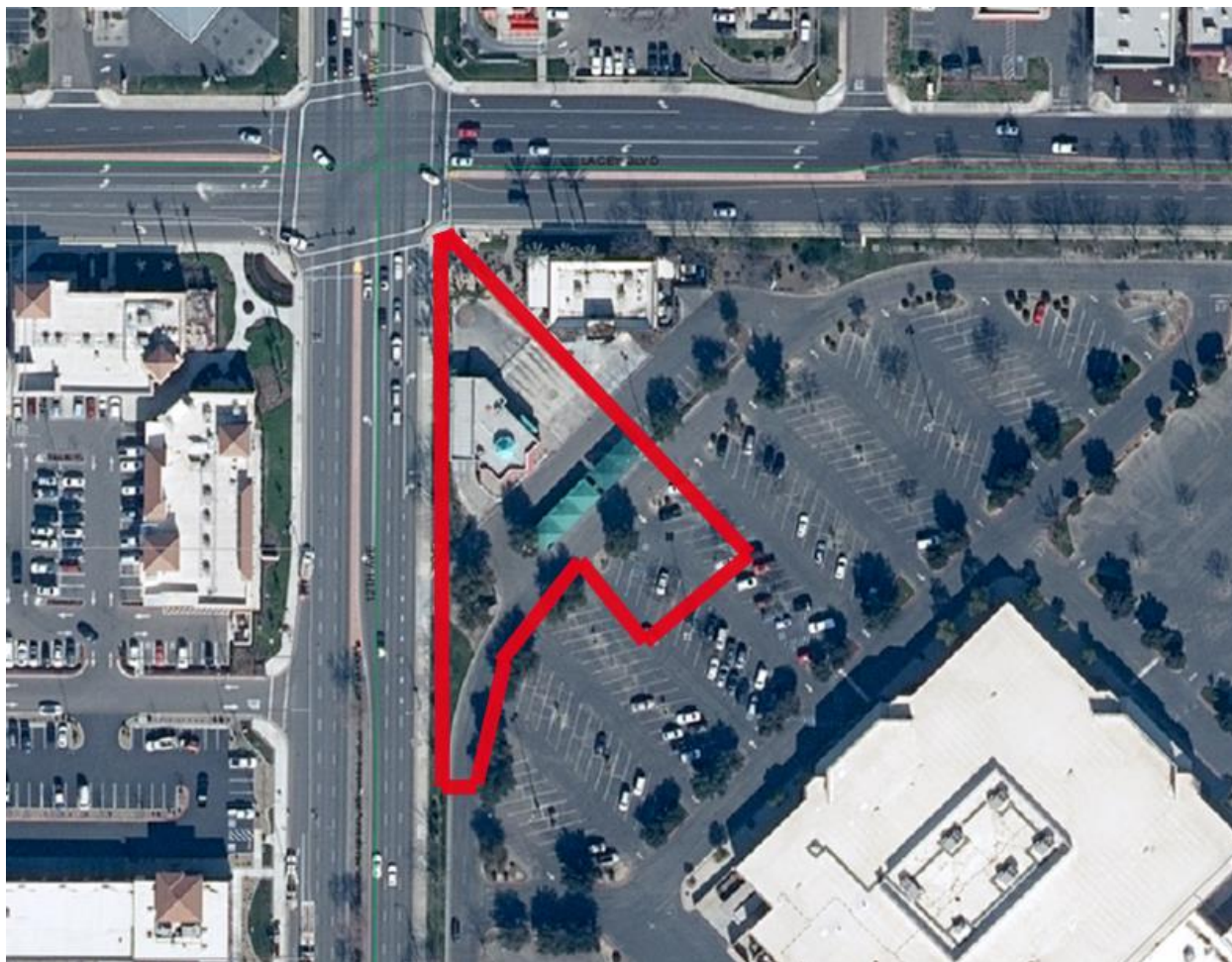
The applicant proposes to provide a full-service and drive-thru car wash with the sale of car accessories and pre-packaged food inside the structure.

Project Location

The project is located at 1697 W. Lacey Boulevard (see Figure 1, below). The car wash will occupy the property previously occupied by Auto Island Car Wash.

Attachment: staff report - CUP 2019-08 car wash (CUP 2019-08)

Figure 1:
Land Use (property outlined in red)

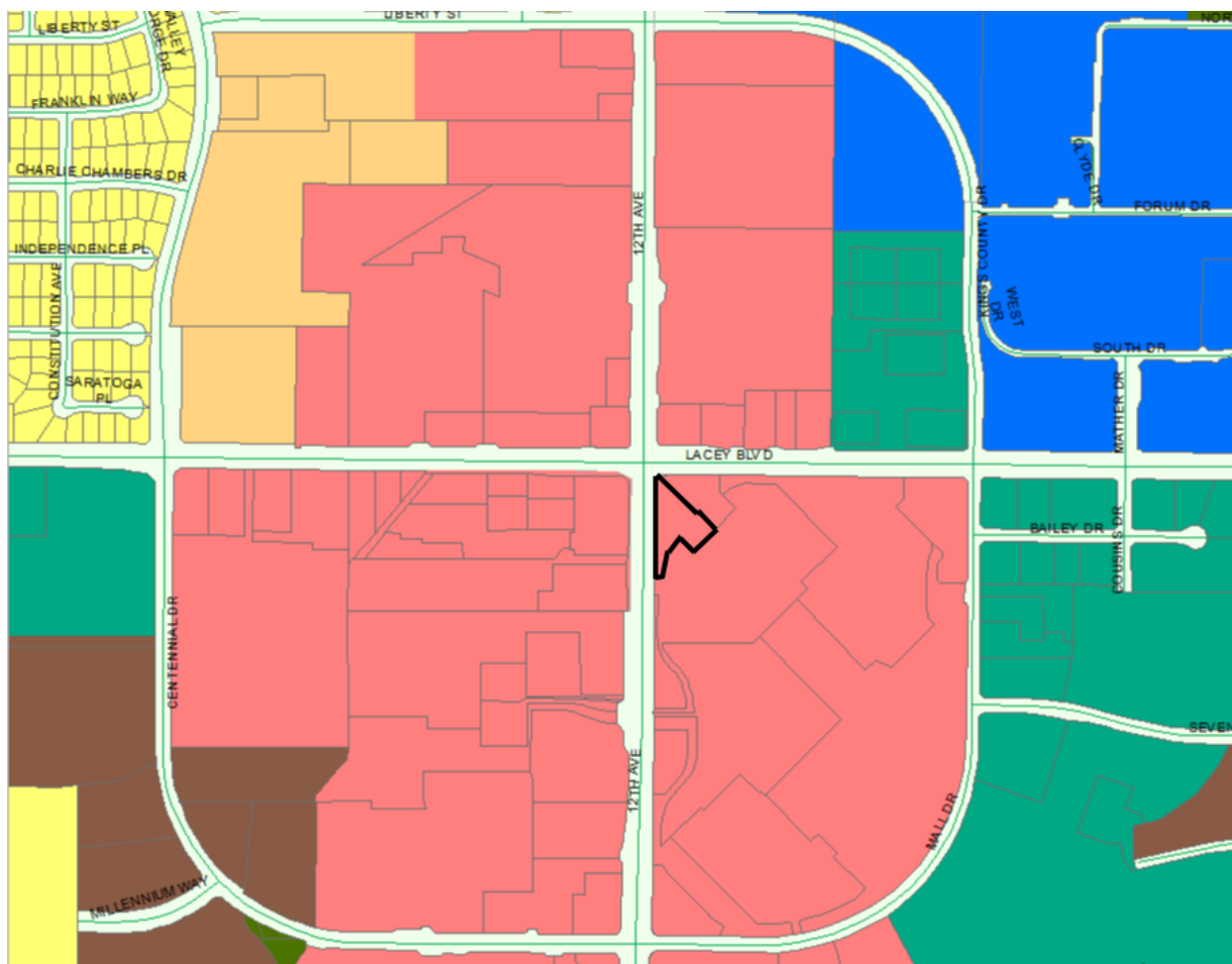


BACKGROUND INFORMATION

General Plan Designation

The General Plan designates the property as Regional Commercial (see Figure 2, below). According to General Plan Policy L47, the purpose of the Regional Commercial land use designation is to provide a variety of commercial goods, entertainment, and services in large-format shopping centers for both the Hanford community and the larger region outside of Hanford. According to General Plan Policy L48, typical uses in the Regional Commercial land use designation include goods, entertainment, and services that benefit from the market synergy that occurs when the uses are located in close proximity to each other. The use proposed by the applicant is consistent with the goals and policies of the Hanford General Plan, as it provides a service that benefits from being located close to other businesses.

Figure 2:
General Plan Designation (property outlined in bold)



Zoning Designation

The property is zoned C-R Regional Commercial, which corresponds with the General Plan Designation (see Figure 3, below). A full-service car wash requires a conditional use permit, in accordance with the Commercial, Regional Commercial, and Industrial Zone Use Table, presented in Table 17.08.030 of the Hanford Municipal Code (see Figure 4, below). A “car wash, automatic or full-service,” as defined by the City of Hanford’s Municipal Code, means a facility for washing vehicles using conveyORIZED and/or mechanized equipment where the washing of the vehicle is performed by equipment, the facility’s employees, or both.

Figure 3:
Zoning Designation (property outlined in bold)

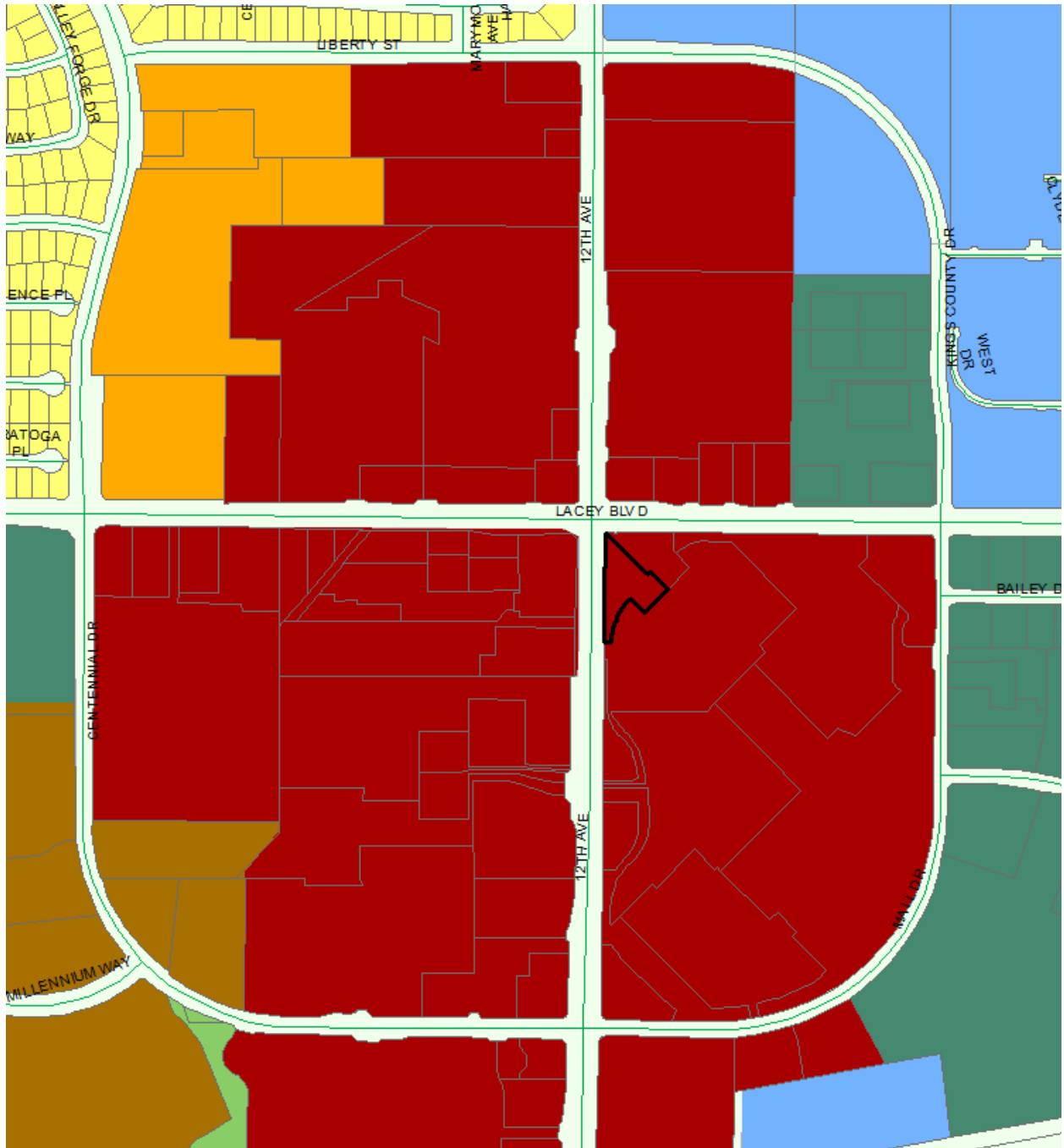


Figure 4:
Land Use Table

Commercial, Office, and Industrial Use Table															
P = Use is Permitted by Right C = Use Requires Conditional Use Permit A = Use Requires Administrative Use Permit T = Use Requires Temporary Use Permit Blank = Use is Not Allowed															
Land Uses	Commercial Zones				Mixed Use Zones			Industrial and Office Zones				Other Zones			Specific Land Use Standards (See Identified Section)
	C-N	C-R	C-S	C-H	MX-N	MX-C	MX-D	O-R	O	I-L	I-H	AP	PF	CO	
J5 Car wash, automatic or full service	C	C	P	P	C	P									

Previous Entitlements

This site was previously occupied by Auto Island Car Wash. An application was submitted for a Site Plan Review on April 17, 2000 to construct a full-service car wash with a coffee lounge. The Planning Commission approved the building's architectural design on May 23, 2000 and the planning staff completed the application on May 30, 2000. An application for a Zoning & Safety Certificate of Occupancy was submitted on June 1, 2001 and was finalized on January 30, 2002.

Auto Island Car Wash's business license expired on June 30, 2017. Chapter 17.70.240(B) of the City of Hanford's Municipal Code states that if a use for which a permit was approved has commenced and then is later abandoned for a continuous period of one year, the permit shall expire and become null and void. Since the new applicant submitted their application on September 13, 2019, which is over a year after the property was abandoned, they must apply for a new conditional use permit.

PROJECT EVALUATION

Conformance with the standards of the C-R Regional Commercial zone district

17.18.030 Site Area

In the C-R Regional Commercial zone district, the minimum site area shall be 10 acres. The site may be divided into multiple separate lots, if a reciprocal use agreement for shared common access and parking areas is recorded with the Kings County's Recorder's Office. Existing sites of less than 10 acres may be developed in accordance with the specifications of Chapter 17.18 of the Municipal Code. The site is located on an out-pad within the Hanford Mall development, which is an integrated shopping center with shared parking, landscaping, lighting, signage, and cross access, encompassing approximately 46 acres. Since the property is part of this larger development and is already existing and developed, it meets the requirements for the C-R Regional Commercial zone district.

17.18.040 Lot Dimensions

The minimum lot frontage shall be 40 feet, unless a reciprocal use agreement for shared common access and parking areas is recorded with the Kings County Recorder's Regional Commercial. The project site has approximately 400 feet of street frontage along 12th Avenue. The project exceeds the street frontage requirement for the C-R Regional Commercial zone district.

17.18.050 Coverage

The maximum coverage of a lot shall be determined by the combined building setback area requirements, open space requirements, and off-street parking and loading requirements. All required building setbacks, landscaping, off-street parking and loading requirements were provided at the time of initial occupancy of the building. The site is fully developed with no proposed expansion of the existing building in the request for a conditional use permit.

17.18.060 Building Setback Area

No structure is permitted to be placed within a building setback area.

Front-Building Setback

In the C-R Regional Commercial zone district, the front building setback shall be 15 feet. On corner lots, the shortest street frontage shall be the front building setback area. The building setback is currently 15 feet from the front property line along 12th Avenue, which satisfies the requirement of the C-R Regional Commercial zone district.

Side-Building Setback

The side building setback area shall be zero feet, except where the side lot line abuts a public street or an R-L, R-M, R-H, O-R, O, PF, AP, or CO zone district, then the side building setback area shall be 15 feet. Since no side-property line abuts a public street or any of the previously listed zones, the building setback may be zero.

Rear-Building Setback

The rear building setback may be zero feet from the rear lot line, except where the rear lot line abuts a public street or an R-L, R-H, R-M, O-R, PF, AP, or CO zone district, then the rear building setback area shall be 15 feet. Since the rear-property line does not abut a public street or any of the previously listed zones, the building setback may be zero.

There will be no change to any setback on the property. All setbacks for the C-R Regional Commercial zone district have been satisfied.

17.18.070 Distances Between Structures

The minimum distance between a structure used solely for residential purposes and another structure shall be 10 feet, except as provided by the building code. There are no residential structures on site.

17.18.080 Height of Structures

The maximum height of structures shall be 35 feet. The maximum height of the structure is 27 feet 9 inches. No building expansion is proposed in the request for a conditional use permit. Therefore, the structure does not and will not exceed the maximum height requirement.

17.18.090 Driveways

Whenever possible, developments shall share driveways to minimize the number of driveways on public streets. The site is fully developed and has one ingress to the site on 12th Avenue. The site is also located on an out-pad within the Hanford Mall development, which is an integrated shopping center with cross access. There are no changes proposed to the existing driveways; therefore, the driveway requirements have been satisfied.

17.18.100 Off-Street Parking

There are 2,350 parking spaces provided for the Hanford Mall. The leasable square footage of the mall is approximately 514,000 square feet. Based on the ratio, one stall per 350 square feet for integrated shopping centers, the mall's current parking totals exceed the requirement.

Calculation:

$$514,000 \text{ square feet} \div 350 \text{ square feet} = 1,469 \text{ parking stalls minimum}$$

The applicant does not propose an increase to the Hanford Mall's existing square footage; therefore, additional parking is not required. The current number of parking stalls exceeds the number of required parking spaces for the integrated shopping center.

There are 25 parking spaces provided for the car wash site. In accordance with Section 17.54.040, all service commercial uses shall provide parking at a ratio of one space per 300 square feet of building space. The car wash is 3,120 square feet. Therefore, a minimum of 10 parking stalls are required. If a fraction of a number is obtained when calculating parking requirements, one parking space shall be required if the fraction is one-half or larger and no parking space shall be required if the fraction is less than one-half.

Calculation:

$$3120 \text{ square feet} \div 300 = 10.4$$

There is adequate parking provided on the site for the proposed use, based on the required parking ratio for all service commercial uses.

17.18.110 Usable Open Space

New developments shall provide a common outdoor, shaded sitting area for use by customers. This is not a new development; therefore, it does require usable open space.

17.18.120 Landscaping

There is currently landscaping on the property and that landscaping must meet the requirements laid out in Chapter 17.18.120 of the City of Hanford's Municipal Code. Setback areas at least 15

feet from a lot line adjoining a street must have landscaping. Pedestrian access to sidewalks and structures shall be integrated with the design of landscaped areas. Landscape adjacent to driveways and parking areas shall be protected by a minimum 6-inch-high and 6-inch-wide concrete curb. Trees and shrubs shall be planted so that at maturity they do not interfere with utility lines and traffic safety sight areas. At least 5 percent of the interior square footage of a parking area shall be landscaped with trees and other plant materials suitable for ornamentation. Parking areas are to have one tree placed at every 4 lineal parking spaces. The site satisfies all of these requirements.

17.18.130 Screening, Fences, and Walls

There is only a fence in front of the building and some shrubs adjacent to the property on site. All screening, fences, and walls must follow the standards set in Chapter 17.18.130 of the City of Hanford's Municipal Code. No fence or wall shall be placed in front of or within an any landscaped area located next to a street. No fence or wall shall be placed within the public right-of-way. No hedge, shrub, fence, or wall exceeding the 3 feet in height, or 4 feet in height if the upper 1 foot is 50 percent or more open shall be planted, placed, or maintained within the 25 feet corner sight triangle of a corner lot, or along a front or street side property line where the hedge, shrub, fence, or wall creates a traffic or pedestrian hazard as determined by the Community Development Director. The site currently satisfies all of these regulations.

17.18.140 Signs

All signage must follow the standards set in Chapter 17.56 of the City of Hanford's Municipal Code. For permanent building signs, there is no limit to the number of signs allowed for each business as the allowed square footage of sign per building frontage is cumulative. Establishments with a primary building frontage less than 300 feet may have a sign with a size of two square feet per one lineal foot up to a maximum of 350 square feet along the primary frontage, with 50 square feet allowed regardless of frontage length. Secondary building frontages must only have signs be one square foot per lineal foot up to a maximum of 200 square feet per secondary frontage, with 35 square feet allowed regardless of frontage length. For permanent freestanding signs, there is only one sign allowed per establishment, with an additional sign allowed on sites within an integrated shopping center. The face of the non-additional sign may only be a maximum of 40 square feet, with a height of: six feet if set back 10 feet from the property line, five feet if set back five feet from the property line, and four feet if set back zero feet from the property line. The additional sign may be at most 350 square feet with a maximum height at most 1.5 times the average height of the building.

The site currently does not have signage, but the business must follow these regulations and apply for a sign permit when signage is installed onsite.

17.18.150 General Provisions and Standards

All uses within the C-R Regional Commercial zone district are required to be conducted entirely within a completely enclosed permanently fixed structure, except where specifically permitted by this title. Existing pad lots may be designed and developed with parking lots and building orientation that will eventually merge with larger adjacent developments as if developed as a pad lot of a larger site development. The use proposed will occur within an existing, permanently fixed structure.

FINDINGS FOR APPROVAL

Conditional Use Permit No. 2019-08

In taking action on a Conditional Use Permit, the Planning Commission must make the appropriate findings, in accordance with Section 17.80.030 of the Hanford Municipal Code:

1. The proposed use would not impair the integrity and character of the zoning district in which it is to be located;

ANALYSIS: That the proposed use will occupy an existing building and would not impair the integrity and character of the C-R Regional Commercial zone district. The use is consistent with the designation, in that it proposes a full-service and drive-thru carwash within an existing building, which is permitted with the approval of a conditional use permit in the C-R Regional Commercial zone district. The use meets the requirements of the Hanford Municipal Code Section 17.18 C-R Regional Commercial zone district.

2. The proposed use would be compatible with existing land uses and future permitted land uses within the zoning district in which the proposed use is to be located;

ANALYSIS: That the use of a full-service and drive-thru carwash is compatible with the existing land uses and the future permitted land uses in the C-R Regional Commercial zone district. There is another car wash in the C-R Regional Commercial zone district within the same vicinity without issue to existing and future land uses. The proposed use will occupy an existing building.

3. The proposed use is consistent with the General Plan;

ANALYSIS: That according to General Plan Policy L47, the purpose of the Regional Commercial land use designation is to provide a variety of commercial goods, entertainment, and services in large format shopping centers for both the Hanford community and the larger region outside of Hanford. In accordance with General Plan Policy L48, typical uses in the Regional Commercial land use designation include goods, entertainment, and services that benefit from the market synergy that occurs when the uses are located in close proximity to each other. The use of a full-service and drive-thru car wash is consistent with the policies of the General Plan pertaining to the C-R Regional Commercial zone designation as it provides a service that benefits the community as well as being located close to other businesses.

4. There will not be significant effects upon the quality of the environment and natural resources;

ANALYSIS: That this project is categorically exempt from further environmental review, as per Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA) Guidelines. A Notice of Exemption has been prepared and is attached as **Attachment 2**.

5. The proposed location, size, design, and operating characteristics of the proposed use would not be detrimental to the public interests, health, safety, convenience, or welfare of the city and that any incompatible impacts of the proposed use are mitigated by conditions of approval.

ANALYSIS: That this application has been reviewed by the various City departments and evaluated for conformity with the requirements of the Hanford Municipal Code Section 17.18 for the C-R Regional Commercial zone district. The use of a full-service and drive thru car wash is compliant with the Hanford Municipal Code, specifically Section 17.18. Any improvements or mitigations required for public health, safety, and welfare have been applied to the project as conditions of approval in this resolution.

PUBLIC COMMENTS

A Notice of Public Hearing for a Conditional Use Permit was noticed in the Hanford Sentinel on October 11, 2019 and mailed to property owners within 300 feet of the project site on October 10, 2019. No comments were received, as of the date of preparation of this report.

ENVIRONMENTAL ASSESSMENT

That this project is categorically exempt from further environmental review, as per Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA) Guidelines. A Notice of Exemption has been prepared and is attached as **Attachment 2**.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2019-24, approving Conditional Use Permit No. 2019-08.

Property Owner:

Passco Hanford Mall, LLC
Joanne Doerter
1675 W. Lacey Boulevard
Hanford, CA 93230

Applicant:

Jay Patel, Sand S Group
101 North Redington Street
Hanford, CA 93230

RESOLUTION NO. 2019-24

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO CONDITIONAL USE PERMIT NO. 2019-08, A REQUEST TO ALLOW A FULL-SERVICE AND DRIVE-THRU CAR WASH WITHIN A VACANT FORMER CAR WASH BUILDING IN THE C-R REGIONAL COMMERCIAL ZONE DISTRICT. THE PROJECT IS LOCATED AT 1697 W. LACEY BOULEVARD (APN 011-060-043).

At a regular meeting of the City of Hanford Planning Commission duly called and held on October 22, 2019 on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Conditional Use Permit No. 2019-08, a request to allow a full-service and drive-thru car wash within a vacant former car wash building in the C-R Regional Commercial zone district, as shown in **Exhibit A**, has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 17.80 of the Hanford Municipal Code; and

WHEREAS, the project is located at 1697 W. Lacey Boulevard, Suite 109 (APN 011-060-043); and

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

WHEREAS, the project is exempt from environmental review, per Section 15301 Existing Facilities of the California Environmental Quality Act of the California Environmental Quality Act (CEQA) Guidelines and a Notice of Exemption has been prepared; and

WHEREAS, on the basis of the facts and evidence provided in the staff report and the written and oral evidence presented at the public hearing, the Planning Commission hereby makes the following findings pursuant to Section 17.80.030 of the Hanford Municipal Code:

1. The proposed use would not impair the integrity and character of the zoning district in which it is to be located;

ANALYSIS: That the proposed use will occupy an existing building and would not impair the integrity and character of the C-R Regional Commercial zone district. The use is consistent with the designation, in that it proposes a full-service and drive-thru carwash within an existing building, which is permitted with the approval of a conditional use permit in the C-R Regional Commercial zone district. The use meets the requirements of the Hanford Municipal Code Section 17.18 C-R Regional Commercial zone district.

2. The proposed use would be compatible with existing land uses and future permitted land uses within the zoning district in which the proposed use is to be located;

ANALYSIS: That the use of a full-service and drive-thru carwash is compatible with the existing land uses and the future permitted land uses in the C-R Regional Commercial zone district. There is another car wash in the C-R Regional Commercial zone district within the same vicinity without issue to existing and future land uses. The proposed use will occupy an existing building.

3. The proposed use is consistent with the General Plan;

ANALYSIS: That according to General Plan Policy L47, the purpose of the Regional Commercial land use designation is to provide a variety of commercial goods, entertainment, and services in large format shopping centers for both the Hanford community and the larger region outside of Hanford. In accordance with General Plan Policy L48, typical uses in the Regional Commercial land use designation include goods, entertainment, and services that benefit from the market synergy that occurs when the uses are located in close proximity to each other. The use of a full-service and drive-thru car wash is consistent with the policies of the General Plan pertaining to the C-R Regional Commercial zone designation as it provides a service that benefits the community as well as being located close to other businesses.

4. There will not be significant effects upon the quality of the environment and natural resources;

ANALYSIS: That this project is categorically exempt from further environmental review, as per Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA) Guidelines. A Notice of Exemption has been prepared.

5. The proposed location, size, design, and operating characteristics of the proposed use would not be detrimental to the public interests, health, safety, convenience, or welfare of the city and that any incompatible impacts of the proposed use are mitigated by conditions of approval.

ANALYSIS: That this application has been reviewed by the various City departments and evaluated for conformity with the requirements of the Hanford Municipal Code Section 17.18 for the C-R Regional Commercial zone district. The use of a full-service and drive thru car wash is compliant with the Hanford Municipal Code, specifically Section 17.18. Any improvements or mitigations required for public health, safety, and welfare have been applied to the project as conditions of approval in this resolution.

THEREFORE, BE IT RESOLVED that Conditional Use Permit No. 2019-08 be approved, subject to the conditions of approval, attached as **Exhibit B**.

EXPIRATION

That this Conditional Use Application Permit become null and void two (2) years after the effective date of approval, unless, prior to the expiration, the use for which the permit was approved has commenced. Prior to expiration of a permit, a person having authority to file an application may file a written request with the Community Development Director for extension of a permit that may otherwise expire. The request for extension will be taken to the Planning Commission, who may extend the expiration of the permit by one year.

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

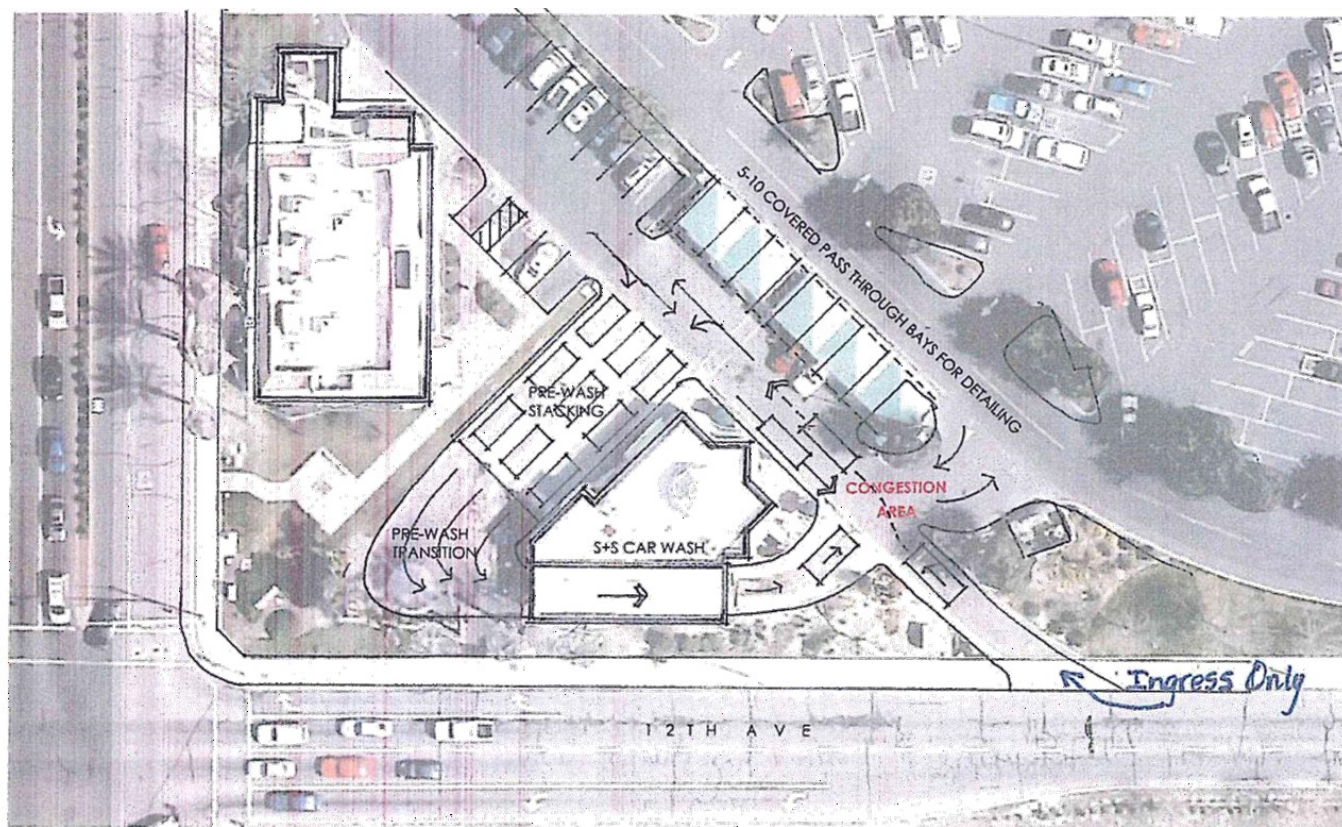
AYES:	Commissioners
NOES:	Commissioners
ABSTAIN:	Commissioners
ABSENT:	Commissioners

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

I, **DARLENE R. MATA**, Secretary of the City of Hanford Planning Commission, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 22nd day of October 2019.

Darlene R. Mata, Secretary

Exhibit A Site Plan

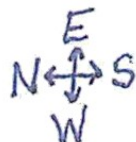


CAR WASH
HANFORD MALL

CONCEPT 1 - EXISTING
CONCEPTS
HANFORD, CA

20190039
09-03-2019

5
architecture design collaborative
www.architecture.com



- * Concept 1 is the existing plan.
- Realistically, 4-5 more cars can be staged in the "Pre-wash Transition" area. (See page 6.)
- This plan has worked well with previous Auto Island owner, with no interruption in flow of traffic pattern.
- See addition concept drawings; Options 2+3 for your review.

Joanne Dvoretz

Attachment: Resolution No. 2019-24 (CUP 2019-08)

Exhibit B

Conditions of Approval

Attachment: Resolution No. 2019-24 (CUP 2019-08)

PLANNING DIVISION

Contact Assistant Planner Mark Manha at (559) 585-2583 or mmanha@cityofhanfordca.com concerning questions regarding the comments below:

General Requirements:

1. That approval of this project does not exempt compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, fees, or other City Ordinances.
2. That all approved proposals of the applicant be conditions of development, if not mentioned herein.
3. That no expansion of the use which would tend to increase the projected scale of operations shall be permitted except upon application for, and approval of, modification of this application according to all procedures and requirements thereof.
4. That if cultural resources are discovered during construction or related activities, all work shall be halted and a qualified archeologist and the City of Hanford shall be notified. The find shall be properly investigated and appropriate measures are to be taken before construction may continue.

C-R Zone Requirements (all checked shall apply)

Building Setback Areas (Section 17.18.060) – no building expansion proposed.

- ☒ That the appropriate setbacks be maintained, as follows:
- ☒ The front building setback area shall be 15 feet.
 - ☒ The rear building setback may be zero.
 - ☒ The side building setback may be zero.
 - ☒ The street side building setback may be zero.

Off Street Parking: (Section 17.18.100 and 17.54).

- ☒ The applicant shall maintain a minimum **10 parking stalls**, one of which is ADA-accessible, based on the ratio for service commercial uses – one stall per 300 sq. ft.

Calculation:

$$3,120 \text{ sq. ft. of building area} \div 300 \text{ sq. ft.} = 10.4 \text{ stalls (10 minimum)}$$

Landscaping: (Section 17.18.120 and 17.52). – That all existing landscaping remain for the site.

- ☒ That landscaping shall be provided and permanently maintained in a setback area not less than 15 feet from a lot line adjoining a street, except where the setback area is covered by structures, parking, or driveways.

- ☒ General Design Standards: the following features shall be incorporated into the design of the proposed landscape and shown on the required landscape plans:
 - ☒ Publicly maintained landscape areas shall be separated from privately maintained landscape areas with, at a minimum, a four (4) inch wide concrete mow strip.
 - ☒ Pedestrian access to sidewalks and structures shall be integrated with the design of landscaped areas.
 - ☒ Landscape adjacent to driveways and parking areas shall be protected from vehicle damage through the provision of a minimum six (6) inch high and six (6) inch wide concrete curb.
 - ☒ Concrete mow strips, when used, shall be a minimum of four (4) inches in width.
 - ☒ Trees and shrubs shall be planted so that at maturity they do not interfere with utility lines and traffic safety sight areas.
 - ☒ Trees and shrubs shall be planted and maintained in a manner that protects the basic rights of adjacent property owners, particularly the right to solar access.
 - ☒ Trees planted within five (5) feet of sidewalks or curbs shall have an eighteen (18) inch by ten (10) foot long linear root barrier placed at each edge of the sidewalk or face of curb, centered on the tree.
- ☒ Plant materials. Plant materials shall be selected and installed in accordance with the following requirements:
 - ☒ The size of ten (10) percent of the trees to be planted shall be twenty-four (24) inch box or larger. The remaining trees shall be sized fifteen (15) gallons or larger.
 - ☒ The size of seventy (70) percent of plants and shrubs shall be at five (5) gallon or larger. The remaining plants and shrubs shall be sized one (1) gallon or larger.
 - ☒ The size of groundcover at planting shall be one (1) gallon or larger.
 - ☒ Groundcover shall be designed to have one hundred (100) percent coverage within two (2) years.
 - ☒ Drought tolerant plant material and climate appropriate species shall be emphasized in the design.
- ☒ That the landscaped area shall be planted with live and healthy plant materials suitable for screening/or ornamenting the site. Landscaped areas shall be watered by automatic systems and designed and developed in accordance with Chapter 12.08 and the most recent State Model Water Efficient Landscaped Ordinance.
- ☒ That no fence, hedge, or shrub shall be installed, planted, or maintained along a street frontage, which creates a traffic or pedestrian hazard.

Signage: (Section 17.56).

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

Outdoor Lighting Standards (Section 17.50.140)

- ☒ That all lights and light fixtures, except public street lights, shall be located, aimed or shielded so as to minimize light trespassing across property boundaries or skyward.
- ☒ That building mounted lighting fixtures shall be attached only to the walls of the building. The top of a light fixture attached to a building wall shall not be higher than the top of the building parapet or the top of the roof eave, whichever is lower.
- ☒ That the canopy ceiling light fixtures shall be recessed or the sides of the lens area shall be shielded, in order to eliminate emission of horizontal light.
- ☒ That the height of freestanding light fixtures, including freestanding parking lot fixtures, shall be measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture and shall not exceed 50 feet.

Dust Control:

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

Hanford Fire Department

Contact Battalion Chief David Sumaya @ 559-585-2545 or dsumaya@cityofhanfordca.com concerning questions that you may have on the following conditions.

Site Plan Review: CUP 20109-08

Date: 9/23/19

Project #: (508-0215) Car Wash, 1675 W Grangeville Blvd.

General Instructions

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

The following comments are applicable if checked:

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

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

15. ☐ Fire hydrant protection posts shall be installed at all fire hydrants that are subject to vehicle damage.
16. ☐ Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building constructed or moved onto or with the City of Hanford. It shall extend to within 150 feet of all portions of the facility and all portions on the exterior walls of the first story of the buildings as measured by an approved route around the exterior of the building or facility.
17. ☐ All dead-end access roads in excess of 150 feet must be provided with an approved turn-around or hammer head complying with City standards.
18. ☐ Existing access roads are sufficient.
19. ☐ All access road shall not be less than 20 feet wide and 13 feet 6 inches in height.

Access road with a hydrant, the minimum road width shall be 26 feet exclusive of shoulders.

Aerial fire apparatus access roads (CFC D105.1): Where the vertical distance between the grade and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. CFC D105.2: Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

20. ☐ Access road turning radius for fire apparatus is as follows (show all three on plans):
- a. 20 feet 1 inch inside turning radius (inside rear wheel)
 - b. 36 feet 3 inch curb to curb (outside front wheel)
 - c. 44 feet 6 inch outside radius (outside front bumper)
 - d. 50 feet outside radius (outside of bucket)
21. ☐ Additional access roads may be required per CFC 2016 Section 503.1.2. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.
22. ☐ Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.
23. ☒ Areas identified as "Fire Lanes" must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.

- a. Access roads 20-26 feet in width. Fire lanes shall be on both sides of the fire apparatus access roads.
 - b. Access roads 26 to less than 32 feet in width: Fire lanes shall be on one side of the fire apparatus access roads.
 - c. Access roads 32 feet in width or more: No fire lanes required.
24. ☐ Temporary or permanent fire department access roads shall be constructed in accordance with City Standards ST-36. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.
25. ☐ Locked gates installed across fire department access roads:
- a. **Manual gates** with a chain lock require a **Knox Padlock, Model #3770**, to be installed on them; or a **Knox Box, Model 3200 Series**, shall be installed on the exterior of the gate and a key to the lock on the gate must be placed in the Knox Box.
 - b. **Electric gates** shall be equipped with an electric **Knox Key Switch, Model 3502**, at the gate location.
 - c. In case of a loss of power, electrically operated gates shall have a means of back-up power or shall default in the open position for immediate fire department access.
 - d. At no time shall the width of the fire department access road be reduced below **20-feet wide through or at any gates** along the fire departments' emergency access roads due to protruding objects from gate supports, frames, signs, access booths, curbs, etc.
26. ☒ A Knox Box will be required. Keys that open all locked areas will also be required and placed in the Knox Box. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.
27. ☒ All address numbers shall be installed onto the building and shall be visible from the frontage street. The color of the address numbers shall be in a contrasting color to the building.

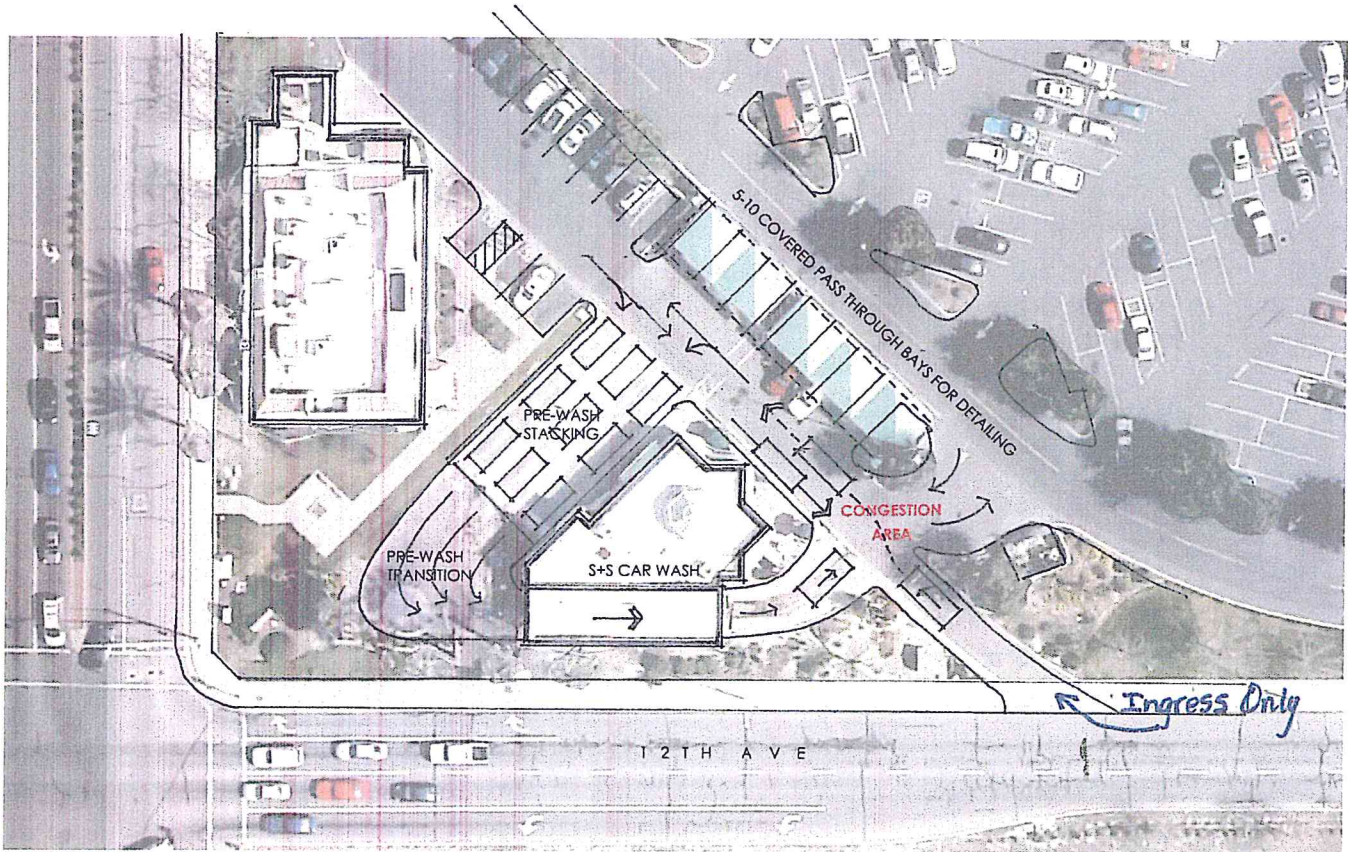
Size of Address Numbers:

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

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

Hazardous Materials Management Plans and Hazardous Materials Inventory Statements shall be provided for hazardous materials in accordance with Appendix H of the California Fire Code.

31. ☐ ***A fuel tank permit is required*** for underground and aboveground gasoline/LPG/Diesel.
32. ☐ ***Combustible high-piled storage over 12 feet requires a separate fire department review and permit.*** Contact the fire department for further information.
- Existing, concept 1 would be allowed.
 - Fire extinguishers shall be mounted 4 feet from floor level and/or recessed in cabinets where required by the Fire Department. Cabinets shall be signed with the words Fire Extinguisher on the outside visible to the public. The size, type and location shall be determined by the City Fire Department. 2A:10-B:C:



CAR WASH
HANFORD MALL

CONCEPT 1 - EXISTING

CONCEPTS
HANFORD, CA

20190039
09-03-2019

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ada
architecture design collaborate
www.ada3associates.com



* Concept 1 is the existing plan.

- Realistically, 4-5 more cars can be staged in the "Pre-wash Transition" area. (See page 6.)
- This plan has worked well with previous Auto Island owner, with no interruption in flow of traffic pattern
- See addition concept drawings; Options 2+3 for your review.

Joanne Alvertes

Notice of Exemption 2019-46

To: ☐ Office of Planning and Research
P.O. Box 3044, Room 212
Sacramento, CA 95812-3044

☒ County Clerk
County of Kings
Kings County Government Center
Hanford, CA 93230

From: City of Hanford
317 North Douty Street
Hanford, CA 93230

Project Title: Conditional Use Permit 2019-08

Project Location – 1697 W. Lacey Boulevard (APN 011-060-043)

Project Location – City: Hanford **Project Location – County:** Kings County

Description of Nature, Purpose and Beneficiaries of Project: CONDITIONAL USE PERMIT No. 2019-08 is a request to allow a full-service and drive-thru car wash within a vacant former car wash building in the C-R Regional Commercial zone district.

Name of Public Agency Approving Project: City of Hanford, Planning Division

Name of Person or Agency Carrying Out Project: Jay Patel, Sand S Group

Exempt Status: **(check one)**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269 (a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☒ Categorical Exemption: State type and section number: 15301 Existing Facilities
☐ Statutory Exemption. State code number:

Reasons why project is exempt:

The City of Hanford determined the project to be exempt from environmental review pursuant to Section 15301 of the California Environmental Quality Act (CEQA). Section 15301 states that Class 1 exemptions consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. This project involves the permitting of an existing private structure, involving negligible or no expansion of the existing or former use.

Lead Agency

Contact Person: Mark Manha Area Code/ Telephone: (559) 585-2583

Signature: _____ Date: October 22, 2019 Title: Assistant Planner

☒ Signed by Lead Agency Date received for filing at OPR: _____
☐ Signed by Applicant

Attachment: Attachment 2 Notice of Exemption (CUP 2019-08)



AGENDA STAFF REPORT

MEETING DATE: 10/22/2019	AGENDA SECTION: 3
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SUBJECT:

Tentative Parcel Map No. 2019-03: a request to divide a 58.67-acre parcel into two parcels – Parcel A: 20 acres; Parcel B: 38.67 acres in the I-H Heavy Industrial zone district. Mitigated Negative Declaration No. 2019-29: A request to certify that the project will have a less than significant effect on the environment with the incorporation of mitigation measures. The project is located at the southwest corner of Idaho Avenue and 10th Avenue (APN 028-030-032).

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - TPM 2019-03
 Resolution No. 2019-05
 Attachment 1 - TPM 2019-03
 Attachment 2 - Site Plan Review No. 2019-05
 Attachment 4 - Operational Statement
 Attachment 3 - Material Safety Data Sheet
 Attachment 5 - Initial Study & MND
 Attachment 6 - Caltrans comment

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, October 22, 2019**

PROJECT: **Tentative Parcel Map No. 2019-03:** a request to divide a 58.67-acre parcel into two parcels – Parcel A: 20 acres; Parcel B: 38.67 acres in the I-H Heavy Industrial zone district.

Mitigated Negative Declaration No. 2019-29: A request to certify that the project will have a less than significant effect on the environment with the incorporation of mitigation measures.

LOCATION: The project is located at the southwest corner of Idaho Avenue and 10th Avenue (APN 028-030-032).

PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Mitigated Negative Declaration No. 2019-29 for the project.
2. Adopt Resolution No. 2019-25, approving Tentative Parcel Map No. 2019-03.

RECOMMENDED MOTION

1. I move to adopt Mitigated Negative Declaration No. 2019-29 for the project.
2. I move to adopt Resolution No. 2019-25, approving Tentative Parcel Map No. 2019-03.

PROJECT DESCRIPTION

Tentative Parcel Map No. 2019-03 is a request to divide a 58.67-acre parcel into two parcels – Parcel A: 20 acres; Parcel B: 38.67 acres in the I-H Heavy Industrial zone district, as shown in **Attachment 1**.

Parcel A is proposed to be developed under Site Plan Review No. 2019-05.

Site Plan Review No. 2019-05 is a request to extend the existing rail track by 790 linear feet and develop a fertilizer storage facility for the storage of liquid fertilizer (32-0-0 urea ammonium nitrate solution) on future Parcel A of Tentative Parcel Map No. 2019-03. **Attachment 2** - Site Plan Review No. 2019-05.

The project is located at the southwest corner of Idaho Avenue and 10th Avenue (APN 028-030-032), as shown in **Figure 1**. The property is designated by the General Plan as Heavy Industrial, as shown in **Figure 2**, and zoned I-H Heavy Industrial, as shown in **Figure 3**.

Figure 1: Land Use (Property outlined in red)

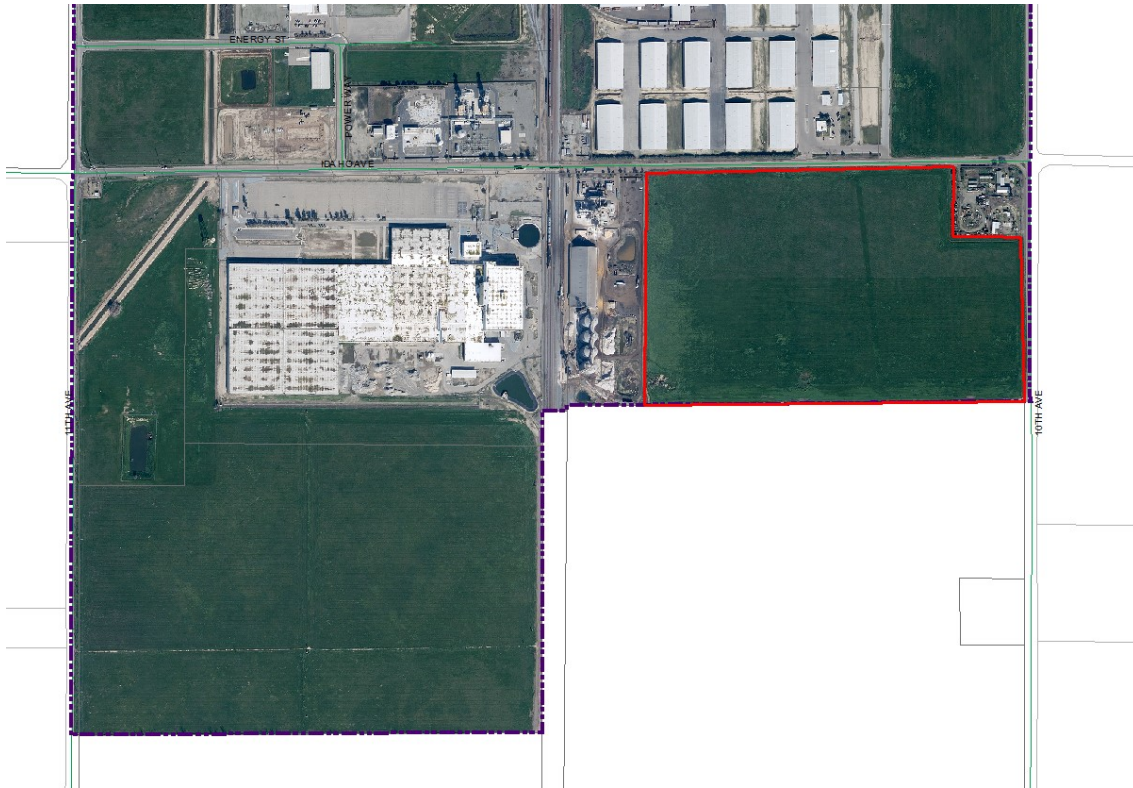


Figure 2: General Plan Designation (outlined in red)
Heavy Industrial

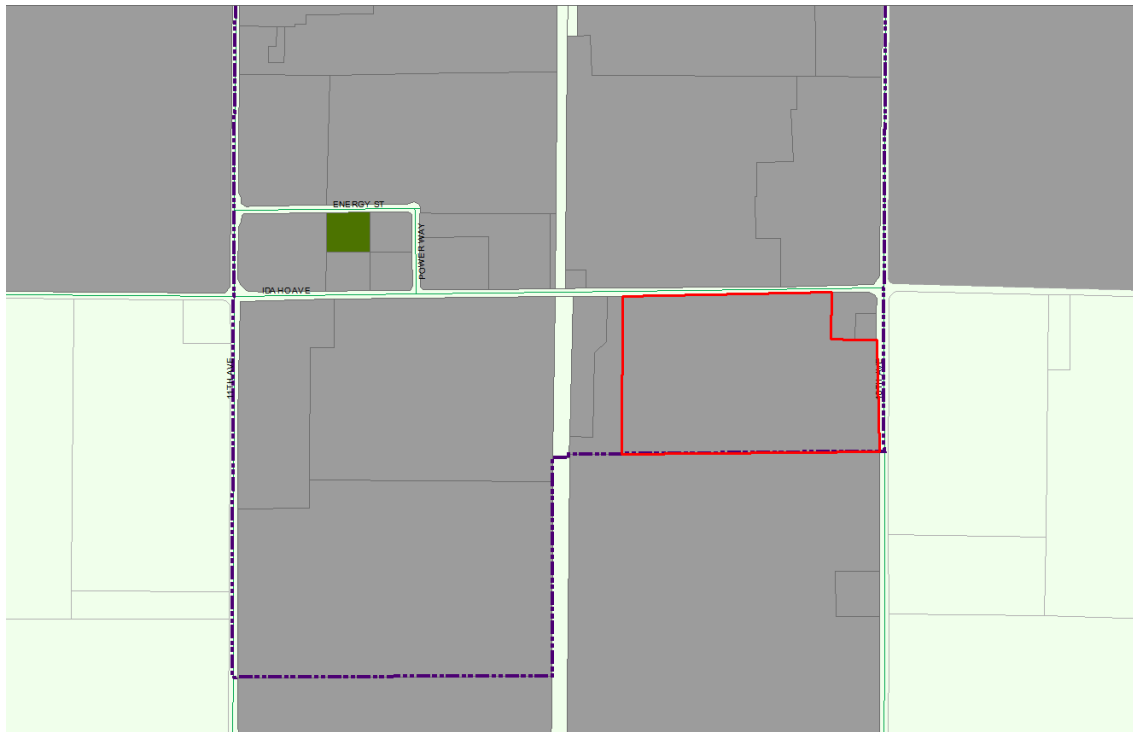
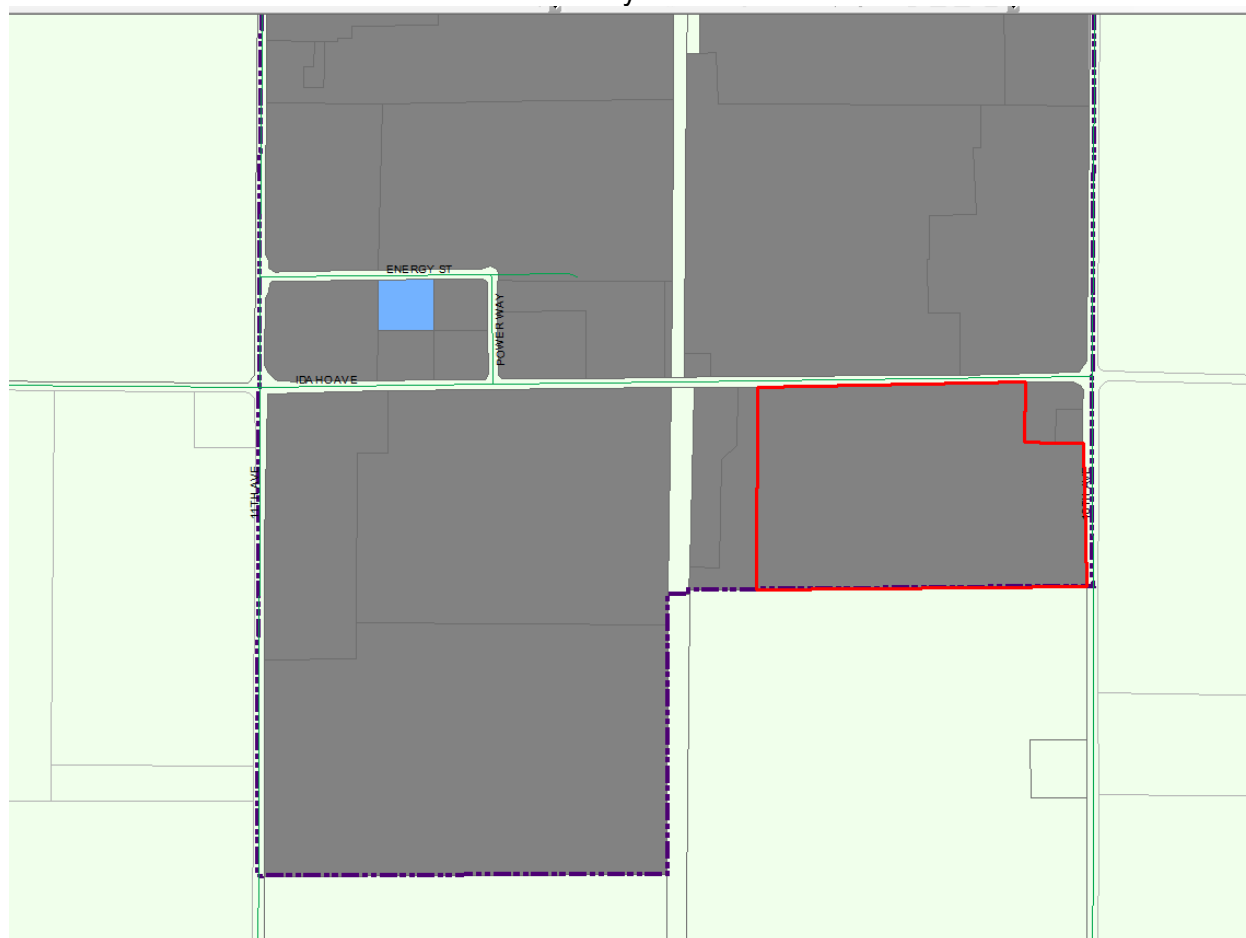


Figure 3: Zoning Designation (outlined in red)
H-I Heavy Industrial



BACKGROUND INFORMATION

Entitlements

Future Parcel A of Tentative Parcel Map No. 2019-03 is proposed to be developed under Site Plan Review No. 2019-05. Site Plan Review No. 2019-05 is a request to extend the existing rail track by 790 linear feet and develop a fertilizer storage facility for the storage of liquid fertilizer (32-0-0 urea ammonium nitrate solution) on future Parcel A of Tentative Parcel Map No. 2019-03. **Attachment 2** - Site Plan Review No. 2019-05.

General Plan Designation

The General Plan designates the property as Heavy Industrial. The property is zoned I-H Heavy Industrial, which corresponds with the General Plan Designation. According to General Plan Policy L87, the purpose of the Heavy Industrial Land Use designation is 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. According to General Plan Policy L88, typical uses in the Heavy Industrial Land Use designation 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. The facility proposed under Site Plan Review No. 2019-05 involves the warehousing and distribution of liquid fertilizer and involves freight rail service. The proposed facility is consistent with the Heavy Industrial designation.

Zoning Designation

The use proposed for Parcel A of Tentative Parcel Map No. 2019-03 is best categorized as a warehouse or distribution center, which means a facility for storage of goods or materials that will eventually be redistributed to retailers, wholesalers, or directly to consumers. A warehouse or distribution center is a permitted use in the I-H Heavy Industrial zone district.

Since the use of a warehouse or distribution center is permitted outright in the I-H Heavy Industrial zone district, the use is not subject to approval by the Planning Commission. See **Figure 4**, below.

Figure 4: Land Use Table

Commercial, Office, and Industrial Use Table															
P = Use is Permitted by Right C = Use Requires Conditional Use Permit A = Use Requires Administrative Use Permit T = Use Requires Temporary Use Permit Blank = Use is Not Allowed															
Land Uses		Commercial Zones				Mixed Use Zones			Industrial and Office Zones			Other Zones			Specific Land Use Standards (See identified Section)
		C-N	C-R	C-S	C-H	MX-N	MX-C	MX-D	O-R	O	I-L	I-H	AP	PF	
K11	Warehouse or distribution center										P	P			

PROJECT EVALUATION

Tentative Parcel Map No. 2019-03 is a request to divide a 58.67-acre parcel into two parcels – Parcel A: 20 acres; Parcel B: 38.67 acres in the I-H Heavy Industrial zone district, as shown in **Attachment 1**.

Tentative Parcel Map No. 2019-03

Project Design			
	<u>Entire Site</u>	<u>Parcel A</u>	<u>Parcel B</u>
Area:	58.67 acres	20 acres	38.67 acres
Street Frontage:	1,704.81 feet along Idaho Avenue; 919.47 feet along 10 th Avenue	60.01 feet along Idaho Avenue	1,644.81 feet along Idaho Avenue; 919.47 feet along 10 th Avenue
Width:	1,704.81 feet (minimum width); 2,107.23 feet (maximum width)	60.01 feet (minimum width); 790.11 feet (maximum width)	931.95 feet (minimum width); 1,644.81 feet (maximum width)
Depth:	919.47 feet (minimum depth) 1,284.11 feet (maximum depth)	1086.53 feet (minimum depth) 1,284.11 feet (maximum depth)	200.04 feet (minimum depth); 1,286.57 feet (maximum depth)
Sidewalk:	None	None	None – deferred improvement
Existing Use:	Vacant	Vacant	Vacant
Proposed Use:	Split into two parcels	Future liquid fertilizer storage facility	Vacant – future heavy industrial use

Site Plan Review No. 2019-05

Parcel A of Tentative Parcel Map No. 2019-03 is proposed to be developed under Site Plan Review No. 2019-05. Site Plan Review No. 2019-05 is a request to extend the existing rail track by 790 linear feet and develop a fertilizer storage facility for the storage of liquid fertilizer (32-0-0 urea ammonium nitrate solution) on future Parcel A of Tentative Parcel Map No. 2019-03.

Attachment 2 - Site Plan Review No. 2019-05.

According to the operational statement submitted by the applicant, “the purpose of the facility is to receive liquid fertilizer for the distribution to end users throughout the Central Valley. Liquid fertilizer will be delivered by rail in unit train quantities of 80 – 110 plus cars, pumped from railcars via a pipeline to two two-million-gallon storage tanks. From the [two] million-gallon storage tanks, the liquid fertilizer will be loaded out to tanker trucks through a fully automated card-lock loading system, operated by the truck drivers. Card-lock loadout will be available for truck loading 24/7/365.

The facility will receive 10-15 trains a year that will take 24 continuous hours to unload each. Loading out 100-150 truckloads a week.

The fertilizer will be offloaded from the railcars by two-three employees from the adjacent Hanford Milling Company Facility. General operations, maintenance, and administrative activities will all be performed by the Hanford Milling Company Facility staff. No site-assigned employees [are] required.

The trucks will enter from Idaho Avenue, head south to a turnaround approximately 700 feet, turn back to the north, enter the loadout station on the east side of the roadway, then proceed back to exit onto Idaho Avenue.

Fire access will be from the north, off Idaho Avenue on the main entrance with a fire access road looping around the tanks allowing bidirectional access to all sides of the tanks 250 feet and 400 feet south of Idaho Avenue.”

A copy of the operational statement is attached - **Attachment 3**.

Structures

There are three 2,033,336 gallon liquid fertilizer storage tanks proposed for the site. Future mixing and loadout tanks are shown on Site Plan Review No. 2019-05, however, the mixing tanks are not included in this site plan review and tentative parcel map application. Fertilizer mixing requires a conditional use permit in the I-H Heavy Industrial zone district. As a condition of approval for the project, future proposals for mixing on site will be subject to the appropriate entitlement process at the time of development.

Truck Loading and Unloading Areas

Liquid fertilizer will be delivered by rail in unit train quantities of 80 – 110 plus cars, pumped from railcars via a pipeline to two two-million-gallon storage tanks. From the [two] million-gallon storage tanks, the liquid fertilizer will be loaded out to tanker trucks through a fully automated card-lock loading system, operated by the truck drivers. Card-lock loadout will be available for truck loading 24/7/365.

The facility will receive 10-15 trains a year that will take 24 continuous hours to unload each. Loading out 100-150 truckloads a week.

Truck loading and unloading activities are described in the operational statement provided by the applicant. The applicant states, “liquid fertilizer will be delivered by rail in unit train quantities of 80 -110 plus cars, pumped from railcars via a pipeline to two two-million gallon storage tanks. From the [two] million gallon storage tanks, the liquid fertilizer will be loaded out to tanker trucks through a fully automated card-lock loading system, operated by the truck drivers.”

There will be approximately 6,000 truck trips per year or 16-17 per day.

“The trucks will enter from Idaho Avenue, head south to a turnaround approximately 700 feet, turn back to the north, enter the load-out station on the east side of the roadway, then proceed back to exit onto Idaho Avenue.”

Material Data Sheets

The storage tanks proposed for the site will contain liquid fertilizer Urea Ammonium Nitrate Solution 32-0-0. The product is a generally odorless and is nonflammable.

Additional product information is available in the Material Data Sheets, attached as **Attachment 4**.

Personnel

According to the operational statement submitted by the applicant, there will not be additional employees required for the site. "The fertilizer will be offloaded from the rail cars by 2-3 employees from the adjacent Hanford Milling Company facility. General operations, maintenance and administrative activities will all be performed by the Hanford Milling Company Facility staff. No site assigned employees required."

Conformance with the Standards of the I-H Heavy Industrial Zone District

17.36.030 Site Area

In the I-H Heavy Industrial zone district, the minimum site area shall be 20,000 square feet.

Tentative Parcel Map No. 2019-03

The entire parcel totals 58.67 acres. The parcel is proposed to be divided into two parcels. Parcel A will be 20 acres and Parcel B will be 38.67 acres. Both parcels exceed the minimum site area of the I-H Heavy Industrial zone district.

Site Plan Review No. 2019-05

Site Plan Review No. 2019-05 proposes to develop a liquid fertilizer storage facility on future Parcel A of Tentative Parcel Map 2019-03. The parcel is 20 acres and exceeds the minimum site area of the I-H Heavy Industrial zone district.

17.36.040 Lot Dimensions

The minimum lot frontage in the I-H Heavy Industrial zone district shall be 60 feet, unless a reciprocal use agreement for shared common access and parking areas is recorded with the Kings County Recorder's Office.

Tentative Parcel Map No. 2019-03

The current parcel has 1,704.81 feet of frontage along Idaho Avenue and 919.47 feet of frontage along 10th Avenue. The parcel is proposed to be split into two parcels. Parcel A will have 60.01 feet of street frontage on Idaho Avenue. Parcel B will have 1,644.81 feet of street frontage on Idaho Avenue and 919.47 feet of street frontage along 10th Avenue. Both parcels meet the minimum lot frontage required for the I-H Heavy Industrial zone district.

Project Design			
	<u>Entire Site</u>	<u>Parcel A</u>	<u>Parcel B</u>
Street Frontage:	1,704.81 feet along Idaho Avenue; 919.47 feet along 10 th Avenue	60.01 feet along Idaho Avenue	1,644.81 feet along Idaho Avenue; 919.47 feet along 10 th Avenue
Width:	1,704.81 feet (minimum width); 2,107.23 feet (maximum width)	60.01 feet (minimum width); 790.11 feet (maximum width)	931.95 feet (minimum width); 1,644.81 feet (maximum width)
Depth:	919.47 feet (minimum depth) 1,284.11 feet (maximum depth)	1086.53 feet (minimum depth) 1,284.11 feet (maximum depth)	200.04 feet (minimum depth); 1,286.57 feet (maximum depth)

Site Plan Review No. 2019-05

Site Plan Review No. 2019-05 proposes to develop a liquid fertilizer storage facility on future Parcel A of Tentative Parcel Map 2019-03. Parcel A will have 60.01 feet of street frontage on Idaho Avenue. The parcel meets the minimum lot frontage required for the I-H Heavy Industrial zone district.

17.36.050 Coverage

The maximum coverage of the lot shall be determined by the combined building setback area requirements, open space requirements, and off-street parking and loading requirements. The project meets all building setback area requirements, open space requirements, and off-street parking and loading requirements; therefore, the maximum lot coverage is not exceeded.

17.36.060 Building Setback Area

No structure is permitted to be placed within a building setback area. In the I-H Heavy Industrial zone district, the front building setback area shall be a minimum of 10 feet. The rear, side, and street side setbacks may be zero, as the property does not abut a R-L, R-M, R-H, OR, O, PF, AP, or CO zone district.

Site Plan Review No. 2019-05

The storage tanks are the only structures proposed for the site. The storage tanks are setback approximately 255 feet from the front property line on Idaho Avenue. There is not a required setback for the rear and side property line for Parcel A of Tentative Parcel Map No. 2019-03.

17.36.070 Distances Between Structures

The minimum distance between a structure used solely for residential purposes and another structure shall be 10 feet, except as provided by the building code. There are no residential structures on site.

17.36.080 Height of Structures

The maximum height of structures in the I-H Heavy Industrial zone district shall be 75 feet, except that the height of portions of structures set back at least 200 feet from any lot line may be up to 100 feet.

Site Plan Review No. 2019-05

The storage tanks are the only structures proposed for the site. The storage tanks are 32 feet high and do not exceed the maximum height of the I-H Heavy Industrial zone district.

17.36.090 Driveways

Whenever possible, developments in the I-H Heavy Industrial zone district shall share driveways to minimize the number of driveways on public streets. New driveways near street corners shall be located a minimum 100 feet from the radius of the curb, unless otherwise specifically approved by the City Engineer. Gated entrances shall be setback at least 100 feet from the public right-of-way, unless a shorter distance is approved by the City Engineer.

Tentative Parcel Map No. 2019-03

There are no driveways existing on the site. The location and number of driveways will be determined as development is proposed for the site.

Site Plan Review No. 2019-05

Under Site Plan Review No. 2019-05, one driveway is proposed for future Parcel A of Tentative Parcel Map No. 2019-05. The location has been approved by the Engineering Division. The gate is setback approximately 190 feet from Idaho Avenue.

17.36.100 Off-Street Parking

In accordance with Section 17.54.040, parking shall be provided for commercial and industrial uses conducted primarily outside of buildings at a ratio of one space for each two employees of the maximum working shift. According to the operational statement submitted by the applicant, there will not be additional employees required for the site. "The fertilizer will be offloaded from the rail cars by 2-3 employees from the adjacent Hanford Milling Company facility. General operations, maintenance and administrative activities will all be performed by the Hanford Milling Company Facility staff. No site assigned employees required."

Based on the number of employees of the maximum shift, a minimum of two parking stalls, one of which is ADA-accessible is required for the site. The applicant satisfies the minimum parking requirement.

17.36.110 Usable Open Space

There is no minimum requirement for usable open space.

17.36.120 Landscaping

In the I-H Heavy Industrial zone district, landscaping shall be provided and permanently maintained in a setback area not less than 10 feet from a lot line adjoining a street.

Tentative Parcel Map No. 2019-03

Landscaping will be required to be installed when a physical project is proposed for each parcel.

Site Plan Review No. 2019-05

The site has 60.01 feet of street frontage along Idaho Avenue. The driveway encompasses 34 feet of the 60.01 feet. Therefore, there is 10 feet west of the driveway and 16 feet east of the driveway. Either side of the driveway is required to be landscaped within the first 10 feet of the front-yard setback.

17.36.130 Screening, Fences, and Walls

In the I-H Heavy Industrial zone district, a block wall with a minimum height of seven feet shall be provided along any side or rear lot line that abuts an R-L, R-M, R-H, OR, PF, AP, or CO zone district. The parcel does not abut an R-L, R-M, R-H, OR, PF, AP, or CO zone district.

No fence or wall shall be placed in front of or within any landscaped area located next to a street. No fence or wall is proposed to be located within any landscaped area.

The open storage of materials and equipment attendant to a use shall be permitted only within an area surrounded or screened by a solid wall or fence seven feet minimum in height, except as may be modified under site plan review. Such storage shall not be visible above the wall or fence. Open storage of materials and equipment is not proposed for the site.

17.36.140 Signs

Signs placed in the I-H Heavy Industrial zone district shall be subject to the requirements and standards prescribed in Section 17.56 of the Hanford Municipal Code. Signage requires a separate application and will be evaluated at the time of submittal.

17.36.150 General Provisions and Standards

In the I-H Heavy Industrial zone district, no business, service, or process that is not a part of the main use of the site shall be conducted outside a completely enclosed permanently fixed structure.

Site Plan Review No. 2019-05

No business, service, or process is proposed to be conducted outside of the storage tanks on site.

In the I-H Heavy Industrial zone district, no use shall be permitted and no process, equipment or material shall be employed which is found by the Planning Department to be injurious to persons residing or working in the vicinity by reason of odor, fumes, dust, smoke, cinders, dirt, refuse, noise, vibrations, illumination, glare or heavy truck traffic, or involve any hazards of fire, explosion,

hazardous or toxic waste, or radioactivity or emit electrical disturbances, which adversely affect commercial or electronic equipment outside the boundary of the site.

Site Plan Review No. 2019-05

The development of the fertilizer storage facility proposed under Site Plan Review No. 2019-05 has not been found to be injurious to persons residing or working in the vicinity by reason of odor, fumes, dust, smoke, cinders, dirt, refuse, noise, vibrations, illumination, glare or heavy truck traffic, or involve any hazards of fire, explosion, hazardous or toxic waste, or radioactivity or emit electrical disturbances, which adversely affect commercial or electronic equipment outside the boundary of the site.

Conclusion

All requirements, provisions, and standards of the I-H Heavy Industrial zone district have been satisfied by the Tentative Parcel Map and Site Plan Review application.

FINDINGS FOR APPROVAL

Tentative Parcel Map No. 2019-05

Pursuant to Section 16.04.010 of the Subdivision Ordinance Code and Section 66474 of the Subdivision Map Act, the Planning Commission is required to make the following findings:

1. Consistency Finding: That the proposed map is consistent with applicable general and specific plans.

Analysis: That the proposed map is consistent with the applicable General Plan designation of Heavy Industrial. The intended use of proposed Parcel A and B will be for industrial development, which is consistent with the General Plan designation for the property.

2. Design Finding: That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans.

Analysis: That the design of the proposed subdivision is consistent with the General Plan. The General Plan designates the project site as Heavy Industrial. Each parcel is designed in conformance with the Hanford Municipal Code Section 17.36, pertaining to the I-H Heavy Industrial zone district. Parcel A is proposed to be developed as a liquid fertilizer storage facility, under Site Plan Review No. 2019-05. The proposed development conforms to the requirements of the Hanford Municipal Code, Section 17.36 for the I-H Heavy Industrial zone district. At this time, there is not a proposal for development of Parcel B, however future development of the site will be evaluated for consistency with the requirements of Section 17.36 of the Hanford Municipal Code for the I-H Heavy Industrial zone district and limited to those uses permitted and conditionally permitted in the district.

3. Type of Development Finding: That the site is physically suitable for the type of development.

Analysis: That the site is physically suitable for future heavy industrial development. The General Plan designates the project site as Heavy Industrial. Each parcel is designed in conformance with the Hanford Municipal Code Section 17.36, pertaining to the I-H Heavy Industrial zone district. Parcel A is proposed to be developed as a liquid fertilizer storage

facility, under Site Plan Review No. 2019-05. The proposed development conforms to the requirements of the Hanford Municipal Code, Section 17.36 for the I-H Heavy Industrial zone district. At this time, there is not a proposal for development of Parcel B, however future development of the site will be evaluated for consistency with the requirements of Section 17.36 of the Hanford Municipal Code for the I-H Heavy Industrial zone district.

4. Density Finding:

Analysis: Density refers to the number of dwelling units per acre. Residential uses are not permitted in the I-H Heavy Industrial zone district; therefore, a density finding does not apply.

5. Environmental Finding: That the design of the subdivision or the proposed improvements is unlikely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Analysis: That an initial study was conducted and, on the basis on the initial study, the Community Development Department has determined that the project would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2019-29 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2019-29, and mitigation measures required of development are attached as **Attachment 5**.

6. Public Health Finding: That the design of the subdivision or type of improvements is unlikely to cause serious public health problems.

Analysis: That this application has been reviewed by various City departments. Any improvements required for public health and safety were applied to the proposal and required in the conditions of approval. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public.

7. Improvements and Access Findings: That the design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision.

Analysis: That the design of the proposed subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

PUBLIC COMMENTS

A Notice of Public Hearing for a Conditional Use Permit was noticed in the Hanford Sentinel on September 27, 2019 and mailed to property owners within 300 feet of the project site on September 26, 2019. No comments were received, as of the date of preparation of this report.

ENVIRONMENTAL ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA), an initial study was conducted and, on the basis on the initial study, the Community Development Department has determined that the project would not have significant adverse impacts on the environment, with

the incorporation of mitigation measures. Mitigated Negative Declaration No. 2019-29 has been prepared for the project. The initial study, Mitigated Negative Declaration No. 2019-29, and mitigation measures required of development are attached as **Attachment 5**.

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 agencies:

1. July 12, 2019 – Gerry Mulligan with the Hanford Elementary School District
2. July 17, 2019 – Scott Lau with the California Department of Transportation (Caltrans)
3. July 30, 2019 and September 23, 2019 – Brian Clements with the San Joaquin Valley Air Pollution Control District (SJVAPCD)

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

Hanford Elementary School District

Pre-Consultation was received from Gerry Mulligan – Director of Facilities and District Operations for the Hanford Elementary School District. Comments were as follows, “In response to your request for comments for the above mentioned project, please consider the following questions/concerns:

The eight hundred plus annual rail cars delivering liquid fertilizer will travel in very close proximity to schools in the Hanford Community. How stable is the fertilizer? What safety protocols are in place should a leak, spill, derailment or accident occur?

A minimum estimate of 5,200 trucks will load out annually from the transfer facility. What safety protocols are in place should a leak, spill, or accident occur?

Air quality and asthma is a mounting concern for children, the community and the San Joaquin Valley. How will excess emissions from the trains, trucks, and transfer process be mitigated?

Hanford Elementary School District asks that you please address the questions in the Initial Study in order to identify potential significant impacts for this proposed project.”

Staff Analysis:

- 1) The material safety data sheets for Urea Ammonium Nitrate Solution 32-0-0 are attached to the initial study.

SECTION 9: Physical and chemical properties

9.1. Information on basic physical and chemical properties

Physical state	: Liquid
Colour	: Colourless Commonly dyed blue or green
Odour	: There may be no odour warning properties, odour is subjective and inadequate to warn of overexposure. Mixture contains one or more component(s) which have the following odour(s): Odourless In moist air: Ammonia odour
Odour threshold	: No data available
pH	: 6.5 - 7
Melting point	: No data available
Freezing point	: No data available
Boiling point	: 122 °C
Flash point	: Non-flammable
Relative evaporation rate (butylacetate=1)	: No data available
Flammability (solid, gas)	: No data available
Explosive limits	: No data available
Explosive properties	: No data available
Oxidising properties	: No data available
Vapour pressure	: No data available
Relative density	: No data available
Relative vapour density at 20 °C	: No data available
Solubility	: Complete. Water: Solubility in water of component(s) of the mixture : • ammonium nitrate: 190 g/100ml • urea (57-13-6): 100 g/100ml
Log Pow	: No data available
Auto-ignition temperature	: No data available
Decomposition temperature	: No data available
Viscosity	: No data available
Viscosity, kinematic	: No data available
Viscosity, dynamic	: No data available

According to the material data sheets, if accidental release occurs, non-emergency personnel shall be evacuated. Emergency responders shall be equipped with proper protection and ventilate the area.

The product shall be prevented from entering the sewer and public waters. The authorities shall be notified if liquid does enter the sewer or public waters.

For cleaning up – the liquid shall be soaked up with inert solids, such as clay or diatomaceous earth as soon as possible, the spillage shall be collected and stored away from other materials.

The product is not regulated for transport by the Department of Transportation.

- 2) Air Quality Impacts were assessed. On the basis of the limited air quality assessment, the Air District required preparation of a screening analysis to see if a Health Risk Assessment (HRA) would be required. The screening analysis did not trigger the need for a Health Risk Analysis – the screening analysis is part of the Limited Air Quality assessment, attached to this initial study. In response to the HRA, the SJVAPCD provided the following on September 23, 2019, “The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the health impact assessment for the Western Milling Agribusiness Division Fertilizer Transfer Facility Project noted above. The District has reviewed the health impact analysis and has determined the project will not have a significant impact on public health.”

Department of Transportation (Cal Trans)

Pre-Consultation was received from Lorena Mendibles with the Department of Transportation District 6 (Cal Trans) on July 17, 2019, stating the following, "Thank you for the opportunity to review the Tentative Parcel Map #2019-03, Site Plan Review #2019-05 for the proposal to split a parcel into two lots and to develop a liquid fertilizer storage facility and extend the existing rail track by 790 linear feet. The project site is located in the southwest quadrant Idaho Avenue and 10th Avenue, in the City of Hanford.

The mission of the California Department of Transportation (Caltrans) is to provide a safe, sustainable, integrated and effective transportation system to enhance California's economy and livability. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

The operational statement states, "The facility...will take 24 continuous hours to unload each." Caltrans request clarification as the facility will receive shipments in 10-15 trains per year with approximately 100-150 truckloads per week.

If this fertilizer storage facility is expected to become a distribution facility where future activities are expected to generate delivery trips and increase traffic, then additional updated information should be submitted to Caltrans for further review."

Analysis: Per the request of Caltrans, clarification of the number of trips was provided by the applicant and sent to Caltrans, as follows, "The math is up to 15 trains a year with 100 cars at 100 tons per car, equals 4 trucks per car or 400 trucks per train. 15 trains X 400 truckloads per is 6000 a year / 365 equals 16. 5 per day on average"

CalTrans maintained that if the facility's trip count is expected to become that of a distribution facility and generates increased traffic, Caltrans could request further evaluation.

As a condition of approval, the applicant is required to operate consistent with their operational statement, attached. Any operation exceeding the limits of the operational statement would be required to be evaluated further.

San Joaquin Valley Air Pollution Control Board

Pre-Consultation was received from Brian Clements on July 30, 2019 from the San Joaquin Valley Air Pollution Control District, District Comments are as follows:

1. The District's initial review of the Project concludes that emissions resulting from construction and/or operation of the Project may exceed the following thresholds of significance: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). The District recommends that a more

detailed preliminary review of the Project be conducted. The additional environmental review of the Project's potential impact on air quality should consider the following:

1a) Project Emissions should be identified and quantified.

- i. Construction Emissions: Construction emissions are short-term emissions and should be evaluated separately from operational emissions. For reference, the District's annual criteria thresholds of significance for construction are: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

Recommended Mitigation Measure if needed: To reduce impacts from construction related exhaust emissions, the District recommends feasible mitigation for the project to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier III emission standards, as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. This can be achieved through any combination of uncontrolled engines and engines complying with Tier III and above engine standards.

- ii. Operational Emissions: Permitted (stationary sources) and non-permitted (mobile sources) sources should be analyzed separately. For reference, the annual criteria thresholds of significance for operation of permitted and non-permitted sources each are: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).
- iii. Recommended Model: Project related criteria pollutant emissions from construction and operation non-permitted (limited to equipment not subject to District permits) should be identified and quantified. Emissions analysis should be performed using CalEEMod (California Emission Estimator Model), which uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

- 1b) Nuisance Odors: the Project should be evaluated to determine the likelihood that the Project would result in nuisance odors. Nuisance odors are subjective, thus the District has not established thresholds of significance for nuisance odors. Nuisance odors may be assessed qualitatively taking into consideration of Project design elements and proximity to off-site receptors that potentially would be exposed to objectionable odors.

- 1c) Health Risk Screening/Assessment: A Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TAC's) impact on surrounding sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences. TAC's are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHH/ARB).

(<https://www.arb.ca.gov/toxics/healthval/healthval.htm>) that pose a present or potential hazard to human health. A common source of TACs can be attributed to diesel exhaust emitted from both mobile and stationary sources. Industry specific TACs generated must also be identified and quantified.

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

- i) The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using CAPCOA's updated methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed. The Project would be considered to have a significant health risk if the HRA demonstrates that the Project related impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices.

Please provide the following information electronically to the District for review:

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

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

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

- 1d) Ambient Air Quality Analysis: An ambient air quality analysis (AAQA) uses air dispersion modeling to determine if emissions increased from a project will cause or contribute to a violation of the ambient air quality standards. The District recommends that an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

If an AAQA is performed, the analysis should include emissions from both Project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis. Specific information for assessing significance, including screening tools and modeling guidance is available online at the District's website www.valleyair.org/ceqa.

2. If preliminary review indicates that a Mitigated Negative Declaration should be prepared, in addition to the effects identified above, the document should include:
 - 2a) Mitigation measures – if preliminary review indicates that with mitigation, the project would have a less than significant adverse impact on air quality, the effectiveness of each mitigation measure incorporated into the Project should be discussed.
 - 2b) District's attainment status – the document should include a discussion of whether the Project would result in a cumulatively considerable net increase of any criteria pollutant or precursors for which the San Joaquin Valley Air Basin is non-attainment. Information on the District's attainment status can be found online by visiting the District's website at <http://valleyair.org/aqinfor/attainment.htm>.
3. If preliminary review indicates that an Environmental Impact Report (EIR) should be prepared, in addition to the effects identified above, the document should also include the following:
 - 3a) A discussion of the methodology, model assumptions, inputs and results used in characterizing the Project's impact on air quality.
 - 3b) a discussion of the components and phases of the Project and the associated emission projections, (including ongoing emissions from each previous phase).
4. Per District Rule 9510 (Indirect Source Review) Section 4.4.3, a development project on a facility whose primary functions are subject to District Rule 2201 or District Rule 2010 are exempt from the requirements of the rule. The District has reviewed the information provided and determined that the primary functions of this Project are subject to District Rule 2201 (New and Modified Stationary Source Review Rule) or District Rule 2010 (Permits Required). As a result, District Rule 9510 requirements and related fees do not apply to the Project referenced above.
5. The proposed Project may require District permits. Prior to the start of construction, the Project proponent should contact the District's Small Business Assistance Office at (559)230-5888 to determine if an Authority to Construct (ATC) is required.
6. The proposed Project 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 worksite and their employees. Information about how District Rule 9410 works 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
7. The proposed Project may be subject to the following District rules: Regulation VIII (Fugitive PM10 Prohibitions), Rules 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

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

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

www.valleyair.org/rules/1ruleslist.htm.

Analysis: Insight Environmental Consultants, Inc., a *Trinity Consultants Company*, completed a limited air quality assessment for the new fertilizer transfer facility (Project) to be located at the southwest corner of Idaho Avenue and 10th Avenue in Hanford, CA. The Project includes the extension of an existing rail and track development of a fertilizer storage facility for the storage of liquid fertilizer.

The limited air quality assessment uses the San Joaquin Valley Air Pollution Control District's (SJVAPCD) screening tool, Small Project Analysis Level (SPAL) (SJVAPCD 2012). The SPAL assessment was prepared pursuant to the SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) (SJVAPCD 2015), the California Environmental Quality Act (CEQA) (Public Resources Code 21000 to 21177) and CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 1500-15387).

Based on the SPAL established by the SJVAPCD's GAMAQI, the emissions estimates prepared pursuant to this SPAL assessment do not exceed the SJVAPCD's established emissions thresholds and significant thresholds for all CEQA air quality determinations; this Project would therefore not pose a significant impact to the San Joaquin Valley Air Basin and would have a less than significant air quality impact.

On the basis of the limited air quality assessment, the Air District required preparation of a screening analysis to see if a Health Risk Assessment (HRA) would be required.

The screening analysis did not trigger the need for a Health Risk Analysis –the screening analysis is part of the Limited Air Quality assessment, attached to the initial study.

In response to the HRA, the SJVAPCD provided the following on September 23, 2019, "The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the health impact assessment for the Western Milling Agribusiness Division Fertilizer Transfer Facility Project noted above. The District has reviewed the health impact analysis and has determined the project will not have a significant impact on public health."

All other requirements cited in the consultation notice were made mitigation measures in the mitigation monitoring and reporting program, attached to the initial study.

CONSULTATION

In accordance with Section 15073 of the California Environmental Quality Act Guidelines, a notice of intent to adopt a mitigated negative declaration was sent to the concerned agencies on September 26, 2019. Comments were received from the following agencies:

1. Department of Transportation (Cal Trans) – Attachment 6.

Consultation was received from Lorena Mendibles on October 11th, stating, “Thank you for the opportunity to review the Initial Study and Mitigated Negative Declaration for the proposal to develop a liquid fertilizer storage facility and extend the existing rail track by 790 linear feet. The project site is located in the southwest quadrant Idaho Avenue and 10th Avenue, in the City of Hanford.

The California Department of Transportation (Caltrans) provides the following comments consistent with the State’s smart mobility goals that support a vibrant economy and sustainable communities:

Upon Caltrans’ request for clarification regarding the number of trips made, the following was provided: ‘The math is up to 15 trains a year with 100 cars at 100 tons per car, equals 4 trucks per car or 400 per train. 15 trains x 400 truckloads per is 6,000 a year/365 days equals 16.5 per day.’”

Given the nature and location of the proposed project, it is anticipated that this project will have negligible impacts on State Routes as it will generate minimum truck trips per day.

As previously stated in the previous comment letter dated July 17, 2019: *If this fertilizer storage facility is expected to become a distribution facility, where future activities are expected to generate delivery trips and increase traffic, then additional and updated information should be submitted to Caltrans for further review.*”

Analysis: This comment was incorporated into the initial study, when received during the pre-consultation comment period. As a condition of approval, the applicant is required to operate consistent with their operational statement, attached. Any operation exceeding the limits of the operational statement would be required to be evaluated further.

CONDITIONS OF APPROVAL

The comments below will be added to the resolution:

1. That Parcel A be developed, as shown in Site Plan Review No. 2019-05, and as described in the operational statement. The use of the site shall be for fertilizer storage. Fertilizer mixing is not permitted on site, without prior approval of a conditional use permit. Expansion of the use of the site is subject to the appropriate entitlement process.
2. That the future development of Parcel B shall be limited to the uses permitted and conditionally permitted in the I-H Heavy Industrial zone district and consistent with the requirements of Section 17.36 for the I-H Heavy Industrial zone district.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Mitigated Negative Declaration No. 2019-29 for the project.
2. Adopt Resolution No. 2019-25, approving Tentative Parcel Map No. 2019-03.

Applicant: Lane Engineers, Inc.
979 Blackstone Street
Tulare, CA 93275

Owner: Western Milling, LLC
31120 West Street
Goshen, CA 93227

RESOLUTION NO. 2019-25

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD PERTAINING TO TENTATIVE PARCEL MAP NO. 2019-03, A REQUEST TO DIVIDE A 58.67-ACRE PARCEL INTO TWO PARCELS – PARCEL A: 20 ACRES; PARCEL B – 38.67 ACRES IN THE I-H HEAVY INDUSTRIAL ZONE DISTRICT. THE PROPERTY IS LOCATED AT THE SOUTHWEST CORNER OF IDAHO AVENUE AND 10TH AVENUE (APN 029-030-032).

At a regular meeting of the City of Hanford Planning Commission duly called and held on October 22, 2019, on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Tentative Parcel Map No. 2019-03, a request to divide a 58.67-acre parcel into two parcels – Parcel A: 20 acres; Parcel B: 38.67 acres in the I-H Heavy Industrial zone district, as shown in **Exhibit A**, has been reviewed by the Planning Commission of the City of Hanford, in accordance with Title 16.04 of the Hanford Subdivision Ordinance; and

WHEREAS, the project is located at the southwest corner of Idaho Avenue and 10th Avenue (APN 028-030-032); and

WHEREAS, Parcel A of Tentative Parcel Map No. 2019-03 will be developed, as shown on Site Plan Review No. 2019-05, attached as **Exhibit B**, and subject to the site plan review conditions of approval in **Exhibit C**; and

WHEREAS, all affected public utility companies, various governmental department agencies, and the Planning Commission staff have given careful consideration to this tentative subdivision map and have made recommendations thereon; and

WHEREAS, the Initial Study, Mitigated Negative Declaration No. 2019-29, and all notices related thereto were prepared in compliance with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies; and

WHEREAS, the Planning Commission hereby determines that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures, adopt a Mitigation Monitoring and Reporting Program, attached as **Exhibit D**, and certify that Mitigated Negative Declaration No. 2019-29 was prepared consistent with CEQA and City of Hanford Environmental Guidelines; and

THEREFORE, BE IT RESOLVED that the Planning Commission hereby makes the Pursuant to Section 16.04.010 of the Subdivision Ordinance Code and Section 66474 of the Subdivision Map Act, the Planning Commission is required to make the following findings:

1. Consistency Finding: That the proposed map is consistent with applicable general and specific plans.

Analysis: That the proposed map is consistent with the applicable General Plan designation of Heavy Industrial. The intended use of proposed Parcel A and B will be for industrial development, which is consistent with the General Plan designation for the property.

2. Design Finding: That the design or improvement of the proposed subdivision is consistent with applicable general and specific plans.

Analysis: That the design of the proposed subdivision is consistent with the General Plan. The General Plan designates the project site as Heavy Industrial. Each parcel is designed in conformance with the Hanford Municipal Code Section 17.36, pertaining to the I-H Heavy Industrial zone district. Parcel A is proposed to be developed as a liquid fertilizer storage facility, under Site Plan Review No. 2019-05. The proposed development conforms to the requirements of the Hanford Municipal Code, Section 17.36 for the I-H Heavy Industrial zone district. At this time, there is not a proposal for development of Parcel B, however future development of the site will be evaluated for consistency with the requirements of Section 17.36 of the Hanford Municipal Code for the I-H Heavy Industrial zone district and limited to those uses permitted and conditionally permitted in the district.

3. Type of Development Finding: That the site is physically suitable for the type of development.

Analysis: That the site is physically suitable for future heavy industrial development. The General Plan designates the project site as Heavy Industrial. Each parcel is designed in conformance with the Hanford Municipal Code Section 17.36, pertaining to the I-H Heavy Industrial zone district. Parcel A is proposed to be developed as a liquid fertilizer storage facility, under Site Plan Review No. 2019-05. The proposed development conforms to the requirements of the Hanford Municipal Code, Section 17.36 for the I-H Heavy Industrial zone district. At this time, there is not a proposal for development of Parcel B, however future development of the site will be evaluated for consistency with the requirements of Section 17.36 of the Hanford Municipal Code for the I-H Heavy Industrial zone district.

4. Density Finding:

Analysis: Density refers to the number of dwelling units per acre. Residential uses are not permitted in the I-H Heavy Industrial zone district; therefore, a density finding does not apply.

5. Environmental Finding: That the design of the subdivision or the proposed improvements is unlikely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Analysis: That an initial study was conducted and, on the basis on the initial study, the Community Development Department has determined that the project would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2019-29 has been prepared for the project.

6. Public Health Finding: That the design of the subdivision or type of improvements is unlikely to cause serious public health problems.

Analysis: That this application has been reviewed by various City departments. Any improvements required for public health and safety were applied to the proposal and required in the conditions of approval. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public.

7. Improvements and Access Findings: That the design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision.

Analysis: That the design of the proposed subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision.

THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission has determined that Tentative Parcel Map No. 2019-03, as shown in **Exhibit A** shall be approved, subject to the mitigations cited in the mitigation monitoring and reporting program, attached as **Exhibit D**, and the following conditions:

GENERAL PROVISIONS:

1. That Parcel A be developed, as shown in Site Plan Review No. 2019-05, and as described in the operational statement. The use of the site shall be for fertilizer storage. Fertilizer mixing is not permitted on site, without prior approval of a conditional use permit. Expansion of the use of the site is subject to the appropriate entitlement process.
2. That the future development of Parcel B shall be limited to the uses permitted and conditionally permitted in the I-H Heavy Industrial zone district and consistent with the requirements of Section 17.36 for the I-H Heavy Industrial zone district.

BUILDING DIVISION

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

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

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments.
2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering Department and Building Division prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.
3. That the developer retain the design engineer to inspect and verify that grading within the parcel was constructed as per the approved design, and a copy of the report be provided to the Building Division prior to building permit issuance.

Street Names and Addresses:

1. That street address, as provided by the Building Division, is included on the final map. **10389 Idaho**
2. That all landscaping requires permits and must meet requirements at time of installation.

ENGINEERING DIVISION

Contact Utilities and Engineering Director John Doyel at (559)585-2571
Concerning questions that you may have on the conditions listed below:

General Requirements:

1. That Applicant comply with the City of Hanford Public Works construction standards and specification requirements. Any deviation from said standards and specifications must be approved by the City Engineer prior to construction.
2. That an encroachment permit for all construction in the public right-of-way be obtained from the Public Works Department prior to beginning construction.
3. That the development is subject to an Engineering review and inspection fee in accordance with City Resolution No. 92-58-R., or any revisions thereof. Subject fee shall be payable prior to approval of improvement plans.

Water System:

1. That a separate water service assembly be installed to serve Parcel B in conformance with City Standard WA-11. This improvement may be deferred until issuance of a building permit for Parcel B and shall be noted on the final parcel map.

Sewer Improvements:

1. That a sanitary sewer lateral be installed to serve Parcel B in conformance with City Standard SS-23. This improvement may be deferred until issuance of a building permit for Parcel B and shall be noted on the final parcel map.

Street and Storm Drainage Improvements:

1. That a Drainage/Site Improvement Plan be required for Parcel B prior to any construction. This improvement may be deferred until issuance of a building permit for Parcel B and shall be noted on the final parcel map.

Street Improvements:

1. That Idaho Avenue be developed as an industrial street along the development frontage of Parcel B in conformance with City Standards ST-17 and ST-26.
2. A deferred improvement agreement shall be executed prior to recording of the final map for the improvements required along Idaho Avenue and 10th Avenue by this project.

Dedications:

1. A right-of-way dedication to a total width of 42 feet shall be dedicated on the final parcel map along the frontage of 10th Avenue.

Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.
2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.
3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 90-10 and any revisions thereof. Fee payable with each building permit.
4. That development is subject to a Transportation mitigation impact fee as required by City Ordinance No. 90-09 and any revisions thereof. Fee payable with each building permit.
5. That the development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.
6. That development is subject to a Storm Drainage Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.
7. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 98-14 or any revisions thereof. Fee payable with each building permit.
8. That development is subject to a Refuse and Recycling Development Impact Fee as required by City Ordinance No. 05-16 or any revisions thereof. Fee payable with each building permit.

EXPIRATION

That this Tentative Parcel Map becomes null and void after eighteen (18) months has elapsed from the date of approval if the map has not been recorded. The Commission may grant a time extension if a written request and fee is received from the applicant prior to the expiration date. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the extension for the Tentative Parcel Map is granted.

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

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

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

I, **DARLENE R. MATA**, Secretary of the City of Hanford Planning Commission, do hereby certify the foregoing Resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 22nd day of October 2019.

Darlene R. Mata, Secretary

Exhibit A
Tentative Parcel Map No. 2019-03

Attachment: Resolution No. 2019-05 (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

TPM 2019-03 506-415

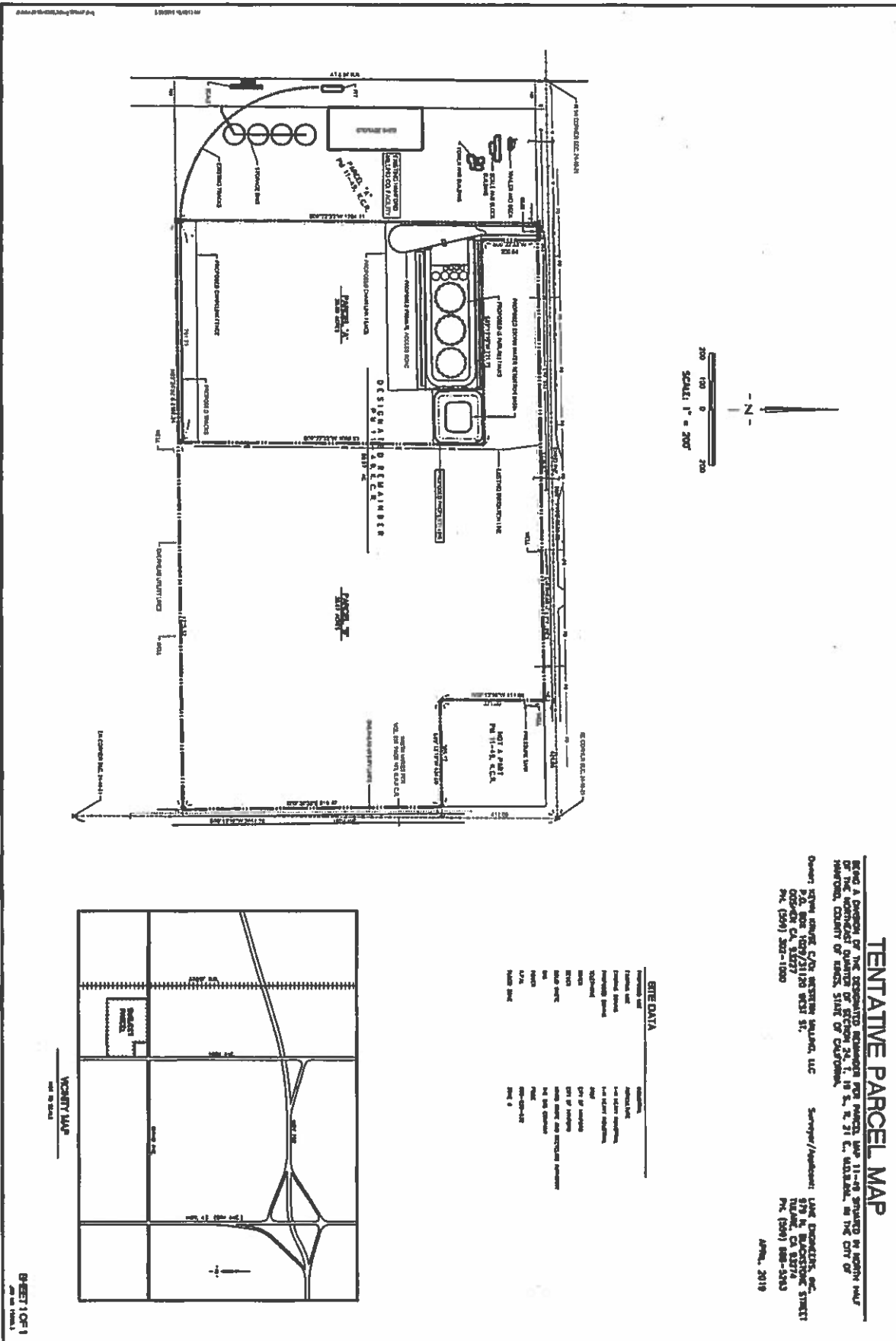
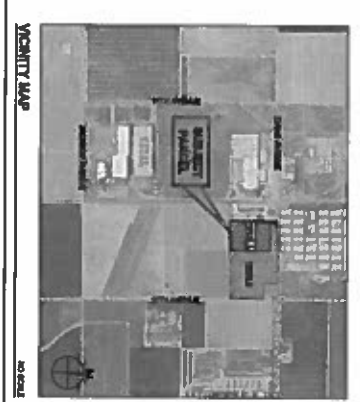
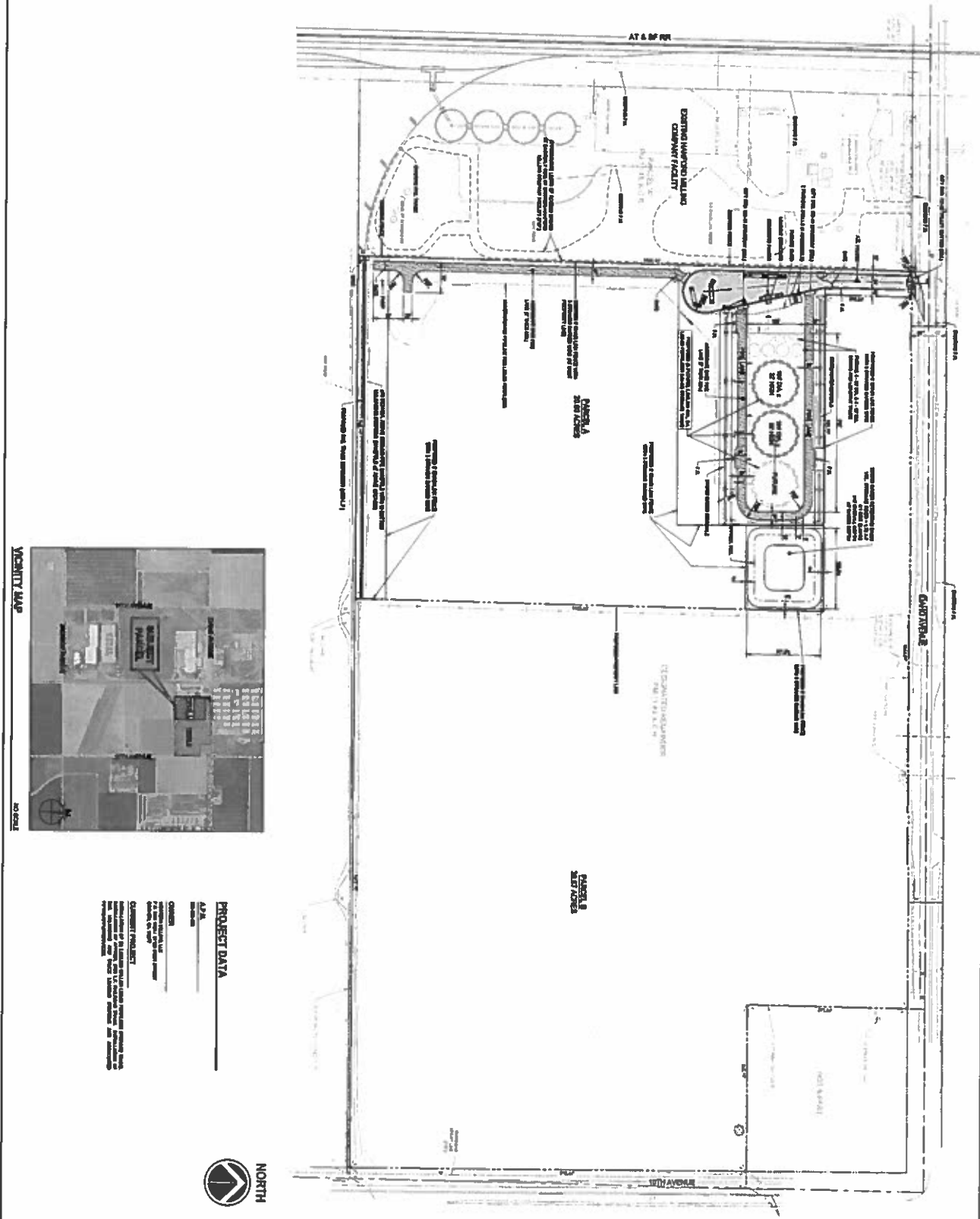


Exhibit B
Site Plan Review No. 2019-05 and Operational Statement

Attachment: Resolution No. 2019-05 (TPM 2019-03 & SPR 2019-05 (Hanford Milling))



VICINITY MAP

PROJECT DATA

APRIL 2019

PROJECT NAME: NEW FERTILIZER TRANSFER FACILITY

CLIENT: WESTERNMILLIN

DESIGNER: LANE ENGINEERS, INC.

SCALE: 1" = 100' (AS SHOWN)

NORTH

WESTERNMILLIN

Project: NEW FERTILIZER TRANSFER FACILITY

DAVID J. HANFORD, President

DAVID J. HANFORD, President

DAVID J. HANFORD, President

LANE ENGINEERS, INC.

7777 Grand Avenue, Suite 100

Grand Rapids, Michigan 49508

Phone: (616) 233-1100

www.laneengineers.com

SPR-1

Project: New Fertilizer Transfer Facility

GRAPHIC SCALE

1" = 100' (AS SHOWN)

SITE PLAN

Scale: 1" = 100' (AS SHOWN)

SPR 2019-05 (REV 1)
 502-1054
 WESTERN MILLING
 AGRIBUSINESS

Western Milling Agribusiness Division Fertilizer

Transfer Facility Operational statement

The purpose of the facility is to receive liquid fertilizer for the distribution to end users though out the central valley.

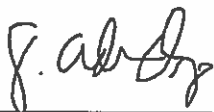
Liquid fertilizer will be delivered by rail in unit train quantities of 80 to 110 plus cars. Pumped from the railcars VIA a pipeline to 2 two-million-gallon storage tanks. From the million-gallon storage tanks the liquid fertilizer will be loaded out to tanker trucks thru a fully automated card lock loading system operated by the truckdrivers. Card-lock loadout will be available for truck loading 24/7/365.

The facility will receive 10-15 trains a year that will take 24 continues hours to unload each. Loading out 100-150 truckloads a week.

The fertilizer will be offloaded from the rail cars by 2-3 employees from the adjacent Hanford Milling Company Facility. General operations, maintenance and administrative activities will all be performed by the Hanford Milling Company Facility staff. No site assigned employees required.

The trucks will enter from Idaho Avenue head south to a turnaround approximately 700 feet, turn back to the north enter the loadout station on the east side of the roadway then proceed back to exit onto Idaho Avenue.

Fire access will be from the north off Idaho Avenue on the main entrance with a fire access road looping around the tanks allowing bidirectional access to all sides of the tanks 250 feet and 400 feet south of Idaho Avenue.



Adam Dye

Director Fertilizer

31120 West Street • Post Office Box 1029 • Goshen, California 93227
 Phone (559) 302-1000 • Fax (559) 651-0246

Attachment: Resolution No. 2019-05 (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

Exhibit C
Site Plan Review No. 2019-05 Approval Letter

Attachment: Resolution No. 2019-05 (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

City of HANFORD

CALIFORNIA 93230
CITY OFFICES 317 NORTH DOUTY STREET



MAYOR
SUE SORENSEN

VICE MAYOR
JOHN DRAXLER

COUNCIL MEMBERS
MARTIN DEVINE
FRANCISCO RAMIREZ
ART BRIENO

CITY MANAGER
MIKE OLMO

CITY ATTORNEY
ROBERT M. DOWD

DATE: October 16, 2019

PROJECT: Site Plan Review 2019-05 (502-1054)

APPLICANT: Western Milling, LLC

LOCATION: SWC of Idaho Avenue and 10th Avenue (APN 028-030-032)

PROPOSAL: Fertilizer Storage Facility – Installation of (3) 2,033,336 gallon liquid fertilizer storage tanks and approximately 790.11 linear feet of railroad track.

ZONING: I-H Heavy Industrial

SITE PLAN REVIEW COMMITTEE REVIEW DATE: February 13, 2019; May 29, 2019; June 20, 2019

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

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

- ☐ Planning
☐ Fire
☐ Solid Waste
☐ Wastewater

- ☐ Building
☐ Engineering
☐ Police
☐ Parks and Recreation

☒ **REVISE AND PROCEED**

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

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

Signed,

Gabrielle Myers
Gabrielle Myers, Senior Planner
Community Development Department

October 16, 2019
DATE

EXPIRATION

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

In accordance with the California Environmental Quality Act (CEQA), an initial study was conducted and, on the basis on the initial study, the Community Development Department has determined that the project would not have significant adverse impacts on the environment, with the incorporation of mitigation measures. Mitigated Negative Declaration No. 2019-29 has been prepared for the project.

COMMENTS AND CONDITIONS OF APPROVAL

THE FOLLOWING DEPARTMENT COMMENTS AND CONDITIONS ARE ATTACHED:

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

DEFENSE AND INDEMNIFICATION PROVISION

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

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

I have reviewed a copy of the Site Plan Review Approval No. 2019-05 and I understand that the proposed construction and/or land use is dependent upon the fulfillment of the conditions of approval and construction of all required public improvements prior to use, inauguration or occupancy, unless other arrangements are approved.

Applicant or Authorized Representative

Attachment: Resolution No. 2019-05 (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: June 20, 2019

SITE PLAN NUMBER: 2019-05 REV. 2

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

General Plan Designation: Heavy Industrial

Zoning: I-H

Other Special Districts: N/A

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

The project does meet the requirements of the Hanford Municipal Code, development standards and other codes and policies.

Required Entitlements:

- Tentative Parcel Map – for lot split

I-H Heavy Industrial Checklist: (all checked shall apply)

General:

- ☒ That approval of this project does not exempt compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, fees, or other City Ordinances.
- ☒ That all approved proposals of the applicant be conditions of development, if not mentioned herein.
- ☒ That the site be developed according to the approved site plan, titled Site Plan Review No. 2019-05, with minor modifications to be approved by the Community Development Department.
- ☒ That no expansion of the use which would tend to increase the projected scale of operations beyond the scope and nature described in this Site Plan Review shall be permitted except upon application for, and approval of, modification of this application according to all procedures and requirements thereof.

Special Conditions:

- ☒ The site plan pertains to the installation of three 2,033,336 gallon liquid fertilizer storage tanks, the installation of approximately 790 linear feet of railroad track, and the installation of rail-unloading and truck-loading stations.

- ☒ This application permits the storage of fertilizer. **There shall be no fertilizer manufacturing on site.**
- ☒ **Any future development of the site is subject to site plan review and the required entitlement process.**

Cultural Resources:

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

Building Setback Areas (17.36.060)

- ☒ That the appropriate setbacks be maintained, as follows:
 - ☒ The front building setback shall be a minimum of 10 feet along Idaho Avenue
 - ☒ The rear building setback may be zero.
 - ☒ The side building setbacks may be zero.

Height of Structures: (Section 17.36.080)

- ☒ That the maximum structure height shall be 75 feet, except that the height of portions of structures setback at least 200 feet from any lot line may be up to 100 feet.

Driveways: (Section 17.36.090)

- ☒ That new driveways near street corners shall be located a minimum 100 feet from the radius curve of the curb, unless otherwise specifically approved by the City Engineer.
- ☒ That gated entrances shall be setback at least 100 feet from the public right of way, unless a shorter distance is approved by the City Engineer.

General Provisions and Standards:

- ☒ That no business, service, or process that is not a part of the main use of the site shall be conducted outside a completely enclosed, permanently fixed structure.
- ☒ That all open and unlandscaped portions of any lot shall be maintained in good condition free from weeds, dust, trash, and debris.
- ☒ That no use shall be permitted and no process, equipment or material shall be employed which is found by the Planning Department to be injurious to persons residing or working in the vicinity by reason of odor, fumes, dust, smoke, cinders, dirt, refuse, noise, vibrations, illumination, glare or heavy truck traffic, or to involve any hazard of fire, explosion, hazardous or toxic waste, or radioactivity or to emit electrical disturbances, which adversely affect commercial or electronic equipment outside the boundaries of the site.

- ☒ That no solid or liquid waste shall be discharged into a natural watercourse, nor into a public or private sewage disposal system, except in compliance with the applicable regulations of the Central Valley Regional Water Quality Control Board and City ordinances and policies.
- ☒ That no use shall be permitted and no process or equipment shall be employed, which relies on or utilizes only the combustion of coal, coke, or agricultural biomass for the production of heat, steam, electricity, or other forms of energy.

Off Street Parking: (Section 17.54).

- ☒ That the applicant shall provide 2 parking stalls on site, one of which is ADA-accessible, as shown on the approved site plan, based on the following ratio: one space for each two employees of the maximum working shift.
- ☐ That the maximum number of compact-car parking spaces is limited to 30 percent of the total parking spaces required. A compact parking space shall not be less than 16 feet in length and 8 feet in width, and marked for compact cars. There shall be no more than four compact spaces adjacent to each other. (Section 17.54.110 B. and C).
- ☒ That parking for bicycles and low-emission vehicles shall be provided in accordance with the latest adopted version of the California Building Code (Section 17.54.190).
- ☒ That in all industrial zone districts, not less than five percent of the interior square footage of a parking area shall be landscaped with trees and other plant materials suitable for ornamentation. Parking areas are to have one tree placed at every four lineal parking spaces.

Signage: (Section 17.56).

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

Fencing and Walls: (Section 17.36.130)

- ☐ That a block wall with a minimum height of seven feet shall be provided along any side or rear lot line that abuts an R-L, R-M, R-H, OR, PF, AP, or CO zone district.
- ☒ That no fence or wall shall be placed in front of or within any landscaped area located next to a street.
- ☒ That the open storage of materials and equipment attendant to a use shall be permitted within an area surrounded or screened by a solid wall or fence seven feet minimum in height.
- ☒ That any proposed fencing on the site be maintained in good repair.
- ☒ That no fence or wall shall be placed within the public right-of-way.

- ☒ That a masonry fence exceeding three (3) feet in height shall require engineered footings and a building permit. All other fencing exceeding seven (7) feet in height shall require engineered post footings and a building permit.
- ☒ That no hedge, shrub, fence, or wall exceeding the three (3) feet in height, or four (4) feet in height if the upper one (1) foot is fifty (50) percent or more open shall be planted, placed, or maintained within the twenty-five (25) feet corner sight triangle of a corner lot, or along a front or street side property line where the hedge, shrub, fence, or wall creates a traffic or pedestrian hazard as determined by the Community Development Director.

Landscaping: (Section 17.34.120).

- ☒ **Landscaping shall be provided and permanently maintained in a setback area not less than 10 feet from a lot line adjoining a street.**
- ☒ General Design Standards: the following features shall be incorporated into the design of the proposed landscape and shown on the required landscape plans:
 - ☒ Publicly maintained landscape areas shall be separated from privately maintained landscape areas with, at a minimum, a four (4) inch wide concrete mow strip.
 - ☒ Pedestrian access to sidewalks and structures shall be integrated with the design of landscaped areas.
 - ☒ Landscape adjacent to driveways and parking areas shall be protected from vehicle damage through the provision of a minimum six (6) inch high and six (6) inch wide concrete curb.
 - ☒ Concrete mow strips, when used, shall be a minimum of four (4) inches in width.
 - ☒ Trees and shrubs shall be planted so that at maturity they do not interfere with utility lines and traffic safety sight areas.
 - ☒ Trees and shrubs shall be planted and maintained in a manner that protects the basic rights of adjacent property owners, particularly the right to solar access.
 - ☒ Trees planted within five (5) feet of sidewalks or curbs shall have an eighteen (18) inch by ten (10) foot long linear root barrier placed at each edge of the sidewalk or face of curb, centered on the tree.
- ☒ Plant materials. Plant materials shall be selected and installed in accordance with the following requirements:
 - ☒ The size of ten (10) percent of the trees to be planted shall be twenty-four (24) inch box or larger. The remaining trees shall be sized fifteen (15) gallons or larger.
 - ☒ The size of seventy (70) percent of plants and shrubs shall be at five (5) gallon or larger. The remaining plants and shrubs shall be sized one (1) gallon or larger.
 - ☒ The size of groundcover at planting shall be one (1) gallon or larger.

- ☒ Groundcover shall be designed to have one hundred (100) percent coverage within two (2) years.
- ☒ Drought tolerant plant material and climate appropriate species shall be emphasized in the design.
- ☒ That the landscaped area shall be planted with live and healthy plant materials suitable for screening/or ornamenting the site. Landscaped areas shall be watered by automatic systems and designed and developed in accordance with Chapter 12.08 and the most recent State Model Water Efficient Landscaped Ordinance.
- ☒ That no fence, hedge, or shrub shall be installed, planted, or maintained along a street frontage, which creates a traffic or pedestrian hazard.

Outdoor Lighting Standards (Section 17.50.140)

- ☒ That all lights and light fixtures, except public street lights, shall be located, aimed or shielded so as to minimize light trespassing across property boundaries or skyward.
- ☒ That building mounted lighting fixtures shall be attached only to the walls of the building. The top of a light fixture attached to a building wall shall not be higher than the top of the building parapet or the top of the roof eave, whichever is lower.
- ☒ That the canopy ceiling light fixtures shall be recessed or the sides of the lens area shall be shielded, in order to eliminate emission of horizontal light.
- ☒ That the height of freestanding light fixtures, including freestanding parking lot fixtures, shall be measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture and shall not exceed 25 feet, when located within 51-150 feet of any residential district.

Dust Control:

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

BUILDING DIVISION
SPR 2019-005(502-1054) Fertilizer Plant
2-13-09
Idaho & 10th Ave

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

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

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

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

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

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

Hanford Fire Department

Contact Battalion Chief David Sumaya @ 559-585-2545 or dsumaya@cityofhanfordca.com concerning questions that you may have on the following conditions.

Site Plan Review

Date: 3/12/19

Project #: 2019-005 (502-1054) Western Milling

General Instructions

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

The following comments are applicable if checked:

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

Attachment: Resolution No. 2019-05 (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

7. ☐ Fire Riser Room: All new buildings that require an automatic fire sprinkler system shall contain a separate room to house the fire riser and FDC inside of it and shall have the following building elements:
- At least one man door shall be provided - only exterior door(s) are allowed,
 - The fire riser room and the door shall be large enough to accommodate repairs and/or maintenance needed by the use of tools and the removal and/or replacement of parts/pipe to the fire riser or FDC; suggested size 4' x 4' room.
 - One-hour rated construction,
 - Fire sprinkler head coverage required,
 - Normal and emergency back-up lighting shall be installed inside the fire riser room,
 - The exterior of the fire riser door shall have permanent signage stating FIRE RISER ROOM in a contrasting color to background,
 - For existing buildings: please contact the fire department for requirements.
8. ☐ When a sprinkler system is required with 21 or more sprinkler heads, the system shall be monitored by a Central Station Service. Fire alarm and detection systems required by Chapter 9 of the currently adopted edition of the California Building Code (CBC) and CFC shall be installed per NFPA 72. ***A separate fire department permit is required*** for fire sprinkler monitoring and/or fire alarm systems required by the latest edition of the CBC. Contact the fire department for submittal process.
9. ☐ A hydrant will be required within 50 feet of the fire department connection. **Knox FDC Plugs, Model #3401**, are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.
10. ☐ When any portion of the facility or building to be protected is more than 400 feet from a hydrant on a fire apparatus access road as measured by an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided where required by the fire code official.
11. ☒ Depending on the location of the existing fire hydrant(s), additional fire hydrants may be required. All hydrants must be in place and accepted by the fire department prior to any combustibles being brought onto the site.
12. ☐ No additional hydrants are necessary for this project.
13. ☐ Number of additional hydrants necessary for this project:
14. ☒ Fire hydrant spacing shall be as follows:
- a. **Residential development:** one hydrant shall be installed at 500 foot intervals.
 - b. **Commercial development:** one hydrant shall be installed at 300 foot intervals.
 - c. Or as required by Appendix C of the California Fire Code
- Reduce by 100 feet for a dead end hydrant

15. ☒ Fire hydrant protection posts shall be installed at all fire hydrants that are subject to vehicle damage.
16. ☒ Approved fire apparatus access roads shall be provided for every facility, building, or portion of a building constructed or moved onto or with the City of Hanford. It shall extend to within 150 feet of all portions of the facility and all portions on the exterior walls of the first story of the buildings as measured by an approved route around the exterior of the building or facility.
17. ☒ All dead-end access roads in excess of 150 feet must be provided with an approved turn-around or hammer head complying with City standards.
18. ☐ Existing access roads are sufficient.
19. ☒ All access road shall not be less than 20 feet wide and 13 feet 6 inches in height.
Shall maintain vertical clearance at all access roads
Access road with a hydrant, the minimum road width shall be 26 feet exclusive of shoulders.
- Aerial fire apparatus access roads (CFC D105.1): Where the vertical distance between the grade and the highest roof surface exceeds 30 feet, approved aerial fire apparatus access roads shall be provided. CFC D105.2: Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.
20. ☒ Access road turning radius for fire apparatus is as follows (show all three on plans):
- a. 20 feet 1 inch inside turning radius (inside rear wheel)
 - b. 36 feet 3 inch curb to curb (outside front wheel)
 - c. 44 feet 6 inch outside radius (outside front bumper)
21. ☒ Additional access roads may be required per CFC 2016 Section 503.1.2. The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.
22. ☐ Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.
23. ☐ Areas identified as "Fire Lanes" must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.
- a. Access roads 20-26 feet in width. Fire lanes shall be on both sides of the fire apparatus access roads.

- b. Access roads 26 to less than 32 feet in width: Fire lanes shall be on one side of the fire apparatus access roads.
- c. Access roads 32 feet in width or more: No fire lanes required.
24. ☒ Temporary or permanent fire department access roads shall be constructed in accordance with City Standards ST-36. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.
25. ☒ Locked gates installed across fire department access roads:
- Manual gates** with a chain lock require a **Knox Padlock, Model #3770**, to be installed on them; or a **Knox Box, Model 3200 Series**, shall be installed on the exterior of the gate and a key to the lock on the gate must be placed in the Knox Box.
 - Electric gates** shall be equipped with an electric **Knox Key Switch, Model 3502**, at the gate location.
 - In case of a loss of power, electrically operated gates shall have a means of back-up power or shall default in the open position for immediate fire department access.
 - At no time shall the width of the fire department access road be reduced below **20-feet wide through or at any gates** along the fire departments' emergency access roads due to protruding objects from gate supports, frames, signs, access booths, curbs, etc.
26. ☒ A Knox Box will be required. Keys that open all locked areas will also be required and placed in the Knox Box. The ordering of Knox Box products can be done directly at www.knoxbox.com or an order form can be obtained from the fire department.
27. ☒ All address numbers shall be installed onto the building and shall be visible from the frontage street. The color of the address numbers shall be in a contrasting color to the building.
- Size of Address Numbers:
- | | |
|---|------------------|
| ○ Downtown area (existing buildings): | 4-inch numbers, |
| ○ Buildings 20-ft. or less from the street: | 6-inch numbers, |
| ○ Buildings 21- to 40-ft. from the street: | 8 inch numbers, |
| ○ Buildings more than 40-ft. from street: | 12 inch numbers. |
28. ☐ Commercial cooking equipment that produce grease laden vapors shall be provided with a Type I hood. ***A separate permit is required for the Type I hood.*** Contact the fire department for submittal information.
29. ☐ All commercial cooking appliances creating grease laden vapors shall have a K-Class fire extinguisher within 30-feet of cooking appliances in accordance with the most currently adopted edition of the CFC.

30. ☒ ***A separate permit is required*** for all hazardous material and/or flammable and combustible liquids, gases, solids, etc., over the exempt amounts set forth in the latest adopted edition of the California Fire Code.
31. ☐ ***A fuel tank permit is required*** for underground and aboveground gasoline/LPG/Diesel.
32. ☐ Combustible high-piled storage over 12 feet ***requires a separate fire department review and permit.*** Contact the fire department for further information.



City of Hanford

Department of Public Works

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

Utilities Division Comments

PROJECT: SPR# 2019-05 – Western Milling –Fertilizer Loading Area – 10th Avenue

General:

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

Water:

1. All services will be required to be connected to Idaho Avenue and will require backflow prevention devices, including fire services.

Sewer:

1. Developer will required to connect to the existing Sanitary Sewer Main within Idaho Avenue along the property frontage.

Attachment: Resolution No. 2019-05 (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

Mike Cosenza
UTILITIES SUPERINTENDENT (559) 585-2564

1/25/19
DATE



City of Hanford

Department of Public Works

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

Engineering Division Comments

PROJECT: SPR# 2019-05 – Western Milling –Fertilizer Loading Area – 10th Avenue

General Requirements:

1. That the development shall comply with all applicable City of Hanford Standard and Specification requirements. Any deviation from said Standards and Specifications must be approved by the City Engineer prior to construction.
2. That an Encroachment Permit for all work located within the public street right-of-way shall be obtained from the Public Works Department prior to start of work. For additional information regarding Encroachment Permit requirements, contact the City Engineering Division at (559) 585-2558.
3. That the development is subject to a **\$5,700.00** Grading Plan Review fee in accordance with City Resolution No. 10-31 R, or any revisions thereof.
4. That the development is subject to Engineering Plan Review and Inspection fee based on the cost of improvements required to be constructed within the public street right of way, in accordance with City Resolution No. 92-58-R, or any revisions thereof. Subject fees shall be payable prior to approval of improvement plans.
5. That all financial and other arrangements for planning, engineering, scheduling, installation of and/or relocation/ undergrounding of electric, gas, telecommunications, or other privately owned utilities are the sole responsibility of the developer. The developer is advised that significant project delays may result if utility issues are not resolved prior to start of construction.

Map and Plan Requirements:

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

John Doyel
Utilities & Engineering Director (559) 585-2571

7/10/19
DATE

Attachment: Resolution No. 2019-05 (TPM 2019-03 & SPR 2019-05 (Hanford Milling))



City of Hanford

Department of Public Works

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

Drainage Requirements:

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

Curb, Gutter and Sidewalk Requirements:

1. That the developer install concrete curbs, gutters, and sidewalks along the Idaho Avenue project frontage in conformance with City Standard CO-11 and CO-15. The locations of any such curbs, gutters, and sidewalks required to be reconstructed shall be shown on the engineered site improvement plans.

Drive Approach Requirements:

1. That a City Standard drive approaches be installed conforming to City Std. CO-39.

Parking Lot Requirements:

John Doyel
Utilities & Engineering Director (559) 585-2571

7/10/19
DATE

Attachment: Resolution No. 2019-05 (TPM 2019-03 & SPR 2019-05 (Hanford Milling))



City of Hanford

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1. That the design and construction of ingress and egress of truck be accessible perpendicular to Idaho Avenue.

Street Light Requirements:

1. That a new 88 watt LED street lights in conformance with City Std. GE-56 shall be installed along the Idaho Avenue frontage at a location determined by the City Engineer.

Street Requirements:

1. That street improvements in accordance with City Standard ST-23 shall be constructed within the Idaho Avenue right-of-way along the entire property frontage in conformance with City Standards. Improvements shall include the installation of asphalt pavement, street lights, and concrete curbs, gutters, sidewalks, and driveway approaches.
2. The street transition paving and restriping as necessary to transition traffic from the East edge of the property to the existing alignment of Idaho Avenue for East bound traffic shall be consistent with a design speed of 45 mph.
3. A right of way dedication along the frontage of 10th Avenue to a 55' half width.
4. Applicant may enter into a deferred improvement agreement for street, sewer, and water improvements which will be recorded as a lien against the property.

DEVELOPMENT IMPACT FEES:

1. That development is subject to the following impact fees in accordance with city ordinances no. 90-09, 90-10 and 98-14, or any revisions thereof. Impact fee calculations are based upon square footage of structures as shown on site plan. If changes are made to structure thereby increasing or decreasing structure floor areas, then impact fees will likewise change to reflect actual field conditions. Fees listed below reflect rates effective January 1, 2018. All fees are payable prior to issuance of building permits.
 - A. That the development is subject to a **\$10,214.00 Transportation Impact Mitigation Fee** in accordance with City Resolution No. 98-56-R, or any revisions thereof.
 - B. That the development is subject to a **\$0.00 Water System Impact Fee** in accordance with City Resolution No. 98-54-R or any revisions thereof.
 - C. That the development is subject to a **\$0.00 Wastewater System Impact Fee** in accordance with City Resolution No. 98-55-R or any revisions thereof.
 - D. That the development is subject to a **\$0.00 Storm Water System Impact Fee** in accordance with City Resolution No. 98-57-R, or any revisions thereof.
 - E. That the development is subject to a **\$0.00 Fire Protection Impact Fee** in accordance with City Resolution No. 98-52-R or any revisions thereof.
 - F. That the development is subject to a **\$0.00 Police Protection Impact Fee** in accordance with City Resolution No. 98-53-R or any revisions thereof.

John Doyel
Utilities & Engineering Director (559) 585-2571

7/10/19
DATE



City of Hanford

Department of Public Works

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

- G. That the development is subject to a **\$0.00 Refuse and Recycling Impact Fee** in accordance with City Resolution No. 98-53-R or any revisions thereof.
- H. That the development is subject to a **\$0.00 9th Avenue Sanitary Sewer Area of Benefit Fee** in accordance with City Resolution No. 92-25-R or any revisions thereof.

Attachment: Resolution No. 2019-05 (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

John Doyel
Utilities & Engineering Director (559) 585-2571

7/10/19
DATE



City of Hanford

Department of Public Works

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

Refuse Division Comments

PROJECT: SPR# 2019-05 – Western Milling –Fertilizer Loading Area – 10th Avenue

General Requirements:

1. That a 10' x 15' inside clear dimension masonry block refuse enclosure with 6' high perimeter walls shall be constructed in accordance with City Std. GE-35, modified to include installation of 12" x 12" interior concrete curbs. A minimum 6" thick/ 10 ft. wide concrete roll-out apron shall be constructed across the entire frontage of the enclosure. If enclosure will be used to service restaurants then a separate grease bin container area shall be constructed in accordance with City standard GE- 41. The refuse enclosure shall have gates of chain-link fencing with earth-tone color vinyl slats or other approved gate materials. The enclosure shall be architecturally compatible with surrounding buildings, and the location of the enclosure shall be approved by both the Public Works and Community Development Departments.
2. That nothing other than the city refuse bins shall be stored or kept in refuse enclosures.
3. That refuse enclosure gates shall be securely closed except when in use.
4. That refuse enclosures shall not be located adjacent to combustible construction or beneath windows or non-protected eaves.
5. That the applicant shall participate in all available waste recycling & reuse programs including the new requirement for food waste separate bin service.

Attachment: Resolution No. 2019-05 (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

Jason Ridgeway
REFUSE SUPERINTENDENT (559) 585-2569

7/10/19
DATE



City of Hanford

Department of Public Works

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

Attachment: Resolution No. 2019-05 (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

Jason Ridgeway
REFUSE SUPERINTENDENT (559) 585-2569

7/10/19
DATE

Exhibit D
Mitigation Monitoring and Reporting Program

Attachment: Resolution No. 2019-05 (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

Site Plan Review No. 2019-05 and Tentative Parcel Map No. 2019-03
Mitigation Measures
Mitigated Negative Declaration 2019-29

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That the project is subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.50.140 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare.	Developer
AIR QUALITY			
MM Air Quality 1	The project may conflict with or obstruct implementation of the applicable air quality plan?	Compliance with the adopted Air Quality Plan is a requirement of development.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Effective dust control shall be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents including watering the exposed construction area 3 times per day and reducing vehicle speed to less than 15 miles per hour during construction.	Developer

MM Air Quality 3	The project could potentially 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)?	Effective dust control shall be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents including watering the exposed construction area 3 times per day and reducing vehicle speed to less than 15 miles per hour during construction.	Developer
CULTURAL RESOURCES			
MM Cultural Resources 1	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 potentially disturb 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.	Developer to coordinate with the Tachi Yokut Tribe
GEOLOGY AND SOILS			
MM Geology 1	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death	That the development of the project complies 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

	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?		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. 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 a geotechnical and soil studies be prepared for the project.	Building Official to require; developer to conduct study
MM Geology 3	That the project could	That the project comply with the Hanford Municipal Code Section 15.52	City to require;

	result in substantial soil erosion or the loss of topsoil?	Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	developer to comply
GREENHOUSE GAS EMISSIONS			
MM Greenhouse Gases 1	That the project could generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	That the project comply with the adopted Climate Action Plan, which coincides with the State's goal to meet GHG-emission reduction targets identified under AB32.	Developer
MM Greenhouse Gases 2	That the project could conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	That the project comply with the Climate Action Plan and all applicable rules of the San Joaquin Valley Air Pollution Control District.	Developer
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The project must comply with applicable federal, state, and local regulations related to hazardous materials.	Developer
MM Hazards 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? That the Project could create a significant hazard to the public or the	That the project proponents maintain compliance with the safety data sheets for ammonium nitrate solution 32-0-0.	Developer

	environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		
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) 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

	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 4	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 agencies?	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.	Residents and developer; Police to enforce
MM Noise 2	The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	Construction is limited to the hours of 7 a.m. to 10 p.m.	Developer; Police to enforce
PUBLIC SERVICES			
MM Public Services 1	The project may result in substantial adverse physical impacts	The project will be subject to fire impact fees.	Developer to pay

	associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)		
MM Public Services 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
TRANSPORTATION/TRAFFIC			
MM Traffic 1	The project could potentially conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	That street improvements in accordance with City Standard ST-23 shall be constructed within the Hanford Armona Road right-of-way along the entire property frontage in conformance with City Standards. Improvements shall include the installation of asphalt pavement, street lights, and concrete curbs, gutters, sidewalks, and driveway approaches.	

MM Traffic 2	The project could conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads of highways?	That a peak hour Level of Service D is required to be maintained on all other streets bordering the project.	
MM Traffic 3	The project could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	The street transition paving and restriping as necessary to transition traffic from the East edge of the property to the existing alignment of Hanford Armona Road for East bound traffic shall be consistent with a design speed of 45 mph.	
MM Traffic 4	The project could conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	That the development is subject to a \$10,214.00 Transportation Impact Mitigation Fee in accordance with City Resolution No. 98-56-R, or any revisions thereof.	
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project 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?	That an on-site basin is required, in order to provide adequate drainage on site.	

MM Utilities 2	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 3	Would the project be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development is subject to Refuse and Recycling Impact Fees.	
MM Utilities 4	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

BEING A DIVISION OF THE DESIGNATED REMAINDER PER PARCEL MAP 11-49 SITUATED IN NORTH HALF OF THE NORTHEAST QUARTER OF SECTION 24, T. 19 S., R. 21 E., M.D.B.M., IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA.

Owner: KIEWIT CORP./C/O WESTERN MOUNTING, LLC
P.O. BOX 1029/31120 WEST ST.
OAKLAND, CA. 94627
PH. (509) 302-1000

Surveyor/Asst: LANE ENGINEERS, INC.
979 N. BLACKSTONE STREET
TULANE, CA. 93274
PH. (509) 688-5263

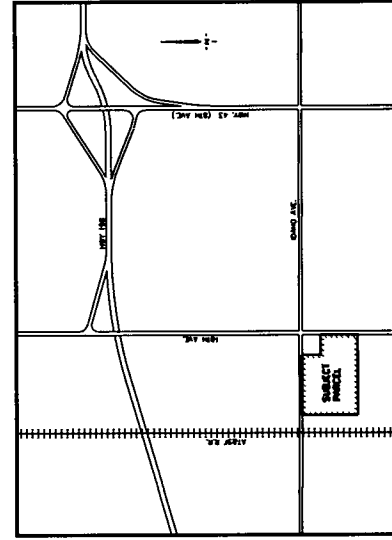
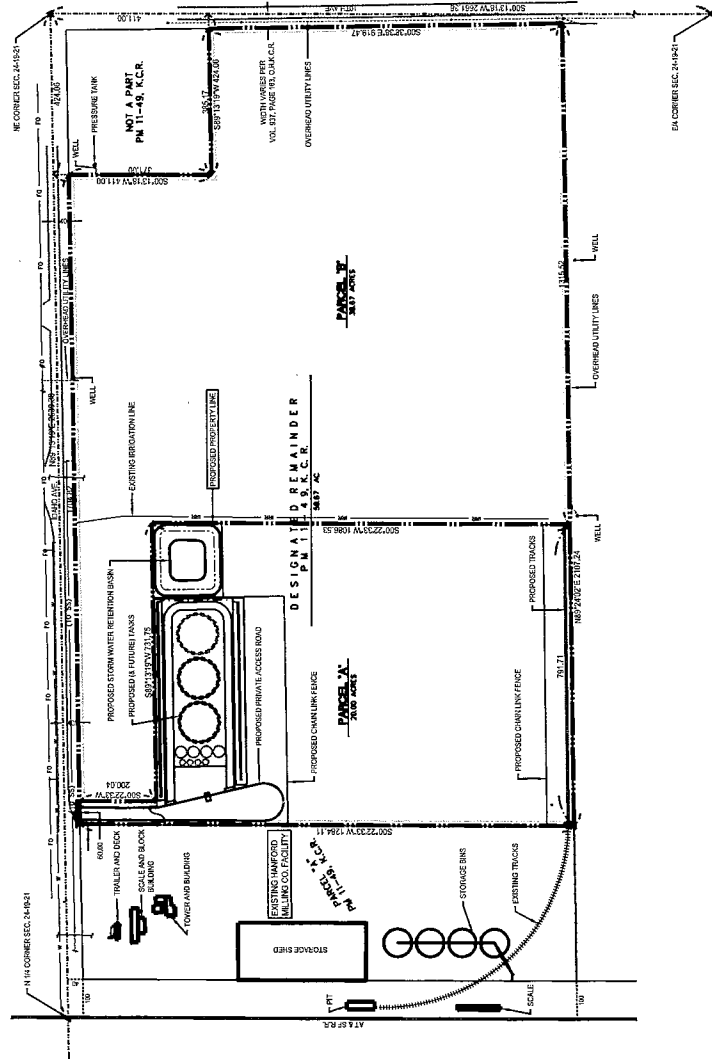
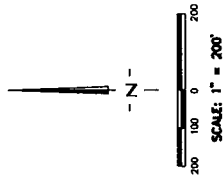
APRIL, 2019

Owner: KEVIN KRUSE C/O: WESTERN MALLING, LLC
P.O. BOX 1029/31120 WEST ST.
COSMEN CA. 93227
PH. (559) 302-1000

Surveyor/Applicant:

APRIL 2019

SITE DATA	
PROPOSED USE	INDUSTRIAL
EXISTING USE	AGRICULTURE
EXISTING ZONING	1-1-1 HEAVY INDUSTRIAL
PROPOSED ZONING	1-1-1 HEAVY INDUSTRIAL
TELEPHONE	AREA
MAILER	CITY OF MEMPHIS
SENDER	CITY OF MEMPHIS
SOLD INSTEAD	ARMED INSTEAD AND INCREASE AUTHORITY
ONS	THE ONE COMMENT
POWER	PHASE
A/P/L	ORG-100-432
1/10/80 ZONE	ZONE 1



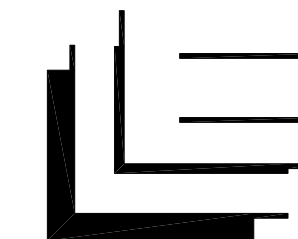
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VICINITY MAP

SHEET 1 OF 1
JOB NO. 1526A.3



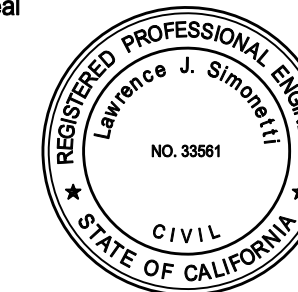
Prepared For
WESTERN MILLING, LLC



979 North Blackstone Street
Tulare, California 93274
559.688.5263
www.laneengineers.com

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Professional Seal

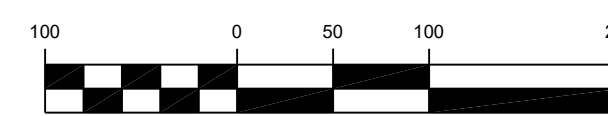


Description	Release Date
RESUBMITTAL FOR SITE PLAN REVIEW AT CITY OF HANFORD	5/21/2019
SITE PLAN REVISIONS PER 5/29/19 SPR MTG.	5/31/2019
SITE PLAN FOR SPR COMMITTEE APPROVAL	6/13/2019

No.	Revision	Date
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[illegible]

GRAPHIC SCALE



1 INCH = 100 FT

Drawn by: LJS

Reviewed by: LJS

Sheet Title

SITE PLAN

Original drawing is 24 x 36. Do not scale contents of this drawing.

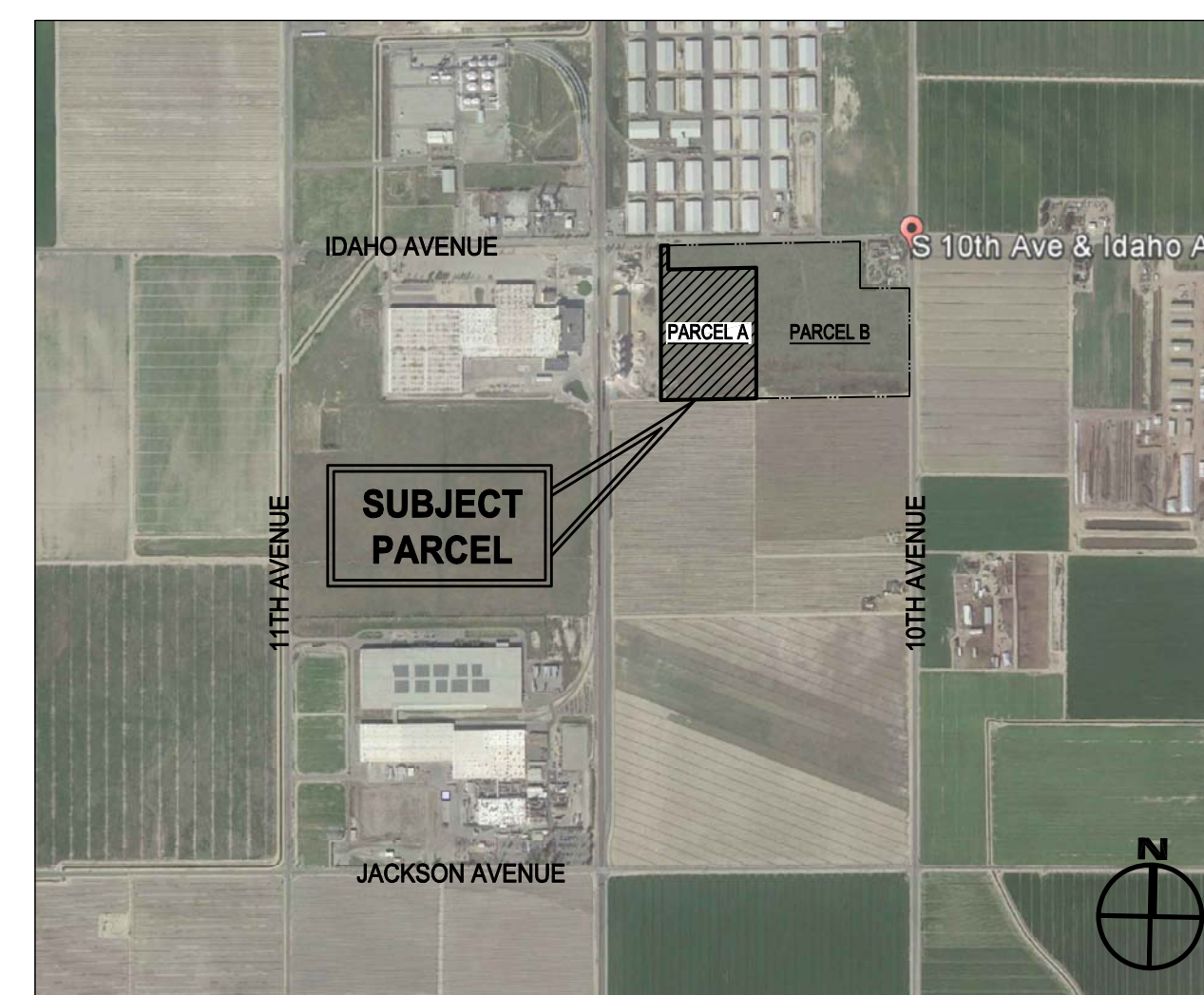
Sheet Number

SPR-1

OF

Project No: 15285.1

Packet Pg. 102



VICINITY MAP

NO SCALE

PROJECT DATA

A.P.N.

028-030-032

OWNER

WESTERN MILLING, LLC
P.O. BOX 1029 / 31120 WEST STREET
GOSHEN, CA. 93277

CURRENT PROJECT

INSTALLATION OF (2) 2,033,336 GALLON LIQUID FERTILIZER STORAGE TANKS.
INSTALLATION OF APPROX. 2190 L.F. RAILROAD TRACK. INSTALLATION OF
RAIL UNLOADING AND TRUCK LOADING STATIONS AND ASSOCIATED
PIPING/APPURTENANCES.



Western Milling Agribusiness Division Fertilizer Transfer Facility Operational statement

The purpose of the facility is to receive liquid fertilizer for the distribution to end users though out the central valley.

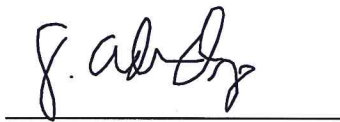
Liquid fertilizer will be delivered by rail in unit train quantities of 80 to 110 plus cars. Pumped from the railcars VIA a pipeline to 2 two-million-gallon storage tanks. From the million-gallon storage tanks the liquid fertilizer will be loaded out to tanker trucks thru a fully automated card lock loading system operated by the truckdrivers. Card-lock loadout will be available for truck loading 24/7/365.

The facility will receive 10-15 trains a year that will take 24 continues hours to unload each. Loading out 100-150 truckloads a week.

The fertilizer will be offloaded from the rail cars by 2-3 employees from the adjacent Hanford Milling Company Facility. General operations, maintenance and administrative activities will all be performed by the Hanford Milling Company Facility staff. No site assigned employees required.

The trucks will enter from Idaho Avenue head south to a turnaround approximately 700 feet, turn back to the north enter the loadout station on the east side of the roadway then proceed back to exit onto Idaho Avenue.

Fire access will be from the north off Idaho Avenue on the main entrance with a fire access road looping around the tanks allowing bidirectional access to all sides of the tanks 250 feet and 400 feet south of Idaho Avenue.



Adam Dye

Director Fertilizer

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

Safety Data Sheet

according to Federal Register / Vol. 77, No. 58 / Monday, March 26, 2012 / Rules and Regulations

SECTION 1: Identification

1.1. Identification

Product form : Mixture
Product name : Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0
Product code : M11040

1.2. Relevant identified uses of the substance or mixture and uses advised against

No additional information available

1.3. Details of the supplier of the safety data sheet

JR Simplot Company
P.O. Box 70013
Boise, ID 83707
T 1-208-336-2110

1.4. Emergency telephone number

Emergency number : CHEMTREC 1-800-424-9300

SECTION 2: Hazard(s) identification

2.1. Classification of the substance or mixture

GHS-US classification

Serious eye H320
damage/eye irritation,
Category 2B

Full text of H statements : see section 16

2.2. Label elements

GHS-US labelling

Signal word (GHS-US) : Warning
Hazard statements (GHS-US) : H320 - Causes eye irritation
Precautionary statements (GHS-US) : P264 - Wash hands, forearms and face thoroughly after handling
P305+P351+P338 - If in eyes: Rinse cautiously with water for several minutes. Remove contact lenses, if present and easy to do. Continue rinsing
P337+P313 - If eye irritation persists: Get medical attention

2.3. Other hazards

No additional information available

2.4. Unknown acute toxicity (GHS US)

Not applicable

SECTION 3: Composition/information on ingredients

3.1. Substance

Not applicable

3.2. Mixture

Name	Product identifier	%	GHS-US classification
ammonium nitrate	(CAS No) 6484-52-2		Eye Irrit. 2B, H320
urea (57-13-6)	(CAS No) 57-13-6		Eye Irrit. 2B, H320
Water	(CAS No) 7732-18-5		Not classified

Full text of H-statements: see section 16

SECTION 4: First aid measures

4.1. Description of first aid measures

First-aid measures general : Never give anything by mouth to an unconscious person. If you feel unwell, seek medical advice (show the label where possible).
First-aid measures after inhalation : Allow breathing of fresh air. Allow the victim to rest.

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

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First-aid measures after skin contact	: Remove affected clothing and wash all exposed skin area with mild soap and water, followed by warm water rinse.
First-aid measures after eye contact	: IF IN EYES: Rinse cautiously with water for several minutes. Remove contact lenses, if present and easy to do. Continue rinsing.
First-aid measures after ingestion	: Rinse mouth. Do NOT induce vomiting. Obtain emergency medical attention.

4.2. Most important symptoms and effects, both acute and delayed

Symptoms/injuries after eye contact	: Causes eye irritation.
-------------------------------------	--------------------------

4.3. Indication of any immediate medical attention and special treatment needed

No additional information available

SECTION 5: Firefighting measures

5.1. Extinguishing media

Suitable extinguishing media	: Foam. Dry powder. Carbon dioxide. Water spray. Sand.
Unsuitable extinguishing media	: Do not use a heavy water stream.

5.2. Special hazards arising from the substance or mixture

No additional information available

5.3. Advice for firefighters

Firefighting instructions	: Use water spray or fog for cooling exposed containers. Exercise caution when fighting any chemical fire. Prevent fire-fighting water from entering environment.
Protection during firefighting	: Do not enter fire area without proper protective equipment, including respiratory protection.

SECTION 6: Accidental release measures

6.1. Personal precautions, protective equipment and emergency procedures

6.1.1. For non-emergency personnel

Emergency procedures	: Evacuate unnecessary personnel.
----------------------	-----------------------------------

6.1.2. For emergency responders

Protective equipment	: Equip cleanup crew with proper protection.
Emergency procedures	: Ventilate area.

6.2. Environmental precautions

Prevent entry to sewers and public waters. Notify authorities if liquid enters sewers or public waters.

6.3. Methods and material for containment and cleaning up

Methods for cleaning up	: Soak up spills with inert solids, such as clay or diatomaceous earth as soon as possible. Collect spillage. Store away from other materials.
-------------------------	--

6.4. Reference to other sections

See Heading 8. Exposure controls and personal protection.

SECTION 7: Handling and storage

7.1. Precautions for safe handling

Precautions for safe handling	: Wash hands and other exposed areas with mild soap and water before eating, drinking or smoking and when leaving work. Provide good ventilation in process area to prevent formation of vapour.
-------------------------------	--

7.2. Conditions for safe storage, including any incompatibilities

Storage conditions	: Keep only in the original container in a cool, well ventilated place away from : Keep container closed when not in use.
Incompatible products	: Strong bases. Strong acids.
Incompatible materials	: Sources of ignition. Direct sunlight.

SECTION 8: Exposure controls/personal protection

8.1. Control parameters

ammonium nitrate (6484-52-2)

Not applicable

Water (7732-18-5)

Not applicable

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

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urea (57-13-6) (57-13-6)

Not applicable

8.2. Exposure controls

Personal protective equipment	: Avoid all unnecessary exposure.
Hand protection	: Wear protective gloves.
Eye protection	: Chemical goggles or safety glasses.
Respiratory protection	: Wear appropriate mask.
Other information	: Do not eat, drink or smoke during use.

SECTION 9: Physical and chemical properties

9.1. Information on basic physical and chemical properties

Physical state	: Liquid
Colour	: Colourless Commonly dyed blue or green
Odour	: There may be no odour warning properties, odour is subjective and inadequate to warn of overexposure. Mixture contains one or more component(s) which have the following odour(s): Odourless In moist air: Ammonia odour
Odour threshold	: No data available
pH	: 6.5 - 7
Melting point	: No data available
Freezing point	: No data available
Boiling point	: 122 °C
Flash point	: Non-flammable
Relative evaporation rate (butylacetate=1)	: No data available
Flammability (solid, gas)	: No data available
Explosive limits	: No data available
Explosive properties	: No data available
Oxidising properties	: No data available
Vapour pressure	: No data available
Relative density	: No data available
Relative vapour density at 20 °C	: No data available
Solubility	: Complete. Water: Solubility in water of component(s) of the mixture : • ammonium nitrate: 190 g/100ml • urea (57-13-6): 100 g/100ml
Log Pow	: No data available
Auto-ignition temperature	: No data available
Decomposition temperature	: No data available
Viscosity	: No data available
Viscosity, kinematic	: No data available
Viscosity, dynamic	: No data available

9.2. Other information

No additional information available

SECTION 10: Stability and reactivity

10.1. Reactivity

No additional information available

10.2. Chemical stability

Stable.

10.3. Possibility of hazardous reactions

Not established.

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

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according to Federal Register / Vol. 77, No. 58 / Monday, March 26, 2012 / Rules and Regulations

10.4. Conditions to avoid

Heat and sources of ignition. Direct sunlight. Extremely high or low temperatures.

10.5. Incompatible materials

organic material. Oxidizers. Strong acids. Strong bases.

10.6. Hazardous decomposition products

Extremely high temperatures. Ammonia, POx and NOx. fume. Carbon monoxide. Carbon dioxide.

SECTION 11: Toxicological information

11.1. Information on toxicological effects

Acute toxicity : Not classified

ammonium nitrate (6484-52-2)	
LD50 oral rat	4820 mg/kg (Rat)
LD50 dermal rabbit	> 3000 mg/kg (Rabbit)
ATE US (oral)	4820.000 mg/kg bodyweight

urea (57-13-6) (57-13-6)	
LD50 oral rat	8471 mg/kg (Rat; OECD 401: Acute Oral Toxicity; Literature study; 14300 mg/kg bodyweight; Rat; Experimental value)
LD50 dermal rat	> 3200 mg/kg (Rat; Literature study)
LD50 dermal rabbit	> 21000 mg/kg (Rabbit; Literature study)
ATE US (oral)	8471.000 mg/kg bodyweight

Skin corrosion/irritation : Not classified

pH: 6.5 - 7

Serious eye damage/irritation : Causes eye irritation.

pH: 6.5 - 7

Respiratory or skin sensitisation : Not classified

Germ cell mutagenicity : Not classified

Based on available data, the classification criteria are not met

Carcinogenicity : Not classified

Reproductive toxicity : Not classified

Based on available data, the classification criteria are not met

Specific target organ toxicity (single exposure) : Not classified

Specific target organ toxicity (repeated exposure) : Not classified

Aspiration hazard : Not classified

Potential adverse human health effects and symptoms : Based on available data, the classification criteria are not met.

Symptoms/injuries after eye contact : Causes eye irritation.

SECTION 12: Ecological information

12.1. Toxicity

ammonium nitrate (6484-52-2)	
LC50 fish 1	74 mg/l (48 h; Cyprinus carpio; Lethal)
EC50 Daphnia 1	555 mg/l (Daphnia magna)
LC50 fish 2	800 mg/l (3.9 h; Pisces)
TLM fish 1	100 - 1000,96 h; Pisces
TLM other aquatic organisms 1	100 - 1000,96 h
Threshold limit algae 1	83 mg/l (Scenedesmus quadricauda; Growth rate)

urea (57-13-6) (57-13-6)	
LC50 fish 1	> 6810 mg/l (96 h; Leuciscus idus; Nominal concentration)

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

Safety Data Sheet

according to Federal Register / Vol. 77, No. 58 / Monday, March 26, 2012 / Rules and Regulations

urea (57-13-6) (57-13-6)	
EC50 Daphnia 1	> 10000 mg/l (48 h; Daphnia magna; Nominal concentration)
LC50 fish 2	17500 mg/l (96 h; Poecilia reticulata)
EC50 Daphnia 2	> 10000 mg/l (24 h; Daphnia magna)
TLM fish 1	17500 ppm (96 h; Poecilia reticulata)
Threshold limit other aquatic organisms 1	120000 mg/l (16 h; Bacteria; Toxicity test)
Threshold limit other aquatic organisms 2	> 10000 mg/l (Pseudomonas putida)
Threshold limit algae 1	> 10000 mg/l (168 h; Scenedesmus quadricauda; Growth rate)
Threshold limit algae 2	47 mg/l (192 h; Microcystis aeruginosa; Growth rate)

12.2. Persistence and degradability

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0	
Persistence and degradability	Not established.
ammonium nitrate (6484-52-2)	
Persistence and degradability	Biodegradable in water. Biodegradable in the soil. Not established.
Water (7732-18-5)	
Persistence and degradability	Not established.
urea (57-13-6) (57-13-6)	
Persistence and degradability	Inherently biodegradable. Hydrolysis in water. Not established.
ThOD	0.27 g O ₂ /g substance

12.3. Bioaccumulative potential

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0	
Bioaccumulative potential	Not established.
ammonium nitrate (6484-52-2)	
Log Pow	-3.1
Bioaccumulative potential	Bioaccumulation: not applicable. Not established.
Water (7732-18-5)	
Bioaccumulative potential	Not established.
urea (57-13-6) (57-13-6)	
BCF fish 1	1 (72 h; Brachydanio rerio; Fresh water)
BCF other aquatic organisms 1	11700 (Chlorella sp.)
Log Pow	< -1.73 (Experimental value; EU Method A.8: Partition Coefficient)
Bioaccumulative potential	Bioaccumulation: not applicable. Not established.

12.4. Mobility in soil

No additional information available

12.5. Other adverse effects

Effect on the global warming : No known ecological damage caused by this product.

Other information : Avoid release to the environment.

SECTION 13: Disposal considerations

13.1. Waste treatment methods

Waste disposal recommendations : Dispose in a safe manner in accordance with local/national regulations.
Ecology - waste materials : Avoid release to the environment.

SECTION 14: Transport information

Department of Transportation (DOT)

In accordance with DOT

Not regulated for transport

TDG

No additional information available

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

Safety Data Sheet

according to Federal Register / Vol. 77, No. 58 / Monday, March 26, 2012 / Rules and Regulations

Transport by sea

No additional information available

Air transport

No additional information available

SECTION 15: Regulatory information

15.1. US Federal regulations

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

Not listed on the United States TSCA (Toxic Substances Control Act) inventory

All components of this product are listed, or excluded from listing, on the United States Environmental Protection Agency Toxic Substances Control Act (TSCA) inventory

This product or mixture does not contain a toxic chemical or chemicals in excess of the applicable de minimis concentration as specified in 40 CFR §372.38(a) subject to the reporting requirements of section 313 of Title III of the Superfund Amendments and Reauthorization Act of 1986 and 40 CFR Part 372.

15.2. International regulations

CANADA

No additional information available

EU-Regulations

No additional information available

National regulations

No additional information available

15.3. US State regulations

California Proposition 65 - This product does not contain any substances known to the state of California to cause cancer, developmental and/or reproductive harm

ammonium nitrate (6484-52-2)

U.S. - New Jersey - Right to Know Hazardous Substance List

SECTION 16: Other information

Data sources : REGULATION (EC) No 1272/2008 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 16 December 2008 on classification, labelling and packaging of substances and mixtures, amending and repealing Directives 67/548/EEC and 1999/45/EC, and amending Regulation (EC) No 1907/2006.

Other information : None.

Full text of H-statements:

H320

Causes eye irritation

SDS US (GHS HazCom 2012)

Disclaimer: This information relates to the specific material designated and may not be valid for such material used in combination with any other materials or in any process. Such information is to the best of our knowledge and belief, accurate and reliable as of the date compiled. However, no representation, warranty or guarantee is made as to its accuracy, reliability or completeness. NO WARRANTY OF MERCHANTABILITY, FITNESS FOR ANY PARTICULAR PURPOSE, OR ANY OTHER WARRANTY, EXPRESS OR IMPLIED, IS MADE CONCERNING THE INFORMATION HEREIN PROVIDED. It is the user's responsibility to satisfy himself as to the suitability and completeness of such information for his own particular use. We do not accept liability for any loss or damage that may occur from the use of this information nor do we offer warranty against patent infringement.

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

3.g

NOTICE IS HEREBY GIVEN that on Tuesday, October 22, 2019 at 7:00 p.m., a public hearing will be conducted by the Hanford Planning Commission in the Council Chamber of the City of Hanford Civic Auditorium, 400 N. Douty Street, Hanford, California, pertaining to the following:

PROJECT DESCRIPTION AND LOCATION:

- **Tentative Parcel Map No. 2019-03:** A request to divide a 58.67-acre parcel into two parcels – Parcel A: 20 acres; Parcel B: 38.67 acres.
- **Site Plan Review No. 2019-05:** a request to extend the existing rail track by 790 linear feet and develop a fertilizer storage facility for the storage of liquid fertilizer (32-0-0 urea ammonium nitrate solution) on future Parcel A.

Project Location: The project is located at the southwest corner of Idaho Avenue and 10th Avenue (APN 028-030-032).

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.

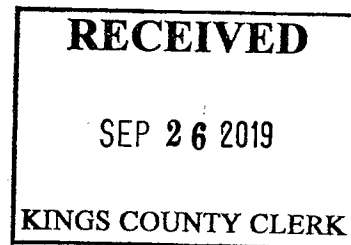
COMMENT PERIOD: September 27 – October 16, 2019 [20-day period]

PUBLIC COMMENT INVITED: All interested parties are invited to submit written comment on the Mitigated Negative Declaration by October 16, 2019 and/or to appear at the hearing described above to present testimony, in regard to the above-listed request. All comments should be submitted to the City of Hanford, Attention: Gabrielle Myers, at the above listed address.

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

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

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT



Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

MITIGATED NEGATIVE DECLARATION NO. 2019-29

Project Title: Tentative Parcel Map No. 2019-03 and Site Plan Review No. 2019-05 **File Number:** 506-0414 (TPM); 502-1054 (SPR)

State Clearinghouse Number: N/A

Lead Agency: City of Hanford

Responsible Agency: N/A

Applicant: Lane Engineers, Inc.
979 Blackstone Street
Tulare, CA 93275

Owner: Western Milling, LLC
31120 West Street
Goshen, CA 93227

Project Description: Tentative Parcel Map No. 2019-03 is a request to divide a 58.67-acre parcel into two parcels (Parcel A – 20 acres; Parcel B – 38.67 acres). Site Plan Review No. 2019-05 is a request to extend the existing rail track by 790 linear feet and develop a fertilizer storage facility for the storage of liquid fertilizer (32-0-0 urea ammonium nitrate solution) on future Parcel A of Tentative Parcel Map No. 2019-03.

Project Location: The project is located at the southwest corner of Idaho Avenue and 10th Avenue (APN 028-030-032).

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.

- 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.
- The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- 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.
- The environmental effects of the project will not cause substantial adverse effects on human beings, either directly or indirectly.

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

Contact Person: Gabrielle Myers

Phone: (559) 585-2578

Signature:

Gabrielle Myers

Date: September 26, 2019

Review Period: 20 days [September 27 – October 16, 2019]

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION NO. 2019-29

Prepared For

Lane Engineering

Tentative Parcel Map No. 2019-03 and Site Plan Review No. 2019-05

Prepared By

The City of Hanford

September 26, 2019

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

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 shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or
- 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:

Tentative Parcel Map No. 2019-03 is a request to divide a 58.67-acre parcel into two parcels (Parcel A – 20 acres; Parcel B – 38.67 acres). Site Plan Review No. 2019-05 is a request to extend the existing rail track by 790 linear feet and develop a fertilizer storage facility for the storage of liquid fertilizer (32-0-0 urea ammonium nitrate solution) on future Parcel A of Tentative Parcel Map No. 2019-03.

Project Location: The project is located at the southwest corner of Idaho Avenue and 10th Avenue (APN 028-030-032).

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 parcel split and the proposed fertilizer storage facility are consistent with the policy of the General Plan and the Hanford Municipal Code.

SUMMARY OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION IMPACT CONCLUSIONS

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for Tentative Parcel Map No. 2019-03 and Site plan Review No. 2019-05, in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Hanford Municipal Code. The IS/MND for the proposed Project is tiered from the 2035 General Plan Update Environmental Impact Report (EIR) (SCH No. 2015041024), certified by the City Council on April 15, 2017, for which a Statement of Overriding Considerations was adopted for Agriculture and Forestry Resources (program and cumulative), Air Quality (cumulative), Biological Resources (program and cumulative), Cultural Resources (program and cumulative), Greenhouse Gases (cumulative), and Population and Housing (program and cumulative) for the EIR prepared for the 2035 General Plan Update.

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

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

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

CONSULTATION

Pre-consultation was sent to the interested agencies on June 18, 2019:

Responses were received from the following:

1. July 12, 2019 – Gerry Mulligan with the Hanford Elementary School District
2. July 17, 2019 – Scott Lau with the California Department of Transportation (Caltrans)
3. July 30, 2019 – Brian Clements with the San Joaquin Valley Air Pollution Control District (SJVAPCD)
4. September 23, 2019 – Brian Clements with the San Joaquin Valley Air Pollution Control District (SJVAPCD)

SOURCES – hereunto annexed and incorporated by reference

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

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

City of Hanford 2035 General Plan Update (2017).

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

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

City of Hanford Public Works Construction Standards

City of Hanford Water Master Plan

City of Hanford Waste Water Master Plan

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

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

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

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

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

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

Final Regional Climate Action Plan (May 28, 2014)

Small Project Analysis Level – New Fertilizer Transfer Facility, Prepared by Matt Daniel – Senior Consultant (Insight Environmental Consultants, Inc.) August 2019.

Consultation Notices:

1. July 12, 2019 – Gerry Mulligan with the Hanford Elementary School District
2. July 17, 2019 – Scott Lau with the California Department of Transportation (Caltrans)
3. July 30, 2019 – Brian Clements with the San Joaquin Valley Air Pollution Control District (SJVAPCD)
4. September 23, 2019 – Brian Clements with the San Joaquin Valley Air Pollution Control District (SJVAPCD)

APPENDIX G: Initial Study and Findings

ENVIRONMENTAL ASSESSMENT NO. 2019-29

1. Project Title: Tentative Parcel Map No. 2019-03 and Site Plan Review No. 2019-05.
2. Lead Agency Name and Address: City of Hanford
317 N. Douty Street
Hanford, CA 93230
3. Responsible Agency Name and Address: n/a
4. Contact Person/Phone Number: Gabrielle Myers
Community Development Department
(559) 585-2578
5. Project Sponsor's Name/Address: Lane Engineers, Inc.
927 Blackstone Street
Tulare, CA 93275
6. General Plan Designation: Heavy Industrial
7. Zoning: I-H Heavy Industrial
8. Description of the Project: Tentative Parcel Map No. 2019-03 is a request to divide a 58.67-acre parcel into two parcels (Parcel A – 20 acres; Parcel B – 38.67 acres). Site Plan Review No. 2019-05 is a request to extend the existing rail track by 790 linear feet and develop a fertilizer storage facility for the storage of liquid fertilizer (32-0-0 urea ammonium nitrate solution) on future Parcel A of Tentative Parcel Map No. 2019-03.
9. Location: The project is located at the southwest corner of Idaho Avenue and 10th Avenue (APN 028-030-032).

10. Surrounding land uses and setting:

	Zoning	General Plan Designation	Land Use
North	I-H	Heavy Industrial	Calcot Limited
East	County Designation	County Designation	Agricultural Land
South	County Designation	Heavy Industrial	Vacant
West	I-H	Heavy Industrial	Lacey Milling Company

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

FOR: CITY OF HANFORD

Gabrielle Myers

Gabrielle Myers
Senior Planner
City of Hanford

September 26, 2019

DATE

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

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 Impact	Significant	Less Than Significant Mitigation Incorporation	with Less Than Significant Impact	No Imp
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I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

ENVIRONMENTAL SETTING:**SCENIC VISTAS AND CORRIDORS**

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

SCENIC HIGHWAYS

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

VISUAL CHARACTER

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

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

LIGHT AND GLARE

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

	Potentially Impact	Significant	Less Than Significant Mitigation Incorporation	with	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, causes substantial degradation of views from adjacent residences, or results in new night lighting that shines into adjacent residences.

Checklist Discussion:

- Less than Significant Impact – agricultural and grassland habitat areas create open vistas east of the project site. Scenic vistas may have the potential to be interrupted to viewers by new buildings. The Hanford Municipal Code, adopted plans, and General Plan goals and policies regulate the physical development of the City, including the look of future development and the proper placement of such development with surrounding uses. Compliance with Hanford Municipal Code, adopted plans, and the General Plan goals and policies, especially the emphasis on maintaining an agricultural image would complement the surrounding scenic vistas that are comprised of agricultural and grassland habitat areas. The project area has been designated for Heavy Industrial development by the General Plan. The development of the site is in compliance with the General Plan and therefore, impacts on scenic vistas would be less than significant.
- 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.
- Less than Significant Impact – 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. Conformity with the General Plan and Municipal Code ensure that the development would not substantially degrade the existing visual character or quality of the site and its surroundings.
- Less than Significant Impact with Mitigation Incorporation**– The development of the project area 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 project is subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.50.140 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare.

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

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	☐	☐	☐	☒
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

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.

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

	Potentially Impact	Significant	Less Than Mitigation	Significant Incorporation	with	Less Than Significant Impact	No Impa
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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 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 cumulative 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:

- No Impact – The project is located within an area listed as Vacant or Disturbed Land on the Department of Conservation website. Vacant or Disturbed land is defined as land that includes open field areas that do not qualify for an agricultural category, mineral and oil extraction areas, off road vehicle areas, electrical substations, channelized canals, or rural freeway interchanges. Therefore, the project would not convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural impacts.
- No Impact – The project is designated for industrial development by the General Plan. The project site is considered Urban and Built Up Land by the Department of Conservation and does not have a Williamson Act Contract recorded for the site.
- No impact – the projects would not conflict with existing zoning for, or cause rezoning of, Forest Land, Timberland, or Timberland Zoned Timberland Production, as these designations do not exist within the City. Therefore, there would be no impact.

	Potentially Impact	Significant	Less Than Significant Mitigation Incorporation	with	Less Than Significant Impact	No Imp
d) No Impact – There is no forest land within the City. The projects would not result in the loss of forest land or conversion of forest land to non-forest use, as these designations do not exist within the City. Therefore, there would be no impact.						
e) No Impact – the project will not 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 since the project is surrounded on all sides by urban development.						

Conclusion: The project is located on land which is considered vacant or disturbed and has no value as agricultural land. Impacts to existing agricultural activities are considered less than significant.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or 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?	☐	☐	☒	☐

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 (PM2.5) and PM2.4 precursors (such as NOX and sulfur dioxide [SO2]) within the San Joaquin Valley for several days, accumulating to unhealthy levels.

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

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

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

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

		Potentially Impact	Significant	Less Than Mitigation	Significant Incorporation	with Less Significant Impact	Than No Imp:
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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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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:

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

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

Project Type	Pollutant/Precursor Emission (tons/year)					
	CO	NOX	ROG	SOX	PM10	PM2.5

	Potentially Impact	Significant	Less Than Mitigation	Significant Incorporation	with	Less Than Significant Impact	No Impact
Construction Emissions			100	10	10	27	15
Operational Emissions (Permitted Equipment and Activities)			100	10	10	27	15
Operational Emissions (Non-Permitted Equipment and Activities)			100	10	10	27	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.

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.

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.

	Potentially Significant Impact	Less Than Significant Mitigation Incorporation	with Less Than Significant Impact	No Impact
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- 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 (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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Imp
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Pre-Consultation Received from the San Joaquin Valley Air Pollution Control Board:

Consultation was received on July 30, 2019 from the San Joaquin Valley Air Pollution Control District, District Comments are as follows:

1. The District's initial review of the Project concludes that emissions resulting from construction and/or operation of the Project may exceed the following thresholds of significance: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). The District recommends that a more detailed preliminary review of the Project be conducted. The additional environmental review of the Project's potential impact on air quality should consider the following:

1a) Project Emissions should be identified and quantified.

- i. Construction Emissions: Construction emissions are short-term emissions and should be evaluated separately from operational emissions. For reference, the District's annual criteria thresholds of significance for construction are: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

Recommended Mitigation Measure if needed: To reduce impacts from construction related exhaust emissions the District recommends feasible mitigation for the project to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier III emission standards, as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. This can be achieved through any combination of uncontrolled engines and engines complying with Tier III and above engine standards.

- ii. Operational Emissions: Permitted (stationary sources) and non-permitted (mobile sources) sources should be analyzed separately. For reference, the annual criteria thresholds of significance for operation of permitted and non-permitted sources each are: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).
- iii. Recommended Model: Project related criteria pollutant emissions from construction and operation non-permitted (limited to equipment not subject to District permits) should be identified and quantified. Emissions analysis should be performed using CalEEMod (California Emission Estimator Model), which uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

- 1b) Nuisance Odors: the Project should be evaluated to determine the likelihood that the Project would result in nuisance odors. Nuisance odors are subjective, thus the District has not established thresholds of significance for

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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nuisance odors. Nuisance odors may be assessed qualitatively taking into consideration of Project design elements and proximity to off-site receptors that potentially would be exposed to objectionable odors.

1c) Health Risk Screening/Assessment: A Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TAC's) impact on surrounding sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences. TAC's are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) (<https://www.arb.ca.gov/toxics/healthval/healthval.htm>) that pose a present or potential hazard to human health. A common source of TACs can be attributed to diesel exhaust emitted from both mobile and stationary sources. Industry specific TACs generated must also be identified and quantified.

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

- i) The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using CAPCOA's updated methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed. The Project would be considered to have a significant health risk if the HRA demonstrates that the Project related impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices.

Please provide the following information electronically to the District for review:

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

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

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

1d) Ambient Air Quality Analysis: An ambient air quality analysis (AAQA) uses air dispersion modeling to determine if emissions increased from a project will cause or contribute to a violation of the ambient air quality standards. The District recommends that an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

If an AAQA is performed, the analysis should include emissions from both Project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis. Specific information for assessing significance, including screening tools and modeling guidance is available online at the District's website www.valleyair.org/ceqa.

2. If preliminary review indicates that a Mitigated Negative Declaration should be prepared, in addition to the effects identified above, the document should include:

	Potentially Impact	Significant	Less Than Mitigation Incorporation	Significant with	Less Than Significant Impact	No Imp:
2a) Mitigation measures – if preliminary review indicates that with mitigation, the project would have a less than significant adverse impact on air quality, the effectiveness of each mitigation measure incorporated into the Project should be discussed. 2b) District's attainment status – the document should include a discussion of whether the Project would result in a cumulatively considerable net increase of any criteria pollutant or precursors for which the San Joaquin Valley Air Basin is non-attainment. Information on the District's attainment status can be found online by visiting the District's website at http://valleyair.org/aqinfor/attainment.htm. 3. If preliminary review indicates that an Environmental Impact Report (EIR) should be prepared, in addition to the effects identified above, the document should also include the following: 3a) A discussion of the methodology, model assumptions, inputs and results used in characterizing the Project's impact on air quality. 3b) a discussion of the components and phases of the Project and the associated emission projections, (including ongoing emissions from each previous phase). 4. Per District Rule 9510 (Indirect Source Review) Section 4.4.3, a development project on a facility whose primary functions are subject to District Rule 2201 or District Rule 2010 are exempt from the requirements of the rule. The District has reviewed the information provided and determined that the primary functions of this Project are subject to District Rule 2201 (New and Modified Stationary Source Review Rule) or District Rule 2010 (Permits Required). As a result, District Rule 9510 requirements and related fees do not apply to the Project referenced above. 5. The proposed Project may require District permits. Prior to the start of construction, the Project proponent should contact the District's Small Business Assistance Office at (559)230-5888 to determine if an Authority to Construct (ATC) is required. 6. The proposed Project 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 worksite and their employees. Information about how District Rule 9410 works 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. 7. The proposed Project may be subject to the following District rules: Regulation VIII (Fugitive PM10 Prohibitions), Rules 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants). 8. The District recommends that a copy of the District's comments be provided to the Project proponent. The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small						

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Business Assistance Office at (559)230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm .				

Analysis: Insight Environmental Consultants, Inc., a *Trinity Consultants Company*, completed a limited air quality assessment for the new fertilizer transfer facility (Project) to be located at the southwest corner of Idaho Avenue and 10th Avenue in Hanford, CA. The Project includes the extension of an existing rail and track development of a fertilizer storage facility for the storage of liquid fertilizer.

The limited air quality assessment uses the San Joaquin Valley Air Pollution Control District's (SJVAPCD) screening tool, Small Project Analysis Level (SPAL) (SJVAPCD 2012). The SPAL assessment was prepared pursuant to the SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) (SJVAPCD 2015), the California Environmental Quality Act (CEQA) (Public Resources Code 21000 to 21177) and CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 1500-15387).

Based on the SPAL established by the SJVAPCD's GAMAQI, the emissions estimates prepared pursuant to this SPAL assessment do not exceed the SJVAPCD's established emissions thresholds and significant thresholds for all CEQA air quality determinations; this Project would therefore not pose a significant impact to the San Joaquin Valley Air Basin and would have a less than significant air quality impact.

The limited air quality assessment is hereby incorporated by reference and attached to this initial study.

On the basis of the limited air quality assessment, the Air District required preparation of a screening analysis to see if a Health Risk Assessment (HRA) would be required.

The screening analysis did not trigger the need for a Health Risk Analysis –the screening analysis is part of the Limited Air Quality assessment, attached to this initial study.

In response to the HRA, the SJVAPCD provided the following on September 23, 2019, "The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the health impact assessment for the Western Milling Agribusiness Division Fertilizer Transfer Facility Project noted above. The District has reviewed the health impact analysis and has determined the project will not have a significant impact on public health."

Checklist Discussion

- a) **Less than Significant with Mitigation Incorporation-** Kings County Association of Government (KCAG) adopted the 2014 Regional Transportation Plan in July 2014. The RTP is based, in part, on growth projections prepared by the County and incorporated cities. The RTP and its growth projections are utilized by SJVAPCD to prepare air quality emissions forecasts for their attainment plans. The buildout of the General Plan is anticipated to occur at similar growth rates that were used in the development of the Air Quality Plan (AQP) for all nonattainment pollutants in the SJVAB. The growth projections used for the General Plan assumed that the growth in population in the City of Hanford would occur at historical rates that were consistent with the rates used to develop the AQP's. As a result, the anticipated increase in growth in the City of Hanford is accounted for in the AQP's. The operational emissions for the buildout of the General Plan show that reductions from existing policy and adopted control measures would cause emissions to decline despite an increase in population and development. The control measures of the AQP are consistent with the goals and policies of the General Plan. The applicable goals and policies of the General Plan are intended to reduce operational air pollution emissions. The General Plan supports the implementation of the Air Quality Plan and therefore, would not conflict with or obstruct implementation of those plans. The project is consistent with the General Plan, therefore, impacts would be less than significant with compliance with the AQP.
- b) **Less than Significant with Mitigation Incorporation –** The SJVAPCD has identified quantitative emission thresholds to determine whether the potential air quality impacts of a project require analysis of an EIR. The SJVAPCD air quality

	Potentially Significant Impact	Significant	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Imp:
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thresholds from the GAMAQI are presented in the table below. The SJVAPCD separates construction emissions from operational emissions for determining significance thresholds for air pollutant emissions.

Table 4-1 SJVAPCD Air Quality Thresholds of Significance – Criteria Pollutants

Pollutant/Precursor	Construction Emissions	Operational Emissions	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
		Emissions (tpy)	Emissions (tpy)
CO	100	100	100
NO _x	10	10	10
ROG	10	10	10
SO _x	27	27	27
PM ₁₀	15	15	15
PM _{2.5}	15	15	15

Source: SJVAPCD 2015

Criteria pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. This project would generate short-term construction emissions and long-term operational emissions.

An air quality evaluation also considers 1) exposure of sensitive receptors to substantial pollutant concentrations; and 2) the creation of objectionable odors affecting a substantial number of people. The criteria for this evaluation are based on the Lead Agency's determination of the proximity of the proposed Project and the sensitive receptors. A sensitive receptor is a location where human populations, especially children, senior citizens and sick persons, are present, and where there is a reasonable expectation of continuous human exposure to pollutants, according to the averaging period for ambient air quality standards, i.e. the 24-hour, 8-hour, and 1-hour standards. Commercial and industrial sources are not considered sensitive receptors.

Project-related emissions were quantified in an air quality assessment, prepared pursuant to the SJVAPCD's GAMAQI and SPAL guidelines and provides a cursory review of the Project emissions to demonstrate that it would not exceed established air quality emissions thresholds.

Short Term Emissions

The table below shows the construction emission levels using the Project proponent's construction employee, equipment and schedule assumptions along with default CALEEMod factors. Construction activities will occur in 2019 and 2020, however, in order to be conservative, all emissions were estimated to occur in 2019.

Table 5-1 – Construction Emission Levels

Emissions Source	Pollutant					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	(tons/year)					
2019 Construction Emissions	0.13	1.30	0.90	0.002	0.09	0.06
SJVAPCD Operational Emissions Thresholds – non-permitted sources	10	10	100	27	15	15
Is Threshold Exceeded?	No	No	No	No	No	No

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Construction emission estimates also included the following SJVAPCD's required measures for all projects:

- Water exposed area 3 times per day;
- Reduce vehicle speed to less than 15 miles per hour

Based on these anticipated activity levels, the Project construction activities would not exceed construction thresholds. Construction emissions therefore were found to be less than significant with the mitigation required from the SJVAPCD and no further evaluation is required.

Mitigation measures:

- Water exposed area 3 times per day;
- Reduce vehicle speed to less than 15 miles per hour

Long-Term Emissions

The table below presents the Project's long-term operations emissions generated from mobile sources and stationary sources. Most of these emissions impacts are from mobile sources traveling to and from the Project area. the stationary sources will be considered low emitters, which means the emissions will be less than 2 lbs per day and require no further analysis.

Table 5-2 - Total Project Operational Emissions

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
	(tons/year)					
Operational Emissions	0.04	0.65	0.21	0.002	0.02	0.02
SJVAPCD Operational Emissions Thresholds – non-permitted sources	10	10	100	27	15	15
Is Threshold Exceeded Before Mitigation?	No	No	No	No	No	No

Operational truck emissions were calculated using emission factors from EMFAC2017. The Project is expected to generate 100-150 truck trips per week which will have a one-way trip distance range from <1 mile up to 20 miles. In order to be conservative, this analysis assumed 150 trips per week traveling 40 miles round-trip. This Project will not create any on-site operational employees.

The Project's switch locomotive will be a tier 4 engine and will operate 3 hours per train. The engine is expected to run as a low throttle but in order to be conservative emissions were assumed using half throttle for all three operating hours per train. The Project expects to generate 15 trains per year. Off-site rail-line engine operations is not expected to increase as a result of this Project as the rail cars coming to the facility will be linked to existing trips. Emission factors for the tier 4 switch engine were obtained from 40 CFR 1033.101.

As calculated, the long-term operational (mobile) emissions associated with the proposed Project would be less than SJVAPCD significance threshold levels and would, therefore, not pose a significant impact to criteria air pollutants. This finding is consistent with the SPAL screening thresholds.

- c) **Less than Significant Impact with Mitigation Incorporation** – see b.
- d) **Less than Significant Impact** – the proposed Project is located at the southwest corner of Idaho Avenue and 10th Avenue. Sensitive receptors are defined as areas where young children, chronically ill individuals, the elderly or people who are more sensitive than the general population reside. Schools, hospitals, nursing homes, and day care centers are locations where sensitive receptors would likely reside. There are no known schools, hospitals, or nursing homes

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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within a 2-mile radius of the project. Based on the predicted operational emissions and activity types, the proposed project is not expected to affect sensitive receptors and is not expected to have any adverse impacts on any known sensitive receptor.

- e) Less than Significant Impact – the proposed Project is a light industrial project located near residences. Expected use are not known to be a source of nuisance odors and are not listed in Table 6 of the SJVAPCD's GAMAQI. According to the Material Safety Data Sheets for the liquid fertilizer (Urea ammonium nitrate 32-0-0) there is not an odor warning for the product. The project is therefore not anticipated to have substantial odor impacts. The Project is therefore anticipated to have a less than significant odor impact.

Mitigation Measures:

MM Air Quality 1: Compliance with the adopted Air Quality Plan is a requirement of development.

MM Air Quality 2: Effective dust control shall be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents including watering the exposed construction area 3 times per day and reducing vehicle speed to less than 15 miles per hour during construction.

Conclusion: Less than Significant with Mitigation Incorporation -The project will not create or result in any significant air quality impacts, with the incorporation of mitigations, compliance with the rules and regulations of the SJVUAPCD, and compliance with the Air Quality Plan.

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.gov>; Air Quality Plan (2014)

IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 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 water 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

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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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, levees, 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 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 conversion to urban development was evaluated under the General Plan EIR for which a Statement of Overriding Considerations was certified. The site is substantially surrounded by urban development and has no value as 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 U.S. 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 nurse sites. There is no natural habitat remains within the project area.
- e) No Impacts - The project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation ordinance or policy; there is not an adopted ordinance protecting biological resources.
- f) Less than Significant Impact – the project pertains to land that has no value as natural habitat; therefore, the plan does not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

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

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

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Mitigation Incorporation	with	Less Than Significant Impact	No Impact
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, was 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.

In 1851, the tribes gave up their lands for reservations. However, such a treaty was never ratified by Congress. The remnant 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 1871 in what would become Hanford. In 1877, when the Southern Pacific Railway laid lines from Goshen to Coalinga, their path crossed through a Chinese sheepherder's camp. This camp reportedly was the beginning of the City of Hanford. Hanford was named for James Madison Hanford, an auditor of the railroad, who also took a lively interest in the sale of town lots which began on January 17, 1877. Within a short time, the settlement grew to a town, and, with the powerful backing of the railway interests, Hanford ultimately became the center of trade for the region.

In McKenney's Pacific Coast Directory, San Francisco, 1886-1887, Hanford was described as having a post, express and telegraph office, located along the Southern Pacific Railroad Company's Goshen Division, 254 miles from San Francisco, and 2 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.

	Potentially Impact	Significant	Less Than Mitigation Incorporation	Significant with	Less Than Significant Impact	No Imp:
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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. 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 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.

While many urban Chinatowns continue to thrive, most rural Chinatowns have declined; Hanford's China Alley is unique for 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 overlying sediments of the late-Pleistocene to early-Holocene Modesto Formation. From Hanford south to approximately Delano, Tulare Lakebed deposits are exposed at or near the surface.

Consultation Meeting

	Potentially Impact	Significant	Less Than Significant Mitigation Incorporation	with	Less Than Significant Impact	No Impact
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On January 10, 2017, the City of Hanford met with the Tachi Yokut Tribe, on a different project in order to establish condition 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).

Consultation – AB 52

In accordance with Assembly Bill 52, formal notification of determination to undertake a project and notice of consultation opportunity, pursuant to Public Resources Code Section 21080.3.1 was sent to the Tachi Yokut Tribe on June 18, 2019. 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

Significance Criteria

The project may have a significant impact on cultural resources if it causes substantial adverse changes in the significance of 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

- Less than Significant Impact - The project would not cause a substantial adverse change in the significance of a historical resource as defined in 15064.5 of the CEQA Guidelines, as the site is not registered as a historical resource.
- Less than Significant Impact with Mitigation Measures** – Due to the consultation meeting, which took place between the City and the Tachi Yokut tribe on January 17, 2017, per the request of the Tachi Yokut Tribe, the following conditions shall apply to all projects which require an initial study:
 - That a Burial Treatment Plan be entered to by the applicant/property owner prior to any earth disturbing activities.
- 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.
- 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 physical development on Cultural Resources.

Source(s): Hanford General Plan (2017), California Health and Safety Code, Public Resources Code, consultation letter sent in accordance with Public Resources Code, Section 21080.3.1(b).

	Potentially Significant Impact	Less Than Significant Mitigation Incorporation	with Less Than Significant Impact	No Imp:
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☒	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Environmental Setting

Geology

The topography of the City is relatively flat with a gradual slope generally from east to west. The City is located at 249 feet above mean sea level (msl).

The soil is defined as alluvial fan surfaces that are mantled with very deep, well-drained, saline-alkali soils. An alluvial fan is 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, Kimberlina fine sandy loam, saline alkali 5) Kimberlina fine sandy 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.

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

	Potentially Impact	Significant	Less Than Mitigation	Significant Incorporation	with	Less Than Significant Impact	No Impa
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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 experience 0.3 meters/second squared ground acceleration, which would result in very strong to severe perceived shaking a moderate to heavy potential.

Liquefaction

Liquefaction occurs when saturated, loose materials are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. For liquefaction to occur, surface and near-surface soil must be saturated and be relatively loose. Liquefaction more often occurs in areas underlain by young alluvium where the groundwater table is higher than 50 feet 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 silty 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 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 hydro compaction of moisture-deficient deposits above the water table.

Collapsible Soil

Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading. These soils are found in areas of young alluvial fans, debris flow sediments, and loess deposits. Since the City and surrounding area includes soils that are derived from alluvial fans, there is the potential for collapsible soils.

Expansive Soil

Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain a percentage 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Imp
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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 hazard or risk from faults, landslides or unstable soil conditions. Grading that disturbs large amounts of land or sensitive grading areas (such as slopes in excess of 20%) may cause substantial erosion or siltation.

Checklist Discussion

a) Less than Significant Impact with Mitigation Incorporation -

- i. No Impact - No portion of the project area is located within an earthquake fault zone, as defined by the Alquist Priolo Earthquake Fault Zoning Act and therefore, development would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault.
- ii. **Less than Significant Impact with Mitigation Measures** – Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.
- iii. **Less than Significant Impact with Mitigation Measures** – The potential for liquefaction in the project area is low. There is a minute possibility that a rain event, coupled with a concurrent seismic event, may create a condition where liquefaction could occur. Compliance with applicable City General Plan policies, as well as the California Building Code would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.
- iv. **Less than Significant with Mitigation Measures** – the entire City is located within an area of low landslide incidence but, there is still a possibility that landslides could occur within the City, as a result of erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail. Geotechnical and soil studies that identify potential hazards, including landslides, would be required prior to grading activities as part of the pre-check and development review process for the 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** – the development of the site will 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 pre-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:** in order to ensure a structure would not be located on soil that is unstable, or that would become unstable as a result of the project, the City requires the following as mitigation measures: **1.)** That copies of a preliminary soils investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review prior to approval of the development improvement plans; **2.)** that a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Departments prior to acceptance of the development improvements or issuance of building permits, whichever occurs first; **3.)** That the developer shall retain the project design engineer to inspect and verify that all grading within the development is completed in accordance with the approved plans. The engineer shall be required to provide a certification letter to the Building Department prior to issuance of building permits.
- d) **Less than Significant Impact** – Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27%. When a soil has 35% or more clay content, it is considered a clayey soil. Since the soil types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City and surrounding is low.

	Potentially Impact	Significant	Less Than Significant Mitigation Incorporation	with	Less Than Significant Impact	No Impact
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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 development of the site is required to comply with the applicable General Plan policies, as well as the California Building Code.

MM Geology 2: That a geotechnical and soil studies be prepared for the project.

MM Geology 3: That the project comply with the Hanford Municipal Code Section 15.52 Flood Damage Prevention Regulations and the California Building Code, along with the plan check and development review process.

MM Geology 4: That copies of a preliminary soils investigation report, prepared by a qualified professional soils engineer, shall be provided to both the Public Works and Building Departments for review.

MM Geology 5: that a final soils report, prepared by the qualified professional soils engineer, shall be provided to the Public Works and Building Departments prior to acceptance of the development improvements or issuance of building permits, whichever occurs first;

MM Geology 6: That the developer shall retain the project design engineer to inspect and verify that all grading within the development is completed in accordance with the approved plans. The engineer shall be required to provide a certification letter to the Building Department prior to issuance of building permits.

Conclusion

The project will not result in significant impacts to geophysical conditions with mitigation measures in place, therefore the impact is considered less than significant, cumulatively.

Source(s): General Plan and General Plan EIR (2017);

VII. GREENHOUSE GAS EMISSIONS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☒	☐	☐

Environmental Setting

Kings County and the City of Hanford

Climate change regulations require the City to take action to reduce emissions under its jurisdiction and influence. The countywide Regional Climate Action Plan (CAP) is a separate action through KCAG that was adopted by the City on May 27, 2014. The King County Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the San Joaquin Valley Blueprint 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.

	Potentially Significant Impact	Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHG need to stabilize global temperatures and climate change impacts. The IPCC predicted that global mean temperature changes 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:

1. 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
2. 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.
3. Increased energy demand for air conditioning and refrigeration

Greenhouse Gases

Gases that trap heat in the Earth's atmosphere are called greenhouse gases. Some of the solar radiation that enters Earth's atmosphere is absorbed by the Earth's surface, and some is reflected back toward space. Of the radiation reflected back toward space, GHGs will absorb a part. As a result, radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. Some levels of GHGs are essential for maintaining temperatures supportive of life on Earth. Without naturally-occurring GHGs, the Earth's surface would be about 61 degrees cooler. This 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:

1. Carbon dioxide (CO₂), emitted when solid waste, fossil fuels (oil, natural gas, and coal) and wood and wood products are burned
2. 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.
3. 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
4. Hydrofluorocarbons (HFCs), primarily used as refrigerants
5. Perfluorocarbons (PFCs), originally introduced as alternatives to ozone depleting substances and typically emitted as by-products of industrial and manufacturing processes
6. 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:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
2. 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 with Mitigation Incorporation** – In the General Plan EIR, impacts to Greenhouse Gas

	Potentially Impact	Significant	Less Than Significant Mitigation Incorporation	with	Less Than Significant Impact	No Impact
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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 include area, energy, mobile, waste, and water sources. BAU is referred in ARB's ABB 32 Scoping Plan (CARB 2012) 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. An analysis of the project's greenhouse gas emissions has been calculated using CalEEMod (the emission totals are attached in the limited air quality assessment). Since the effect of GHG emissions are cumulative, a quantitative level of significance does not exist. In order to achieve a less than significant impact on greenhouse gases, the following mitigations will be required to be implemented:

Mitigation Measure:

That the project comply with the adopted Climate Action Plan, which coincides with the State's goal to meet GHG emission reduction targets identified under AB32

- b. **Less than Significant with Mitigation Incorporation** - Compliance with the Climate Action Plan and the rules of the San Joaquin Valley Air Pollution Control District will reduce impact to greenhouse gases to a less than significant level. With the incorporation of the above mitigation, the proposed project will not result in a conflict with any plan, policy, regulation; therefore, impacts to greenhouse gas emissions are less than significant with compliance with the CAP and rules of the SJVAPCD.

Mitigation Measure(s):

MM Greenhouse Gases 1: That the project comply with the adopted Climate Action Plan, which coincides with the State's goal to meet GHG-emission reduction targets identified under AB32.

MM Greenhouse Gases 2: That the project comply with the Climate Action Plan and all applicable rules of the San Joaquin Valley Air Pollution Control District.

Conclusion

With mitigation measures, the project will not contribute significantly to global climate change and would not impede the State's ability to meet its GHG reduction targets under AB32. The project will not contribute significantly, either individually or cumulatively, to global climate change.

Source(s): General Plan Update (2017), General Plan Update EIR (2017), San Joaquin Valley Air Pollution Control District, Final Regional Climate Action Plan; Small Project Analysis Level – New Fertilizer Transfer Facility, prepared by Matt Daniel – Senior Consultant Insight Environmental Consultants, Inc. (August 2019).

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	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous materials have been and are commonly used in commercial, agricultural, and industrial applications and, to a limited extent, in residential areas.

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

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

Brownfields

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

Airport Hazards

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

Emergency Response

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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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 maintains 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 interfere with an emergency response plan
3. Violates applicable laws intended to protect human health and safety or would expose workers to conditions that do not meet health standards.

Checklist Discussion

- a) **Less than Significant Impact with Mitigation** – The development is required to comply with all applicable federal, state, and local regulations related to hazardous materials. Required compliance with these regulations would impact impacts related to transport, use and disposal of hazardous materials would be less than significant. Western Milling's operations include the routine transport and storage of urea ammonium nitrate solution 32-0-0 –the safety data sheets are attached. Compliance with the safety data sheets will be a requirement of development. And will mitigate the project to a less than significant level.

Mitigation Measures:

- That the project is required to comply with all applicable federal, state, and local regulations related to hazardous materials
 - That the project proponents maintain compliance with the safety data sheets for ammonium nitrate solution 32-0-0.
- b) See a.
- c) No Impact - there is not a school within a ¼ mile radius of the project site.
- 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 of a municipal airport.
- 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 - development has the potential to strain the emergency response and recovery capabilities of federal, state, and local government. Compliance with the General Plan policies to ensure adequate emergency response and maintain current plans reduces the impact of development. This plan is consistent with the policy of the General Plan therefore, impacts are considered less than significant.
- h) Less than Significant Impact–The City of Hanford is located within a zone considered by CAL FIRE to have low to no potential for wildland fires, therefore, the impact is considered less than significant

Mitigation Measures:

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

MM Hazards 2: That the project proponents maintain compliance with the safety data sheets for ammonium nitrate solution 32-0-0.

Conclusion

The impact from hazards and hazardous materials are expected to be less than significant with the incorporation of mitigation measures.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

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

	Potentially Significant Impact	Significant	Less Than Significant Mitigation Incorporation	with	Less Than Significant Impact	No Impa
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the rainfall in Hanford occurs in the winter months as the Gulf Stream shifts southward from northern latitudes in the wintertim. However, because of the inland location and "rain shadow effect" caused by the coastal mountain ranges, Hanford typically g less rainfall during the winter than coastal areas to the west. The rain shadow effect refers to a reduction of precipitation commo 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 a encompasses the drainage area of the Central Valley south of the San Joaquin River. Surface water from this basin only drai into the San Joaquin River in years of extreme rainfall. The Tulare Lake Basin is within the jurisdiction of the Central Vall 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 abo 8,235 square miles (5.3 million acres). A large portion of the surface water supply in the watershed comes from imported wat including water supplied through the San Luis Canal/CA Aqueduct System, Friant-Kern Canal, and Delta-Mendota Can Agriculture is the primary land use type in the watershed, encompassing approximately 67% of the total land area. Open spa 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 stormwai control. The only natural watercourse is Mussel Slough, remnants of which still exist on the City's western edge. The People Ditch, an irrigation canal dug in the 1870s, traverses Hanford from north to south and portions of it still exist north of Grangevi Boulevard and east of the Santa Fe Railroad. The Sand and Lone Oak sloughs once traversed the city north and south, a remnants still remain in the southern half of the City south of State Route 198. The Kings River is about 4 miles north of Hanfor

Surface Water Quality

There are no surface water bodies within the vicinity of the City that are listed as impaired per the US Environmental Protectio Agency 2010 CA List of Water Quality Limited Segments.

Groundwater Resources

Regional

The City and surrounding area is located in the Tulare Lake Hydrologic Region, San Joaquin Valley Groundwater Basin, ar Tulare Lake Subbasin.

Local

The City exclusively uses groundwater for its potable water supply. The City's municipal water system extracts its water supp from underground aquifers via 14 active groundwater wells with depths that range from 1300 to 1700 feet below ground surfac (bgs). In cooperation with the Peoples Ditch Company and the Kings County Water District, excess Kings River water ar stormwater flows are conveyed to 125 acres of drainage and slough basins located throughout the City to help replenis groundwater. The basins account for approximately 568 acre-feet of available water retention and the City is planning to ac approximately 317 acre feet of additional basins located along major drainage channels within the City for groundwater recharg as well as flood protection.

Groundwater Quality

	Potentially Impact	Significant	Less Than Significant Mitigation Incorporation	with	Less Than Significant Impact	Than	No Impa
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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 –**
 - **Construction:** Proponents of new development 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 non-stormwater discharges to storm sewer systems and other waters of the United States; and inspect all BMPs.
 - **Operation:** The new development is 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. The development shall incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings for runoff to the maximum extent practicable. The City Building Division will review grading plans and site development requirements for the development.
- b) **Less than Significant Impact –**The current and future efforts of the City and Kings County Water District coupled with the requirement to comply with the Sustainable groundwater management act through the Groundwater Sustainability Plan process ensures that future development as an implementation of the General Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.
- c) See a.
- d) **Less than Significant Impact with Mitigation Measures –** with the approval of grading plans and site development requirements by the City Building Division that incorporates BMPs and design standards, future development of the project site 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 –** The Public Works Department has required that a drainage/site improvement plan for the development be prepared by a licensed civil engineer for review and approval, prior to the issuance of building permits. All construction must be certified by a civil engineer as being constructed in accordance with the approved plan. The site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with the approved plans.

	Potentially Impact	Significant	Less Than Significant Mitigation Incorporation	with	Less Than Significant Impact	No Impa
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- 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: 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. New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in that runoff to the maximum extent practical.

MM Hydrology 3: New development must submit grading plans. Site development must comply with the requirements of the City Building Division and incorporate best management practices/design standards.

MM Hydrology 4: New development would have to incorporate best management practices and adhere to design standards to maximize the reduction of pollutant loadings in runoff to the maximum extent practical.

MM Hydrology 5: A drainage/site improvement plan for the development shall be prepared by a licensed civil engineer for review and approval by the Public Works Department prior to the issuance of building permits. All construction shall be certified by a civil engineer as being constructed to the approved plan;

MM Hydrology 6: The site grading and drainage shall comply with the approved grading and improvement plans for the development. Upon completion of construction, the developer's engineer shall provide a written statement that site grading and drainage has been completed in accordance with approved plans.

Less than Significant Impact with Mitigation Measures – With the incorporation of mitigation measures, the impacts to 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	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 planning area consists of agricultural, open space, and single-family residential uses.

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) No impact – the project is located on a vacant parcel and will not physically divide an established community.
- b) Less than significant impact- The project is consistent with the General Plan and Municipal Code.
- c) No Impact – The City is not included in any habitat conservation plan or natural community conservation plan, nor are there plans to be involved.

Conclusion

The project is consistent with the General Plan and with the Hanford Municipal Code, therefore, impacts to Land Use and Planning are considered less than significant.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 mine 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 as delineated on a local general plan, specific plan, or other land use plan.

Conclusion

There will be no impact to mineral resources.

XII. NOISE -- Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne 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

	Potentially Impact	Significant	Less Than Mitigation Incorporation	Significant with	Less Than Significant Impact	No Imp:
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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 approximately 5 to 10 cars per day, five days per week, at approximately 10 to 20 miles per hour. The BNSF is located in the central portion of the City in a heavy commercial/industrial area. The BNSF line carries eight Amtrak passenger trains and 18 to 22 freight trains per day. Most north-south rail traffic moves through the county at approximately 50 mph.

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

Airport

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

Stationary Noise Sources

Stationary noise sources include commercial operations, agricultural production, school playgrounds, generators, and lawnmower 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 generation of noise levels in excess of standards established in the Hanford General Plan.

Checklist Discussion

- a) **Less than Significant with Mitigation Incorporation** – Short-term noise-related impacts would be temporary in nature and require compliance with applicable regulations and policies of the General Plan to further ensure that construction-related impacts would be attenuated to the greatest extent feasible. The project is required to comply with the applicable noise decibel levels, prescribed in the General Plan.
- b) **Less than Significant**-Predicted vibration levels at the nearest offsite structures would not exceed vibration levels greater than 75 VdB.
- c) **Less than Significant** – full build out of the General Plan would possibly result in a maximum increase of 2 decibels when compared to existing conditions. According to the Caltrans Technical Noise Supplement, the average healthy ear can barely perceive noise level changes of 3 dBA. As a result, it is anticipated that full buildout of the General Plan, including development of this site, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- d) **Less than Significant with Mitigation Incorporation** - A temporary increase in ambient noise would occur in association with construction activities. Construction noise is short term and will occur for limited times. As a mitigation measure, construction would be limited to the hours of 7 a.m. to 10 p.m.

	Potentially Impact	Significant	Less Than Significant Mitigation Incorporation	with	Less Than Significant Impact	No Impact
e) Less than Significant Impact - The project is approximately 3 miles west from the airport and will not be impacted by the public airport.						
f) No Impact - The project is not located within the vicinity of a private airstrip, there is no impact.						

Conclusion:

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

Mitigation Measures:

MM Noise 1: The project is required to comply with the applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.

MM Noise 2: Construction is limited to the hours of 7 a.m. to 10 p.m.

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

XIII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

Population

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

Housing

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

Employment

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

Jobs-Housing Balance

Jobs-housing balance is achieved by increasing opportunities 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. 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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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The project may result in significant 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 substantial population growth in the area. The project will be serviced by two to three employees from the adjacent Hanford Milling Company Facility. General operations, maintenance and administrative activities will all be performed by the Hanford Milling Company Facility staff. No site assigned employees are required. Therefore, the project will not induce substantial population growth in the area.
- No Impact - The project will not result in displacement of housing. The property is vacant and zoned I-H Heavy Industrial which does not allow for residences.
- No Impact - The project will not result in displacement of people, since the project site is vacant.

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 two fire stations located within the north central and south central portions of the Study Area. These two stations protect approximately 16.5 square miles. Station 1 is located at 350 W. Grangeville Blvd and covers the city limits north of SR 198 and station 2 is located at 10533 Houston Avenue and covers the city limits south of SR 198. In addition, two properties have been purchased for future fire stations. The City currently owns sites at Centennial Drive and Berkshire Lane and Florinda Street and 9 1/4 Avenue, which have been planned for future fire stations. The Hanford Fire Department provides fire, 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 assistance, state-wide mutual aid responses and disaster management.

Police Protection

City residents receive police protection services from the Hanford Police Department, which currently operates out of a single station located at 425 N. Irwin Street. The City's recent growing problem that requires the need of police services includes gang

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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and drug issues. The HPD's actual average response times are 6:30 minutes for Priority I incidents with an average of 32 Priority I incidents per day and a response time of 17:19 minutes for all other incidents with an average of 144 incidents per day. However, a response time of less than 2:30 minutes is a goal for the HPD to maintain in the future.

Schools

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

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

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

Parks

See Environmental Setting for Recreation.

Other Public Services

Library Services

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

Consultation – Pre-Consultation was received from Gerry Mulligan – Director of Facilities and District Operations for the Hanford Elementary School District. Comments were as follows, "In response to your request for comments for the above mentioned project, please consider the following questions/ concerns:

The eight hundred plus annual rail cars delivering liquid fertilizer will travel in very close proximity to schools in the Hanford Community. How stable is the fertilizer? What safety protocols are in place should a leak, spill, derailment or accident occur?

A minimum estimate of 5,200 trucks will load out annually from the transfer facility. What safety protocols are in place should a leak, spill, or accident occur?

Air quality and asthma is a mounting concern for children, the community and the San Joaquin Valley. How will excess emissions from the trains, trucks, and transfer process be mitigated?

Hanford Elementary School District asks that you please address the questions in the Initial Study in order to identify potential significant impacts for this proposed project."

Analysis:

- 1) The material safety data sheets for Urea Ammonium Nitrate Solution 32-0-0 are attached to this report.

	Potentially Impact	Significant	Less Than Mitigation	Significant Incorporation	with	Less Than Significant Impact	No Impa
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SECTION 9: Physical and chemical properties

9.1: Information on basic physical and chemical properties

Physical state	: Liquid
Colour	: Colourless Commonly dyed blue or green
Odour	: There may be no odour warning properties, odour is subjective and inadequate to warn of overexposure. Mixture contains one or more component(s) which have the following odour(s): Odourless In moist air: Ammonia odour
Odour threshold	: No data available
pH	: 6.5 - 7
Melting point	: No data available
Freezing point	: No data available
Boiling point	: 122 °C
Flash point	: Non-flammable
Relative evaporation rate (butylacetate=1)	: No data available
Flammability (solid, gas)	: No data available
Explosive limits	: No data available
Explosive properties	: No data available
Oxidising properties	: No data available
Vapour pressure	: No data available
Relative density	: No data available
Relative vapour density at 20 °C	: No data available
Solubility	: Complete. Water: Solubility in water of component(s) of the mixture : • ammonium nitrate: 190 g/100ml • urea (57-13-6): 100 g/100ml
Log Pow	: No data available
Auto-ignition temperature	: No data available
Decomposition temperature	: No data available
Viscosity	: No data available
Viscosity, kinematic	: No data available
Viscosity, dynamic	: No data available

According to the material data sheets, if accidental release occurs, non-emergency personal shall be evacuated. Emergency responders shall be equipped with proper protection and ventilate the area.

The product shall be prevented from entering the sewer and public waters. The authorities shall be notified if liquid does enter the sewer or public waters.

For cleaning up – the liquid shall be soaked up with inert solids, such as clay or diatomaceous earth as soon as possible. The spillage shall be collected and stored away from other materials.

The product is not regulated for transport by the Department of Transportation.

- 2) Air Quality Impacts were assessed. On the basis of the limited air quality assessment, the Air District required preparation of a screening analysis to see if a Health Risk Assessment (HRA) would be required. The screening analysis did not trigger the need for a Health Risk Analysis – the screening analysis is part of the Limited Air Quality assessment, attached to this initial study. In response to the HRA, the SJVAPCD provided the following on September 23, 2019, "The Santa Joaquin Valley Unified Air Pollution Control District (District) has reviewed the health impact assessment for the Western Milling Agribusiness Division Fertilizer Transfer Facility Project noted above. The District has reviewed the health impact analysis and has determined the project will not have a significant impact on public health."

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

	Potentially Impact	Significant	Less Than Mitigation	Significant Incorporation	with Less Than Significant Impact	No Impa
a) (FIRE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees) –The Project is subject to Fire Impact fees, in order to mitigate the effect of the project on Fire services.						
b) (POLICE) Less than Significant Impact with Mitigation Measures (Payment of Impact Fees) – The Project is subject to Police Impact fees, in order to mitigate the effect of the project on Police services.						
c) (SCHOOLS) Less than Significant Impact – The project will not impact schools and is therefore not subject to payment of school impact fees.						
d) (PARKS) Less than Significant Impact - the project will not impact parks and therefore is not subject to park impact fees. See further analysis under Recreation.						
e) (OTHER) Less than significant impact – Libraries – there is not a requirement or standard for the number or size of 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 project is subject to Fire Impact Fees.

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

Conclusion

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

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

XV. RECREATION --

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

Environmental Setting

School Parks

All school sites have limited public access since their primary purpose is to support the educational mission of the school district 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 weekend 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 recreational facilities.

City of Hanford Parkland Standard

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

- Less than significant impact** – residential is not proposed on the project site. Therefore, the project will not result in increase of existing neighborhood and regional parks or other recreational facilities.
- Less than significant impact** - the project does not include recreational facilities or require the construction or expansion of recreational facilities.

Conclusion: The project will not create impacts to recreation since it does not create demand for new expanded parks and recreation facilities or alter existing facilities.

Source: 2017 General Plan, 2017 General Plan EIR

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads of highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☒	☐	☐

Environmental Setting

Existing Functional Roadway Classification System

	Potentially Impact	Significant	Less Than Mitigation	Significant Incorporation	with	Less Than Significant Impact	Less Than	No Impact
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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 street 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 acceptable LOS.

Bicycle Facilities

The 2011 Kings County Regional Bicycle Plan contains the specific "Bicycle Plan for the City of Hanford." The General Plan and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along major roadways and off-road systems as part of open space and recreation amenities. The 2011 Regional Bicycle Master Plan then goes on to state Policy CI 8.4 of the 2002 General Plan: Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. This route system may not utilize Arterials or Collectors where travel ways are constrained but rather parallel streets with less traffic. Where bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street.

Mass Transit

Kings Area Rural Transit

Kings County Area Public Transit Agency (KCAPTA) is an intra-governmental agency with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City and Avenal.

KART Dial-A-Ride Service

Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona and Avenal.

Park-and-Ride lots

Park-and-Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park-and-Ride lots are generally located near community entrances, near major highways or local arterial where conveniently scheduled transit service is provided. Hanford has one Park-and-Ride facility located at the northeastern entrance of the City at 10th Avenue and SR 43.

KART-Vanpool Program

KART defines vanpooling as 7 to 15 persons who commute together in a van-type vehicle and who share the operating expense. The KART Vanpool Program provides passengers with reliable transportation to and from work. The vanpool program is not only to provide safe travel to work but to provide alternative transportation options, which would ultimately reduce the amount of vehicles on the road.

	Potentially Impact	Significant	Less Than Mitigation	Significant Incorporation	with	Less Than Significant Impact	No Impa
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Rail Service

Amtrak Passenger Service

Amtrak provides passenger rail service from Hanford station to the San Francisco Bay Area and Sacramento, and service 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 Kir 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, Martin, Richmond, Emeryville, and Oakland, with connecting bus service to LA, Sacramento, SF, and many other points in Northern and Southern CA. Passengers can transfer to Amtrak Coast Starlight, which continues north to Portland and Seattle.

High Speed Rail

In November 2008, Proposition 1A, a High Speed Rail bond, was passed by California voters. In 2009, the US Department of Transportation through the American Recovery and Reinvestment Act program, announced the allocation of \$8 billion to high speed rail projects throughout the US. Of that amount, \$2.24 billion was allocated to California High Speed Rail. In November 2013, the California High Speed Rail Commission identified the preferred route through the Planning Area. The selected route which runs along the eastern edge of Hanford, roughly follows a north-south route near the high voltage power lines between 10th and 8th Avenues.

Freight Service

Almost 87% of the total freight tonnage is moved out of the Valley by truck, while rail accounts 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.

Consultation – Pre-Consultation was received from Lorena Mendibles with the Department of Transportation District 6 (Caltrans) on July 17, 2019, stating the following, "Thank you for the opportunity to review the Tentative Parcel Map #2019-03, Site Plan Review #2019-05 for the proposal to split a parcel into two lots and to develop a liquid fertilizer storage facility and extend the existing rail track by 790 linear feet. The project site is located in the southwest quadrant Idaho Avenue and 10th Avenue, in the City of Hanford.

The mission of the California Department of Transportation (Caltrans) is to provide a safe, sustainable, integrated and effective transportation system to enhance California's economy and livability. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

The operational statement states, "the facility...will take 24 continuous hours to unload each." Caltrans request clarification as to how the facility will receive shipments in 10-15 trains per year with approximately 100-150 truckloads per week.

If this fertilizer storage facility is expected to become a distribution facility where future activities are expected to generate deliveries and increase traffic, then additional updated information should be submitted to Caltrans for further review."

Analysis: Per the request of Caltrans, clarification of the number of trips was provided by the applicant and sent to Caltrans, as follows, "The math is up to 15 trains a year with 100 cars at 100 tons per car, equals 4 trucks per car or 400 trucks per train. 1 train X 400 truckloads per is 6000 a year / 365 equals 16.5 per day on average"

Caltrans maintained that if the facility's trip count is expected to become that of a distribution facility and generates increased traffic, Caltrans could request further evaluation.

As a condition of approval, the applicant is required to operate consistent with their operational statement, attached. Any operation exceeding the limits of the operational statement would be required to be evaluated further.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Significance Criteria

The project may result in significant transportation/circulation impact if it does the following:

- 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.
- Creates traffic conditions which expose people to traffic hazards.
- Substantially interferes or prevents emergency access to the site or surrounding properties.
- Conflicts with adopted policies or plans for alternative transportation.

Checklist Discussion

- Less than Significant Impact with Mitigation Measures**— the proposal will not conflict with any applicable plan, ordinance or policy established to measure the effectiveness for performance of the circulation system. Per the conditions of the Public Works Department:
 - That street improvements in accordance with City Standard ST-23 shall be constructed within the Hanford Armona Road right-of-way along the entire property frontage in conformance with City Standards. Improvements shall include the installation of asphalt pavement, street lights, and concrete curbs, gutters, sidewalks, and driveway approaches.
 - The street transition paving and restriping as necessary to transition traffic from the East edge of the property to the existing alignment of Hanford Armona Road for East bound traffic shall be consistent with a design speed of 45 mph.
 - A right of way dedication along the frontage of 10th Avenue to a 55' half width.
 - Applicant may enter into a deferred improvement agreement for street, sewer, and water improvements which will be recorded as a lien against the property.
 - That development is subject to the following impact fees in accordance with city ordinances no. 90-09, 90-10 and 98-1, or any revisions thereof. Impact fee calculations are based upon square footage of structures as shown on site plan. If changes are made to structure thereby increasing or decreasing structure floor areas, then impact fees will likewise change to reflect actual field conditions. Fees listed below reflect rates effective January 1, 2018. All fees are payable prior to issuance of building permits.

That the development is subject to a **\$10,214.00 Transportation Impact Mitigation Fee** in accordance with City Resolution No. 98-56-R, or any revisions thereof.
- Less than Significant Impact with Mitigation Measures** – The project will not conflict with an applicable congestion management program, including level of service standards for roads. The City of Hanford General Plan requires that a peak hour Level of Service D is required to be maintained on all other streets and intersections within the Planned Growth Boundary for the City.
- Less than Significant Impact** – the project is located two miles west of the Hanford Municipal Airport. The proposed project will not create a change in air traffic patterns nor increase traffic levels or change in location that result in substantial safety risks.
- Less than Significant Impact with Mitigation Measures** – see a.
- Less than Significant Impact** –The project can be adequately accessed by emergency services.
- Less than Significant Impact with Mitigation Measures** - see a and b.

Mitigation Measures

	Potentially Impact	Significant	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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MM Traffic 1: That street improvements in accordance with City Standard ST-23 shall be constructed within the Hanford Armona Road right-of-way along the entire property frontage in conformance with City Standards. Improvements shall include installation of asphalt pavement, street lights, and concrete curbs, gutters, sidewalks, and driveway approaches.

MM Traffic 2: The street transition paving and restriping as necessary to transition traffic from the East edge of the property to the existing alignment of Hanford Armona Road for East bound traffic shall be consistent with a design speed of 45 mph.

MM Traffic 3: A right of way dedication along the frontage of 10th Avenue to a 55' half width.

MM Traffic 4: Applicant may enter into a deferred improvement agreement for street, sewer, and water improvements which be recorded as a lien against the property.

MM Traffic 5: That the development is subject to a **\$10,214.00 Transportation Impact Mitigation Fee** in accordance with City Resolution No. 98-56-R, or any revisions thereof.

MM Traffic 6: That a peak hour Level of Service D is required to be maintained on all other streets bordering the project.

MM Traffic 7: That if the facility's trip count is expected to become that of a distribution facility and generates increased traffic, Caltrans could request further evaluation.

Conclusion

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

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

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

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

	Potentially Significant Impact	Less Than Significant Mitigation Incorporation	Less Than Significant with	Less Than Significant Impact	No Impact
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 stations located throughout the City. The treatment facility has a capacity of 8.0 million gallons per day and is located south 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 disinfectant wastewater for agricultural purposes and to recharge groundwater supplies for agriculture. By doing so, the City accomplishes two important water conservation efforts: 1) the additional supply for the City extends the surface water irrigation season and 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, delivers 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 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 Peoples 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.

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

	Potentially Impact	Significant	Less Than Significant Mitigation Incorporation	with	Less Than Significant Impact	No Impa
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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 KW 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 divers goals required by the State at the closure, post-closure monitoring, and liabilities of all identified former landfills in Kings County. The KWRA is the leading contributor to helping the City meet the State's recycling goals.

Refuse from both municipal and commercial haulers is sorted at the KWRA facility to recover a variety of recyclable materials. Once waste is separated from recyclable materials, it is then hauled by transfer trucks from the Material Recovery Facility to the State-permitted 320-acre Chemical Waste Management Landfill site in Kettleman Hills.

The landfills at the Kettleman Hills Facility are designed for municipal solid waste, which encompasses household and commercial trash. The facility is permitted to receive a maximum of 2,000 tons of municipal solid waste per day.

The City has instituted a green waste collection mixed recycle collection program for single-family residential customers.

Dry Utilities

Gas and Electric Service

The City's main electricity providers are Pacific Gas and Electric Company and Southern California Edison Company. Within the Study Area, PG&E provides power to sites south of Iona Avenue and north of Flint Avenue via 12 kv and 70kv lines. SCE supplies power to sites north of Iona Avenue and south of Flint Avenue via 12 kv and 66kv lines.

Communication Systems

AT&T and Comcast are currently available in Hanford. AT&T provides telephone services that include ISDN and all other necessary high-technological services. Many cellular and long-distance services are also available. Comcast, Dish Network, and Direct TV provide television services as well as internet access.

Thresholds of Significance

The project may result in significant impacts on utilities and service systems if it substantially and adversely alters the delivery of utilities or substantially increases the demand for utilities.

Checklist Discussion

- 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.
- Less than Significant – Under the General Plan Update it was determined that planned improvements and expansion of 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.
- Less than Significant with Mitigation Measures** – That an on-site basin is required in order to provide adequate capacity of site drainage.
- Less than Significant with Mitigation Measures** - Future development in the area would create an increase in water usage. Water supply demand was addressed under the Urban Water Management Plan, which concluded that the Tula Lake Groundwater subbasin would continue to reliably supply water to meet the City's projected water demands through the year 2035. This would be made possible through the implementation of water conservation goals and policies established in the General Plan Update. A water main will be required to be extended from 10th Avenue and Idaho Avenue to service this facility. Developer may install a domestic well until City water is serviceable in this area.
- No Impact. The project will not require a determination by a wastewater agency.
- Less than Significant impact with Mitigation Measures (Payment of Impact Fees)** – the City of Hanford will provide

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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for solid waste collection and disposal for the proposed project site, when developed. The City has achieved a 50 diversion rate from the landfill and has incorporated a green waste program and recycling at the Materials Recycling Facility. The development is subject to a Refuse and Recycling Impact Fee.

- g) **Less than Significant impact with Mitigation Measures** – that project be required to comply with all statutes and regulations related to solid waste.

Mitigation Measure:

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

MM Utilities 2: That an on-site basin is required, in order to provide adequate drainage on site.

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

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

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

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

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
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 with mitigation incorporation, 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, with mitigation incorporation, the project will not have environmental effects that will cause substantial adverse effects on human beings.

Gabrielle Myers
Senior Planner

Date

CUMULATIVE IMPACTS

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 includes all projects existing within the boundary of the proposed Western Milling Fertilizer storage project and all entitled projects within the boundary of the proposed project.

Existing industrial operations within the boundary of the project include:

- Tessenderlo Kerley Incorporated
- Verdegaal Brothers
- Hanford Milling
- Walmart Distribution Center
- Pitman Family Farms
- Mc Lellan Equipment
- Calcot Limited
- Cobalt Safes
- Hanford Tarps
- California Bio-Products
- Norwesco
- American Tank Company
- Crown Natural Foods
- California Organic Fertilizers
- Del Monte Foods
- SRH Enterprises
- Airgas

Entitled industrial projects within the boundary of the project site include:

- Helena Chemical

Additional uses within the area include vacant land and land within Kings County used for agricultural purposes.

Impact Analysis

Aesthetics

Less than Significant with Mitigation Incorporation - The cumulative effect of the existing projects, proposed project, and entitled projects on aesthetics is less than significant with mitigation incorporation. Each project is required to mitigate their effect by hooding and directing lighting on-site, so not to introduce new light sources into the area.

Agriculture Resources

Less than Significant - The California Division of Land Resource Protection designates the land within the City limits, within the boundary of the project as "Urban and Built-Up Land." "Urban and built-up land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel and has no value as agricultural resources. The property located west, east, and south of the boundary of the developed projects is within the Kings County jurisdiction and is presently vacant land, or land use for agricultural purposes. The City of Hanford General Plan and the Kings County General Plan maintain policy for preserving agricultural land.

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

Air Quality

Less than Significant with Mitigation Incorporation – The cumulative effect of the existing projects, proposed project, and entitled projects on air quality is considered less than significant with mitigation incorporation. The projects will contribute emissions for ozone and PM10, however, through implementation of the Climate Action Plan and the rules and regulations of the San Joaquin Valley Air Pollution Control District, the projects will cumulatively yield a less than significant impact

Biological Resources

No Impact – the existing projects, proposed project, and entitled projects will have no impact on biological resources. The area of the Industrial Park does not contain any natural, undisturbed habitat for local wildlife.

Cultural Resources

Less than significant impact with mitigation incorporation– the effect of the proposed project, existing projects, and entitled projects is anticipated to be less than significant, as culturally sensitive resources have not been identified within the area of the projects' boundaries. As a standard condition on all projects, the City requires, "In the case that any human remains are discovered at any time, that construction will cease and the City is notified as well as the County Coroner pursuant to California Health and Safety Code 7050.5 and Public Resources Code 5097.98." All projects requiring an initial study are required to enter into a Burial Treatment Plan prior to any earth disturbing activities.

Geology and Soils

Less than Significant Impact with Mitigation Incorporation - Cumulatively, the projects existing, proposed, and entitled within the project boundary will not affect geology and soils with the requirement that all projects comply with the California Uniform Building Code.

Greenhouse Gas Emissions

Less than Significant Impact with Mitigation Incorporation - The project related effects of GHG emissions are cumulative, therefore climate change impacts are addressed as cumulative, than a direct impact. Since climate change is a global phenomenon, no direct impact would be identified. Mitigations in place to reduce the impact of the cumulative projects include:

- a) Compliance with the Regional Climate Action Plan, or
- b) Use of Best Performance Standards for Stationary Sources, as identified by the San Joaquin Valley Air Pollution Control District, or
- c) Archival of AB32 targeted 29% emission reductions compared with Business as Usual (BAU)?

Hazards and Hazardous Materials

Less than Significant with Mitigation Incorporation – Existing, proposed, and entitled uses within the Kings Industrial Park are anticipated to contain hazardous materials. In order to mitigate the impact of the hazardous materials, each application to the City is required to comply with the Uniform Fire Code to ensure proper regulation/storage of hazardous substances. All projects are required to submit and comply with Safety Data Sheets for any chemicals used. Additionally, some projects may be required to coordinate with the SJVAPCD to ensure proper permitting and air emissions, as well as coordinate with the Kings County Department of Health

Hydrology/Water Quality

Less than Significant Impact with Mitigation Incorporation – Existing, proposed, and entitled uses within the project boundary are required to comply with all City ordinances, standards and policies to assure the project does not violate any water quality standard or waste discharge requirements, cause depletion of groundwater supplies, or interfere with groundwater recharge, substantially alter the existing drainage pattern of the site or increase the rate of surface runoff exceeding the existing drainage system.

Land Use Planning and Population

Less than Significant Impact – the development of the Kings Industrial Park is considered an advancement of the goals of the General Plan to grow the local economy, thus creating local jobs, resulting in a need for housing and population growth. The growth has been considered in the General Plan EIR, for which a statement of overriding considerations was certified.

Mineral Resources

No Impact - Cumulatively, the projects existing, proposed, and entitled within the project boundary will not result in impacts to mineral resources, as the City of Hanford has no known mineral resources.

Noise

Less than Significant Impact with Mitigation Incorporation - Cumulatively, the projects existing, proposed, and entitled within the project boundary will increase ambient noise. However, the Industrial Park is anticipated to be a noisier area and is therefore planned a significant distance from any sensitive receptors. Noise impacts are mitigated to a less than significant level through compliance with the General Plan, which prescribes a noise decibel maximum for stationary sources.

Public Services

Less than Significant with Mitigation Incorporation (Payment of Impact Fees) – the development of the Kings Industrial Park was planned in the General Plan. The General Plan allocated public services for the City of Hanford based on that growth assumption. The cumulative projects are considered an advancement of the goals of the General Plan, for which a statement of overriding considerations was certified. Each development is required to pay impact fees to mitigate the impacts of development on public services, which in the Industrial Park, include police, fire, traffic, and utilities.

Recreation

No Impact – the Industrial Park includes industrial projects only, there will be no impact to recreation from the projects, cumulatively.

Transportation/Circulation

Less than Significant with Mitigation Incorporation – each project requiring a site plan, administrative approval, or conditional use permit has been evaluated for traffic impacts. Each project is required to pay for their traffic impacts through impact fees, and provide traffic-related improvements. Each impact has been evaluated on a case by case basis to ensure the project is an advancement of the plans set forth in the Circulation Element for the City.

Utilities and Service Systems

Less than Significant Impact with Mitigation Incorporation (payment of Impact Fees) – The City of Hanford maintains a Wastewater Master Plan, Storm Water Master Plan, and an Urban Water Management Plan. each project is evaluate for consistency with these plans and are required to expand service lines, provide basins, pay impact fees, or a combination of the three. With the incorporation of mitigation measures, the cumulative effect of the existing, proposed, and entitled projects are anticipated to be less than significant.

Site Plan

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

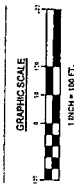
WESTERNMILLING

Project
NEW FERTILIZER TRANSFER
FACILITY
2400 AVENUE
HANFORD, CA
Prepared For
WESTERN MILLING, LLC

LANE ENGINEERS, INC.
CIVIL & STRUCTURAL SURVEYING
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Tulare, California 93274
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Professional Seal

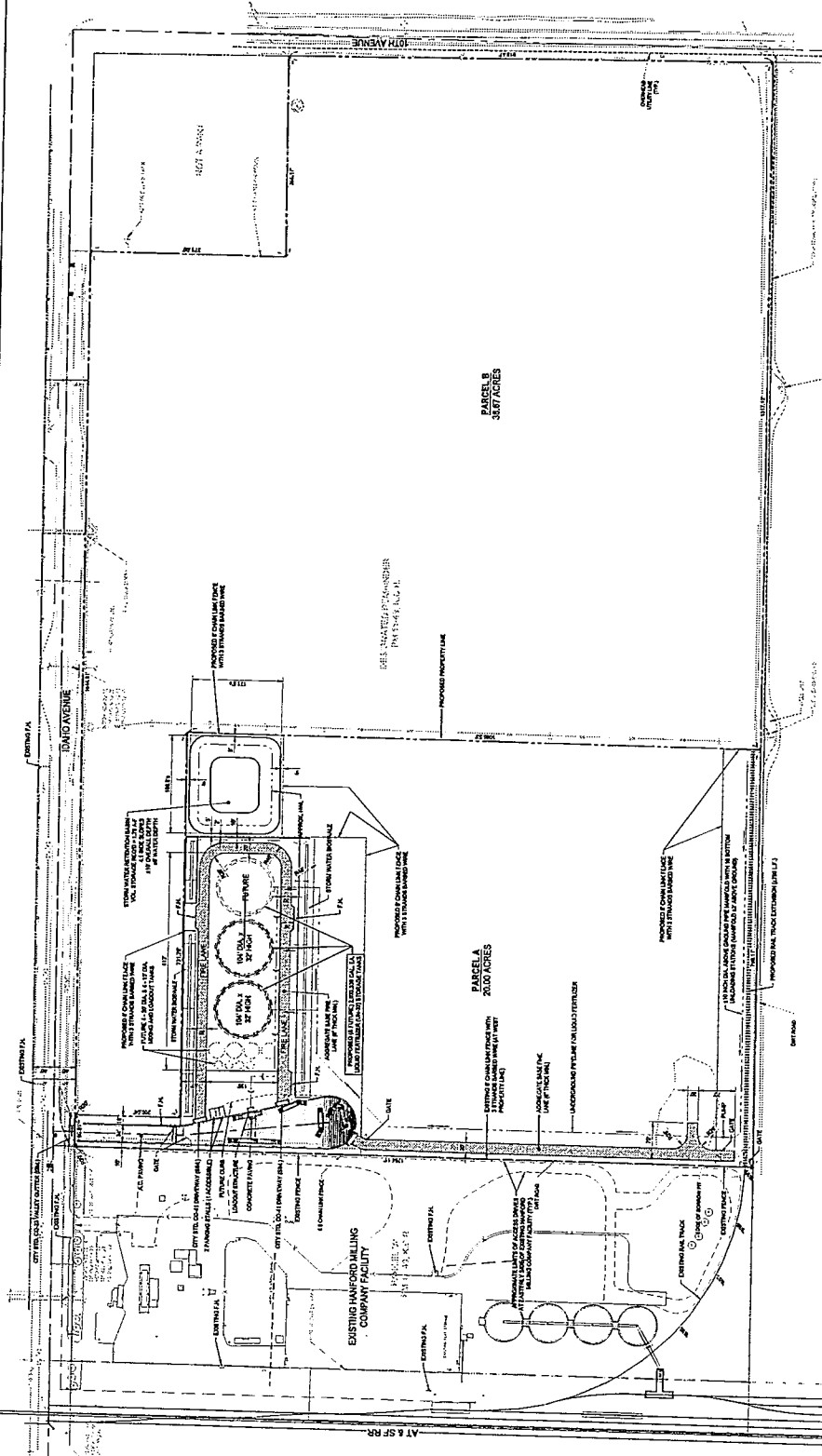


Drawn By: LJS
Reviewed By: LJS
Scale: 1/4" = 100 FT.
Date: _____
Sheet No: _____
SHEET TITLE: SITE PLAN



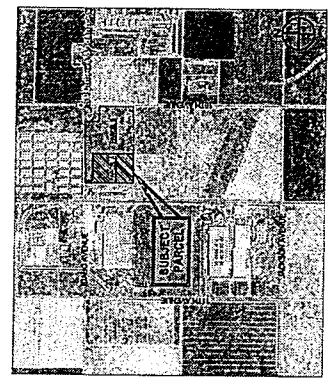
Original Drawing: 2/21/18. The final scale of the drawing.
Sheet Number: SPR-1

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PROJECT DATA

APRIL 2019
OWNER: WESTERN MILLING, LLC
PROJECT: NEW FERTILIZER TRANSFER FACILITY
CURRENT PROJECT: REVISION OF EXISTING LAYOUT FOR FERTILIZER TRANSFER FACILITY
DESIGNED BY: LANE ENGINEERS, INC.



VICINITY MAP

NO SCALE

Consultation Notices

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

Hanford Elementary School District

July 8, 2019



714 N. White Street
P.O. Box 1067
Hanford, CA 93232

(559) 585-3600

Superintendent
Joy C. Gabler

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

City of Hanford
Gabrielle Myers
Senior Planner
317 N. Douty Street
Hanford, CA 93230

RE: SPR 2019-05 (Rev 1) 502-1054

Dear Gabrielle,

In response to your request for comments for the above mentioned project, please consider the following questions/concerns:

The eight hundred plus annual rail cars delivering liquid fertilizer will travel in very close proximity to schools in the Hanford Community. How stable is the fertilizer? What safety protocols are in place should a leak, spill, derailment or accident occur?

A minimum estimate of 5,200 trucks will load out annually from the transfer facility. What safety protocols are in place should a leak, spill or accident occur?

Air quality and asthma is a mounting concern for children, the community and the San Joaquin Valley. How will excess emissions from the trains, trucks and transfer process be mitigated?

Hanford Elementary School District asks that you please address the questions in the Initial Study in order to identify potential significant impacts for this proposed project. If you have any questions, please don't hesitate to call me at (559) 585-3628.

Sincerely,

Gerry Mulligan,
Director of Facilities and District Operations

GM:jb

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

DEPARTMENT OF TRANSPORTATION

DISTRICT 6

1352 WEST OLIVE AVENUE

P.O. BOX 12616

FRESNO, CA 93778-2616

PHONE (559) 445-5421

FAX (559) 488-4088

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www.dot.ca.gov

Making Conservation
a California Way of Life.

July 17, 2019

06-KIN-43-14.27

TPM #2019-03

SPR #2019-05

FERTILIZER STORAGE

Ms. Gabrielle Myers
City of Hanford
317 N. Douty Street
Hanford, CA 93230

Dear Ms. Gabrielle Myers:

Thank you for the opportunity to review the Tentative Parcel Map #2019-03, Site Plan Review #2019-05 for the proposal to split a parcel into two lots and to develop a liquid fertilizer storage facility and extend the existing rail track by 790 linear feet. The project site is located in the southwest quadrant Idaho Avenue and 10th Avenue, in the City of Hanford.

The mission of the California Department of Transportation (Caltrans) is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

The operational statement states, "The facility ... will take 24 continuous hours to unload each." Caltrans requests clarification as the facility will receive shipments in 10-15 trains per year with approximately 100-150 truckloads per week.

If this fertilizer storage facility is expected to become a distribution facility where future activities are expected to generate delivery trips and increase traffic, then additional and updated information should be submitted to Caltrans for further review.

If you have any further questions, contact Scott Lau at (559) 445-5763 or scott.lau@dot.ca.gov.

Sincerely,

LORENA MENDIBLES, Chief
Transportation Planning - South

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

JUL 30 2019



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

Project: Pre-Consultation Notice for Tentative Parcel Map No. 2019-03 and Site Plan Review No. 2019-05

District CEQA Reference No: 20190852

Dear Ms. Myers:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of a request to divide a 58.67 acre parcel into (2) two parcels, a request to extend the existing rail track, and develop a fertilizer storage facility for the storage of liquid fertilizer (Project) located at southwest corner of Idaho Avenue and 10th Avenue, in Hanford, CA. The District offers the following comments:

District Comments

- 1) The District's initial review of the Project concludes that emissions resulting from construction and/or operation of the Project may exceed the following thresholds of significance: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). The District recommends that a more detailed preliminary review of the Project be conducted. The additional environmental review of the Project's potential impact on air quality should consider the following:

1a) Project Emissions should be identified and quantified.

- i) Construction Emissions: Construction emissions are short-term emissions and should be evaluated separately from operational emissions. For reference, the District's annual criteria thresholds of significance for construction are: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases

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

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(ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

- *Recommended Mitigation Measure if needed:* To reduce impacts from construction related exhaust emissions, the District recommends feasible mitigation for the project to utilize off-road construction fleets that can achieve fleet average emissions equal to or cleaner than the Tier III emission standards, as set forth in §2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 Code of Federal Regulations. This can be achieved through any combination of uncontrolled engines and engines complying with Tier III and above engine standards.
- ii) Operational Emissions: Permitted (stationary sources) and non-permitted (mobile sources) sources should be analyzed separately. For reference, the annual criteria thresholds of significance for operation of permitted and non-permitted sources each are: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).
 - iii) Recommended Model: Project related criteria pollutant emissions from construction and operation non-permitted (limited to equipment not subject to District permits) should be identified and quantified. Emissions analysis should be performed using CalEEMod (California Emission Estimator Model), which uses the most recent approved version of relevant Air Resources Board (ARB) emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.
- 1b) Nuisance Odors: The Project should be evaluated to determine the likelihood that the Project would result in nuisance odors. Nuisance odors are subjective, thus the District has not established thresholds of significance for nuisance odors. Nuisance odors may be assessed qualitatively taking into consideration of Project design elements and proximity to off-site receptors that potentially would be exposed objectionable odors.
- 1c) Health Risk Screening/Assessment: A Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TAC's) impact on surrounding sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences. TAC's are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB)

(<https://www.arb.ca.gov/toxics/healthval/healthval.htm>) that pose a present or potential hazard to human health. A common source of TACs can be attributed to diesel exhaust emitted from both mobile and stationary sources. Industry specific TACs generated must also be identified and quantified.

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

- i) The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using CAPCOA's updated methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed. The prioritization calculator can be found at:
http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS.
- ii) The District recommends a refined HRA for projects that result in a prioritization score of 10 or greater. It is recommended that the Project proponent contact the District to review the proposed modeling protocol. The Project would be considered to have a significant health risk if the HRA demonstrates that the Project related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices.

Please provide the following information electronically to the District for review:

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

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

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

- 1d) Ambient Air Quality Analysis: An ambient air quality analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of the ambient air quality standards. The District recommends that an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

If an AAQA is performed, the analysis should include emissions from both Project specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis. Specific information for assessing significance, including screening tools and modeling guidance is available online at the District's website www.valleyair.org/ceqa.

- 2) If preliminary review indicates that a Mitigated Negative Declaration should be prepared, in addition to the effects identified above, the document should include:
- 2a) Mitigation Measures – If preliminary review indicates that with mitigation, the Project would have a less than significant adverse impact on air quality, the effectiveness of each mitigation measure incorporated into the Project should be discussed.
 - 2b) District's attainment status – The document should include a discussion of whether the Project would result in a cumulatively considerable net increase of any criteria pollutant or precursor for which the San Joaquin Valley Air Basin is in non-attainment. Information on the District's attainment status can be found online by visiting the District's website at <http://valleyair.org/aqinfo/attainment.htm>.
- 3) If preliminary review indicates that an Environmental Impact Report (EIR) should be prepared, in addition to the effects identified above, the document should also include the following:
- 3a) A discussion of the methodology, model assumptions, inputs and results used in characterizing the Project's impact on air quality.
 - 3b) A discussion of the components and phases of the Project and the associated emission projections, (including ongoing emissions from each previous phase).
- 4) Per District Rule 9510 (Indirect Source Review) section 4.4.3, a development project on a facility whose primary functions are subject to District Rule 2201 or District Rule 2010 are exempt from the requirements of the rule. The District has reviewed the information provided and has determined that the primary functions of this Project are subject to District Rule 2201 (New and Modified Stationary Source Review Rule)

or District Rule 2010 (Permits Required). As a result, District 9510 requirements and related fees do not apply to the Project referenced above.

Therefore, you are required to obtain a District Authority to Construct prior to installation of equipment that controls or may emit air contaminants, including but not limited to emergency internal combustion engines, boilers, and baghouses. For more information please visit <http://www.valleyair.org/busind/pto/ptoforms/1ptoformidx.htm> or contact the District's Small Business Assistance.

- 5) The proposed Project may require District permits. Prior to the start of construction the Project proponent should contact the District's Small Business Assistance Office at (559) 230-5888 to determine if an Authority to Construct (ATC) is required.
- 6) The proposed Project 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 how 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
- 7) The proposed Project may be subject to the following District rules: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).
- 8) The District recommends that a copy of the District's comments be provided to the Project proponent.

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

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this Project. If you have any questions or require further information, please call Eric McLaughlin at (559) 230-5808.

Sincerely,

Arnaud Marjollet
Director of Permit Services



Brian Clements
Program Manager

AM: em



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT

SEP 23 2019



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

**Project: Pre-Consultation Notice and Air Quality Analysis for Tentative Parcel Map
No. 2019-03 and Site Plan Review No. 2019-05**

District CEQA Reference No: 20190852 & 20191052

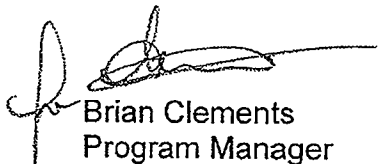
Dear Ms. Myers:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the health impact assessment for the Western Milling Agribusiness Division Fertilizer Transfer Facility Project noted above. The District has reviewed the health impact analysis and has determined the project will not have a significant impact on public health.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call Eric McLaughlin at (559) 230-5808.

Sincerely,

Arnaud Marjollet
Director of Permit Services



Brian Clements
Program Manager

AM: EM

cc: Kathy Parker
Insight Environmental Consultants, Inc.
5500 Ming Avenue, Suite 140
Bakersfield, CA 93309

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

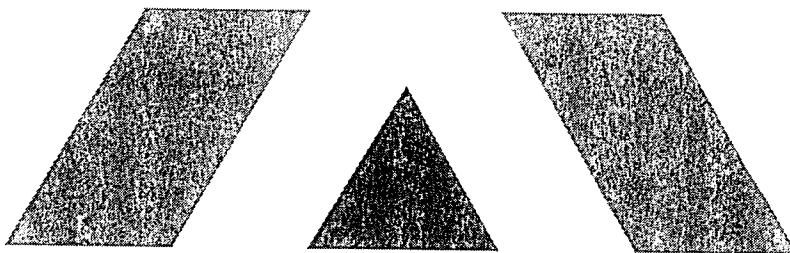
Central Region (Main Office)
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Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
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www.valleyair.org

www.healthyliving.com

Small Project Analysis Level – New Fertilizer Transfer Facility



SMALL PROJECT ANALYSIS LEVEL New Fertilizer Transfer Facility

Western Milling Agribusiness
31120 West Street
Goshen, CA 93227

Prepared By:

Matt Daniel – Senior Consultant

INSIGHT ENVIRONMENTAL CONSULTANTS, INC.
5500 Ming Avenue, Suite 140
Bakersfield, CA 93309
661-282-2200

August 2019

Project 190505.0128

Insight
Environmental Consultants

Trinity
Consultants

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EXECUTIVE SUMMARY

Insight Environmental Consultants, Inc., a *Trinity Consultants Company*, has completed a limited air quality assessment for a new fertilizer transfer facility (Project) to be located at the southwest corner of Idaho Avenue and 10th Avenue in Hanford, CA. The Project includes the extension of an existing rail track and development of a fertilizer storage facility for the storage of liquid fertilizer.

This limited air quality assessment uses the San Joaquin Valley Air Pollution Control District's (SJVAPCD) screening tool, Small Project Analysis Level (SPAL) (SJVAPCD 2012). This SPAL assessment was prepared pursuant to the SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) (SJVAPCD 2015), the California Environmental Quality Act (CEQA) (Public Resources Code 21000 to 21177) and CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 – 15387).

STATEMENT OF FINDING

Based on the SPAL established by the SJVAPCD's GAMAQI, the emissions estimates prepared pursuant to this SPAL assessment do not exceed the SJVAPCD's established emissions thresholds and significance thresholds for all CEQA air quality determinations; this Project would therefore *not pose a significant impact* to the San Joaquin Valley Air Basin and would have a *less than significant air quality impact*.

1.0 INTRODUCTION

The proposed Project includes the extension of an existing rail track and the construction of a liquid fertilizer storage facility including 2 two-million-gallon storage tanks.

The Project site is located within the City of Hanford, California at the southwest corner of Idaho Avenue and 10th Avenue. The Project was assessed as if it would be developed in one phase. This assessment examines the projected gross impacts to air quality posed by this Project to the San Joaquin Valley Air Basin to determine whether or not the Project remains below established air quality thresholds of significance.

2.0 GENERAL PROJECT DESCRIPTION

The Project is located in the City of Hanford, California at the southwest corner of Idaho Avenue and 10th Avenue. **Figure 2-1** depicts the Project location within the City of Hanford.

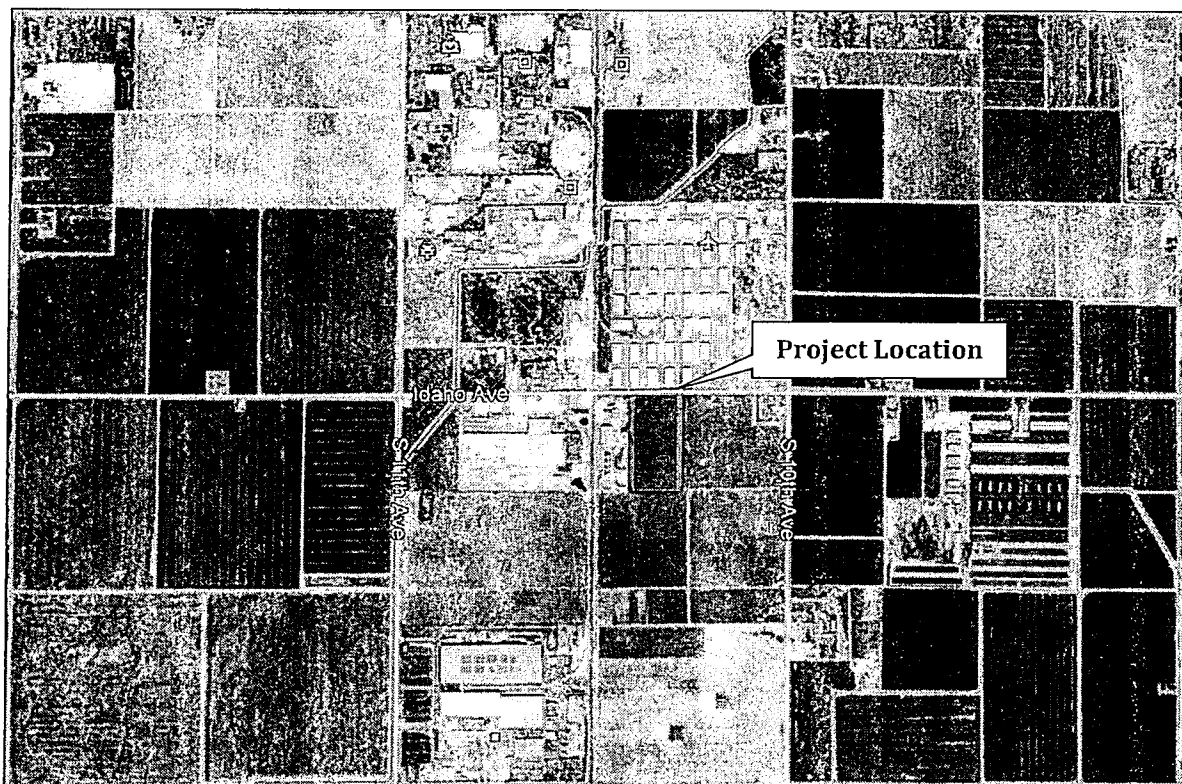


Figure 2-1 –Location in Bakersfield, CA

3.0 SMALL PROJECT ANALYSIS LEVEL QUALIFICATION

This assessment was prepared pursuant to the SJVAPCD's GAMAQI (SJVAPCD 2015), the CEQA (Public Resources Code 21000 to 21177) and CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 – 15387). The SJVAPCD created the screening tool, SPAL, to streamline air quality assessments of commonly encountered projects. According to GAMAQI, the SJVAPCD "pre-

calculated the emissions on a large number and types of projects to identify the level at which they have no possibility of exceeding emissions thresholds"¹.

The SJVAPCD SPAL process established review parameters to determine whether a project qualifies as a "small project." A project that is found to be "less than" the established parameters, according to the SPAL review parameters, has "no possibility of exceeding criteria pollutant emissions thresholds." Table 3-1 presents the SPAL size parameters for industrial projects.

Table 3-1 Small Project Analysis Level in Square Feet for Industrial

Land Use Category - Industrial	Project Size (SF)*
General Light Industry	510,000
Heavy Industry	920,000
Industrial Park	370,000
Manufacturing	400,000
Proposed Project	0
SPAL Exceeded?	No
Notes: * Project size based on SPAL Table 5-3(d), as posted on SJVAPCD webpage: https://www.valleyair.org/transportation/CEQA%20Rules/SPALTables61912.pdf	

As shown in Table 3-1, the proposed Project would not exceed the established SPAL limits for a General Light Industrial project. The Project would consist of no building square footage compared to the allowable project size for a general light industrial project which is 510,000 SF. Based on the above information, this Project qualifies for a limited air quality analysis applying the SPAL guidance to determine air quality impacts.

Table 3-2 presents the SPAL vehicle trip parameters for projects.

Table 3-2 Small Project Analysis Level in Vehicle Trips

Land Use Category	Project Size (trips/day) ¹
Residential Housing	1,453
Commercial	1,673
Office	1,628
Institutional	1,707
Industrial	1,506
Proposed Project²	22
SPAL Exceeded?	No
Notes: 1 Project size based on SPAL Table 5-3(d), as posted on SJVAPCD webpage: https://www.valleyair.org/transportation/CEQA%20Rules/SPALTables61912.pdf 2 Project is expected to generate 100-150 trips per week with an average of 22 per day.	

As shown in Table 3-2, the proposed Project would not exceed the established SPAL vehicle trip limits for General Light Industrial project. The Project would generate 100-150 weekly trips which equates to 22 average daily trips compared to the allowable project vehicle trips for a general light industrial project which is 1,506 average daily trips. Based on the above information, this Project qualifies for a limited air quality analysis applying the SPAL guidance to determine air quality impacts.

¹ SJVAPCD GAMAQI, Section 8.3.4, Page 85.

4.0 AIR QUALITY IMPACTS AND EVALUATION

Significance thresholds are based on the CEQA Appendix G Environmental Checklist Form (not included herein) and SJVAPCD air quality thresholds (SJVAPCD 2015). A potentially significant impact to air quality, as defined by the CEQA Checklist, would occur if the project caused one or more of the following to occur:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violation of any air quality standard or substantial contribution to an existing or projected air quality standard;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is designated non-attainment under an applicable Federal or state ambient air quality standard (including emissions which exceed quantitative thresholds for ozone precursors);
- Exposure of sensitive receptors to substantial pollutant concentrations; and/or
- The creation of objectionable odors affecting a substantial number of people.

The SJVAPCD has identified quantitative emission thresholds to determine whether the potential air quality impacts of a project require analysis in an Environmental Impact Report. The SJVAPCD air quality thresholds from the GAMAQI are presented in **Table 4-1** (SJVAPCD 2015). The SJVAPCD separates construction emissions from operational emissions for determining significance thresholds for air pollutant emissions.

Table 4-1 SJVAPCD Air Quality Thresholds of Significance – Criteria Pollutants

Pollutant/Precursor	Construction Emissions	Operational Emissions	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
		Emissions (tpy)	Emissions (tpy)
CO	100	100	100
NO _x	10	10	10
ROG	10	10	10
SO _x	27	27	27
PM ₁₀	15	15	15
PM _{2.5}	15	15	15

Source: SJVAPCD 2015

Criteria pollutant) emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 (California Air Pollution Control Officers Association (CAPCOA) 2013). This project would generate short-term construction emissions and long-term operational emissions.

An air quality evaluation also considers: 1) exposure of sensitive receptors to substantial pollutant concentrations; and 2) the creation of objectionable odors affecting a substantial number of people. The criteria for this evaluation are based on the Lead Agency's determination of the proximity of the proposed Project and the sensitive receptors. A sensitive receptor is a location where human populations, especially children, senior citizens and sick persons, are present, and where there is a reasonable expectation of continuous human exposure to pollutants, according to the averaging period for ambient air quality standards, i.e. the 24-hour, 8-hour or 1-hour standards. Commercial and industrial sources are not considered sensitive receptors.

5.0 PROJECT-RELATED EMISSIONS

This document was prepared pursuant to the SJVAPCD's GAMAQI and SPAL guidelines and provides a cursory review of the Project emissions to demonstrate that it would not exceed established air quality emissions thresholds.

5.1 Short-Term Emissions

Table 5-1 shows the construction emission levels using the Project proponent's construction employee, equipment and schedule assumptions along with default CalEEMod factors (see **Attachment A**). Construction activities will occur in 2019 and 2020, however, in order to be conservative all emissions were estimated to occur in 2019.

Construction emission estimates also included the following SJVAPCD's required measures for all projects:

- Water exposed area 3 times per day; and
- Reduce vehicle speed to less than 15 miles per hour.

Based on these anticipated activity levels, the Project construction activities would not exceed construction thresholds (**Table 4-1**). Construction emissions therefore were found to be *less than significant* and no further evaluation is required.

Table 5-1 – Construction Emission Levels

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
	(tons/year)					
2019 Construction Emissions	0.13	1.30	0.90	0.002	0.09	0.06
SJVAPCD Operational Emissions Thresholds – non-permitted sources	10	10	100	27	15	15
Is Threshold Exceeded?	No	No	No	No	No	No

As calculated, the short-term construction emissions associated with the proposed Project would be less than SJVAPCD significance threshold levels and would, therefore, *not pose a significant impact to criteria air pollutants*. This finding is consistent with the SPAL screening thresholds.

5.2 Long-Term Emissions

Table 5-2 presents the Project's long-term operations emissions generated from mobile sources and stationary sources. Most of these emissions impacts are from mobile sources traveling to and from the Project area. The stationary sources will be considered low emitters which means the emissions will be less than 2 lbs per day and require no further analysis.

Operational truck emissions were calculated using emission factors from EMFAC2017. The Project is expected to generate 100-150 truck trips per week which will have a one-way trip distance range from <1 mile up to 20 miles. In order to be conservative this analysis assumed 150 trips per week traveling 40 miles round-trip. This Project will not create any on-site operational employees.

The Project's switch locomotive will be a tier 4 engine and will operate 3 hours per train. The engine is expected to run as a low throttle but in order to be conservative emissions were assumed using half throttle for all 3 operating hours per train. The Project expects to generate 15 trains per year. Off-site

rail-line engine operations is not expected to increase as a result of this Project as the rail cars coming to the facility will be linked to existing trips. Emission factors for the tier 4 switch engine were obtained from 40 CFR 1033.101.

Table 5-2 - Total Project Operational Emissions

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
	(tons/year)					
Operational Emissions	0.04	0.65	0.21	0.002	0.02	0.02
SJVAPCD Operational Emissions Thresholds – non-permitted sources	10	10	100	27	15	15
Is Threshold Exceeded Before Mitigation?	No	No	No	No	No	No

As calculated (see **Attachment A**), the long-term operational (mobile) emissions associated with the proposed Project would be less than SJVAPCD significance threshold levels and would, therefore, *not pose a significant impact to criteria air pollutants*. This finding is consistent with the SPAL screening thresholds.

5.3 Potential Impact on Sensitive Receptors

The proposed Project is located at the southwest corner of Idaho Avenue and 10th Avenue. Sensitive receptors are defined as areas where young children, chronically ill individuals, the elderly or people who are more sensitive than the general population reside. Schools, hospitals, nursing homes and daycare centers are locations where sensitive receptors would likely reside. There are no known schools, hospitals, or nursing homes within a two mile radius of the Project.

Based on the predicted operational emissions and activity types, the proposed Project is not expected to affect sensitive receptors and is *not expected to have any adverse impacts on any known sensitive receptor*.

5.4 Potential Impacts to Visibility to Nearby Class 1 Areas

It should be noted that visibility impact analyses are not usually conducted for area sources. The recommended analysis methodology was initially intended for stationary sources of emissions which were subject to the Prevention of Significant Deterioration (PSD) requirements in 40 CFR Part 60. Since the Project's emissions are predicted to be significantly less than the PSD threshold levels, an impact at either the Sequoia National Park or the Kings Canyon National Park Areas (the two nearest Class 1 areas to the Project) is extremely unlikely. Therefore, based on the Project's predicted emissions, the Project is *not expected to have any adverse impact to visibility at any Class 1 Area*.

5.5 Potential Odor Impacts

The proposed Project is a light industrial project located near residences. Expected uses are not known to be a source of nuisance odors and are not listed in Table 6 of the SJVAPCD's GAMAQI. The Project is therefore not anticipated to have substantial odor impacts. The Project is therefore anticipated to have *a less than significant odor impact*.

5.6 Ambient Air Quality Impacts

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emission increases from a project will cause or contribute to a violation of the ambient air quality standards. The SJVAPCD recommends that an AAQA be performed for a Project if emissions exceed 100 pounds per day for any pollutant. This Project's emissions will not exceed 100 pounds per day of any pollutant, therefore, an AAQA is not required. The proposed Project's AAQA impacts would therefore be *less than significant* and no further impact analysis is required.

5.7 Toxic Air Contaminant (TAC) Impacts

TACs, as defined by the California Health & Safety Code (CH&SC) §44321, are listed in Appendices AI and AII in AB 2588 Air Toxic "Hot Spots" and Assessment Act's Emissions Inventory Criteria and Guideline Regulation document. SJVAPCD's risk management objectives for permitting and CEQA are as follows:

- Minimize health risks from new and modified sources of air pollution.
- Health risks from new and modified sources shall not be significant relative to the background risk levels and other risk levels that are typically accepted throughout the community.
- Avoid unreasonable restrictions on permitting.

The SJVAPCD recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which may have a significant health impact. A prioritization, using CAPCOA's updated methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed. A screening analysis using the SJVPCD's prioritization calculator was conducted. The Project has a prioritization score of 12.8 which is higher than the recommended prioritization score which would trigger a refined HRA, therefore, a refined HRA was required.

To predict the potential health risk to the population attributable to emissions of HAPs from the proposed Project, ambient air concentrations were predicted with dispersion modeling to arrive at a conservative estimate of increased individual carcinogenic risk that might occur as a result of continuous exposure over a 70-year lifetime for operational emissions and a six month timeframe for construction emissions. Similarly, predicted concentrations were used to calculate non-cancer chronic hazard index (HI), which is the ratio of expected exposure to acceptable exposure. Concentrations for non-cancer acute risk was not analyzed since Diesel Particulate Matter (DPM) does not have an acute risk factor. The basis for evaluating potential health risk is the identification of sources with increased HAPs. HAP operational emissions from anticipated on-site truck and locomotive travel and HAP construction emissions from off-road diesel construction equipment were evaluated. The liquid fertilizer that will be stored and transferred at the facility will not contain any chemicals with known Cancer Potency Values or Acute and Chronic Reference Exposure Levels according to OEHHA (SDS found in Attachment C). Therefore, no further health risk analysis for the liquid fertilizer is required.

Health risk is determined using the Hotspots Analysis and Reporting Program (HARP2) software distributed by the CARB; HARP2 requires peak 1-hour emission rates and annual-averaged emission rates for all pollutants for each modeling source. Assumptions used to calculate the emission rates for the proposed Project are outlined below.

The most recent version of EPA's AMS/EPA Regulatory Model - AERMOD (recompiled for the Lakes ISC-AERMOD View 9.4.0 interface) was used to predict the dispersion of emissions from the proposed

Project (Lakes Environmental Software 2017). The analysis employed all of the regulatory default AERMOD model keyword parameters, including elevated terrain options.

Diesel combustion emissions from 150 delivery trucks per week and switch locomotive engine operating 3 hours a day for 15 times per year were modeled as volume line sources for on-site travel. Truck idling emissions were modeled as a point source with fifteen minutes of idling per truck trip. Diesel combustion emission from off-road construction equipment was modeled as an area source. Diesel particulate matter from trucks was calculated using EMFAC approved emission factors for T-7 Single trucks traveling at 15 miles per hour (representative of on-site speed) and idling for 15 minutes per trip. Emissions from the switch locomotive were estimated using 40 CFR 1033.101 - EXHAUST EMISSION STANDARDS Table 2. Emissions from off-road construction equipment were calculated using CalEEMod. A unit emission rate of 1 grams/second (g/sec) was input to AERMOD for each source.

Discrete receptors were placed on houses and businesses within close proximity of the Project site. A total of 173 discrete off-site receptors analyzed. Elevated terrain options were employed even though there is not complex terrain in the Project area.

SJVAPCD-provided, AERMET UStar processed meteorological datasets for the Hanford monitoring station, calendar years 2013 through 2017 was input to AERMOD (SJVAPCD 2018b). This was the most recent available dataset available at the time the modeling was conducted. Rural dispersion parameters were used because the operation and the majority of the land surrounding the facility is considered "rural" under the Auer land use classification method (Auer 1978).

Plot files generated by AERMOD were imported to HARP CONVERSION software (Villalvazo 2015). HARP CONVERSION was used to adjust the AERMOD-predicted air concentrations calculated with unit emission rates to pollutant-specific emission rates and to generate source, X/Q and emission import files for HARP.

The files generated in HARP CONVERSION were then uploaded into the HARP to HARP 2 Converter (Villalvazo 2015), then to the Air Dispersion Modeling and Risk Assessment Tool (ADMRT) program in the Hotspots Analysis and Reporting Program Version 2 (HARP 2).

HARP2 post-processing was used to assess the potential for excess chronic non-cancer effects and cancer risk using the most recent health effects data from the California EPA Office of Environmental Health Hazard Assessment (OEHHA). HARP2 site parameters were set for the mandatory minimum pathways. Risk reports were generated using the derived OEHHA analysis method for carcinogenic risk and non-carcinogenic chronic risk. Site parameters are included in the HARP2 output files. Total cancer risk was predicted at each receptor. A hazard index was computed for chronic non-cancer health effects for each applicable endpoint and each receptor. SJVAPCD has set the level of significance for carcinogenic risk at twenty in one million, which is understood as the possibility of causing twenty additional cancer cases in a population of one million people. The level of significance for chronic non-cancer risk is a hazard index of 1.0. All receptors were modeled as residential receptors with a 70 year exposure. This is conservative since all on-site receptors and business receptors would be exposed less than 70 years.

The carcinogenic risk and the health hazard index (HI) for chronic non-cancer risk at the point of maximum impact (PMI) do not exceed the significance levels of twenty in one million (20×10^{-6}) and 1.0, respectively for the proposed Project. The PMIs, are identified by receptor location and risk, and are provided in **Table 5.3**. The electronic AERMOD and HARP2 output files are provided in **Attachment B**.

Table 5-3 – Potential maximum Impacts Predicted By HARP

	Value	UTM East	UTM North
Operational Excess Cancer Risk	4.72E-07	263063.06	4016294.82
Construction Excess Cancer Risk	8.01E-07	263063.06	4016294.82
Total Excess Cancer Risk	1.27E-06	263063.06	4016294.82
Operational Chronic Hazard Index	1.06E-03	262411.84	4017013.06
Construction Chronic Hazard Index	2.01E-02	262411.84	4017013.06
Total Chronic Hazard Index	2.11E-02	262411.84	4017013.06

As shown above in **Table 5-3**, the maximum predicted cancer risk for the proposed Project is 1.27E-06. The maximum chronic non-cancer hazard index for the proposed Project is 2.11E-02. Since the PMI remained below the significance threshold for cancer and chronic risk, this Project would not have an adverse effect to any of the surrounding communities.

The potential health risk attributable to the proposed Project is determined to be less than significant based on the following conclusions:

- 1) Potential carcinogenic risk from the proposed Project is *below* the significance level of twenty in a million at each of the modeled receptors; and
- 2) The hazard index for the potential chronic non-cancer risk from the proposed Project is *below* the significance level of 1.0 at each of the modeled receptors.
- 3) The hazard index for the potential acute non-cancer risk from the proposed Project is *below* the significance level of 1.0 at each of the modeled receptors.

Therefore, potential risk to the population attributable to emissions of HAPs from the proposed Project would be *less than significant*.

6.0 CONCLUSIONS

Based on the criteria established by the SJVAPCD's GAMAQI and SPAL guidelines, the proposed Project does not meet the minimum standards to require a full Air Quality Impact Analysis. Furthermore, the Project as proposed would not exceed the SJVAPCD's criteria air pollutant emission levels and would generate *less than significant air quality impacts*.

7.0 ATTACHMENTS

- A. CalEEMod Emissions Estimates Output Files and Emission Calculations Spreadsheets
- B. HRA Screening Analysis
- C. Safety Data Sheet

8.0 REFERENCES

- Auer, Jr., A.H., 1978. Correlation of Land Use and Cover with Meteorological Anomalies. *Journal of Applied Meteorology*, 17(5): 636-643, 1978.
- California Environmental Protection Agency, Air Toxics Hot Spots Program Risk Assessment Guidelines – The Air Toxics Hot Spots Program Guidance Manual for the Preparation of Health Risk Assessments, August 2003.
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ATTACHMENT A - CalEEMod Emissions Estimates Output Files and Emission Calculations Spreadsheets

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

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Western Milling Fertilizer Facility Construction Kings County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	20.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	37
Climate Zone	3			Operational Year	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

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Project Characteristics -

Land Use - Size of new parcel

Construction Phase - During the 4 months of Building Constricion includes rail extension, tank construction, electrical, plumbing and cement work.

Off-road Equipment - Construction equipment assumptions from Client

Off-road Equipment - Construction equipment assumptions from Client

Off-road Equipment -

Trips and VMT - Grading will include 6 employees and construction will have an average of 10 employees (2 trips/worker). Vendor trips include water trucks.

Consumer Products - Construction Run Only

Area Coating -

Landscape Equipment - Construction Run Only

Construction Off-road Equipment Mitigation -

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Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	300.00	97.00
tblConstructionPhase	PhaseEndDate	10/16/2020	11/26/2019
tblConstructionPhase	PhaseEndDate	8/23/2019	7/12/2019
tblConstructionPhase	PhaseStartDate	8/24/2019	7/13/2019
tblConstructionPhase	PhaseStartDate	7/13/2019	6/1/2019
tblConsumerProducts	ROG_EF	2.14E-05	0
tblLandUse	LotAcreage	0.00	20.00
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblTripsAndVMT	VendorTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblTripsAndVMT	WorkerTripNumber	15.00	12.00
tblTripsAndVMT	WorkerTripNumber	0.00	20.00

2.0 Emissions Summary

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2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1285	1.3007	0.8968	1.6900e-003	0.0528	0.0620	0.1149	7.8500e-003	0.0575	0.0653	0.0000	150.9553	150.9553	0.0410	0.0000	151.9804
Maximum	0.1285	1.3007	0.8968	1.6900e-003	0.0528	0.0620	0.1149	7.8500e-003	0.0575	0.0653	0.0000	150.9553	150.9553	0.0410	0.0000	151.9804

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.1285	1.3007	0.8968	1.6900e-003	0.0286	0.0620	0.0906	5.2400e-003	0.0575	0.0627	0.0000	150.9552	150.9552	0.0410	0.0000	151.9802
Maximum	0.1285	1.3007	0.8968	1.6900e-003	0.0286	0.0620	0.0906	5.2400e-003	0.0575	0.0627	0.0000	150.9552	150.9552	0.0410	0.0000	151.9802

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	45.91	0.00	21.12	33.25	0.00	4.01	0.00	0.00	0.00	0.00	0.00	0.00

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2019	8-31-2019	0.9396	0.9396
2	9-1-2019	9-30-2019	0.1709	0.1709
		Highest	0.9396	0.9396

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	6/1/2019	7/12/2019	5	30	
2	Building Construction	Building Construction	7/13/2019	11/26/2019	5	97	

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Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	1	8.00	89	0.20
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	12.00	6.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	20.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0398	0.0000	0.0398	4.2900e-003	0.0000	4.2900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0497	0.5913	0.3730	6.9000e-004		0.0254	0.0254		0.0233	0.0233	0.0000	62.3220	62.3220	0.0197	0.0000	62.8149
Total	0.0497	0.5913	0.3730	6.9000e-004	0.0398	0.0254	0.0651	4.2900e-003	0.0233	0.0276	0.0000	62.3220	62.3220	0.0197	0.0000	62.8149

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.5000e-004	0.0119	2.5300e-003	3.0000e-005	6.0000e-004	8.0000e-005	6.8000e-004	1.7000e-004	8.0000e-005	2.5000e-004	0.0000	2.4757	2.4757	2.9000e-004	0.0000	2.4829
Worker	8.8000e-004	7.1000e-004	6.6100e-003	1.0000e-005	1.4500e-003	1.0000e-005	1.4600e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2656	1.2656	5.0000e-005	0.0000	1.2669
Total	1.3300e-003	0.0126	9.1400e-003	4.0000e-005	2.0500e-003	9.0000e-005	2.1400e-003	5.5000e-004	9.0000e-005	6.4000e-004	0.0000	3.7413	3.7413	3.4000e-004	0.0000	3.7498

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3.2 Grading - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0155	0.0000	0.0155	1.6700e-003	0.0000	1.6700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0497	0.5913	0.3730	6.9000e-004		0.0254	0.0254		0.0233	0.0233	0.0000	62.3219	62.3219	0.0197	0.0000	62.8149
Total	0.0497	0.5913	0.3730	6.9000e-004	0.0155	0.0254	0.0409	1.6700e-003	0.0233	0.0250	0.0000	62.3219	62.3219	0.0197	0.0000	62.8149

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.5000e-004	0.0119	2.5300e-003	3.0000e-005	6.0000e-004	8.0000e-005	6.8000e-004	1.7000e-004	8.0000e-005	2.5000e-004	0.0000	2.4757	2.4757	2.9000e-004	0.0000	2.4829
Worker	8.8000e-004	7.1000e-004	6.6100e-003	1.0000e-005	1.4500e-003	1.0000e-005	1.4600e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2656	1.2656	5.0000e-005	0.0000	1.2669
Total	1.3300e-003	0.0126	9.1400e-003	4.0000e-005	2.0500e-003	9.0000e-005	2.1400e-003	5.5000e-004	9.0000e-005	6.4000e-004	0.0000	3.7413	3.7413	3.4000e-004	0.0000	3.7498

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3.3 Building Construction - 2019**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0703	0.6288	0.4653	7.4000e-004		0.0361	0.0361		0.0336	0.0336	0.0000	64.7304	64.7304	0.0191	0.0000	65.2084
Total	0.0703	0.6288	0.4653	7.4000e-004		0.0361	0.0361		0.0336	0.0336	0.0000	64.7304	64.7304	0.0191	0.0000	65.2084

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4100e-003	0.0642	0.0136	1.4000e-004	3.2300e-003	4.5000e-004	3.6800e-003	9.3000e-004	4.3000e-004	1.3600e-003	0.0000	13.3413	13.3413	1.5400e-003	0.0000	13.3799
Worker	4.7400e-003	3.8200e-003	0.0357	8.0000e-005	7.7900e-003	5.0000e-005	7.8500e-003	2.0700e-003	5.0000e-005	2.1200e-003	0.0000	6.8203	6.8203	2.8000e-004	0.0000	6.8274
Total	7.1500e-003	0.0680	0.0493	2.2000e-004	0.0110	5.0000e-004	0.0115	3.0000e-003	4.8000e-004	3.4800e-003	0.0000	20.1616	20.1616	1.8200e-003	0.0000	20.2073

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3.3 Building Construction - 2019

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0703	0.6288	0.4653	7.4000e-004		0.0361	0.0361		0.0336	0.0336	0.0000	64.7304	64.7304	0.0191	0.0000	65.2083
Total	0.0703	0.6288	0.4653	7.4000e-004		0.0361	0.0361		0.0336	0.0336	0.0000	64.7304	64.7304	0.0191	0.0000	65.2083

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.4100e-003	0.0642	0.0136	1.4000e-004	3.2300e-003	4.5000e-004	3.6800e-003	9.3000e-004	4.3000e-004	1.3600e-003	0.0000	13.3413	13.3413	1.5400e-003	0.0000	13.3799
Worker	4.7400e-003	3.8200e-003	0.0357	8.0000e-005	7.7900e-003	5.0000e-005	7.8500e-003	2.0700e-003	5.0000e-005	2.1200e-003	0.0000	6.8203	6.8203	2.8000e-004	0.0000	6.8274
Total	7.1500e-003	0.0680	0.0493	2.2000e-004	0.0110	5.0000e-004	0.0115	3.0000e-003	4.8000e-004	3.4800e-003	0.0000	20.1616	20.1616	1.8200e-003	0.0000	20.2073

4.0 Operational Detail - Mobile

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4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.487262	0.029057	0.146825	0.126841	0.021860	0.004787	0.012229	0.159772	0.001758	0.001914	0.005918	0.000991	0.000785

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr.	tons/yr.										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr.	tons/yr.										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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5.3 Energy by Land Use - ElectricityUnmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lbs/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

7.0 Water Detail**7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

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7.2 Water by Land UseUnmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail**8.1 Mitigation Measures Waste**

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

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8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

2019 Total Project Operational Emissions

2019 Project Operational T7 Single Trucks Exhaust Emissions - EMFAC2017

Delivery Trucks Travel

Based on:

round trips/year	1800.0	(150 trucks per week)
miles/round trip	40	(One-way Trip distances will range from <1 mile to 20 miles)
Total miles traveled/year:	72,000	

	ROG	NOx	CO	SOX	PM10 ¹	PM2.5 ¹
Em. Factor (grams/mile)	0.44	7.38	1.35	0.016	0.27	0.20
Lbs/Mile	9.60E-04	1.63E-02	2.98E-03	3.48E-05	6.05E-04	4.51E-04
Lbs/Year	69.0990	1170.7986	214.8147	2.5068	43.5596	32.4605
Tons/year	3.45E-02	5.85E-01	1.07E-01	1.25E-03	2.18E-02	1.62E-02

¹ PM accounts for PM from running, tire wear and break wear.

2019 Project Operational T7 Single Trucks Exhaust Emissions - EMFAC2017

Delivery Trucks Idle On-site

Based on:

trucks/year:	1800.0	(150 trucks per week)
idle minutes/truck:	15	
idle hrs/year:	450	

	ROG	NOx	CO	SOX	PM10 ¹	PM2.5 ¹
Em. Factor (grams/hr)	2.41	29.46	21.64	0.039	0.18	0.17
Em. Factor (lbs/hr)	5.31E-03	6.49E-02	4.77E-02	8.67E-05	4.02E-04	3.84E-04
Lbs/Year	2.3899	29.2254	21.4697	0.0390	0.1808	0.1730
Tons/year	1.19E-03	1.46E-02	1.07E-02	1.95E-05	9.04E-05	8.65E-05

2019 Project Operational Locomotive Exhaust Emissions

On-site Locomotive Travel Exhaust Emissions at Half Throttle

Locomotive HP:	780	(Half Throttle)				
hr/train:	3.00					
trains/yr:	15.00					
Emission Factor	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Emissions Factor (grams/bhp-hr)	0.15	1.30	2.40	0.0051	0.03	0.03
Emissions Factor (lb/bhp-hr)	3.25E-04	2.87E-03	5.29E-03	1.12E-05	6.61E-05	6.42E-05
Emissions (ton/year)	0.01	0.05	0.09	0.00	0.00	0.00

1. 40 CFR 1033.101 - EXHAUST EMISSION STANDARDS Table 2. CARB: Emission factors for SOx based on 15 ppmv S in fuel

2. Tier 4 switch locomotive was used to determine emission factors.

Operational Emissions (Total)

	ROG	NOx	CO	SOX	PM10	PM2.5
Truck Travel emissions (tons/yr)	0.0345	0.5854	0.1074	0.0013	0.0218	0.0162
Truck Idle Emissions (tons/yr)	0.0012	0.0146	0.0107	0.0000	0.0001	0.0001
Switch Engine Emissions (tons/yr)	0.0057	0.0503	0.0929	0.0002	0.0012	0.0011
Operational total emissions (tons/year)	0.0414	0.6503	0.2110	0.0015	0.0230	0.0174

2019 Project Operational On-Site DPM Emissions for HRA

2019 Project Operational T7 Single Trucks Exhaust Emissions - EMFAC2017

Delivery Trucks Travel - On-site

Based on:

round trips/year:	7800.0	(150 trucks per week)
miles/round trip:	0.205	(On-site trip distance)
Total miles traveled/year:	1,599	

	PM10 ¹
Em. Factor (grams/mile)	0.61
Lbs/Mile	1.35E-03
Lbs/Year	2.1538
lbs/day	1.79E-01
Tons/year	1.08E-03

¹ PM10 = DPM

2019 Project Operational T7 Single Trucks Exhaust Emissions - EMFAC2017

Delivery Trucks Travel - Idle On-site

Based on:

trucks/year:	7800.0	(150 trucks per week)
idle minutes/truck:	15	
idle hrs/year:	1,950	

	PM10 ¹
Em. Factor (grams/hr)	0.18
Em. Factor (lbs/hr)	4.02E-04
Lbs/Year	0.7834
lbs/day	0.0652795
Tons/year	3.92E-04

2019 Project Operational Locomotive Exhaust Emissions

On-site Locomotive Travel Exhaust Emissions at Half Throttle

Locomotive HP:	780	(Half Throttle)
hr/train:	3.00	
trains/yr:	15.00	
Emission Factor	PM ₁₀	
Emissions Factor (grams/bhp-hr)	0.03	
Emissions Factor (lb/bhp-hr)	6.61E-05	
Emissions (ton/year)	1.16E-03	

1. 40 CFR 1033.101 - EXHAUST EMISSION STANDARDS Table 2. CARB: Emission factors for SOx based on 15 ppmv S in fuel
2. Tier 4 switch locomotive was used to determine emission factors.

ATTACHMENT B – HRA (Electronic Files)

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

ATTACHMENT C – Safety Data Sheet

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

Safety Data Sheet

according to Federal Register / Vol. 77, No. 58 / Monday, March 26, 2012 / Rules and Regulations

SECTION 1: Identification

1.1. Identification

Product form : Mixture
Product name : Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0
Product code : M11040

1.2. Relevant identified uses of the substance or mixture and uses advised against

No additional information available

1.3. Details of the supplier of the safety data sheet

JR Simplot Company
P.O. Box 70013
Boise, ID 83707
T 1-208-336-2110

1.4. Emergency telephone number

Emergency number : CHEMTREC 1-800-424-9300

SECTION 2: Hazard(s) identification

2.1. Classification of the substance or mixture

GHS-US classification

Serious eye damage/eye irritation, Category 2B H320

Full text of H statements : see section 16

2.2. Label elements

GHS-US labelling

Signal word (GHS-US) : Warning
Hazard statements (GHS-US) : H320 - Causes eye irritation
Precautionary statements (GHS-US) : P264 - Wash hands, forearms and face thoroughly after handling
P305+P351+P338 - If in eyes: Rinse cautiously with water for several minutes. Remove contact lenses, if present and easy to do. Continue rinsing
P337+P313 - If eye irritation persists: Get medical attention

2.3. Other hazards

No additional information available

2.4. Unknown acute toxicity (GHS US)

Not applicable

SECTION 3: Composition/information on ingredients

3.1. Substance

Not applicable

3.2. Mixture

Name	Product identifier	%	GHS-US classification
ammonium nitrate	(CAS No) 6484-52-2		Eye Irrit. 2B, H320
urea (57-13-6)	(CAS No) 57-13-6		Eye Irrit. 2B, H320
Water	(CAS No) 7732-18-5		Not classified

Full text of H-statements: see section 16

SECTION 4: First aid measures

4.1. Description of first aid measures

First-aid measures general : Never give anything by mouth to an unconscious person. If you feel unwell, seek medical advice (show the label where possible).

First-aid measures after inhalation : Allow breathing of fresh air. Allow the victim to rest.

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- First-aid measures after skin contact : Remove affected clothing and wash all exposed skin area with mild soap and water, followed by warm water rinse.
- First-aid measures after eye contact : IF IN EYES: Rinse cautiously with water for several minutes. Remove contact lenses, if present and easy to do. Continue rinsing.
- First-aid measures after ingestion : Rinse mouth. Do NOT induce vomiting. Obtain emergency medical attention.

4.2. Most important symptoms and effects, both acute and delayed

- Symptoms/injuries after eye contact : Causes eye irritation.

4.3. Indication of any immediate medical attention and special treatment needed

No additional information available

SECTION 5: Firefighting measures

5.1. Extinguishing media

- Suitable extinguishing media : Foam. Dry powder. Carbon dioxide. Water spray. Sand.
- Unsuitable extinguishing media : Do not use a heavy water stream.

5.2. Special hazards arising from the substance or mixture

No additional information available

5.3. Advice for firefighters

- Firefighting instructions : Use water spray or fog for cooling exposed containers. Exercise caution when fighting any chemical fire. Prevent fire-fighting water from entering environment.
- Protection during firefighting : Do not enter fire area without proper protective equipment, including respiratory protection.

SECTION 6: Accidental release measures

6.1. Personal precautions, protective equipment and emergency procedures

6.1.1. For non-emergency personnel

- Emergency procedures : Evacuate unnecessary personnel.

6.1.2. For emergency responders

- Protective equipment : Equip cleanup crew with proper protection.
- Emergency procedures : Ventilate area.

6.2. Environmental precautions

Prevent entry to sewers and public waters. Notify authorities if liquid enters sewers or public waters.

6.3. Methods and material for containment and cleaning up

- Methods for cleaning up : Soak up spills with inert solids, such as clay or diatomaceous earth as soon as possible. Collect spillage. Store away from other materials.

6.4. Reference to other sections

See Heading 8. Exposure controls and personal protection.

SECTION 7: Handling and Storage

7.1. Precautions for safe handling

- Precautions for safe handling : Wash hands and other exposed areas with mild soap and water before eating, drinking or smoking and when leaving work. Provide good ventilation in process area to prevent formation of vapour.

7.2. Conditions for safe storage, including any incompatibilities

- Storage conditions : Keep only in the original container in a cool, well ventilated place away from : Keep container closed when not in use.
- Incompatible products : Strong bases. Strong acids.
- Incompatible materials : Sources of ignition. Direct sunlight.

SECTION 8: Exposure controls/personal protection

8.1. Control parameters

ammonium nitrate (6484-52-2)

Not applicable

Water (7732-18-5)

Not applicable

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urea (57-13-6) (57-13-6)

Not applicable

8.2. Exposure controls

Personal protective equipment	: Avoid all unnecessary exposure.
Hand protection	: Wear protective gloves.
Eye protection	: Chemical goggles or safety glasses.
Respiratory protection	: Wear appropriate mask.
Other information	: Do not eat, drink or smoke during use.

SECTION 9: Physical and chemical properties

9.1. Information on basic physical and chemical properties

Physical state	: Liquid
Colour	: Colourless Commonly dyed blue or green
Odour	: There may be no odour warning properties, odour is subjective and inadequate to warn of overexposure. Mixture contains one or more component(s) which have the following odour(s): Odourless In moist air: Ammonia odour
Odour threshold	: No data available
pH	: 6.5 - 7
Melting point	: No data available
Freezing point	: No data available
Boiling point	: 122 °C
Flash point	: Non-flammable
Relative evaporation rate (butylacetate=1)	: No data available
Flammability (solid, gas)	: No data available
Explosive limits	: No data available
Explosive properties	: No data available
Oxidising properties	: No data available
Vapour pressure	: No data available
Relative density	: No data available
Relative vapour density at 20 °C	: No data available
Solubility	: Complete. Water: Solubility in water of component(s) of the mixture : • ammonium nitrate: 190 g/100ml • urea (57-13-6): 100 g/100ml
Log Pow	: No data available
Auto-ignition temperature	: No data available
Decomposition temperature	: No data available
Viscosity	: No data available
Viscosity, kinematic	: No data available
Viscosity, dynamic	: No data available

9.2. Other information

No additional information available

SECTION 10: Stability and reactivity

10.1. Reactivity

No additional information available

10.2. Chemical stability

Stable.

10.3. Possibility of hazardous reactions

Not established.

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10.4. Conditions to avoid

Heat and sources of ignition. Direct sunlight. Extremely high or low temperatures.

10.5. Incompatible materials

organic material. Oxidizers. Strong acids. Strong bases.

10.6. Hazardous decomposition products

Extremely high temperatures. Ammonia, POx and NOx. fume. Carbon monoxide. Carbon dioxide.

SECTION 11: Toxicological information

11.1. Information on toxicological effects

Acute toxicity : Not classified

ammonium nitrate (6484-52-2)	
LD50 oral rat	4820 mg/kg (Rat)
LD50 dermal rabbit	> 3000 mg/kg (Rabbit)
ATE US (oral)	4820.000 mg/kg bodyweight

urea (57-13-6) (57-13-6)	
LD50 oral rat	8471 mg/kg (Rat; OECD 401: Acute Oral Toxicity; Literature study; 14300 mg/kg bodyweight; Rat; Experimental value)
LD50 dermal rat	> 3200 mg/kg (Rat; Literature study)
LD50 dermal rabbit	> 21000 mg/kg (Rabbit; Literature study)
ATE US (oral)	8471.000 mg/kg bodyweight

Skin corrosion/irritation : Not classified

pH: 6.5 - 7

Serious eye damage/irritation : Causes eye irritation.

pH: 6.5 - 7

Respiratory or skin sensitisation : Not classified

Germ cell mutagenicity : Not classified

Based on available data, the classification criteria are not met

Carcinogenicity : Not classified

Reproductive toxicity : Not classified

Based on available data, the classification criteria are not met

Specific target organ toxicity (single exposure) : Not classified

Specific target organ toxicity (repeated exposure) : Not classified

Aspiration hazard : Not classified

Potential adverse human health effects and symptoms : Based on available data, the classification criteria are not met.

Symptoms/injuries after eye contact : Causes eye irritation.

SECTION 12: Ecological information

12.1. Toxicity

ammonium nitrate (6484-52-2)	
LC50 fish 1	74 mg/l (48 h; Cyprinus carpio; Lethal)
EC50 Daphnia 1	555 mg/l (Daphnia magna)
LC50 fish 2	800 mg/l (3.9 h; Pisces)
TLM fish 1	100 - 1000,96 h; Pisces
TLM other aquatic organisms 1	100 - 1000,96 h
Threshold limit algae 1	83 mg/l (Scenedesmus quadricauda; Growth rate)

urea (57-13-6) (57-13-6)	
LC50 fish 1	> 6810 mg/l (96 h; Leuciscus idus; Nominal concentration)

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urea (57-13-6) (57-13-6)	
EC50 Daphnia 1	> 10000 mg/l (48 h; Daphnia magna; Nominal concentration)
LC50 fish 2	17500 mg/l (96 h; Poecilia reticulata)
EC50 Daphnia 2	> 10000 mg/l (24 h; Daphnia magna)
TLM fish 1	17500 ppm (96 h; Poecilia reticulata)
Threshold limit other aquatic organisms 1	120000 mg/l (16 h; Bacteria; Toxicity test)
Threshold limit other aquatic organisms 2	> 10000 mg/l (Pseudomonas putida)
Threshold limit algae 1	> 10000 mg/l (168 h; Scenedesmus quadricauda; Growth rate)
Threshold limit algae 2	47 mg/l (192 h; Microcystis aeruginosa; Growth rate)

12.2. Persistence and degradability

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0	
Persistence and degradability	Not established.
ammonium nitrate (6484-52-2)	
Persistence and degradability	Biodegradable in water. Biodegradable in the soil. Not established.
Water (7732-18-5)	
Persistence and degradability	Not established.
urea (57-13-6) (57-13-6)	
Persistence and degradability	Inherently biodegradable. Hydrolysis in water. Not established.
ThOD	0.27 g O ₂ /g substance

12.3. Bioaccumulative potential

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0	
Bioaccumulative potential	Not established.
ammonium nitrate (6484-52-2)	
Log Pow	-3.1
Bioaccumulative potential	Bioaccumulation: not applicable. Not established.
Water (7732-18-5)	
Bioaccumulative potential	Not established.
urea (57-13-6) (57-13-6)	
BCF fish 1	1 (72 h; Brachydanio rerio; Fresh water)
BCF other aquatic organisms 1	11700 (Chlorella sp.)
Log Pow	< -1.73 (Experimental value; EU Method A.8: Partition Coefficient)
Bioaccumulative potential	Bioaccumulation: not applicable. Not established.

12.4. Mobility in soil

No additional information available

12.5. Other adverse effects

Effect on the global warming : No known ecological damage caused by this product.

Other information : Avoid release to the environment.

SECTION 13: Disposal considerations

13.1. Waste treatment methods

Waste disposal recommendations : Dispose in a safe manner in accordance with local/national regulations.

Ecology - waste materials : Avoid release to the environment.

SECTION 14: Transport information

Department of Transportation (DOT)

In accordance with DOT

Not regulated for transport

TDG

No additional information available

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

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Transport by sea

No additional information available

Air transport

No additional information available

SECTION 15: Regulatory information

15.1. US Federal regulations

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

Not listed on the United States TSCA (Toxic Substances Control Act) inventory

All components of this product are listed, or excluded from listing, on the United States Environmental Protection Agency Toxic Substances Control Act (TSCA) inventory

This product or mixture does not contain a toxic chemical or chemicals in excess of the applicable de minimis concentration as specified in 40 CFR §372.38(a) subject to the reporting requirements of section 313 of Title III of the Superfund Amendments and Reauthorization Act of 1986 and 40 CFR Part 372.

15.2. International regulations

CANADA

No additional information available

EU-Regulations

No additional information available

National regulations

No additional information available

15.3. US State regulations

California Proposition 65 - This product does not contain any substances known to the state of California to cause cancer, developmental and/or reproductive harm

ammonium nitrate (6484-52-2)

U.S. - New Jersey - Right to Know Hazardous Substance List

SECTION 16: Other information

Data sources : REGULATION (EC) No 1272/2008 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 16 December 2008 on classification, labelling and packaging of substances and mixtures, amending and repealing Directives 67/548/EEC and 1999/45/EC, and amending Regulation (EC) No 1907/2006.

Other information : None.

Full text of H-statements:

H320

Causes eye irritation

SDS US (GHS HazCom 2012)

Disclaimer: This information relates to the specific material designated and may not be valid for such material used in combination with any other materials or in any process. Such information is to the best of our knowledge and belief, accurate and reliable as of the date compiled. However, no representation, warranty or guarantee is made as to its accuracy, reliability or completeness. NO WARRANTY OF MERCHANTABILITY, FITNESS FOR ANY PARTICULAR PURPOSE, OR ANY OTHER WARRANTY, EXPRESS OR IMPLIED, IS MADE CONCERNING THE INFORMATION HEREIN PROVIDED. It is the user's responsibility to satisfy himself as to the suitability and completeness of such information for his own particular use. We do not accept liability for any loss or damage that may occur from the use of this information nor do we offer warranty against patent infringement.

Safety Data Sheets

Attachment: Attachment 5 - Initial Study & MND (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

Safety Data Sheet

according to Federal Register / Vol. 77, No. 58 / Monday, March 26, 2012 / Rules and Regulations

SECTION 1: Identification

1.1. Identification

Product form : Mixture
Product name : Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0
Product code : M11040

1.2. Relevant identified uses of the substance or mixture and uses advised against

No additional information available

1.3. Details of the supplier of the safety data sheet

JR Simplot Company
P.O. Box 70013
Boise, ID 83707
T 1-208-336-2110

1.4. Emergency telephone number

Emergency number : CHEMTREC 1-800-424-9300

SECTION 2: Hazard(s) identification

2.1. Classification of the substance or mixture

GHS-US classification

Serious eye damage/eye irritation, Category 2B H320

Full text of H statements : see section 16

2.2. Label elements

GHS-US labelling

Signal word (GHS-US) : Warning
Hazard statements (GHS-US) : H320 - Causes eye irritation
Precautionary statements (GHS-US) : P264 - Wash hands, forearms and face thoroughly after handling
P305+P351+P338 - If in eyes: Rinse cautiously with water for several minutes. Remove contact lenses, if present and easy to do. Continue rinsing
P337+P313 - If eye irritation persists: Get medical attention

2.3. Other hazards

No additional information available

2.4. Unknown acute toxicity (GHS US)

Not applicable

SECTION 3: Composition/information on ingredients

3.1. Substance

Not applicable

3.2. Mixture

Name	Product identifier	%	GHS-US classification
ammonium nitrate	(CAS No) 6484-52-2		Eye Irrit. 2B, H320
urea (57-13-6)	(CAS No) 57-13-6		Eye Irrit. 2B, H320
Water	(CAS No) 7732-18-5		Not classified

Full text of H-statements: see section 16

SECTION 4: First aid measures

4.1. Description of first aid measures

First-aid measures general : Never give anything by mouth to an unconscious person. If you feel unwell, seek medical advice (show the label where possible).
First-aid measures after inhalation : Allow breathing of fresh air. Allow the victim to rest.

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

Safety Data Sheet

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- First-aid measures after skin contact : Remove affected clothing and wash all exposed skin area with mild soap and water, followed by warm water rinse.
- First-aid measures after eye contact : IF IN EYES: Rinse cautiously with water for several minutes. Remove contact lenses, if present and easy to do. Continue rinsing.
- First-aid measures after ingestion : Rinse mouth. Do NOT induce vomiting. Obtain emergency medical attention.

4.2. Most important symptoms and effects, both acute and delayed

- Symptoms/injuries after eye contact : Causes eye irritation.

4.3. Indication of any immediate medical attention and special treatment needed

No additional information available

SECTION 5: Firefighting measures

5.1. Extinguishing media

- Suitable extinguishing media : Foam. Dry powder. Carbon dioxide. Water spray. Sand.
- Unsuitable extinguishing media : Do not use a heavy water stream.

5.2. Special hazards arising from the substance or mixture

No additional information available

5.3. Advice for firefighters

- Firefighting instructions : Use water spray or fog for cooling exposed containers. Exercise caution when fighting any chemical fire. Prevent fire-fighting water from entering environment.
- Protection during firefighting : Do not enter fire area without proper protective equipment, including respiratory protection.

SECTION 6: Accidental release measures

6.1. Personal precautions, protective equipment and emergency procedures

6.1.1. For non-emergency personnel

- Emergency procedures : Evacuate unnecessary personnel.

6.1.2. For emergency responders

- Protective equipment : Equip cleanup crew with proper protection.
- Emergency procedures : Ventilate area.

6.2. Environmental precautions

Prevent entry to sewers and public waters. Notify authorities if liquid enters sewers or public waters.

6.3. Methods and material for containment and cleaning up

- Methods for cleaning up : Soak up spills with inert solids, such as clay or diatomaceous earth as soon as possible. Collect spillage. Store away from other materials.

6.4. Reference to other sections

See Heading 8. Exposure controls and personal protection.

SECTION 7: Handling and storage

7.1. Precautions for safe handling

- Precautions for safe handling : Wash hands and other exposed areas with mild soap and water before eating, drinking or smoking and when leaving work. Provide good ventilation in process area to prevent formation of vapour.

7.2. Conditions for safe storage, including any incompatibilities

- Storage conditions : Keep only in the original container in a cool, well ventilated place away from : Keep container closed when not in use.
- Incompatible products : Strong bases. Strong acids.
- Incompatible materials : Sources of ignition. Direct sunlight.

SECTION 8: Exposure controls/personal protection

8.1. Control parameters

ammonium nitrate (6484-52-2)

Not applicable

Water (7732-18-5)

Not applicable

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

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urea (57-13-6) (57-13-6)

Not applicable

8.2. Exposure controls

Personal protective equipment : Avoid all unnecessary exposure.

Hand protection : Wear protective gloves.

Eye protection : Chemical goggles or safety glasses.

Respiratory protection : Wear appropriate mask.

Other information : Do not eat, drink or smoke during use.

SECTION 9: Physical and chemical properties

9.1. Information on basic physical and chemical properties

Physical state : Liquid

Colour : Colourless Commonly dyed blue or green

Odour : There may be no odour warning properties, odour is subjective and inadequate to warn of overexposure.
Mixture contains one or more component(s) which have the following odour(s):
Odourless In moist air: Ammonia odour

Odour threshold : No data available

pH : 6.5 - 7

Melting point : No data available

Freezing point : No data available

Boiling point : 122 °C

Flash point : Non-flammable

Relative evaporation rate (butylacetate=1) : No data available

Flammability (solid, gas) : No data available

Explosive limits : No data available

Explosive properties : No data available

Oxidising properties : No data available

Vapour pressure : No data available

Relative density : No data available

Relative vapour density at 20 °C : No data available

Solubility : Complete.
Water: Solubility in water of component(s) of the mixture :
• ammonium nitrate: 190 g/100ml • urea (57-13-6): 100 g/100ml

Log Pow : No data available

Auto-ignition temperature : No data available

Decomposition temperature : No data available

Viscosity : No data available

Viscosity, kinematic : No data available

Viscosity, dynamic : No data available

9.2. Other information

No additional information available

SECTION 10: Stability and reactivity

10.1. Reactivity

No additional information available

10.2. Chemical stability

Stable.

10.3. Possibility of hazardous reactions

Not established.

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

Safety Data Sheet

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10.4. Conditions to avoid

Heat and sources of ignition. Direct sunlight. Extremely high or low temperatures.

10.5. Incompatible materials

organic material. Oxidizers. Strong acids. Strong bases.

10.6. Hazardous decomposition products

Extremely high temperatures. Ammonia, POx and NOx. fume. Carbon monoxide. Carbon dioxide.

SECTION 11: Toxicological information

11.1. Information on toxicological effects

Acute toxicity : Not classified

ammonium nitrate (6484-52-2)	
LD50 oral rat	4820 mg/kg (Rat)
LD50 dermal rabbit	> 3000 mg/kg (Rabbit)
ATE US (oral)	4820.000 mg/kg bodyweight

urea (57-13-6) (57-13-6)	
LD50 oral rat	8471 mg/kg (Rat; OECD 401: Acute Oral Toxicity; Literature study; 14300 mg/kg bodyweight; Rat; Experimental value)
LD50 dermal rat	> 3200 mg/kg (Rat; Literature study)
LD50 dermal rabbit	> 21000 mg/kg (Rabbit; Literature study)
ATE US (oral)	8471.000 mg/kg bodyweight

Skin corrosion/irritation : Not classified

pH: 6.5 - 7

Serious eye damage/irritation : Causes eye irritation.

pH: 6.5 - 7

Respiratory or skin sensitisation : Not classified

Germ cell mutagenicity : Not classified

Based on available data, the classification criteria are not met

Carcinogenicity : Not classified

Reproductive toxicity : Not classified

Based on available data, the classification criteria are not met

Specific target organ toxicity (single exposure) : Not classified

Specific target organ toxicity (repeated exposure) : Not classified

Aspiration hazard : Not classified

Potential adverse human health effects and symptoms : Based on available data, the classification criteria are not met.

Symptoms/injuries after eye contact : Causes eye irritation.

SECTION 12: Ecological information

12.1. Toxicity

ammonium nitrate (6484-52-2)	
LC50 fish 1	74 mg/l (48 h; Cyprinus carpio; Lethal)
EC50 Daphnia 1	555 mg/l (Daphnia magna)
LC50 fish 2	800 mg/l (3.9 h; Pisces)
TLM fish 1	100 - 1000,96 h; Pisces
TLM other aquatic organisms 1	100 - 1000,96 h
Threshold limit algae 1	83 mg/l (Scenedesmus quadricauda; Growth rate)

urea (57-13-6) (57-13-6)	
LC50 fish 1	> 6810 mg/l (96 h; Leuciscus idus; Nominal concentration)

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

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urea (57-13-6) (57-13-6)	
EC50 Daphnia 1	> 10000 mg/l (48 h; Daphnia magna; Nominal concentration)
LC50 fish 2	17500 mg/l (96 h; Poecilia reticulata)
EC50 Daphnia 2	> 10000 mg/l (24 h; Daphnia magna)
TLM fish 1	17500 ppm (96 h; Poecilia reticulata)
Threshold limit other aquatic organisms 1	120000 mg/l (16 h; Bacteria; Toxicity test)
Threshold limit other aquatic organisms 2	> 10000 mg/l (Pseudomonas putida)
Threshold limit algae 1	> 10000 mg/l (168 h; Scenedesmus quadricauda; Growth rate)
Threshold limit algae 2	47 mg/l (192 h; Microcystis aeruginosa; Growth rate)

12.2. Persistence and degradability

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0	
Persistence and degradability	Not established.

ammonium nitrate (6484-52-2)	
Persistence and degradability	Biodegradable in water. Biodegradable in the soil. Not established.

Water (7732-18-5)	
Persistence and degradability	Not established.

urea (57-13-6) (57-13-6)	
Persistence and degradability	Inherently biodegradable. Hydrolysis in water. Not established.
ThOD	0.27 g O ₂ /g substance

12.3. Bioaccumulative potential

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0	
Bioaccumulative potential	Not established.

ammonium nitrate (6484-52-2)	
Log Pow	-3.1
Bioaccumulative potential	Bioaccumulation: not applicable. Not established.

Water (7732-18-5)	
Bioaccumulative potential	Not established.

urea (57-13-6) (57-13-6)	
BCF fish 1	1 (72 h; Brachydanio rerio; Fresh water)
BCF other aquatic organisms 1	11700 (Chlorella sp.)
Log Pow	< -1.73 (Experimental value; EU Method A.8: Partition Coefficient)
Bioaccumulative potential	Bioaccumulation: not applicable. Not established.

12.4. Mobility in soil

No additional information available

12.5. Other adverse effects

Effect on the global warming : No known ecological damage caused by this product.

Other information : Avoid release to the environment.

SECTION 13: Disposal considerations

13.1. Waste treatment methods

Waste disposal recommendations : Dispose in a safe manner in accordance with local/national regulations.
Ecology - waste materials : Avoid release to the environment.

SECTION 14: Transport information

Department of Transportation (DOT)

In accordance with DOT

Not regulated for transport

TDG

No additional information available

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Transport by sea

No additional information available

Air transport

No additional information available

SECTION 15: Regulatory information

15.1. US Federal regulations

Simplot UAN-32 Urea Ammonium Nitrate Solution 32-0-0

Not listed on the United States TSCA (Toxic Substances Control Act) inventory

All components of this product are listed, or excluded from listing, on the United States Environmental Protection Agency Toxic Substances Control Act (TSCA) inventory

This product or mixture does not contain a toxic chemical or chemicals in excess of the applicable de minimis concentration as specified in 40 CFR §372.38(a) subject to the reporting requirements of section 313 of Title III of the Superfund Amendments and Reauthorization Act of 1986 and 40 CFR Part 372.

15.2. International regulations

CANADA

No additional information available

EU-Regulations

No additional information available

National regulations

No additional information available

15.3. US State regulations

California Proposition 65 - This product does not contain any substances known to the state of California to cause cancer, developmental and/or reproductive harm

ammonium nitrate (6484-52-2)

U.S. - New Jersey - Right to Know Hazardous Substance List

SECTION 16: Other information

Data sources

: REGULATION (EC) No 1272/2008 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 16 December 2008 on classification, labelling and packaging of substances and mixtures, amending and repealing Directives 67/548/EEC and 1999/45/EC, and amending Regulation (EC) No 1907/2006.

Other information

: None.

Full text of H-statements:

H320

Causes eye irritation

SDS US (GHS HazCom 2012)

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Mitigation Measures

Site Plan Review No. 2019-05 and Tentative Parcel Map No. 2019-03
Mitigation Measures
Mitigated Negative Declaration 2019-29

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
MM Aesthetics 1	The project may create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That the project is subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.50.140 – Outdoor Lighting Standards and the standards set forth by the California Building Code to reduce light pollution and glare.	Developer
AIR QUALITY			
MM Air Quality 1	The project may conflict with or obstruct implementation of the applicable air quality plan?	Compliance with the adopted Air Quality Plan is a requirement of development.	Developer to file application with San Joaquin Valley Air Pollution Control District
MM Air Quality 2	The project could potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Effective dust control shall be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents including watering the exposed construction area 3 times per day and reducing vehicle speed to less than 15 miles per hour during construction.	Developer

MM Air Quality 3	The project could potentially 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)?	Effective dust control shall be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby residents including watering the exposed construction area 3 times per day and reducing vehicle speed to less than 15 miles per hour during construction.	Developer
CULTURAL RESOURCES			
MM Cultural Resources 1	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 potentially disturb 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.	Developer to coordinate with the Tachi Yokut Tribe
GEOLOGY AND SOILS			
MM Geology 1	That the project may expose people or structures to potential substantial adverse effects including the risk of loss, injury, or death	That the development of the project complies 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

	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?		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. 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 a geotechnical and soil studies be prepared for the project.	Building Official to require; developer to conduct study
MM Geology 3	That the project could	That the project comply with the Hanford Municipal Code Section 15.52	City to require;

	result in substantial soil erosion or the loss of topsoil?	Flood Damage Prevention Regulation and the California Building Code, along with the plan check and development review process.	developer to comply
GREENHOUSE GAS EMISSIONS			
MM Greenhouse Gases 1	That the project could generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	That the project comply with the adopted Climate Action Plan, which coincides with the State's goal to meet GHG-emission reduction targets identified under AB32.	Developer
MM Greenhouse Gases 2	That the project could conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	That the project comply with the Climate Action Plan and all applicable rules of the San Joaquin Valley Air Pollution Control District.	Developer
HAZARDS AND HAZARDOUS MATERIALS			
MM Hazards 1	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	The project must comply with applicable federal, state, and local regulations related to hazardous materials.	Developer
MM Hazards 2	That the project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? That the Project could create a significant hazard to the public or the	That the project proponents maintain compliance with the safety data sheets for ammonium nitrate solution 32-0-0.	Developer

	environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		
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) 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

	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 4	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 agencies?	Comply with applicable regulations and policies of the General Plan to ensure that construction-related impacts would be attenuated to the greatest extent feasible.	Residents and developer; Police to enforce
MM Noise 2	The project could cause a substantial temporary or periodic increase in ambient noise levels existing without the project?	Construction is limited to the hours of 7 a.m. to 10 p.m.	Developer; Police to enforce
PUBLIC SERVICES			
MM Public Services 1	The project may result in substantial adverse physical impacts	The project will be subject to fire impact fees.	Developer to pay

	associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities. (Fire)		
MM Public Services 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
TRANSPORTATION/TRAFFIC			
MM Traffic 1	The project could potentially conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	That street improvements in accordance with City Standard ST-23 shall be constructed within the Hanford Armona Road right-of-way along the entire property frontage in conformance with City Standards. Improvements shall include the installation of asphalt pavement, street lights, and concrete curbs, gutters, sidewalks, and driveway approaches.	

MM Traffic 2	The project could conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads of highways?	That a peak hour Level of Service D is required to be maintained on all other streets bordering the project.	
MM Traffic 3	The project could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	The street transition paving and restriping as necessary to transition traffic from the East edge of the property to the existing alignment of Hanford Armona Road for East bound traffic shall be consistent with a design speed of 45 mph.	
MM Traffic 4	The project could conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	That the development is subject to a \$10,214.00 Transportation Impact Mitigation Fee in accordance with City Resolution No. 98-56-R, or any revisions thereof.	
UTILITIES AND SERVICE SYSTEMS			
MM Utilities 1	Would the project 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?	That an on-site basin is required, in order to provide adequate drainage on site.	

MM Utilities 2	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 3	Would the project be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	That the development is subject to Refuse and Recycling Impact Fees.	
MM Utilities 4	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

DEPARTMENT OF TRANSPORTATION**DISTRICT 6**

1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 445-5421
FAX (559) 488-4088
TTY 711
www.dot.ca.gov



Making Conservation
a California Way of Life.

October 11, 2019

06-KIN-43-14.27
TPM #2019-03, SPR #2019-05
FERTILIZER STORAGE
2ND RESPONSE LETTER

Ms. Gabrielle Myers
City of Hanford
317 N. Douty Street
Hanford, CA 93230

Dear Ms. Gabrielle Myers:

Thank you for the opportunity to review the Initial Study and Mitigated Negative Declaration for the proposal to develop a liquid fertilizer storage facility and extend the existing rail track by 790 liner feet. The project site is located in the southwest quadrant Idaho Avenue and 10th Avenue, in the City of Hanford.

The California Department of Transportation (Caltrans) provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

Upon Caltrans' request for clarification regarding the number of trips made, the following was provided: "The math is up to 15 trains a year with 100 cars at 100 tons per car, equals 4 trucks per car or 400 trucks per train. 15 trains x 400 truckloads per is 6,000 a year / 365 days equals 16.5 per day."

Given the nature and location of the proposed project, it is anticipated that this project will have negligible impacts on State Routes as it will generate minimal truck trips per day.

As previously stated in the previous comment letter dated July 17, 2019:

If this fertilizer storage facility is expected to become a distribution facility where future activities are expected to generate delivery trips and increase traffic, then additional and updated information should be submitted to Caltrans for further review.

If you have any further questions, contact Scott Lau at (559) 445-5763 or scott.lau@dot.ca.gov.

Sincerely,

LORENA MENDIBLES, Chief
Transportation Planning - South

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Attachment: Attachment 6 - Caltrans comment (TPM 2019-03 & SPR 2019-05 (Hanford Milling))

DEPARTMENT OF TRANSPORTATION**DISTRICT 6**

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Making Conservation
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July 17, 2019

06-KIN-43-14.27
TPM #2019-03
SPR #2019-05
FERTILIZER STORAGE

Ms. Gabrielle Myers
City of Hanford
317 N. Douty Street
Hanford, CA 93230

Dear Ms. Gabrielle Myers:

Thank you for the opportunity to review the Tentative Parcel Map #2019-03, Site Plan Review #2019-05 for the proposal to split a parcel into two lots and to develop a liquid fertilizer storage facility and extend the existing rail track by 790 linear feet. The project site is located in the southwest quadrant Idaho Avenue and 10th Avenue, in the City of Hanford.

The mission of the California Department of Transportation (Caltrans) is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

The operational statement states, "The facility ... will take 24 continuous hours to unload each." Caltrans requests clarification as the facility will receive shipments in 10-15 trains per year with approximately 100-150 truckloads per week.

If this fertilizer storage facility is expected to become a distribution facility where future activities are expected to generate delivery trips and increase traffic, then additional and updated information should be submitted to Caltrans for further review.

If you have any further questions, contact Scott Lau at (559) 445-5763 or scott.lau@dot.ca.gov.

Sincerely,

LORENA MENDIBLES, Chief
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