

AGENDA

PLANNING COMMISSION

of the

CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
5:30 PM, Tuesday, December 13, 2022

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

CALL TO ORDER

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 November 8, 2022 Meeting

PUBLIC HEARING

- 1. Conditional Use Permit No. 2022-09, a request to convert a former dry cleaners into an esports gaming lounge in an existing shopping center in the C-N Neighborhood Commercial zone district. The project is located at 2443 N. 10th Ave. (APN 014-670-079).**
- 2. VARIANCE NO. 2022-02: A request to deviate from the standards of the Hanford Municipal Code Section 17.34.060, in order to allow a reduced setback of 6 feet and 6 inches where a 15-foot setback is required for a portion of a proposed yogurt processing area in the I-H Heavy Industrial zone district. The variance applies to Site Plan Review No. 2022-24, which proposes a Master Plan development to renovate and expand an existing dairy processing facility over four phases. Negative Declaration No. 2016-01: An addendum to the previously approved Mitigated Negative Declaration No. 2016-01 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 site is located at the northeast corner of South 11th Avenue and West 4th Street, addressed as 179 South 11th Avenue (APNs 012-081-003, 012-070-030, 012-085-008, 012-070-029, 012-070-009, and 012-070-022) in the City of Hanford.**

DIRECTOR'S COMMENTS

COMMISSIONERS' ITEMS OF INTEREST

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

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: 12/13/2022	AGENDA SECTION:
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SUBJECT:

Approval of the Minutes of the November 8, 2022 Meeting

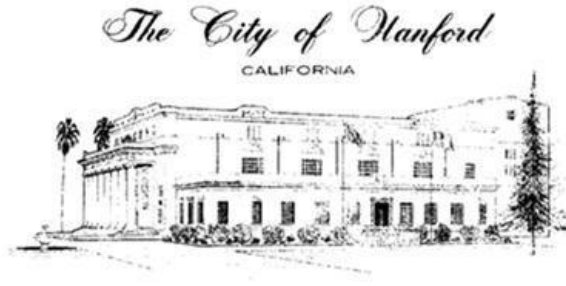
RECOMMENDATION:

Approve the minutes of the November 8, 2022 meeting.

FISCAL IMPACT:

ATTACHMENTS:

11-08-22



MINUTES
PLANNING COMMISSION
of the
CITY OF HANFORD

COUNCIL CHAMBERS
400 N. Douty St.
5:30 PM, Tuesday, November 8, 2022

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

CALL TO ORDER

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

ROLL CALL

Attendee Name	Title	Status	Arrived
Dennis Ham		Absent	
Richard Douglas		Present	
Travis Paden		Present	
Martin Devine		Present	
Jacob Sanchez		Present	
Gunther Norris		Present	

INVOCATION

Diana Black led the invocation.

FLAG SALUTE

Chair SANCHEZ led the flag salute.

PUBLIC COMMENT

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

None.

CONSENT CALENDAR

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

- 1. Approval of the Minutes of the September 27, 2022 Meeting**
- 2. TIME EXTENSION 2022-04, a request to extend the life of Conditional Use Permit No. 2020-13 and Site Plan Review No.2018-38 for one year. The project is located north of Hayden Avenue, east of 12th Avenue (APN 011-060-058 and 011-060-012).**

Motion to approve the Consent Calendar.

RESULT:	APPROVED [4 TO 0]
MOVER:	Travis Paden
SECONDER:	Richard Douglas
AYES:	Douglas, Paden, Devine, Sanchez
ABSTAIN:	Norris
ABSENT:	Ham

PUBLIC HEARING

Tentative Parcel Map No. 2022-01: a request to divide a 47,473-square-foot parcel into two parcels (Parcel A: 12,469 sq. ft.; Parcel B: 35,004 sq. ft.) in the MX-C Corridor Mixed Use zone district. The property is located at 520 W. Lacey Blvd. (APN 010-510-003).

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

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

Commissioner PADEN asked if the Creamery building, has the same restrictions for building changes as the Courthouse and other buildings in the Historic District. Mr. Manha replied that the Creamery building is designated Historic, and any changes would be subject to approval by City Council of a no-fee Historic Resources permit. The building in the back of the Creamery is not designated Historic.

Chair SANCHEZ opened Public Comment:

IN FAVOR

John Zumwalt, of Zumwalt-Hansen (aka QK), representing the applicant, expressed support for staff's findings and encouraged approval of the project.

OPPOSED

None.

There being no further questions, Chair SANCHEZ closed Public Comment and called for a motion.

Motion to adopt Resolution 2022-34, approving Tentative Parcel Map 2022-01.

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

DIRECTOR'S COMMENTS

None.

COMMISSIONERS' ITEMS OF INTEREST

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

None.

ADJOURNMENT

Chair SANCHEZ adjourned the meeting at 5:39 p.m.

Respectfully submitted,

Diana Black
Recording Secretary



AGENDA STAFF REPORT

MEETING DATE: 12/13/2022	AGENDA SECTION: 1
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SUBJECT:

Conditional Use Permit No. 2022-09, a request to convert a former dry cleaners into an esports gaming lounge in an existing shopping center in the C-N Neighborhood Commercial zone district. The project is located at 2443 N. 10th Ave. (APN 014-670-079).

See staff report attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - CUP 2022-09
 Resolution No. 2022-37
 Attachment 1: Site Plan
 Attachment 2: SPR 2022-54 Approval Letter
 Attachment 3: Notice of Exemption No. 2022-88
 Parcel Map

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT
Tuesday, December 13, 2022**

PROJECT: Conditional Use Permit No. 2022-09, a request to convert a former dry cleaners into an esports gaming lounge in an existing shopping center in the C-N Neighborhood Commercial zone district.

LOCATION: The project is located at 2443 N. 10th Ave. (APN 014-670-079).

PLANNER: Mark Manha, Associate Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2022-37, approving Conditional Use Permit No. 2022-09.

RECOMMENDED MOTION

1. I move to adopt Resolution No. 2022-37, approving Conditional Use Permit No. 2022-09.

PROJECT DESCRIPTION

The project is a request to convert a former dry cleaners into an esports gaming lounge in an existing shopping center in the C-N Neighborhood Commercial zone district, as shown in **Attachment 1**. The use is classified as a commercial recreation facility, indoor in the Hanford Municipal Code, which requires a conditional use permit in the C-N Neighborhood Commercial zone district.

Project Location

The proposed project is located at 2443 N. 10th Ave. (APN 014-670-079) (see Figure 1, below).

Entitlement

The applicant has submitted Site Plan Review No. 2022-54 for the project, proposing the conversion of the suite into an esports gaming lounge (see **Attachment 1**). The business will include space for arcade cabinets, PC gaming stations, console gaming stations, and a virtual reality (VR) gaming area. Site Plan Review No. 2022-54 was reviewed by the Site Plan Review Committee. Conditions of approval appear in the approval letter (see **Attachment 2**). All conditions of approval cited in the site plan review approval letter are also conditions of approval for this conditional use permit application.

Figure 1:
Land Use (property outlined in red)

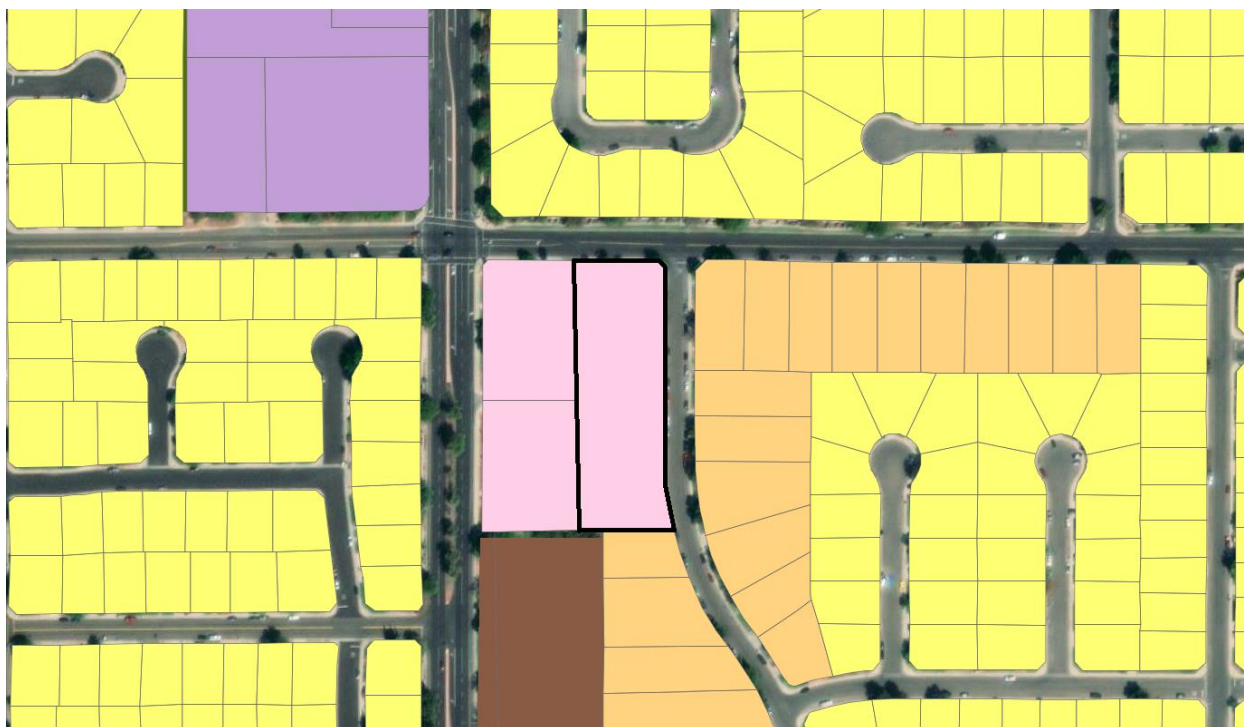


BACKGROUND INFORMATION

General Plan Designation

The General Plan designates the property as Neighborhood Commercial (see Figure 2, below). In accordance with General Plan Policy L42, the purpose of the Neighborhood Commercial land use designation is to provide convenience commercial and neighborhood shopping centers serving a localized market that provide a range of necessary day-to-day retail goods and service. In accordance with General Plan Policy L43, uses allowed in the Neighborhood Commercial land use designation shall include businesses providing day-to-day goods and services for the surrounding and nearby residential neighborhood. Uses that would primarily serve a citywide or regional market area shall not be allowed. Typical uses include markets, small retail shops, eating establishments, service stations, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. The use of the site as a gaming lounge supports this policy, as it provides an entertainment venue for the local surrounding community that will be located in an existing neighborhood shopping center.

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



Zoning Designation

The property is zoned C-N Neighborhood Commercial, which corresponds with the General Plan designation (see Figure 3, below). The applicant seeks to allow an esports gaming lounge in the C-N Neighborhood Commercial zone district. The use is classified as a commercial recreation facility, indoor in the Hanford Municipal Code. According to the Commercial, Office, and Industrial Zone Use Table, presented in Table 17.08.030 of the Hanford Municipal Code, a commercial recreation facility, indoor requires a conditional use permit in the C-N Neighborhood Commercial zone district (see Figure 4, below). A “commercial recreation facility, indoor” means indoor recreational facilities that are operated as a business and open to the general public for an entry fee or pay per use. Examples include indoor uses such as, but are not limited to, a bowling alley, bounce house, skating rink, batting cage, miniature golf, swimming pool, climbing wall, arcade, and similar uses. Food and beverage can be provided as an ancillary use.

Figure 3:
Zoning Designation (property outlined in bold)
C-N Neighborhood Commercial

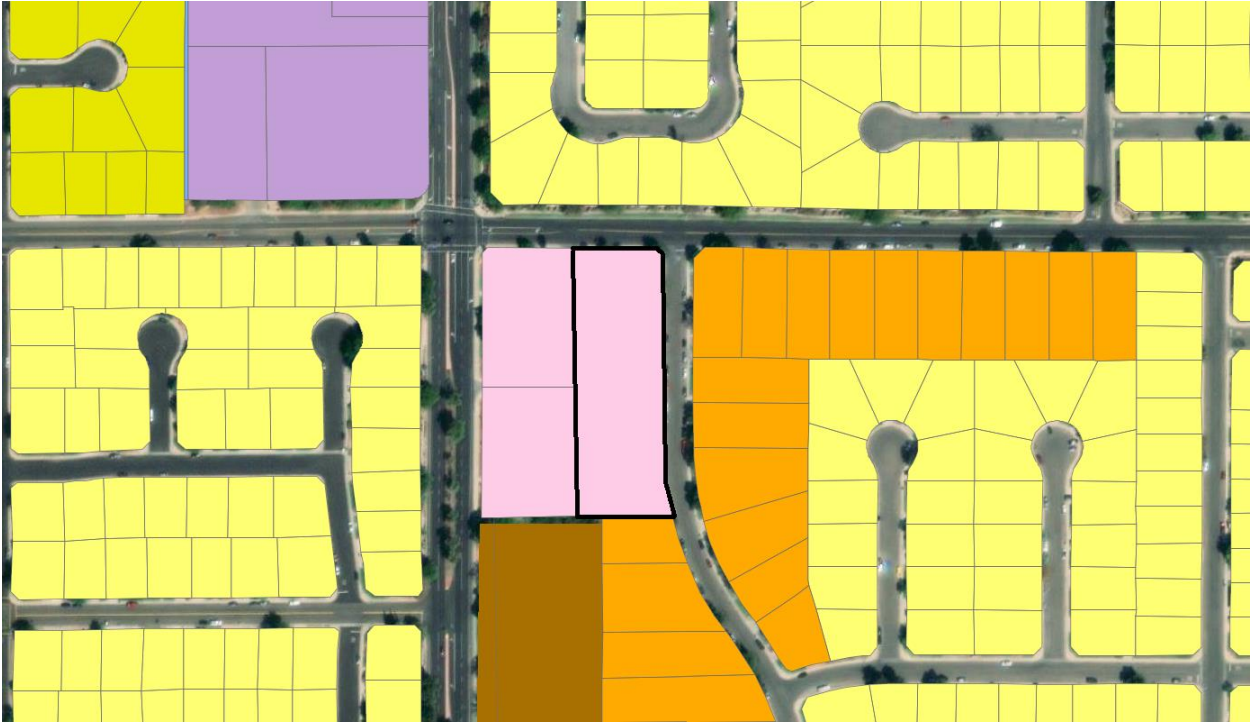


Figure 4:
Land Use Table

Commercial, Office, and Industrial Zone 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		
		C-N	C-R	C-S	C-H	MX-N	MX-C	MX-D	O-R	O	I-L	I-H	AP	PF	CO
G2	Commercial recreation facility, indoor	C	C	P	P	C	P	C			C				

PROJECT EVALUATION

Conformance with the standards of the C-N Neighborhood Commercial zone district

17.16.030 Site Area

In the C-N Neighborhood Commercial zone district, the minimum site area shall be three 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 three acres may be developed in accordance with the specifications of Chapter 17.16 of the Municipal Code. The site is 1.66 acres within an existing integrated shopping center with shared parking, landscaping, lighting, signage, and cross access, encompassing approximately 3.3 acres. Since the property is part of this larger development and is already existing and developed, it meets the requirements for the C-N Neighborhood Commercial zone district.

17.16.040 Lot Dimensions

In the C-N Neighborhood Commercial zone district, 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 office. The project site has approximately 150 feet of street frontage along Fargo Avenue and approximately 450 feet of street frontage along Knowlwood Drive. The property exceeds the lot frontage requirement for the C-N Neighborhood Commercial zone district.

17.16.050 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.

17.16.060 Building Setback Area

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

Front-Building Setback

In the C-N Neighborhood Commercial zone district, the front building setback shall be 15 feet. On corner lots, the property line adjoining the shorter street frontage shall be the front property line. In this case, Fargo Avenue is the shorter side of the corner lot; therefore, the property line adjoining Fargo Avenue is the front. The building setback is over 15 feet from the front lot line, which satisfies the requirement of the C-N Neighborhood 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. One of the side property line is adjacent to Knowlwood Drive; therefore, that

side setback requirement is 15 feet. The building setback is over 15 feet from either side lot line. The side setback requirement for the C-N Neighborhood Commercial zone district is satisfied.

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. The rear property line is adjacent to a property in the R-M Medium Density Residential zone district; therefore, the setback requirement is 15 feet. The building setback is over 15 feet from the rear lot line. The rear setback requirement for the C-N Neighborhood Commercial zone district is satisfied.

17.16.070 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.

17.16.080 Height of Structures

The maximum height of structures in the C-N Neighborhood Commercial zone district is 35 feet. The existing building is a single-story structure. There are no changes proposed to the existing building height. The single-story structure does not exceed the zone district height limitations.

17.16.090 Driveways

Whenever possible, developments shall share driveways to minimize the number of driveways on public streets. The site is fully developed and has access through one driveway along 10th Avenue and one along Fargo Avenue. The site is a portion of an existing shopping center with cross access. There are no changes proposed to the existing driveways; therefore, the driveway requirements have been satisfied.

17.16.100 Off-Street Parking

There are approximately 54 parking spaces provided for this lot. In accordance with Section 17.54.040, all integrated shopping centers shall provide parking at a ratio of one space per 350 square feet of building space. The anchor building square footage is approximately 22,000 square feet. Based on the ratio, the current parking total does not exceed the requirement.

Calculation:

$$22,000 \text{ square feet} \div 350 \text{ square feet} = 63 \text{ parking spaces minimum}$$

However, there is shared parking between each parcel in the integrated shopping center. There are approximately 101 parking spaces provided for the integrated shopping center. In accordance with Section 17.54.040, all integrated shopping centers shall provide parking at a ratio of one space per 350 square feet of building space. The building square footage for the integrated shopping center is approximately 30,600 square feet. Based on the ratio, the current parking total exceeds the requirement.

Calculation:

30,600 square feet ÷ 350 square feet = 87 parking spaces minimum

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

17.16.110 Usable Open Space

New developments shall provide a common outdoor, shaded sitting area for use by customers. This is not a new development; therefore, no additional usable open space is required.

17.16.120 Landscaping

Landscaping in the C-N Neighborhood Commercial zone district shall be provided and permanently maintained in a setback area not less than 15 feet from a lot line adjoining a street. There is at least 15 feet of existing landscaping along each street frontage. There are no changes proposed to the existing landscaping.

17.16.130 Screening, Fences, and Walls

Properties in the C-N Neighborhood Commercial zone district shall meet the screening, fences, and walls standards in Section 17.16.130 of the Hanford Municipal Code. 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. There is an existing block wall along the rear lot line adjacent to the R-M Medium Density Residential zone district and an existing block wall along the side of the property adjacent to Knowlwood Drive. No fence or wall shall be placed in front of or within an any landscaped area located next to a street. There is no existing or proposed fence or wall within a landscaped area adjacent to a street. The project satisfies all screening, fence, and wall regulations for the C-N Neighborhood Commercial zone district.

17.16.140 Signs

All signage shall meet the standards set in Chapter 17.56 of the Hanford Municipal Code. For permanent building signs, there is no limit to the number of signs allowed for each business; the allowed square footage per building frontage is cumulative. Establishments with a primary building frontage less than 300 feet may have a permanent 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 may have a permanent sign with a size of 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, a maximum of one sign is allowed per establishment. The face of the sign may 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. An additional freestanding sign is permitted on sites within an integrated shopping center. This additional sign may be up to 350 square feet in size, with a maximum height not greater than 1.5 times the average height of the building.

Signage requires a separate application and will be evaluated at the time of submittal.

17.16.150 General Provisions and Standards

All uses within the C-N Neighborhood Commercial zone district are required to be conducted entirely within a completely enclosed permanently fixed structure, except where specifically permitted by this title. The use proposed will occur within an existing, completely enclosed, permanently fixed structure.

All requirements of the C-N Neighborhood Commercial zone district, prescribed by Chapter 17.16 of the Hanford Municipal Code, are satisfied.

FINDINGS FOR APPROVAL: CONDITIONAL USE PERMIT NO. 2022-09

Conditional Use Permit No. 2022-09

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: The proposed use will not impair the integrity and character of the C-N Neighborhood Commercial zone district. The use is consistent with the regulations set forth in Chapter 17.16 of the Hanford Municipal Code for the C-N Neighborhood Commercial zone district. The use of an esports gaming lounge, which is classified as a commercial recreation facility, indoor use in the Hanford Municipal Code, is listed as a permitted use with the approval of a conditional use permit in the C-N Neighborhood Commercial zone district, as prescribed in the Land Use Table in Section 17.08.030. In accordance with the general provisions and standards for the C-N Neighborhood Commercial zone district, the use proposed will occur within an existing, completely enclosed, permanently fixed structure.

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: The proposed esports gaming lounge is compatible with existing and future permitted land uses in the C-N Neighborhood Commercial zone district. The use is consistent with the regulations set forth in Chapter 17.16 of the Hanford Municipal Code for the C-N Neighborhood Commercial zone district. In accordance with General Plan Policy L43, uses allowed in the Neighborhood Commercial land use designation shall include businesses providing day-to-day goods and services for the surrounding and nearby residential neighborhood. Uses that would primarily serve a citywide or regional market area shall not be allowed. Typical uses include markets, small retail shops, eating establishments, service stations, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. The esports gaming lounge is compatible with surrounding uses as it is a complementary use to other existing uses in the existing shopping center.

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

ANALYSIS: In accordance with General Plan Policy L42, the purpose of the Neighborhood Commercial land use designation is to provide convenience commercial and neighborhood shopping centers serving a localized market that provide a range of necessary day-to-day retail goods and service. In accordance with General Plan Policy L43, uses allowed in the Neighborhood Commercial land use designation shall include businesses providing day-to-

day goods and services for the surrounding and nearby residential neighborhood. Uses that would primarily serve a citywide or regional market area shall not be allowed. Typical uses include markets, small retail shops, eating establishments, service stations, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. The use of the site as a gaming lounge supports this policy, as it provides an entertainment venue for the local surrounding community that will be located in an existing neighborhood shopping center.

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

ANALYSIS: 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 3**.

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: This application has been reviewed by the various City departments and evaluated for conformity with the requirements of Chapter 17.16 of the Hanford Municipal Code. The use of this site for an esports gaming lounge is compliant with the Hanford Municipal Code. Any improvements required for public health, safety, and welfare have been applied to the project as conditions of approval in Site Plan Review No. 2022-54 and the resolution.

PUBLIC COMMENTS

A Notice of Public Hearing for a Conditional Use Permit was noticed in the local newspaper on December 2, 2022 and mailed to property owners within 300 feet of the project site on December 1, 2022. No comments were received, as of the date of preparation of this report.

ENVIRONMENTAL ASSESSMENT

This project is categorically exempt from further environmental review, as per Section 15301 Existing Facilities of the California Environmental Quality Act (CEQA) Guidelines. There are no exceptions to this exemption, as per Section 15300.2 Exceptions of the California Environmental Quality Act (CEQA) Guidelines. A Notice of Exemption has been prepared and is attached as **Attachment 3**.

CONDITIONS OF APPROVAL

Project approval shall be subject to the conditions of approval for Site Plan Review No. 2022-54, and the conditions below:

Conditional Use Permit No. 2022-09:

1. All site operations shall comply with the noise regulations in Chapter 9.10 of the Hanford Municipal Code.
2. No site operations shall include gambling, except where specifically permitted by the Hanford Municipal Code.

3. Any future request for this business to serve alcohol on site shall require an amendment to this Conditional Use Permit.

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2022-37, approving Conditional Use Permit No. 2022-09.

Applicant:

Wesley Turner – TurnStyle Gaming
2443 N. 10th Ave.
Hanford, CA 93230

Property Owner:

Ghassan Ahmed
2290 Buena Ventura St.
Wasco, CA 93302

RESOLUTION NO. 2022-37

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD
PERTAINING TO CONDITIONAL USE PERMIT NO. 2022-09, A REQUEST TO CONVERT A
FORMER DRY CLEANERS INTO AN ESPORTS GAMING LOUNGE IN AN EXISTING
SHOPPING CENTER IN THE C-N NEIGHBORHOOD COMMERCIAL ZONE DISTRICT. THE
PROJECT IS LOCATED AT 2443 N. 10TH AVENUE (APN 014-670-079).**

At a regular meeting of the City of Hanford Planning Commission duly called and held on December 13, 2022 on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Conditional Use Permit No. 2022-09, a request to convert a former dry cleaners into an esports gaming lounge in an existing shopping center in the C-N Neighborhood 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 2443 N. 10th Ave. (APN 014-670-079); 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: The proposed use will not impair the integrity and character of the C-N Neighborhood Commercial zone district. The use is consistent with the regulations set forth in Chapter 17.16 of the Hanford Municipal Code for the C-N Neighborhood Commercial zone district. The use of an esports gaming lounge, which is classified as a commercial recreation facility, indoor use in the Hanford Municipal Code, is listed as a permitted use with the approval of a conditional use permit in the C-N Neighborhood Commercial zone district, as prescribed in the Land Use Table in Section 17.08.030. In accordance with the general provisions and standards for the C-N Neighborhood Commercial zone district, the use proposed will occur within an existing, completely enclosed, permanently fixed structure.

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: The proposed esports gaming lounge is compatible with existing and future permitted land uses in the C-N Neighborhood Commercial zone district. The use is consistent with the regulations set forth in Chapter 17.16 of the Hanford Municipal Code for the C-N

Neighborhood Commercial zone district. In accordance with General Plan Policy L43, uses allowed in the Neighborhood Commercial land use designation shall include businesses providing day-to-day goods and services for the surrounding and nearby residential neighborhood. Uses that would primarily serve a citywide or regional market area shall not be allowed. Typical uses include markets, small retail shops, eating establishments, service stations, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. The esports gaming lounge is compatible with surrounding uses as it is a complementary use to other existing uses in the existing shopping center.

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

ANALYSIS: In accordance with General Plan Policy L42, the purpose of the Neighborhood Commercial land use designation is to provide convenience commercial and neighborhood shopping centers serving a localized market that provide a range of necessary day-to-day retail goods and service. In accordance with General Plan Policy L43, uses allowed in the Neighborhood Commercial land use designation shall include businesses providing day-to-day goods and services for the surrounding and nearby residential neighborhood. Uses that would primarily serve a citywide or regional market area shall not be allowed. Typical uses include markets, small retail shops, eating establishments, service stations, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. The use of the site as a gaming lounge supports this policy, as it provides an entertainment venue for the local surrounding community that will be located in an existing neighborhood shopping center.

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

ANALYSIS: 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: This application has been reviewed by the various City departments and evaluated for conformity with the requirements of Chapter 17.16 of the Hanford Municipal Code. The use of this site for an esports gaming lounge is compliant with the Hanford Municipal Code. Any improvements required for public health, safety, and welfare have been applied to the project as conditions of approval in Site Plan Review No. 2022-54 and the resolution.

THEREFORE, BE IT RESOLVED that Conditional Use Permit No. 2022-09 be approved, subject to the conditions of approval for Site Plan Review No. 2022-54, attached as **Exhibit B**, and the conditions below:

1. All site operations shall comply with the noise regulations in Chapter 9.10 of the Hanford Municipal Code.
2. No site operations shall include gambling, except where specifically permitted by the Hanford Municipal Code.

3. Any future request for this business to serve alcohol on site shall require an amendment to this Conditional Use Permit.

EXPIRATION

This Conditional Use Application Permit shall 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

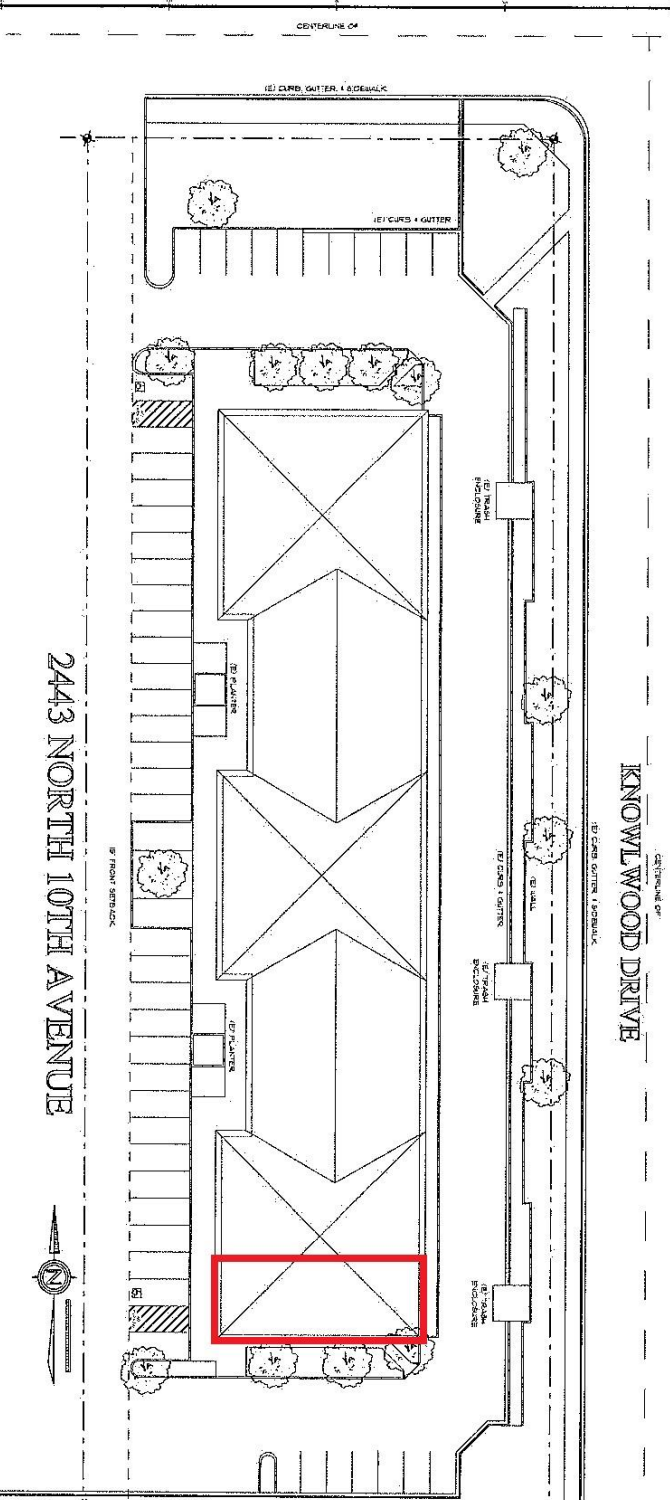
STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, **Jason Waters**, 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 13th day of December 2022.

Jason Waters, Secretary

Exhibit A
Site Plan

Attachment: Resolution No. 2022-37 (CUP 2022-09)



SHEET INDEX

BUILDING ADDRESS	1431 N 9TH AVE PUEBLO, CO 81001
OWNERS:	
LESLEY TURNER	
226 COTTONWOOD CT	
HANFORD, CA 91320	
ZONE: CN	
APN: 014-610-019	
BOLL CLASS "P"	
ADDITIONAL COMMENTS	
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2. 10/10/01	
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PROJECT INFORMATION

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SITE NOTES

1. All State and Local Contractors to the State Highway System shall be required to submit a copy of their bid schedule to the Highway Construction Office of the Department of Transportation, Office of Construction Management, Construction Management Division, 1000 North Capitol Avenue, Lansing, Michigan 48906.
2. The Contractor shall submit a copy of the bid schedule to the State Highway Construction Office of the Department of Transportation, Office of Construction Management, Construction Management Division, 1000 North Capitol Avenue, Lansing, Michigan 48906.
3. The Contractor shall submit a copy of the bid schedule to the State Highway Construction Office of the Department of Transportation, Office of Construction Management, Construction Management Division, 1000 North Capitol Avenue, Lansing, Michigan 48906.
4. The Contractor shall submit a copy of the bid schedule to the State Highway Construction Office of the Department of Transportation, Office of Construction Management, Construction Management Division, 1000 North Capitol Avenue, Lansing, Michigan 48906.
5. The Contractor shall submit a copy of the bid schedule to the State Highway Construction Office of the Department of Transportation, Office of Construction Management, Construction Management Division, 1000 North Capitol Avenue, Lansing, Michigan 48906.

SITE PLAN

8H. GENERAL NOTES

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ALEX PAZERA

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HARPO
MAILING
P.O. B.
HARPO
G.W. CORNELL

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CA 93212
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Revision

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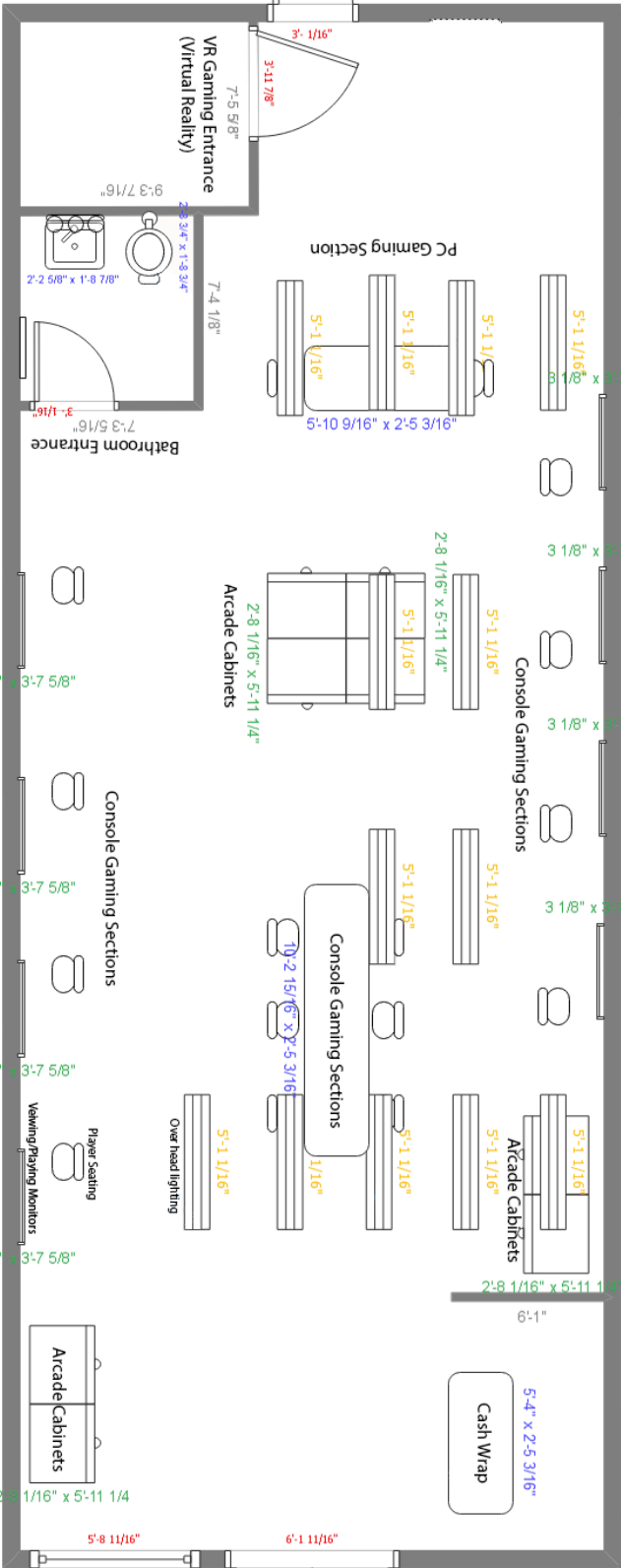


Exhibit B
Site Plan Review Approval Letter – Conditions of Approval

Attachment: Resolution No. 2022-37 (CUP 2022-09)

City of HANFORD

CALIFORNIA 93230
CITY OFFICES 317 NORTH DOUTY STREET



MAYOR
KALISH MORROW

VICE MAYOR
DIANE SHARP

COUNCIL MEMBERS
AMANDA SALTRAY
FRANCISCO RAMIREZ
ARTHUR BRIENO

CITY MANAGER
MARIO CIFUENTEZ II

CITY ATTORNEY
ROBERT M. DOWD

DATE: October 25, 2022

PROJECT: Site Plan Review 2022-54 (502-1250)

APPLICANT: Wesley Turner

LOCATION: 2443 N. 10th Ave. (APN 014-670-079)

PROPOSAL: Esports gaming lounge/arcade

ZONING: C-N Neighborhood Commercial

SITE PLAN REVIEW COMMITTEE REVIEW DATE: September 28, 2022

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 | ☐ Building |
| ☐ Fire | ☐ Engineering |
| ☐ Solid Waste | ☐ Police |
| ☐ Wastewater | ☐ 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 | ☒ Planning Commission CUP |
| ☐ Parking and Traffic Commission | ☐ Parks and Recreation Commission |
| ☐ Other: _____ | |

Signed,

Mark Manha

Mark Manha, Associate Planner
Community Development Department

October 25, 2022
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

Site Plan Review is a ministerial action, therefore not subject to the California Environmental Quality Act (CEQA) (CEQA Guidelines 15268 and MC 17.70.070). **Exemption No. 2022-88**

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. 2022-54 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. 2022-37 (CUP 2022-09)

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: September 28, 2022

SITE PLAN NUMBER: 2022-54 (FILE 502-1250)

CONTACT: Mark Manha, Associate Planner: (559) 585-2583

General Plan Designation: Neighborhood Commercial

Zoning: C-N Neighborhood Commercial

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.

Correction(s): None.

Required Entitlements: Conditional Use Permit (submitted)

C-N Neighborhood Commercial - all checked comments shall apply:

General Requirements:

- ☒ 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. 2022-54 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.
- ☒ That mechanical equipment shall be located a minimum of five (5) feet from a rear or side lot line that abuts an R-L, R-M, R-H, OR, O, PF, AP, or CO zone district.
- ☒ That no business, service, or processes that is not a part of the main use of the site shall be conducted outside a completely enclosed permanently fixed structure, except where specifically permitted by this title.

Cultural Resources:

Attachment: Resolution No. 2022-37 (CUP 2022-09)

- ☒ 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: (Section 17.16.060)

- ☒ That the appropriate setbacks be maintained, as follows:
- ☒ The front building setback area shall be 15 feet.
 - ☒ The rear building setback may be zero feet from the rear lot line, except where the rear lot line abuts a public street in an R-L, R-M, R-H, OR, O, PF, AP, or CO zone district then the rear building setback shall be 15 feet.
 - ☒ 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, OR, O, PF, AP, or CO zone district then the side building setback area shall be 15 feet.

Height of Structures: (Section 17.16.080)

- ☒ That the maximum structure height shall be 35 feet.

Off Street Parking: (Section 17.54)

- ☒ That all parking on site remain. No additional square footage is proposed.

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 17.16.130 and 17.50.110)

- ☒ 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 only 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.

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 no lights or light fixtures shall flash, revolve, blink or otherwise resemble a traffic control signal or operate in such a fashion to create a hazard for passing traffic.
- ☒ 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 18 feet, when located within 50 feet of any residential zone district.
- ☒ That the following additional requirements shall apply to outdoor lighting fixtures in the O, PF, and all commercial and mixed use zone districts:
 - ☒ All outdoor fixture lighting shall be a fully shielded fixture and focused to minimize light trespass and glare.
 - ☒ Outdoor lighting fixtures shall be turned off after close-of-business unless needed for safety or security, in which case the lighting shall be activated by motion sensor devices. Illuminated signs and parking lot lighting are excluded from this requirement.
 - ☒ Lighting for signs, recreational facilities and decorative effects for building and landscape shall be fully shielded fixtures equipped with automatic timing devices and focused to minimize light glare and light trespass.

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 2022-054 (502-1250)
Esports
10-10-22
2443 N 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 1 electronic set of Drawings, unless noted, including:
 - 4.2.1 Reserved
 - 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 Reserved
 - 4.2.9 Planning Dept. "Conditions of Approval" or "Resolution"
printed on the drawings and part of the drawing submittal
 - 4.2.10 Original 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 1 electronic set 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 **including C & D Recycle plan**
 - 4.3.8 **Compliance with the City of Hanford Landscape Ordinance**
 - 4.3.9 Original 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 all special inspection reports be submitted to the Building Division prior to final inspection.
7. That all construction shall conform to **the Most Current Edition** (2019, 2022 if submitted after 12-31-22) of the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Fire Code, California Energy Code and CalGreen.
8. 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.
9. That the applicant provides a complete set of AS-BUILT drawings on CD, in “tif” format, to the Building Division prior to Final Inspection.
10. That each of these drawings apply to any/all work done to the structure at this time.
11. **This project is a Change of Occupancy. A permit is required. A complete set of plans is required. Plans must include scaled drawings of existing and proposed floor plans.**

Hanford Fire Department

Contact Fire Marshal Christy Whittington @ 559-585-2594 or cwhittington@cityofhanfordca.com

concerning questions that you may have on the following conditions.

Site Plan Review: SPR 2022-54

Date: October 3, 2022

Project #: 502-1250 (Wesley Turner)

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 call **559-585-2545**.
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 2019 Ca. Fire Code. Provide most current fire flow information for this location.
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.** Please contact the Building department for submittal process.
6. ☐ For automatic sprinkler systems, **a separate permit maybe required if tenant improvements are made to sprinkler system.** Please contact the Building 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 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.

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 Building Department for submittal process.
9. ☐ A hydrant will be required within 50 feet of the Fire Department connection. **Knox FDC Locking Caps** are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com. Click to choose your local fire department agency, enter "Hanford Fire Dept", and a list of products will populate for you to order.
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:
- Section 507 or as required by appendix C of the 2019 CFC.
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. ☐ All access road shall not be less than 20 feet wide and 13 feet 6 inches in height.
19. ☐ Access road turning radius for fire apparatus is as follows:
- 20 feet, 1 inch inside turning radius
 - 44 feet, 6 inch outside radius
20. ☐ Additional access roads may be required per CFC 2019 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.
21. ☐ Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.
22. ☐ Areas identified as “Fire Lanes” must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.
- **Access roads 20-26 feet in width:** Fire lanes shall be on both sides of the fire apparatus access roads.
 - **Access roads 26 to less than 32 feet in width:** Fire lanes shall be on one side of the fire apparatus access roads.
 - **Access roads 32 feet in width or more:** No fire lanes required.
23. ☐ Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING - FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.
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** to be installed on them; or a **Knox Box** 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. (See www.knoxbox.com for current models)
 - **Electric Gates** shall be equipped with an electric **Knox Key Switch**, 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.

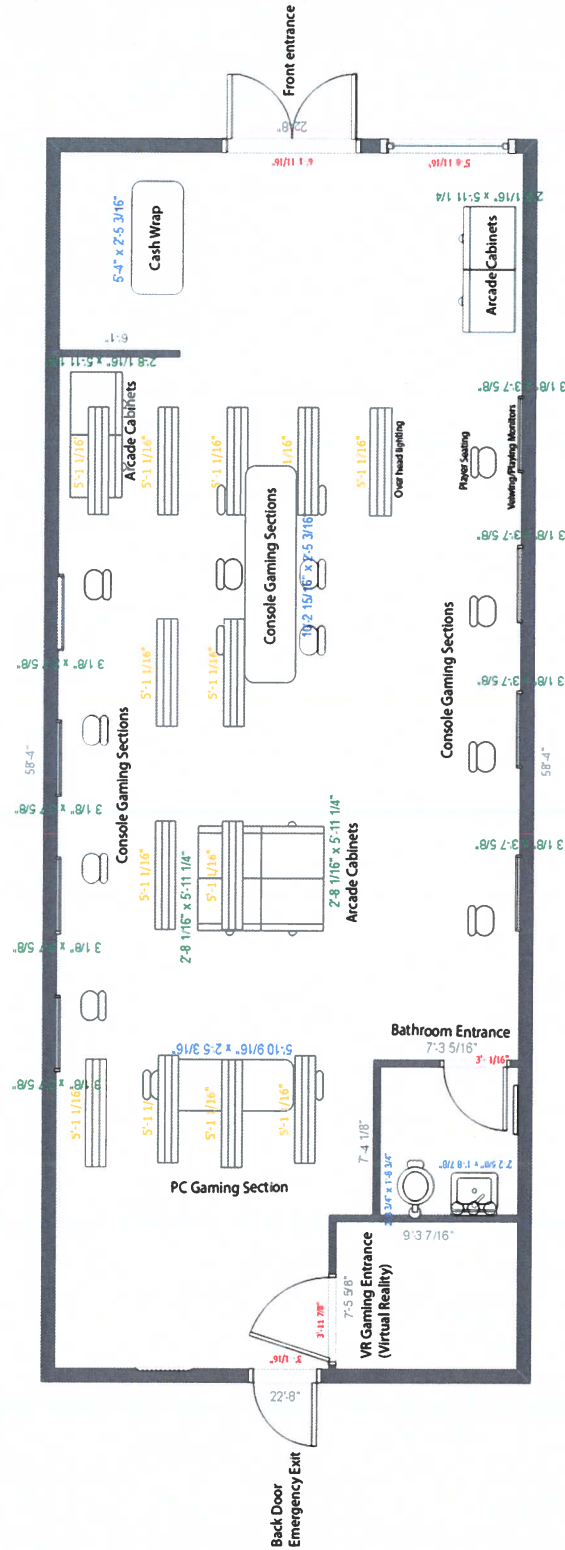
26. ☐ A Knox Box will be required. Keys that open all locked areas will also be required and placed in the Knox Box. The ordering of Knox Box products can be done directly at www.knoxbox.com. If there is an existing Know Box installed, contact the Fire Department to determine if it will suffice.
27. ☐ 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.

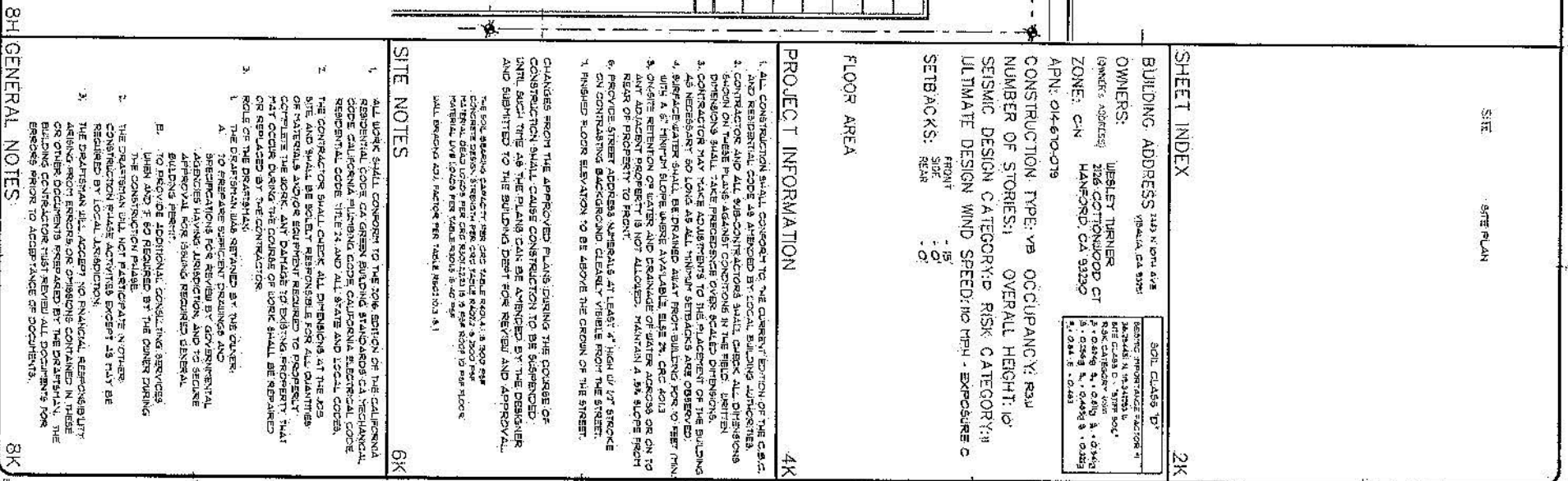
Size of Address Numbers:

- 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 **Building** 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.
33. ☐ Provide a Knox Box for all structures and gates. In accordance to the 2019 CFC 506.1. Location shall be approved by Hanford Fire Department.
34. ☐ Provide premises identification for all structures. Shall be visible from the street. A minimum of four (4) inch numbering on contrasting background. In accordance to the 2019 CFC 505.1
35. ☐ Commercial cooking equipment that produce grease laden vapors shall be provided with a Type I Hood. In accordance with the California Mechanical Code, and an automatic fire extinguishing system that is listed and labeled for its intended use.

36. ☐ Insulated liquid carbon dioxide systems used in beverage dispensing applications with more than 100 pounds (45.4kg) of carbon dioxide shall comply with 2019 CFC 5307.3.1
37. ☒ Facility to provide minimum 2A10BC type fire extinguishers. Provide location and number of fire extinguishers to be installed in accordance to California Fire Code, section 906.
38. ☒ All exiting shall comply with California Fire and Building Code requirements. Requirements shall comply with section 10 of the 2019 CFC 1004.9
39. ☒ Posting of Occupant Load sign shall be provided if room or spaces used for Assembly, Classroom, Dining, or similar purposes having an occupant load of fifty (50) or more persons. Sign shall be placed in conspicuous location and near the main exit in accordance to CFC 1004.9
40. ☐ Any Special Event project shall comply with 2019 edition of the California Fire Code, chapter 31 for tent structures, exiting, fire extinguishers and other fire protection application.





Revisions By					

Construction Designs, LLC
(559) 584-8250

PHYSICAL ADDRESS:
317 E. FOURTH STREET
HANFORD CA 93230

MAILING ADDRESS:
P.O. BOX 1582
HANFORD, CA 93211

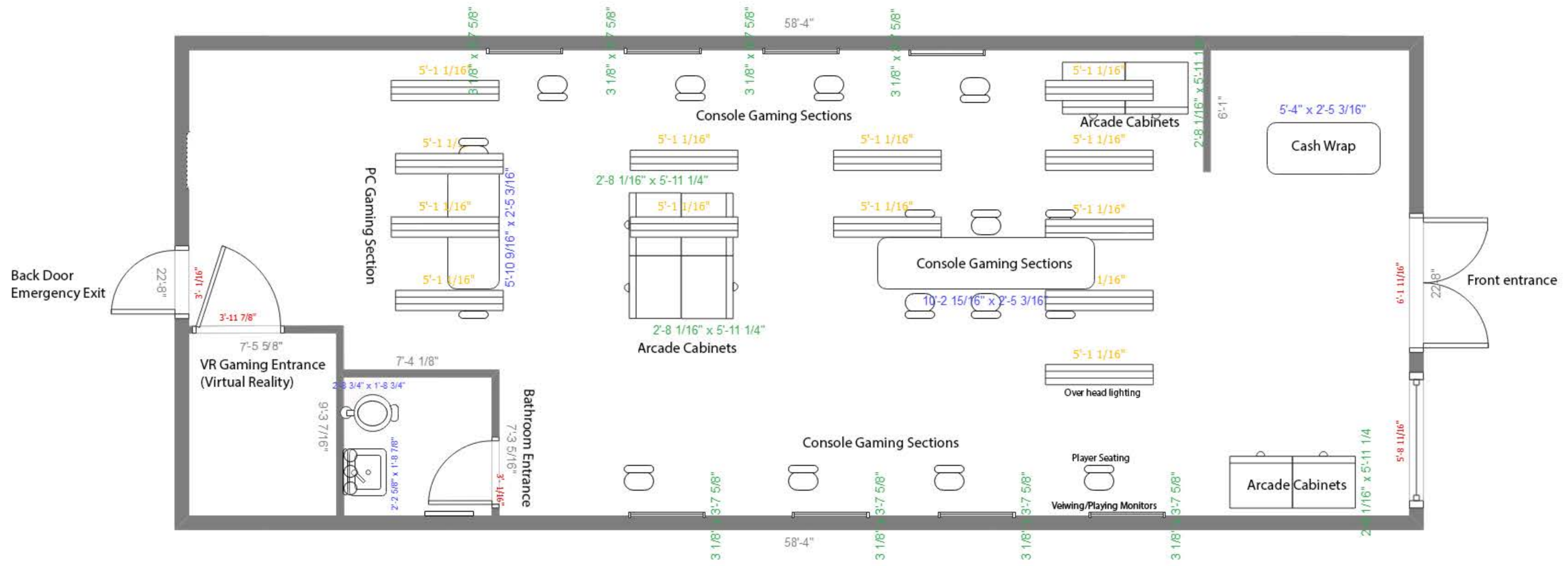
www.Correlation-Designs.com
Patricia@Correlation-Designs.com

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OF ANY RIGHTS OR PRIVILEGES

WESLEY TURNER
2126 COTTONWOOD CT
HANFORD, CA 93230
559-772-6613

Date: 11 APRIL 2022
 Site: 1/4" = 1' U.O.N.
 Drawn: ALEX PAZERA
 Job:

SITE



City of HANFORD

CALIFORNIA 93230
CITY OFFICES 317 NORTH DOUTY STREET



MAYOR
KALISH MORROW

VICE MAYOR
DIANE SHARP

COUNCIL MEMBERS
AMANDA SALTRAY
FRANCISCO RAMIREZ
ARTHUR BRIENO

CITY MANAGER
MARIO CIFUENTEZ II

CITY ATTORNEY
ROBERT M. DOWD

DATE: October 25, 2022

PROJECT: Site Plan Review 2022-54 (502-1250)

APPLICANT: Wesley Turner

LOCATION: 2443 N. 10th Ave. (APN 014-670-079)

PROPOSAL: Esports gaming lounge/arcade

ZONING: C-N Neighborhood Commercial

SITE PLAN REVIEW COMMITTEE REVIEW DATE: September 28, 2022

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 **CUP**

☐ Parks and Recreation Commission

Signed,

Mark Manha

Mark Manha, Associate Planner
Community Development Department

October 25, 2022
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

Site Plan Review is a ministerial action, therefore not subject to the California Environmental Quality Act (CEQA) (CEQA Guidelines 15268 and MC 17.70.070). **Exemption No. 2022-88**

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. 2022-54 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

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: September 28, 2022

SITE PLAN NUMBER: 2022-54 (FILE 502-1250)

CONTACT: Mark Manha, Associate Planner: (559) 585-2583

General Plan Designation: Neighborhood Commercial

Zoning: C-N Neighborhood Commercial

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.

Correction(s): None.

Required Entitlements: Conditional Use Permit (submitted)

C-N Neighborhood Commercial - all checked comments shall apply:

General Requirements:

- ☒ 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. 2022-54 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.
- ☒ That mechanical equipment shall be located a minimum of five (5) feet from a rear or side lot line that abuts an R-L, R-M, R-H, OR, O, PF, AP, or CO zone district.
- ☒ That no business, service, or processes that is not a part of the main use of the site shall be conducted outside a completely enclosed permanently fixed structure, except where specifically permitted by this title.

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: (Section 17.16.060)

- ☒ That the appropriate setbacks be maintained, as follows:
- ☒ The front building setback area shall be 15 feet.
 - ☒ The rear building setback may be zero feet from the rear lot line, except where the rear lot line abuts a public street in an R-L, R-M, R-H, OR, O, PF, AP, or CO zone district then the rear building setback shall be 15 feet.
 - ☒ 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, OR, O, PF, AP, or CO zone district then the side building setback area shall be 15 feet.

Height of Structures: (Section 17.16.080)

- ☒ That the maximum structure height shall be 35 feet.

Off Street Parking: (Section 17.54)

- ☒ That all parking on site remain. No additional square footage is proposed.

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 17.16.130 and 17.50.110)

- ☒ 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 only 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.

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 no lights or light fixtures shall flash, revolve, blink or otherwise resemble a traffic control signal or operate in such a fashion to create a hazard for passing traffic.
- ☒ 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 18 feet, when located within 50 feet of any residential zone district.
- ☒ That the following additional requirements shall apply to outdoor lighting fixtures in the O, PF, and all commercial and mixed use zone districts:
 - ☒ All outdoor fixture lighting shall be a fully shielded fixture and focused to minimize light trespass and glare.
 - ☒ Outdoor lighting fixtures shall be turned off after close-of-business unless needed for safety or security, in which case the lighting shall be activated by motion sensor devices. Illuminated signs and parking lot lighting are excluded from this requirement.
 - ☒ Lighting for signs, recreational facilities and decorative effects for building and landscape shall be fully shielded fixtures equipped with automatic timing devices and focused to minimize light glare and light trespass.

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 2022-054 (502-1250)
Esports
10-10-22
2443 N 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 1 electronic set of Drawings, unless noted, including:
 - 4.2.1 Reserved
 - 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 Reserved
 - 4.2.9 Planning Dept. "Conditions of Approval" or "Resolution"
printed on the drawings and part of the drawing submittal
 - 4.2.10 Original 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 1 electronic set 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 **including C & D Recycle plan**
 - 4.3.8 **Compliance with the City of Hanford Landscape Ordinance**
 - 4.3.9 Original 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 all special inspection reports be submitted to the Building Division prior to final inspection.
7. That all construction shall conform to **the Most Current Edition** (2019, 2022 if submitted after 12-31-22) of the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Fire Code, California Energy Code and CalGreen.
8. 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.
9. That the applicant provides a complete set of AS-BUILT drawings on CD, in “tif” format, to the Building Division prior to Final Inspection.
10. That each of these drawings apply to any/all work done to the structure at this time.
11. **This project is a Change of Occupancy. A permit is required. A complete set of plans is required. Plans must include scaled drawings of existing and proposed floor plans.**

Hanford Fire Department

Contact Fire Marshal Christy Whittington @ 559-585-2594 or cwhittington@cityofhanfordca.com

concerning questions that you may have on the following conditions.

Site Plan Review: SPR 2022-54

Date: October 3, 2022

Project #: 502-1250 (Wesley Turner)

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 call **559-585-2545**.
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 2019 Ca. Fire Code. Provide most current fire flow information for this location.
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.** Please contact the Building department for submittal process.
6. ☐ For automatic sprinkler systems, **a separate permit maybe required if tenant improvements are made to sprinkler system.** Please contact the Building 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 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

Attachment: Attachment 2: SPR 2022-54 Approval Letter (CUP 2022-09)

- 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.

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 Building Department for submittal process.
9. ☐ A hydrant will be required within 50 feet of the Fire Department connection. **Knox FDC Locking Caps** are required on all FDC's. The ordering of Knox Box products can be done directly at www.knoxbox.com. Click to choose your local fire department agency, enter "Hanford Fire Dept", and a list of products will populate for you to order.
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:
- Section 507 or as required by appendix C of the 2019 CFC.
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. ☐ All access road shall not be less than 20 feet wide and 13 feet 6 inches in height.
19. ☐ Access road turning radius for fire apparatus is as follows:
- 20 feet, 1 inch inside turning radius
 - 44 feet, 6 inch outside radius
20. ☐ Additional access roads may be required per CFC 2019 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.
21. ☐ Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.
22. ☐ Areas identified as “Fire Lanes” must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.
- **Access roads 20-26 feet in width:** Fire lanes shall be on both sides of the fire apparatus access roads.
 - **Access roads 26 to less than 32 feet in width:** Fire lanes shall be on one side of the fire apparatus access roads.
 - **Access roads 32 feet in width or more:** No fire lanes required.
23. ☐ Where required by the fire code official, approved signs or other approved notices or markings that include the words NO PARKING - FIRE LANE shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. The means by which fire lanes are designated shall be maintained in a clean and legible condition at all times and be replaced or repaired when necessary to provide adequate visibility.
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** to be installed on them; or a **Knox Box** 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. (See www.knoxbox.com for current models)
 - **Electric Gates** shall be equipped with an electric **Knox Key Switch**, 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. If there is an existing Know Box installed, contact the Fire Department to determine if it will suffice.

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
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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.

33. ☐ Provide a Knox Box for all structures and gates. In accordance to the 2019 CFC 506.1. Location shall be approved by Hanford Fire Department.

34. ☐ Provide premises identification for all structures. Shall be visible from the street. A minimum of four (4) inch numbering on contrasting background. In accordance to the 2019 CFC 505.1

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36. ☐ Insulated liquid carbon dioxide systems used in beverage dispensing applications with more than 100 pounds (45.4kg) of carbon dioxide shall comply with 2019 CFC 5307.3.1
37. ☒ Facility to provide minimum 2A10BC type fire extinguishers. Provide location and number of fire extinguishers to be installed in accordance to California Fire Code, section 906.
38. ☒ All exiting shall comply with California Fire and Building Code requirements. Requirements shall comply with section 10 of the 2019 CFC 1004.9
39. ☒ Posting of Occupant Load sign shall be provided if room or spaces used for Assembly, Classroom, Dining, or similar purposes having an occupant load of fifty (50) or more persons. Sign shall be placed in conspicuous location and near the main exit in accordance to CFC 1004.9
40. ☐ Any Special Event project shall comply with 2019 edition of the California Fire Code, chapter 31 for tent structures, exiting, fire extinguishers and other fire protection application.



Notice of Exemption 2022-88

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 2022-09

Project Location – 2443 N. 10th Ave. (APN 014-670-079)

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

Description of Nature, Purpose and Beneficiaries of Project: Conditional Use Permit No. 2022-09, a request to convert a former dry cleaners into an esports gaming lounge in an existing shopping center in the C-N Neighborhood Commercial zone district.

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

Name of Person or Agency Carrying Out Project: Wesley Turner
2443 N. 10th Ave.
Hanford, CA 93230

Exempt Status: **(check one)**

- ☐ Ministerial (Sec. 21080(b)(1); 152698);
☐ 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) Guidelines. 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.

Lead Agency

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

Signature: _____ Date: December 13, 2022 Title: Associate Planner

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

Attachment: Attachment 3: Notice of Exemption No. 2022-88 (CUP 2022-09)

THIS MAP IS FOR ASSESSMENT PURPOSES ONLY
IT IS NOT TO BE CONSTRUED AS PORTRAYING
LEGAL OWNERSHIP OF DIVISIONS OF LAND FOR
PURPOSES OF ZONING OR SUBDIVISION LAW.
JULY 2016

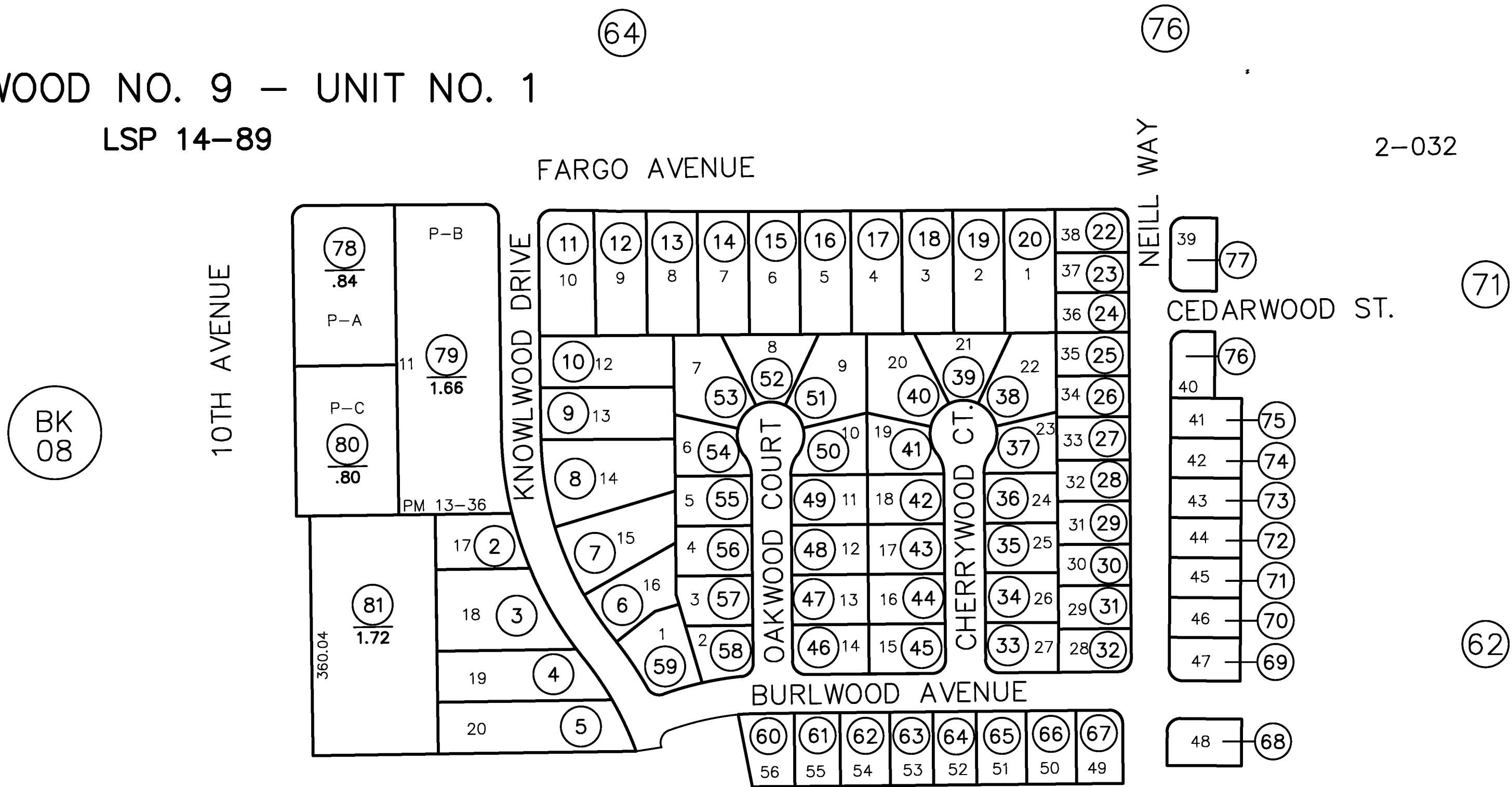
KINGS COUNTY ASSESSOR'S MAP

PORTION OF NW 1/4 SEC. 19-18-22

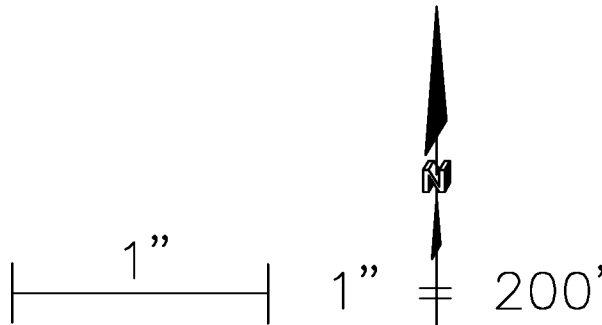
TRACT NO. 605

14-67

NORTHWOOD NO. 9 — UNIT NO. 1
LSP 14-89



NORTHWOOD NO. 9 — UNIT NO. 2
LSP 15-24





AGENDA STAFF REPORT

MEETING DATE: 12/13/2022	AGENDA SECTION: 2
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SUBJECT:

VARIANCE NO. 2022-02: A request to deviate from the standards of the Hanford Municipal Code Section 17.34.060, in order to allow a reduced setback of 6 feet and 6 inches where a 15-foot setback is required for a portion of a proposed yogurt processing area in the I-H Heavy Industrial zone district. The variance applies to Site Plan Review No. 2022-24, which proposes a Master Plan development to renovate and expand an existing dairy processing facility over four phases. Negative Declaration No. 2016-01: An addendum to the previously approved Mitigated Negative Declaration No. 2016-01 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 site is located at the northeast corner of South 11th Avenue and West 4th Street, addressed as 179 South 11th Avenue (APNs 012-081-003, 012-070-030, 012-085-008, 012-070-029, 012-070-009, and 012-070-022) in the City of Hanford.

See staff report, attached.

FISCAL IMPACT:

ATTACHMENTS:

Staff Report - VAR 2022-02 Marquez
 Resolution No. 2022-36
 Attachment 1 - Site Plan Review No. 2022-24
 Attachment 2 - Site Plan Review Approval Letter (Pending Variance)
 Attachment 3 - Operational Statement
 Attachment 4 - Truck Traffic Plan
 Attachment 5 - ISMND Addendum No 1
 APN Map

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT**

MEETING DATE: December 13, 2022

PROJECT: **VARIANCE NO. 2022-02:** A request to deviate from the standards of the Hanford Municipal Code Section 17.34.060, in order to allow a reduced setback of 6 feet and 6 inches where a 15-foot setback is required for a portion of a proposed yogurt processing area in the I-H Heavy Industrial zone district. The variance applies to Site Plan Review No. 2022-24, which proposes a Master Plan development to renovate and expand an existing dairy processing facility over four phases.

Negative Declaration No. 2016-01: An addendum to the previously approved Mitigated Negative Declaration No. 2016-01 has been prepared to certify that the project will not have a significant effect on the environment with the incorporation of mitigation measures.

LOCATION: The project site is located at the northeast corner of South 11th Avenue and West 4th Street, addressed as 179 South 11th Avenue (APNs 012-081-003, 012-070-030, 012-085-008, 012-070-029, 012-070-009, and 012-070-022) in the City of Hanford.

PROJECT PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Certify Addendum No. 1 for the project, affirming that the project will not have a significant impact on the environment beyond that described in Mitigated Negative Declaration No. 2016-01.
2. Adopt Resolution No. 2022-36, approving Variance No. 2022-02.

RECOMMENDED MOTION

1. I move to certify Addendum No. 1 for the project.
2. I move to adopt Resolution No. 2022-36, approving Variance No. 2022-02.

PROJECT DESCRIPTION

The project is a request for a variance, by Marquez Brothers, to deviate from the standards of the Municipal Code Section 17.34.060, in order to allow a reduced setback of 6 feet and 6 inches where a 15-foot setback is required for a portion of a proposed yogurt processing area in the I-H Heavy Industrial zone district. The variance applies to Site Plan Review No. 2022-24, which

proposes a Master Plan development to renovate and expand an existing dairy processing facility over four phases, as shown in **Attachment 1**.

The Master Plan envisions several improvements in construction of new buildings or remodeling of existing buildings as well as installation of new equipment and infrastructure. The Project can be separated into four phases of development:

1. Phase I – New Blast Freezers to replace current Blast Freezers
2. Phase II – Yogurt Processing Area Realignment
3. Phase III – Cheese Realignment
4. Phase IV – Plant Modernization Projects

Phase I - New Blast Freezers: Phase I will include construction of three new blast freezers. A new loading dock, refrigerated vestibule, and a new shipping office. Twelve parking spaces will be removed to accommodate the new construction. Phase I construction is planned to occur in one to two years.

Phase II – Yogurt Processing Area Realignment: Phase II will develop a new building for the yogurt processing realignment. The addition of mixing tanks and various silos, as well as the modernization of the existing building is also planned Phase II construction is anticipated to occur in two to three years.

Phase III – Cheese Realignment: Phase III includes the construction of a new building joining the existing cheese plant and whey plant, as well as the modernization of existing facilities. No additional employees are anticipated for this Phase with the focus primarily to increase efficiencies by automation. An additional six parking spaces will be added in Phase III. Phase III construction is planned to occur in four to 10 years.

Phase IV – Plant Modernization Projects: Phase IV includes the modernization of the existing plant infrastructure. These projects will provide more square footage for plant efficiencies, including automation and relocation of existing equipment that will make better use of the plant footprint. An additional 7 parking spaces will be added in Phase IV. Phase IV construction is planned to occur in eight to 12 years.

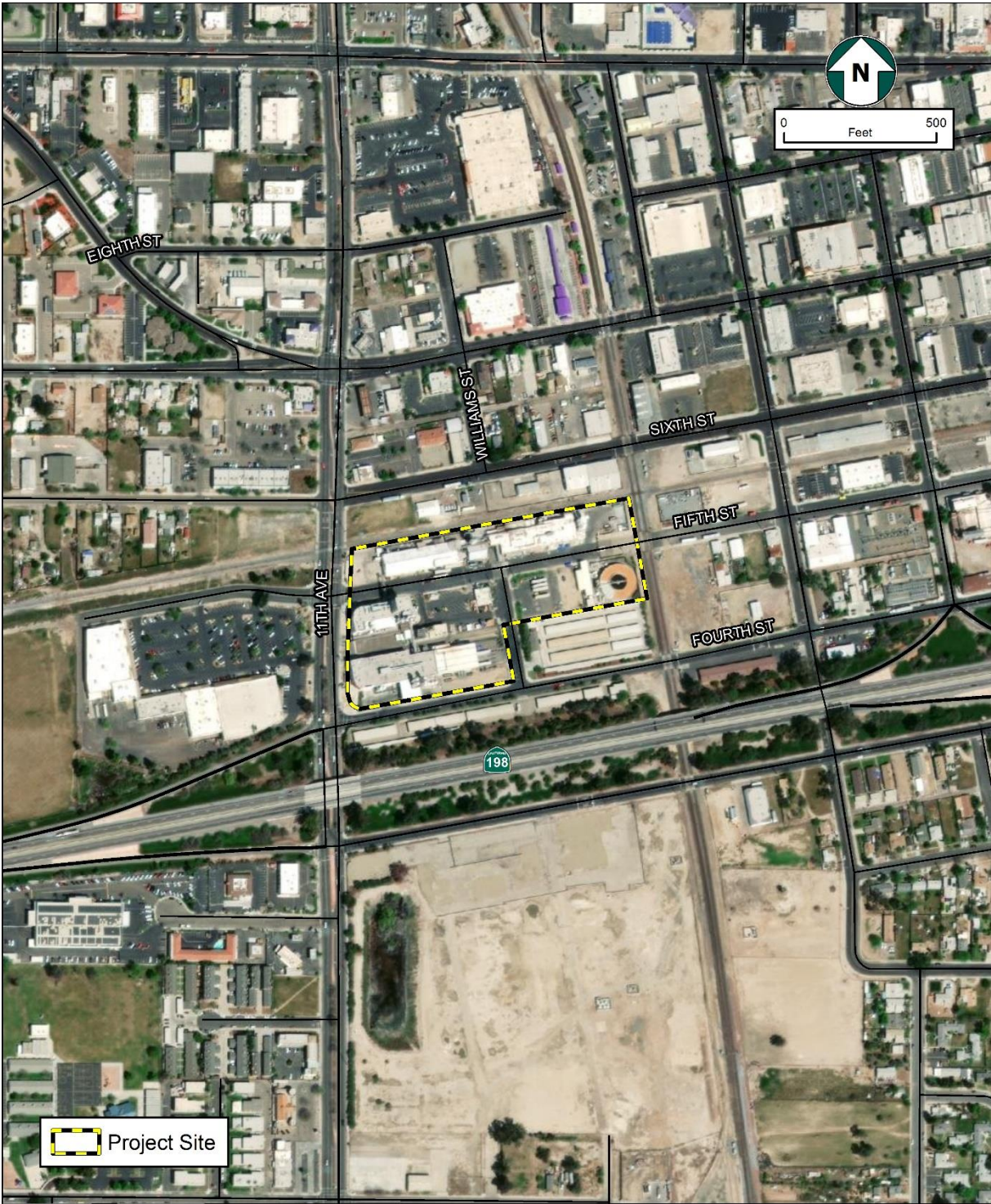
A Variance is required to allow for a portion of the proposed yogurt processing area (Phase II) to deviate from the standards of the I-L Zone District.

Site Plan Review No. 2022-24 was reviewed by the Site Plan Review Committee and conditioned accordingly. All conditions set forth for Site Plan Review No. 2022-24, attached as **Attachment 2**, shall also be conditions of approval for this variance application.

BACKGROUND INFORMATION

The project site is located at the northeast corner of South 11th Avenue and West 4th Street, addressed as 179 South 11th Avenue (APNs 012-081-003, 012-070-030, 012-085-008, 012-070-029, 012-070-009, and 012-070-022) in the City of Hanford.

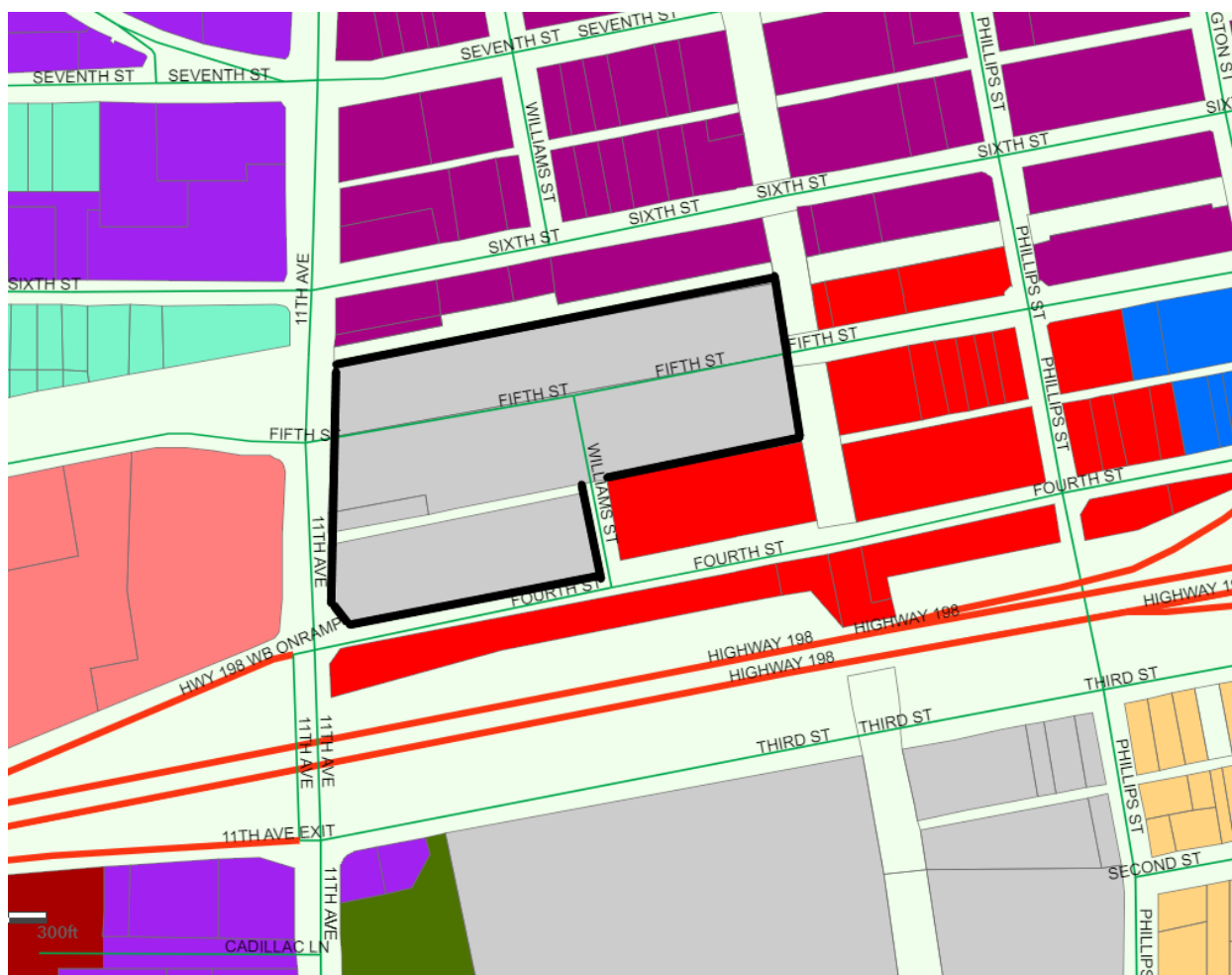
Figure 1:
Project Aerial



General Plan Designation

The General Plan designates the property as Light Industrial (see Figure 2). According to General Plan Policy L83, the purpose of the Light Industrial Land Use designation is to support warehousing operations, storage, business parks, research and development facilities, and establishments engaged in light manufacturing, assembling, packaging, and processing that are not obnoxious or offensive to nearby properties due to odor, dust, exhaust, noise, vibration or other nuisances. According to General Plan Policy L84, typical uses in the Light Industrial Land Use Designation include warehousing operations, storage, business parks, research and development facilities, and business and commercial uses that support light industrial uses. Uses are typically conducted within buildings with some limited outside storage or activity permitted. Uses in this designation differ from uses in the heavy industrial designation in that operations are smaller in scale, truck traffic is typically less intense, and customers may visit the site more often. The variance request pertaining to the proposed plant expansion is consistent with the purpose and uses in the Light Industrial designation. The dairy processing plant is limited to indoor operations.

Figure 2: General Plan Designation
 Light Industrial



Zoning Designation

The property is zoned I-L Light Industrial, which corresponds with the General Plan Designation (see Figure 3). The existing use of the facility is categorized as an “Industrial or manufacturing facility, limited” as it proposes the preparation and/or packaging of food for off-site consumption. The use is a permitted use in the I-L Light-Industrial zone district. “Industrial or manufacturing facility, limited” means a facility that manufactures products from previously prepared materials completely within an enclosed building, and that produces minimal impacts on nearby properties. This use includes the manufacturing of finished parts or products primarily from previously prepared materials; commercial laundries and dry-cleaning plants; monument works; printing, engraving, and publishing; machine and electrical shops; computer and electronic product manufacturing; furniture and related product manufacturing; and industrial services. The use also includes the preparation and/or packaging of food for off-site consumption. (D7)

Figure 3: Zoning
 I-L Light Industrial

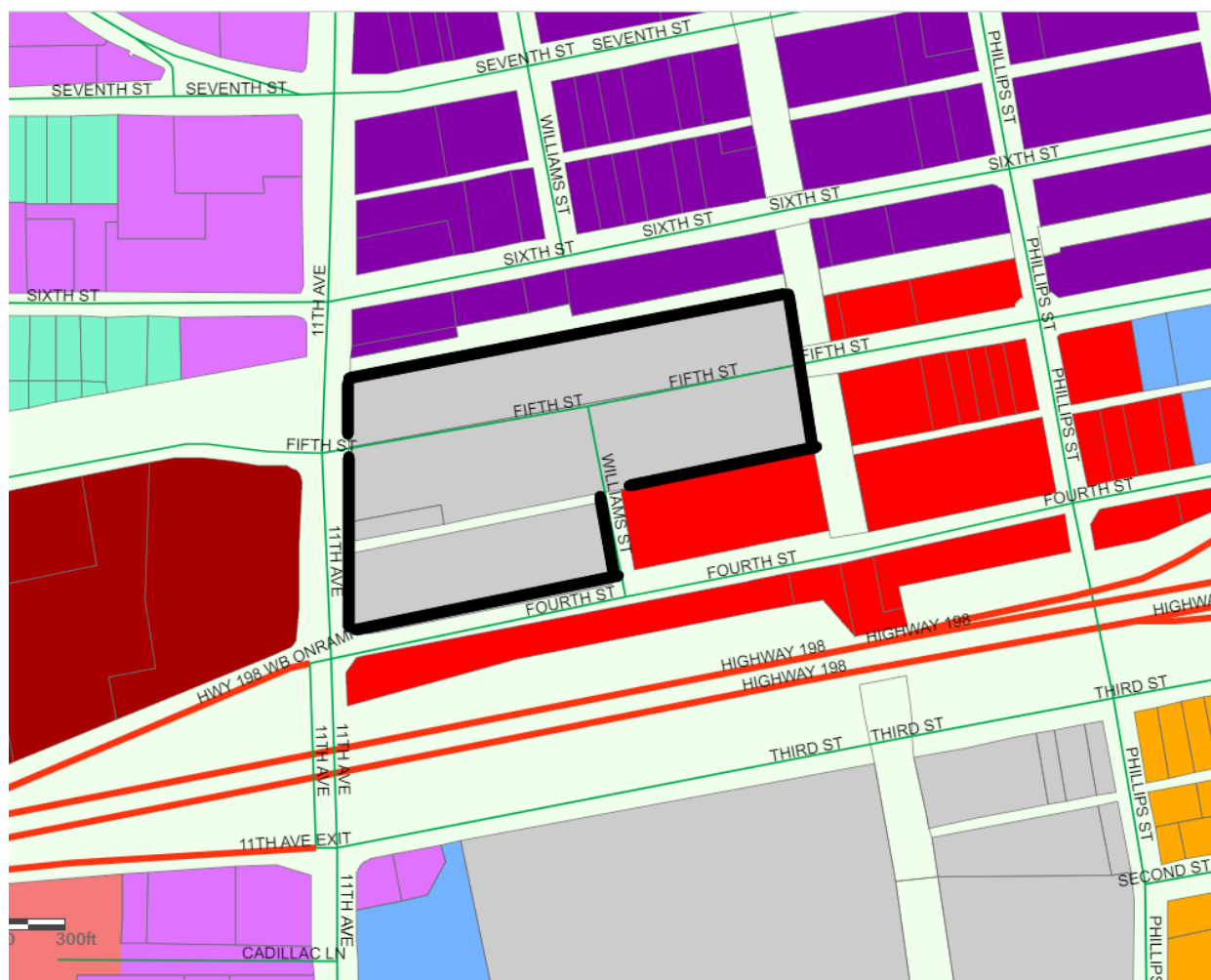


Figure 4 – Land Use Table

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	
	C-N	C-R	C-S	C-H	MX-N	MX-C	MX-D	O-R	O	I-L	I-H	AP	PF
D6											P		
											C		
D7										P	P		

Recent Entitlements

On January 7, 2016, the Planning Commission approved Variance No. 2015-04, which permitted reduced side and rear setbacks for the plant expansion proposed under Site Plan Review No. 2015-13.

Site Plan Review No. 2015-13 and Variance No. 2015-04 allowed the existing cheese and cream production facility to expand and develop a new 13,115 square foot production building with reduced setbacks of the side and rear yards.

The approved project was not constructed.

The proposed project builds upon the former expired entitlement to propose a site modernization and expansion over four phases, as previously described.

PROJECT EVALUATION

Project Description and Operational Statement for Proposed Construction of Facility Modernization

According to the Operational Statement submitted by the applicant, **Attachment 3**, “Marquez Brothers International (MBI) owns and operates a milk processing plant bounded by the San Joaquin Valley Railroad (SJVRR) tract on the north, 11th Avenue to the west, West Fourth Street on the south and the BNSF tract to the east, in the City of Hanford (City), California. MBI produces cheese, cream, yogurt, whey powder and other dairy products. MBI’s Master Plan for the future includes new construction and renovation in four phases that would modernize production lines to maximize efficiency and improve the level of safety and sanitation at the facility. It will also provide the ability for the facility to comply with future changes in local, State or federal regulations.”

“While the Master Plan envisions several improvements in construction of new buildings or remodeling of existing buildings as well as new equipment and infrastructure, the overall plant footprint will not expand beyond its current size and boundaries. See list of phases below:

1. Phase I – New Blast Freezers to replace current Blast Freezers
2. Phase II – Yogurt Processing Area Alignment
3. Phase III – Cheese Realignment
4. Phase IV – Plant Modernization Projects

Th[e] operational statement provides estimates based on what would be considered the maximum building of the facility. However, it is possible depending on the market and financial considerations, the site may be developed in a less than full buildout scope.”

Current and Planned Operating Conditions

Employees

Current - The plant currently employs approximately 200 people. The plant operates 24 hours per day, five to seven days per week, with a three-shift schedule, depending upon product demand. The number of employees scheduled to be at work per shift is dependent upon the process utilized and product being made. Therefore, the number of employees at the site fluctuates throughout the day. Typically, the first shift has the largest number of employees, with a maximum of 140 employees on the site during this peak period. However, due to the nuances of the cheese-making process, there is a fluidity of arrival times for these 140 employees (i.e. all employees do not necessarily arrive at the same time).

Planned - The number of employees is anticipated to slowly increase over the next 10 years, with the peak employee number growing to approximately 155 “peak shift” employees by the end of Phase IV construction. Because a large number of employees live in close proximity to the facility, there are several employees who ride their bicycles to work, as weather allows. On-site bike racks are available to provide security for bicycles.

Buildings

Current - The total current square footage of buildings is 110,375. One of the existing buildings exceeds the maximum height of 75 feet, allowed by the City's current zoning ordinance, but has been grandfathered in as a legally existing non-conforming structure.

Planned - At the conclusion of Phase IV, the maximum building square footage will reach 155,297 square feet.

Wastewater Pretreatment Plan

Current - The Wastewater Pretreatment Plan (WWPTP) was designed for 600,000 gallons of effluent per day (GPD). Currently, the plant averages about 450,000 GPD that are pretreated before being released into the City wastewater system. MBI has an existing permit to release up to 750,000 GPD into the City wastewater system.

Planned - The planned improvements to the site will increase the average GPD over time, but will stay under the maximum permitted amount.

Water

Current - The facility uses three main sources of water including well water from an existing on-site well, water provided by the City, and water removed from milk during processing (cow water). Each water source is utilized for select processes throughout the facility. Well water and cow water have lower EC ranges, as compared to City water.

Planned - A new well will replace the existing well and will have a greater capacity. Assuming the new water well has similar water quality, including EC levels, as the existing well, the intention is to gradually utilize more well water and proportionately decrease City water to lower the overall EC range of the effluent discharged to the city wastewater collection system.

Existing Conditions	
Total Building Square Footage	110,375 square feet
Maximum Building Height	75 feet
Employees	140
Parking Required (1 space: 1,000 sq. ft.)	110 stalls
Parking Provided	158 stalls
WWPTP	Current
Truck Traffic Volume	73/day
Truck Traffic Routing	See Attachment 4 – Truck Traffic Diagram
Fire Protection	Automatic Sprinkler System 100% with Monitoring System

Detailed Phased Improvements

Phase I – New Blast Freezers

Phase I will include construction of three new blast freezers. Two of the freezers will replace two existing blast freezers, both of which are currently failing. The third new freezer is being added to improve operational flexibility and efficiency. A new loading dock and refrigerated vestibule will be constructed to accommodate the new location of the blast freezers from a logistics standpoint. Phase I will include a shipping office to replace the one being demolished for the new dock location. 12 parking spaces will be removed to accommodate the new construction. Phase I construction is planned to occur in one – two years.

Phase I Improvements	
Total Building Square Footage	+ 5,886 sq. ft. 116,261 sq. ft. total
Maximum Building Height	75 feet
Employees	140
Parking Required (1 space: 1,000 sq. ft.)	117 stalls
Parking Provided	- 12 stalls 146 stalls total
WWPTP	No change
Truck Traffic Volume	73/day (no change)
Truck Traffic Routing	See Attachment 4 – Truck Traffic Diagram
Fire Protection	Automatic Sprinkler System 100% with Monitoring System

Phase II – Yogurt Processing Area Realignment

Phase II will primarily focus on a new building for the Yogurt Processing realignment. This new area will provide more square footage for plant efficiencies, including automation and relocation of existing yogurt making and packaging equipment that will make better use of the plant footprint. The addition of mixing tanks and various silos are also planned in this phase. There will also be modernized employee bathrooms and lunchrooms at this location. Phase II construction is planned to occur in two to three years.

Phase II requires the variance, due to the proposal to encroach into the required setback area.

[illegible]

Phase II Improvements	
Total Building Square Footage	+ 13,220 sq. ft. 129,481 sq. ft. total
Maximum Building Height	75 feet
Employees	146
Parking Required (1 space: 1,000 sq. ft.)	130 stalls
Parking Provided	146 stalls total
WWPTP	Increase anticipated, within IUP parameters
Truck Traffic Volume	Increase to 82/day (12.33 % increase)
Truck Traffic Routing	See Attachment 4 – Truck Traffic Diagram
Fire Protection	Automatic Sprinkler System 100% with Monitoring System

Phase III

Phase III primarily involves the construction of a new building joining the existing cheese and whey plant, including completion of a corridor going to the cold storage. The existing employee services and administrative areas will also be modernized within this phase. This new area will provide more area for plant efficiencies, including automation and relocation of existing equipment that will make better use of the plant footprint. Additional employees are not anticipated in this phase, since this phase mainly involves process efficiencies through automation. Six additional parking spaces will be added during this phase. Phase III is expected to occur in four to 10 years.

Phase III Improvements	
Total Building Square Footage	+ 18,895 sq. ft. 148,376 sq. ft. total
Maximum Building Height	75 feet
Employees	146 (maximum shift)
Parking Required (1 space: 1,000 sq. ft.)	149
Parking Provided	+ 6 152 stalls total
WWPTP	Increased, but within IUP parameters
Truck Traffic Volume	87/day (6.1% increase)
Truck Traffic Routing	See Attachment 4 – Truck Traffic Diagram
Fire Protection	Automatic Sprinkler System 100% with Monitoring System

Phase IV

Phase IV primarily involves existing plant infrastructure modernizations at various locations throughout the facility. These projects will provide more square footage for plant efficiencies, including automation and relocation of existing equipment that will make better use of the plant's footprint. An additional seven parking spaces will be added in Phase IV. Phase IV construction is planned to occur in eight to 12 years.

Phase IV Improvements	
Total Building Square Footage	+ 6,921 sq. ft. 155,297 sq. ft. total
Maximum Building Height	75 feet
Employees	146 (maximum shift)

Parking Required (1 space: 1,000 sq. ft.)	155
Parking Provided	- 4 (demo) + 11 (new) 159 stalls total
WWPTP	No change
Truck Traffic Volume	87/day (no increase)
Truck Traffic Routing	See Attachment 4 – Truck Traffic Diagram
Fire Protection	Automatic Sprinkler System 100% with Monitoring System

According to the applicant's operational statement, "the goal of these construction renovations is not to expand to accommodate growth, but rather, to upgrade and modernize the facilities to be competitive in the marketplace by allowing for increased efficiency, flexibility and survivability of [the] company in an ever-changing and uncertain regulatory landscape and industry.

Variance Evaluation

In accordance with Section 17.34.060 of the Hanford Municipal Code, buildings within the I-L Light Industrial zone district shall not be placed within a building setback area. Setbacks are required, as follows:

17.34.60 Building setback areas.

- A. No structure shall be placed within a building setback area.
- B. The front building setback area shall be a minimum of ten (10) feet.
- C. The rear building setback may be zero (0) feet from the rear lot line, except where the rear lot line abuts a public street in an R-L, R-M, R-H, OR, O, PF, AP, or CO zone district then the rear building setback shall be fifteen (15) feet.
- D. The side building setback area shall be zero (0) feet, except where the side lot line abuts a public street or an R-L, R-M, R-H, OR, O, PF, AP, or CO zone district then the side building setback area shall be fifteen (15) feet. (Ord. 17-04, 2017)

11th Avenue is considered the front of the lot. The lot lines abutting Fourth Street is considered a street-side lot line. The lot line along Williams Street is considered a rear lot line, abutting a public street. The lot lines adjoining Fourth and William Streets each require a 15-foot setback.

Within Phase II, the applicant proposes to construct a 13,220 square foot yogurt process area, which will encroach into the required 15-foot setback area. The building is proposed to be located six feet and six inches from the street-side and rear property lines along Fourth and Williams Streets. The proposed encroachment requires approval of a variance, in order to deviate from the standards set forth in Section 17.34.060 C and D.

Setbacks

The City requires setbacks between structures for several reasons:

Safety:

Maintaining setbacks between buildings is important for safety reasons. Having adequate setbacks between structures provides access for firefighters to reach fires in cases of emergency. The Fire Department has reviewed the application and determined that the setbacks provided by the applicant will not be detrimental to safety, the site can be adequately served by the Fire Department from Fourth and Williams Streets, in cases of emergency.

Building Code Requirements:

The Building Code requires differing setbacks from property lines and other structures, based on the type of construction. The Building Department has reviewed the application and determined that the setbacks provided by the applicant will not conflict with the requirements of the California Building Code.

Noise:

Setbacks also are in place to reduce impacts from noise. Commercial and industrial land uses are designated in the areas designed for noisier environments, since they generate loud noises. The site is bounded by railroad, 11th Avenue, and is in close proximity to Highway 198, all of which are considered noise sources of concern. The reduced setbacks will not further impact the generation of noise in the area. According to the General Plan, some land uses are more tolerant of noise than others. These uses typically include activities that generate loud noise levels or that do not require verbal interaction, concentration, or sleep. Industrial, commercial, and retail facilities require very little speech communication and therefore are generally allowed in noisier environments. All surrounding land uses are commercial zone districts. No residences, schools, or other sensitive land uses are in the proximity of the project site.

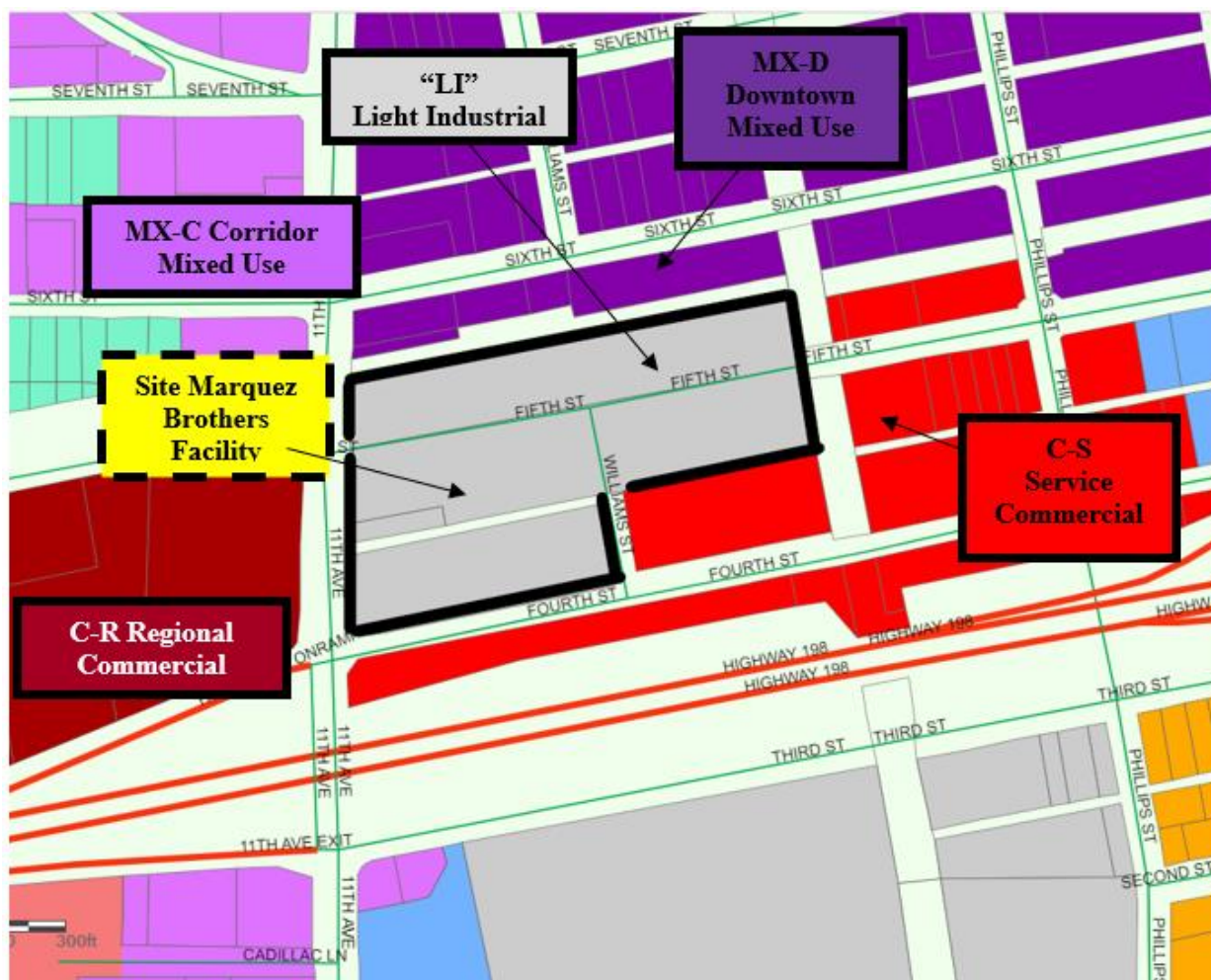
Odor:

Maintaining adequate distance between structures and zone districts can prevent and control odor spill-over. Since the industrial district allows for manufacturing and is surrounded by commercial uses, the applicant will need to comply with all air quality standards and regulations. In addition, compliance with conditions addressed in the site plan approval letter would be required.

Protecting the Environment from Nuisance:

Additionally, setbacks are important in protecting areas nuisance-free non-hazardous industrial uses from noise, odor, dust, dirt, smoke, vibration, heat, glare, fire, explosion, noxious fumes, radiation and other hazardous and objectionable influences. The applicant is required to comply with air quality standards and regulations, in addition to complying with conditions set forth in the site plan approval letter.

**Figure 6:
 Surrounding Properties (Zoning)**



The surrounding properties located around the Marquez Facility include both commercial and industrial zones. The building has been located on site since 1945, according to the County Assessor's Office's records.

According to the General Plan Policy L85, the Light Industrial designation is appropriate to serve as a land use buffer between residential and Heavy Industrial land use designations. Typical uses in the Light Industrial designation include warehousing operations, storage, business parks, research and development facilities, and business and commercial uses that support light industrial uses. Uses are typically conducted within buildings with some limited outside storage or activity permitted. Uses in this designation differ from uses in the heavy industrial designation in that operations are smaller in scale, truck traffic is typically less intense, and customers may visit the site more often.

FINDINGS FOR APPROVAL

Pursuant to Section 17.84.050 of the Hanford Municipal Code, seven findings must be made before approval of the variance application.

1. There are special circumstances applicable to the property, including size, shape, topography, location or surroundings, are such that the strict application deprives such property of privileges enjoyed by other property in the vicinity that are in the same zone district;

Analysis: That the special circumstance applicable to the property is the location and surrounding properties. According to the Assessor's Office's records, the building was built in 1945. Since that time, the City has grown considerably, causing limited opportunity for expansion. Due to this special circumstance, in order to accommodate the growth and modernization of the facility, a reduction in the side-and rear-yard setbacks would be necessary. The property owner is limited in their opportunity to expand by surrounding public rights-of-way, the railroad, and surrounding existing businesses. The applicant is proposing a modernization of an in-fill development within the limited site footprint.

2. The variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the vicinity and that are in the same zone district and denied to the property for which the variance is sought;

Analysis: That according to the Assessor's Office's records, the building was built in 1945. Since that time, the City has grown considerably, causing limited opportunity for expansion. In order to accommodate the growth and modernization of the facility, granting the variance for the allowance of the reduction in the side- and rear-yard setbacks would be necessary. Other Light Industrial properties do not share this challenging configuration. The site is within the center of the City and the City has grown substantially around this property. The majority of Light Industrial sites are located south of Houston Avenue and possess greater potential to expand.

3. The variance will not be materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in the vicinity and that are in the same zone district in which the property is located;

Analysis: That reducing the street side and rear setback from 15 feet to six feet and six inches will not create a safety hazard. This application has been reviewed by the various City departments and evaluated for conformity with the requirements of the Hanford Municipal Code Section 17.34 for the I-L Light Industrial zone district. The use is consistent with the regulations set forth in the Hanford Municipal Code Section 17.34, with the exception of the legally-existing non-conforming structure's height and the proposed setback deviations. Any other improvements or mitigations required for public health, safety, and welfare have been applied to the project as conditions of approval in Site Plan Review No. 2022-24 and the resolution.

4. The variance does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and that are in the same land use district in which such property is located;

Analysis: That according to the Assessor's Office's records, the building was built in 1945. Since that time, the City has grown considerably, causing limited opportunity for expansion.

In order to accommodate the growth and modernization of the facility, granting the variance for the allowance of the reduction in the side- and rear-yard setbacks would be necessary. Other Light Industrial properties do not share this challenging configuration. The site is within the center of the City and the City has grown substantially around this property. The majority of Light Industrial sites are located south of Houston Avenue and possess greater potential to expand. Granting the variance would not constitute a special privilege inconsistent with the limitations of other properties within the same land use, since other properties do not share the same challenging configuration. The site is also a stand-alone I-L Light Industrial zone; therefore, there are not other sites within the vicinity that are the same land use district.

5. The variance does not allow a use or activity which is prohibited in the zone district where the property is located; and

Analysis: The existing use of the facility is categorized as an “Industrial or manufacturing facility, limited” as it proposes the preparation and/or packaging of food for off-site consumption. The use is a permitted use in the I-L Light-Industrial zone district. “Industrial or manufacturing facility, limited” means a facility that manufactures products from previously prepared materials completely within an enclosed building, and that produces minimal impacts on nearby properties. This use includes the manufacturing of finished parts or products primarily from previously prepared materials; commercial laundries and dry-cleaning plants; monument works; printing, engraving, and publishing; machine and electrical shops; computer and electronic product manufacturing; furniture and related product manufacturing; and industrial services. The use also includes the preparation and/or packaging of food for off-site consumption. (D7)

6. The variance is consistent with the purposes of this title.

Analysis: That the variance is consistent with the purposes of this title to allow variances when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. The proposed expansion is occurring on an in-fill site within the City’s core. According to the Assessor’s Office’s records, the building was built in 1945. Since that time, the City has grown considerably, causing limited opportunity for expansion. In order to accommodate the growth and modernization of the facility, granting the variance for the allowance of the reduction in the side- and rear-yard setbacks would be necessary. Other Light Industrial properties do not share this challenging configuration. The site is within the center of the City and the City has grown substantially around this property. The majority of Light Industrial sites are located south of Houston Avenue and possess greater potential to expand. Granting the variance is consistent with the purpose of the variance process.

7. The variance will be consistent with the General Plan.

Analysis: The project is consistent with the General Plan, including goals and policies which promote infill development (Goal L36 and 37, Policy L135, L137, and L138).

Infill Development Goals

Goal L36: Infill development that is sensitive to existing adjacent neighborhood development.

Goal L37: Infill development that is incentivized and prioritized by the City of Hanford.

Policy L135 Infill Development Support

Support, encourage and, to the extent possible, incentivize infill development projects that can effectively utilize existing transportation and utility infrastructure.

Policy L137 Creative Design Solutions

Allow unique, diverse, and creative design solutions for infill development that are compatible with and enhance surrounding land uses.

Policy L138 Incentives for Infill Development

Examine and consider policies that promote, encourage, and incentivize infill development, including upgrading older infrastructure and public amenities reducing impact fees, streamlining permitting processes, and allowing smaller lot sizes, reduced setbacks, and innovative planning and design standards that support projects on sites that are otherwise difficult to accommodate development.

ENVIRONMENTAL ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA), an Initial Study was prepared and Negative Declaration No. 2016-01 was adopted on January 7, 2016 for Variance No. 2015-04 and Site Plan Review No. 2015-13. Since the approved project expired (without being constructed) and the modifications were proposed under this application, an addendum was prepared. QK prepared and evaluated the changes proposed in the addendum to the initial study and determined that the changes would not result in any new or increased environmental impacts that were not identified in Mitigated Negative Declaration No. 2016-01. The addendum is attached as **Attachment 5**.

When an approved project is changed, or there are changes in the environmental setting, the lead agency must make a determination as to whether an Addendum or Subsequent EIR or ND is prepared. CEQA Guidelines §15162 and §15164 set forth criteria to assess which environmental document is appropriate. The criteria for determining whether an Addendum or Subsequent ND is prepared are outlined below. If the criteria below are true, then an Addendum is the appropriate document:

- No new significant impacts will result from the project or from new mitigation measures.
- No substantial increase in the severity of the environmental impact will occur.
- No new feasible alternatives or mitigation measures that would reduce impacts previously found not to be feasible have, in fact, been found to be feasible.

Based upon provided information in the addendum, the changes to the approved project will not result in any new significant impacts or substantially increase the severity of impacts previously identified in the IS/ND. There are no previously infeasible alternatives that are now feasible. None of the other factors set forth in §15162(a)(3) are present. Therefore, an Addendum is appropriate,

and this Addendum has been prepared to address the environmental effects of the refinements to the project.

The minor revisions as shown in underline/strikeout do not reflect new information or substantial changes with respect to the circumstances under which the project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the resource impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such resource impact evaluations have been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

PUBLIC COMMENTS

Noticing of the variance and addendum was published in the newspaper on December 1, 2022 and mailed to property owners within 300 feet of the project site on November 30, 2022. The Community Development Department has not received comments on the project as of the preparation of this report.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Certify Addendum No. 1 for the project, affirming that the project will not have a significant impact on the environment beyond that described in Mitigated Negative Declaration No. 2016-01.
2. Adopt Resolution No. 2022-36, approving Variance No. 2022-02.

Property Owner/Applicant

Marquez Brothers Int'l, Inc.
 179 S. 11th Avenue
 Hanford, CA 93230

RESOLUTION NO. 2022-36

A RESOLUTION OF THE PLANNING COMMISSION OF THE CIT VARIANCE NO. 2022-02: A REQUEST TO DEVIATE FROM THE STANDARDS OF THE HANFORD MUNICIPAL CODE SECTION 17.34.060, IN ORDER TO ALLOW A REDUCED SETBACK OF 6 FEET AND 6 INCHES WHERE A 15-FOOT SETBACK IS REQUIRED FOR A PORTION OF A PROPOSED YOGURT PROCESSING AREA IN THE I-H HEAVY INDUSTRIAL ZONE DISTRICT. THE PROJECT SITE IS LOCATED AT THE NORTHEAST CORNER OF SOUTH 11TH AVENUE AND WEST 4TH STREET, ADDRESSED AS 179 SOUTH 11TH AVENUE (APNS 012-081-003, 012-070-030, 012-085-008, 012-070-029, 012-070-009, AND 012-070-022) IN THE CITY OF HANFORD.

At a regular meeting of the City of Hanford Planning Commission duly called and held on December 13, 2022 on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, Variance No. 2022-02, a request to deviate from the standards of the Hanford Municipal Code Section 17.34.060, in order to allow a reduced setback of 6 feet and 6 inches where a 15-foot setback is required for a portion of a proposed yogurt processing area in the I-H Heavy Industrial zone district, has been reviewed by the Planning Commission of the City of Hanford in accordance with Title 17 of the Hanford Municipal Code; and

WHEREAS, the project is located at the northeast corner of South 11th Avenue and West 4th Street, addressed as 179 South 11th Avenue (APNs 012-081-003, 012-070-030, 012-085-008, 012-070-029, 012-070-009, and 012-070-022); and

WHEREAS, the site will be developed, as shown in Site Plan Review No. 2022-24 attached as **Exhibit A** and be subject to all conditions of approval cited in the site plan review approval letter, attached as **Exhibit B**; 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, in accordance with the California Environmental Quality Act (CEQA), an Initial Study was prepared and Negative Declaration No. 2016-01 was adopted on January 7, 2016 for Variance No. 2015-04 and Site Plan Review No. 2015-14; and

WHEREAS, Addendum No. 1 was prepared and the Planning Commission has determined the proposed project will not result in any new or increased environmental impacts that were not identified in Negative Declaration No. 2016-01; and

WHEREAS, Negative Declaration No. 2016-01 has been adopted, certifying that the project will not result in any significant environmental impacts; 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 17.84.050 of the Hanford Municipal Code:

1. There are special circumstances applicable to the property, including size, shape, topography, location or surroundings, are such that the strict application deprives such property of privileges enjoyed by other property in the vicinity that are in the same zone district;

Analysis: That the special circumstance applicable to the property is the location and surrounding properties. According to the Assessor's Office's records, the building was built in 1945. Since that time, the City has grown considerably, causing limited opportunity for expansion. Due to this special circumstance, in order to accommodate the growth and modernization of the facility, a reduction in the side-and rear-yard setbacks would be necessary. The property owner is limited in their opportunity to expand by surrounding public rights-of-way, the railroad, and surrounding existing businesses. The applicant is proposing a modernization of an in-fill development within the limited site footprint.

2. The variance is necessary for the preservation and enjoyment of a substantial property right possessed by other property in the vicinity and that are in the same zone district and denied to the property for which the variance is sought;

Analysis: That according to the Assessor's Office's records, the building was built in 1945. Since that time, the City has grown considerably, causing limited opportunity for expansion. In order to accommodate the growth and modernization of the facility, granting the variance for the allowance of the reduction in the side- and rear-yard setbacks would be necessary. Other Light Industrial properties do not share this challenging configuration. The site is within the center of the City and the City has grown substantially around this property. The majority of Light Industrial sites are located south of Houston Avenue and possess greater potential to expand.

3. The variance will not be materially detrimental to the public health, safety or welfare, or injurious to the property or improvements in the vicinity and that are in the same zone district in which the property is located;

Analysis: That reducing the street side and rear setback from 15 feet to six feet and six inches will not create a safety hazard. This application has been reviewed by the various City departments and evaluated for conformity with the requirements of the Hanford Municipal Code Section 17.34 for the I-L Light Industrial zone district. The use is consistent with the regulations set forth in the Hanford Municipal Code Section 17.34, with the exception of the legally-existing non-conforming structure's height and the proposed setback deviations. Any other improvements or mitigations required for public health, safety, and welfare have been applied to the project as conditions of approval in Site Plan Review No. 2022-24 and the resolution.

4. The variance does not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and that are in the same land use district in which such property is located;

Analysis: That according to the Assessor's Office's records, the building was built in 1945. Since that time, the City has grown considerably, causing limited opportunity for expansion. In order to accommodate the growth and modernization of the facility, granting the variance for the allowance of the reduction in the side- and rear-yard setbacks would be necessary. Other Light Industrial properties do not share this challenging configuration. The site is within the center of the City and the City has grown substantially around this property. The majority

of Light Industrial sites are located south of Houston Avenue and possess greater potential to expand. Granting the variance would not constitute a special privilege inconsistent with the limitations of other properties within the same land use, since other properties do not share the same challenging configuration. The site is also a stand-alone I-L Light Industrial zone; therefore, there are not other sites within the vicinity that are the same land use district.

5. The variance does not allow a use or activity which is prohibited in the zone district where the property is located; and

Analysis: The existing use of the facility is categorized as an “Industrial or manufacturing facility, limited” as it proposes the preparation and/or packaging of food for off-site consumption. The use is a permitted use in the I-L Light-Industrial zone district. “Industrial or manufacturing facility, limited” means a facility that manufactures products from previously prepared materials completely within an enclosed building, and that produces minimal impacts on nearby properties. This use includes the manufacturing of finished parts or products primarily from previously prepared materials; commercial laundries and dry-cleaning plants; monument works; printing, engraving, and publishing; machine and electrical shops; computer and electronic product manufacturing; furniture and related product manufacturing; and industrial services. The use also includes the preparation and/or packaging of food for off-site consumption. (D7)

6. The variance is consistent with the purposes of this title.

Analysis: That the variance is consistent with the purposes of this title to allow variances when, because of special circumstances applicable to the property, including location, shape, size, surroundings, topography, or other physical conditions, the strict application of the standards denies the property owner privileges enjoyed by other property owners in the vicinity and in the same zoning district. The proposed expansion is occurring on an in-fill site within the City’s core. According to the Assessor’s Office’s records, the building was built in 1945. Since that time, the City has grown considerably, causing limited opportunity for expansion. In order to accommodate the growth and modernization of the facility, granting the variance for the allowance of the reduction in the side- and rear-yard setbacks would be necessary. Other Light Industrial properties do not share this challenging configuration. The site is within the center of the City and the City has grown substantially around this property. The majority of Light Industrial sites are located south of Houston Avenue and possess greater potential to expand. Granting the variance is consistent with the purpose of the variance process.

7. The variance will be consistent with the General Plan.

Analysis: The project is consistent with the General Plan, including goals and policies which promote infill development (Goal L36 and 37, Policy L135, L137, and L138).

Infill Development Goals

Goal L36: Infill development that is sensitive to existing adjacent neighborhood development.

Goal L37: Infill development that is incentivized and prioritized by the City of Hanford.

Policy L135 Infill Development Support

Support, encourage and, to the extent possible, incentivize infill development projects that can effectively utilize existing transportation and utility infrastructure.

Policy L137 Creative Design Solutions

Allow unique, diverse, and creative design solutions for infill development that are compatible with and enhance surrounding land uses.

Policy L138 Incentives for Infill Development

Examine and consider policies that promote, encourage, and incentivize infill development, including upgrading older infrastructure and public amenities reducing impact fees, streamlining permitting processes, and allowing smaller lot sizes, reduced setbacks, and innovative planning and design standards that support projects on sites that are otherwise difficult to accommodate development.

THEREFORE, BE IT RESOLVED that Variance No. 2022-02 be approved, subject to the conditions of approval for Site Plan Review No. 2022-24, attached as **Exhibit B**.

EXPIRATION

That this Variance approval shall 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, **Jason Waters**, 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 13th day of December 2022.

Jason Waters, Secretary

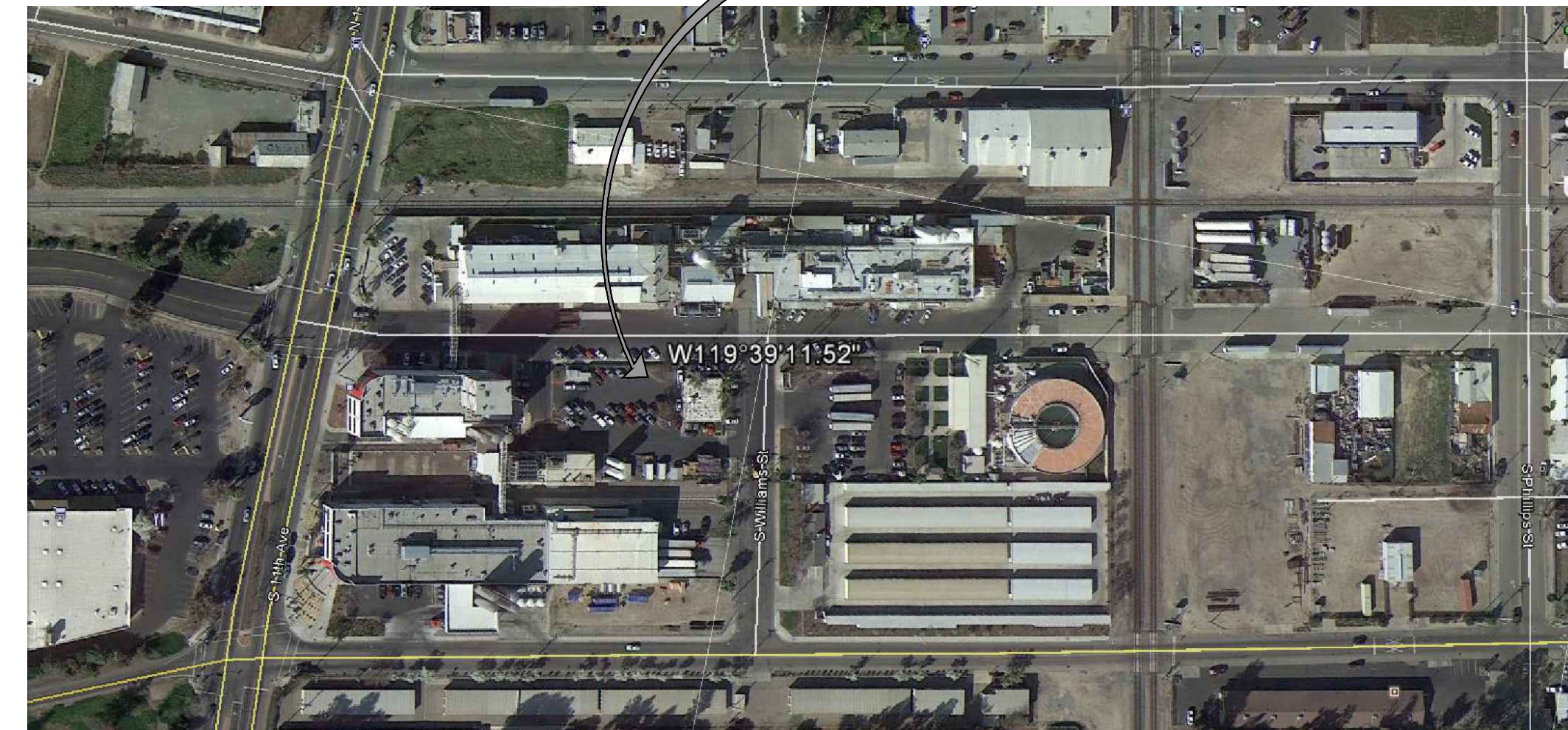
Exhibit A:
Site Plan Review No. 2022-24

Attachment: Resolution No. 2022-36 (Variance 2022-02 Marquez)

BUILDING PHASE DESCRIPTION

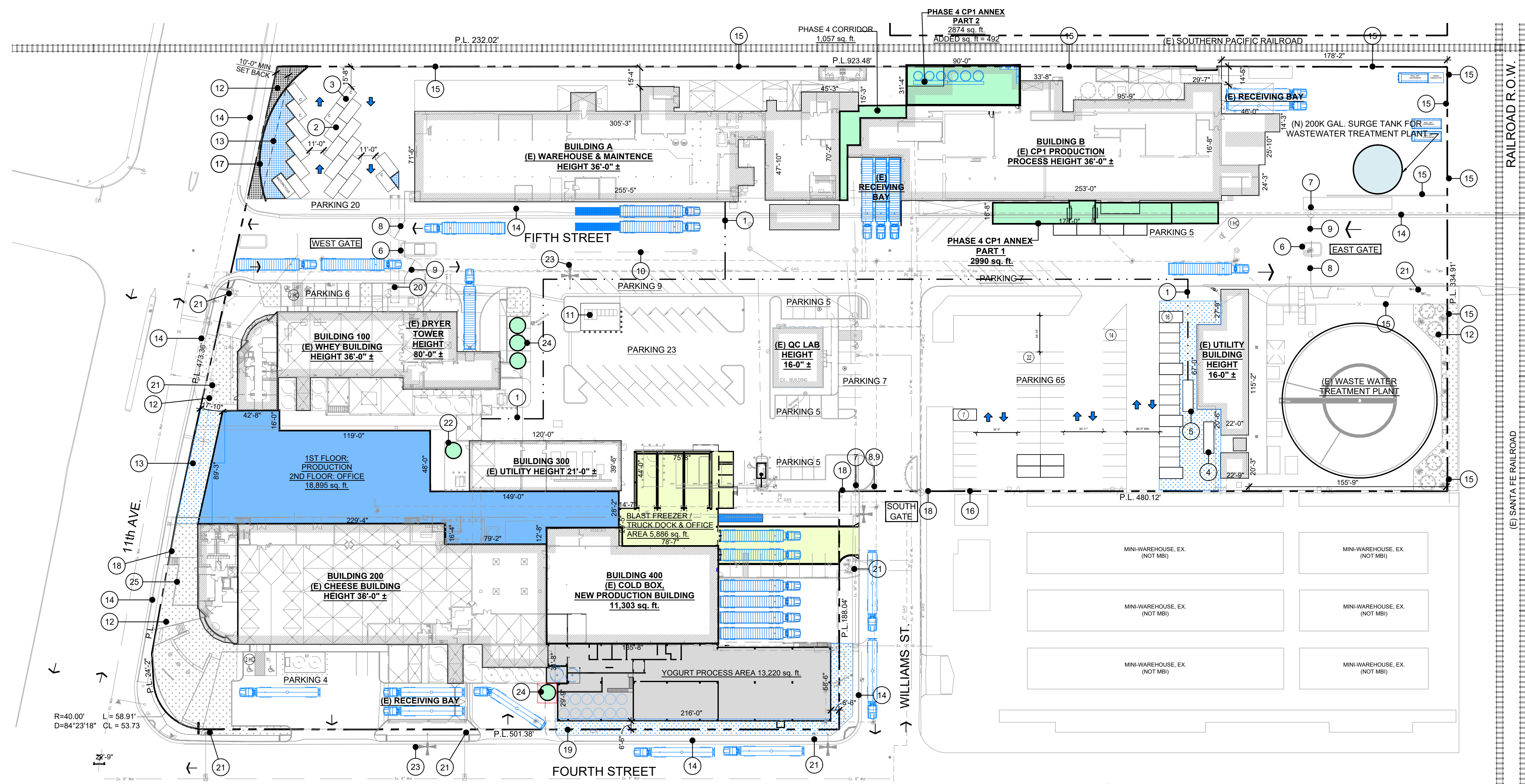
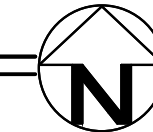
	EXISTING	PHASE 1	PHASE 2	PHASE 3	PHASE 4
EXISTING / PROPOSED BUILDING SQ. FT.	EXISTING BUILDING SQ. FT. = ±110,375	PROPOSED BUILDING ±5,886 SQ. FT.	PROPOSED BUILDING ±13,220 SQ. FT.	PROPOSED BUILDING ±18,895 SQ. FT.	PROPOSED BUILDING ±6,921 SQ. FT.
BUILDING SQ. FT. TOTAL	EXISTING BUILDING SQ. FT. TOTAL = ±110,375	PROPOSED ±5,886 sq. ft. (E) BLDG S.F. TOTAL SQ. FT. = ±116,261 sq. ft.	PROPOSED ±13,220 sq. ft. (E) BLDG S.F. TOTAL SQ. FT. = ±129,481 sq. ft.	PROPOSED ±18,895 sq. ft. (E) BLDG S.F. TOTAL SQ. FT. = ±148,376 sq. ft.	PROPOSED ±6,921 sq. ft. (E) BLDG S.F. TOTAL SQ. FT. = ±155,297 sq. ft.
EXISTING PROPERTY SQ. FT. MAIN MBI CAMPUS	EXISTING PROPERTY = 422,368 sq. ft.	EXISTING PROPERTY = 422,368 sq. ft.	EXISTING PROPERTY = 422,368 sq. ft.	EXISTING PROPERTY = 422,368 sq. ft.	EXISTING PROPERTY = 422,368 sq. ft.
BLDG. HEIGHT	75'-0" MAX	75'-0" MAX	75'-0" MAX	75'-0" MAX	75'-0" MAX
EMPLOYEES	140 MAXIMUM SHIFT EMPLOYEES	140 MAXIMUM SHIFT EMPLOYEES	146 MAXIMUM SHIFT EMPLOYEES	146 MAXIMUM SHIFT EMPLOYEES	146 MAXIMUM SHIFT EMPLOYEES
PARKING	EXISTING 158 PARKING STALLS (MIN. PARKING SPACE REQUIRED 1 SPACE PER 100 SQ. FT.)	EXISTING 158 PARKING STALLS (MIN. PARKING SPACE REQUIRED 1 SPACE PER 100 SQ. FT.)	EXISTING 158 PARKING STALLS (MIN. PARKING SPACE REQUIRED 1 SPACE PER 100 SQ. FT.)	EXISTING 158 PARKING STALLS (MIN. PARKING SPACE REQUIRED 1 SPACE PER 100 SQ. FT.)	EXISTING 158 PARKING STALLS (MIN. PARKING SPACE REQUIRED 1 SPACE PER 100 SQ. FT.)
TRUCK TRAFFIC VOLUME	CURRENT	CURRENT	12.33 % INCREASE	6.10 % INCREASE	NO CHANGE
WIIFTP	CURRENT	NO ANTICIPATED CHANGE	INCREASE IS ANTICIPATED BUT WITHIN UP PARAMETERS	INCREASE IS ANTICIPATED BUT WITHIN UP PARAMETERS	NO ANTICIPATED CHANGE
FIRE PROTECTION	AUTOMATIC SPRINKLER SYSTEM (100%) WITH MONITORING SYSTEM	AUTOMATIC SPRINKLER SYSTEM (100%) WITH MONITORING SYSTEM	AUTOMATIC SPRINKLER SYSTEM (100%) WITH MONITORING SYSTEM	AUTOMATIC SPRINKLER SYSTEM (100%) WITH MONITORING SYSTEM	AUTOMATIC SPRINKLER SYSTEM (100%) WITH MONITORING SYSTEM

PROJECT LOCATION



VICINITY MAP

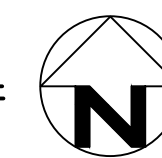
NO SCALE



OVERALL MASTER SITE PLAN

1 SPR.01

SCALE: 1" = 50'-0"



SITE PLAN NOTES:

- 1 NEW WATER LINE FROM WATER WELL
- 2 STANDARD PARKING 16'-6"x9'-0"
- 3 COMPACT PARKING 16'-0"x8'-0"
- 4 PROPOSED LOCATION OF GAS METER
- 5 (E) LOCATION OF WATER WELL
- 6 (E) GUARD SHACK
- 7 (E) 6'-0" DIA. TURNSTILE ELECTRONIC ACTIVATED SECURITY GATE ENTRY OR EXIT
- 8 (E) PLANT EXIT GATE
- 9 (E) PLANT ENTRY GATE
- 10 (E) STORM WATER SEWER LINES
- 11 (E) ELECTRICAL YARD
- 12 (E) LANDSCAPING TYPICAL
- 13 NEW LANDSCAPING TYPICAL
- 14 (E) CURB, GUTTER & SIDEWALK
- 15 (E) 9'-0" HIGH CMU WALL
- 16 (E) 8'-0" HIGH CHAIN LINK FENCE WALL
- 17 (E) 4'-0" SOLID WALL
- 18 (E) 9'-0" HIGH WROUGHT IRON FENCE / GATE
- 19 NEW 9'-0" HIGH WROUGHT IRON FENCE
- 20 (E) 4'-0" WIDE X 9'-0" HIGH WROUGHT IRON PEDESTRIAN GATE & 6'-0" DIA. TURNSTILE ELECTRONIC ACTIVATED SECURITY ENTRY & EXIT
- 21 (E) FIRE HYDRANT
- 22 NEW 50K WELL WATER STORAGE TANK FINAL LOCATION TBD.
- 23 (E) STREET LIGHT TYPICAL
- 24 NEW SILO TANKS
- 25 (E) 8'-0" CMU DECORATIVE SCREEN WALL

SITE LEGEND:

	EXISTING PLANT
	EXISTING LANDSCAPE
	PROPOSED LANDSCAPE ADDITION
TOTAL LANDSCAPING SQ. FT. = 22,566 SQ. FT.	
TOTAL = 9,362 SQ. FT.	

AREA:

EXISTING BUILDING FOOTPRINT	
BUILDING A - WAREHOUSE	± 24,713 sq. ft.
BUILDING B - PROCESS	± 26,550 sq. ft.
BUILDING 100 - WHEY PROCESS	± 11,246 sq. ft.
BUILDING 200 - CHEESE	± 26,024 sq. ft.
BUILDING 300 - UTILITY	± 4,800 sq. ft.
BUILDING 400 - COLD STORAGE	± 11,349 sq. ft.
EXISTING UTILITY BUILDING	± 3,791 sq. ft.
QC LAB	± 1,902 sq. ft.

TOTAL EXISTING BUILDING ± 110,375 Sq. Ft.

PROJECT INFORMATION:

PROPERTY DESCRIPTION	
PROJECT ADDRESS	179 SOUTH 11TH AVENUE HANFORD, CA 93230
LEGAL DESCRIPTION	
APN	012-070-029 012-070-030 012-070-022 012-070-009

ZONING DATA	
EXISTING ZONING	±L LIGHT INDUSTRIAL ±C-S SERVICE COMMERCIAL ±MX-D DOWNTOWN MIXED USE

SITE AREA	
TOTAL LOT AREA	± 24,713 sq. ft.
BUILDING DATA (CBC 2016)	
OCCUPANCY	MIXED F-1 MODERATE HAZARD FACTORY INDUSTRIAL S-2 LOW-HAZARD STORAGE

TYPE OF CONSTRUCTION	
FIRE SPRINKLERS	± II-B AUTOMATIC SPRINKLER SYSTEM (100%) WITH MONITORING SYSTEM
SEISMIC DESIGN CATEGORY	
WIND LOAD	± 85 MPH, EXPOSURE C
CLIMATE ZONE	
BUILDING HEIGHT	± 75'-0"
MAX. HEIGHT ALLOWED	± 75'-0" MAX.
TWO STORY BUILDINGS	± PHASE 2, 3 & 4
BUILDING SITE COVERAGE	
	± 155,297 sq. ft.

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Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify, and be responsible for, all dimensions and conditions on the job and this office must be notified of any variations in the dimensions and conditions shown by these drawings. They shall be submitted to this office for review before proceeding with fabrication.

NO.	DATE	REVISION	BY
	04/22/22	ISSUED FOR SITE PLAN REVIEW	

SEAL

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2519 W. Shaw Avenue, Suite 102
Fresno, CA 93711
Phone: (559)627-6448

PROJECT FOR



PROJECT NAME

NEW
PROCESS FACILITY
BUILDINGS

PROJECT ADDRESS

612 W. 5TH ST.
HANFORD, CA 93230

SHEET TITLE

OVERALL
MASTER
SITE PLAN

SCALE	AS NOTED	SHEET NO.
DRAWN	TR	SPR.01
CHECKED		
APPROVED		
DATE	04/22/22	
JOB NO	22-010	

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NO.	DATE	REVISION	BY
04/22/22	ISSUED FOR SITE PLAN REVIEW		

SEAL



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PROJECT FOR



PROJECT NAME

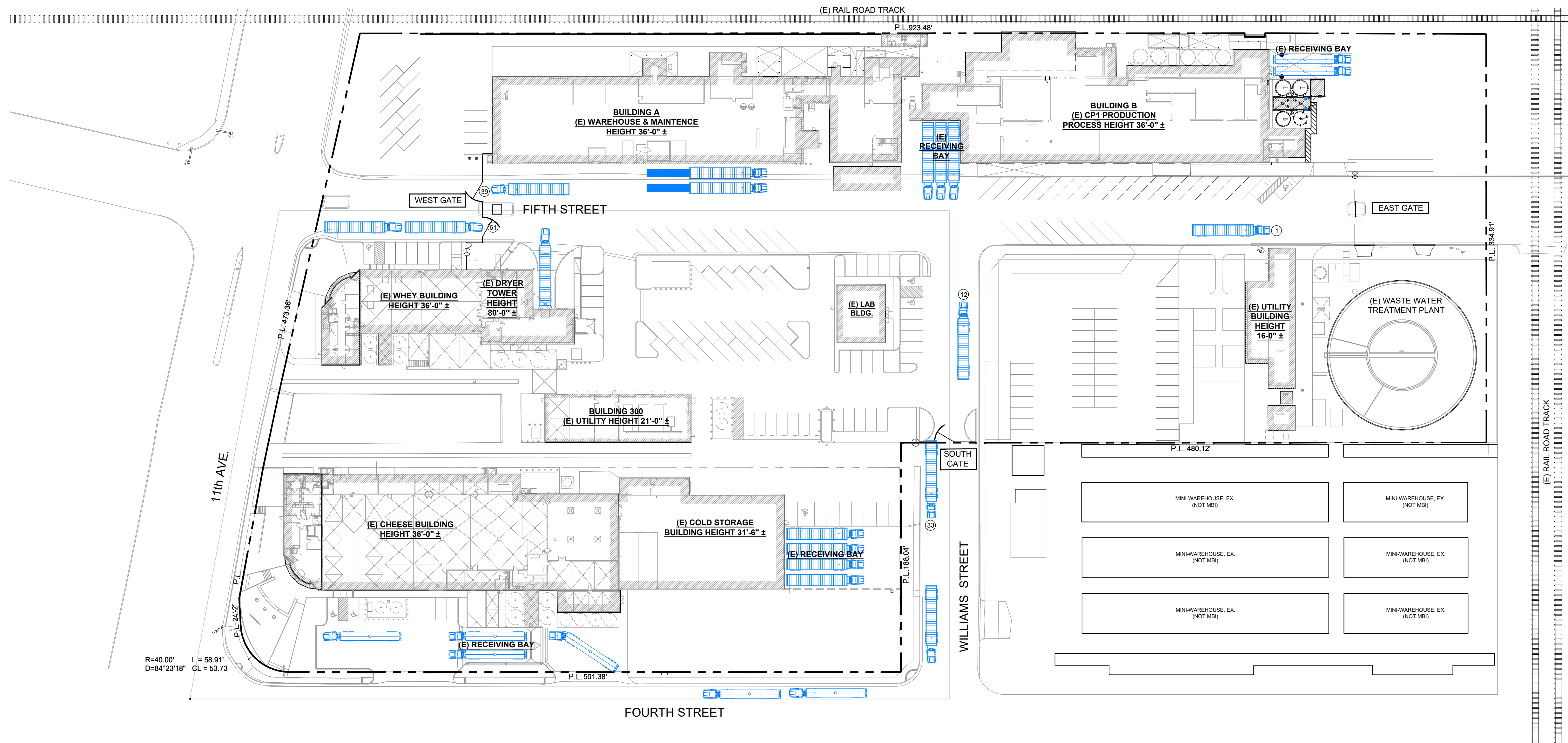
NEW
PROCESS FACILITY
BUILDINGS

PROJECT ADDRESS
612 W. 5TH ST.
HANFORD, CA 93230

SHEET TITLE

TRUCK TRAFFIC
AND PARKING
CURRENT
SITE PLAN

SCALE	AS NOTED	SHEET NO.
DRAWN	TR	TT.00
CHECKED		
APPROVED		
DATE	04/22/22	
JOB NO	22-010	



1
TT.00
TRUCK TRAFFIC CURRENT SITE PLAN
SCALE: 1" = 50'-0"

Current					
Description	S	C	MC	ADA	Total
Start of Phase	149	-	-	9	158
Demo	-	-	-	-	-
Add	-	-	-	-	-
End of Phase	149	-	-	9	158

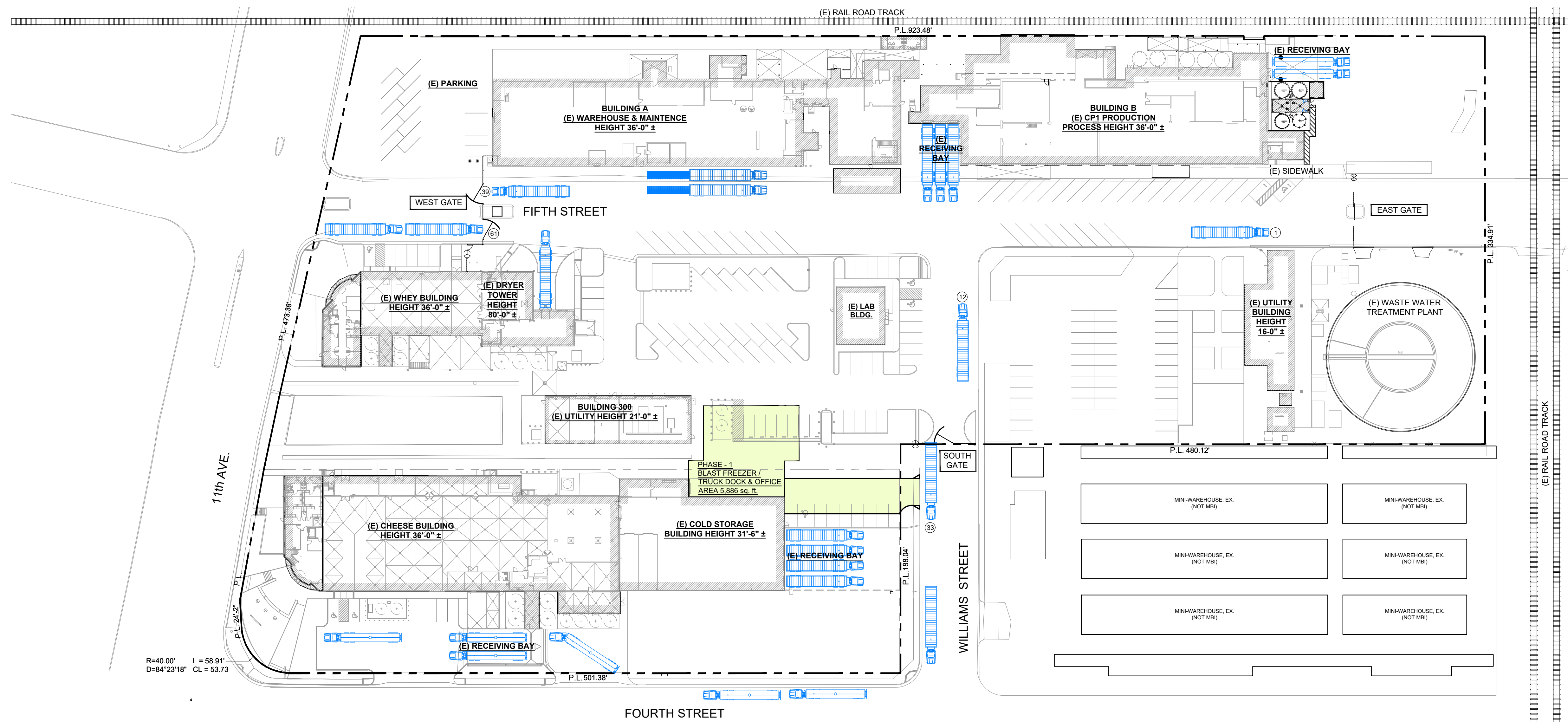
Legend:
S= Standard Size Parking Spaces
C= Compact Size Parking Spaces
MC = Motorcycle Parking Spaces
ADA = American Disabilities Act - Handicap Parking

Marquez Brothers International, Inc. Hanford Dairy Manufacturing Plant																
Summary of Truck Traffic per Each Construction Phase and future Estimated Projection																
Line	Item	Traffic Per Day														
		West Gate			East Gate			South Gate			Total					
	Truck Traffic Per Day	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Out	All
1	Current	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00
2	Phase I (New Blast Freezers)	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00
3	Phase II (Yogurt Realignment)	66	6.6	42	4.2	-	-	1	0.1	16	1.6	39	3.9	82.00	82.00	164.00
4	Phase III (Cheese Realignment)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00
5	Phase IV - (Plant Modernization Projects)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00

Peak hours are between 6am and 4pm



VICINITY MAP
NO SCALE



R=40.00' L=58.91'
D=64°23'18" CL=53.73

1 TT.01

TRUCK TRAFFIC PHASE - I SITE PLAN

SCALE: 1" = 50'-0"



Phase I

S	C	MC	ADA	Total
149	-	-	9	158
(11)	-	-	(1)	(12)
138	-	-	8	146

Legend:

- S= Standard Size Parking Spaces
- C= Compact Size Parking Spaces
- MC = Motorcycle Parking Spaces
- ADA = American Disabilities Act - Handicap Parking

Marquez Brothers International, Inc. Hanford Dairy Manufacturing Plant																	
Summary of Truck Traffic per Each Construction Phase and future Estimated Projection																	
Line	Item	Traffic Per Day															
		West Gate				East Gate				South Gate				Total			
		In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Out	All	% incr. from Prev. Phase
1	Current	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00	
2	Phase I (New Blast Freezers)	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00	0.00%
3	Phase II (Yogurt Realignment)	66	6.6	42	4.2	-	-	1	0.1	16	1.6	39	3.9	82.00	82.00	164.00	12.33%
4	Phase III (Cheese Realignment)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	6.10%
5	Phase IV - (Plant Modernization Projects)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	0.00%
Peak hours are between 6am and 4pm																	

Peak hours are between 6am and 4pm



VICINITY MAP

NO SCALE



*CONFIDENTIAL AND PRIVILEGED. INCLUDES CORPORATE PROPRIETARY INFORMATION AND TRADE SECRETS. EXEMPT FROM DISCLOSURE TO THE PUBLIC.

SEAL



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PROJECT FOR



PROJECT NAME

**NEW
PROCESS FACILITY
BUILDINGS**

PROJECT ADDRESS
612 W. 5TH ST.
HANFORD, CA 93230

SHEET TITLE

**TRUCK TRAFFIC
AND PARKING
PHASE -1
SITE PLAN**

SCALE: AS NOTED
DRAWN: TR
CHECKED:
APPROVED:
DATE: 04/22/22
JOB NO: 22-010

TT.01

[illegible]

SEA



E.A. BONELLI
ARCHITECTS + ENGINEERS

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PROJECT FOR



PROJECT NAME

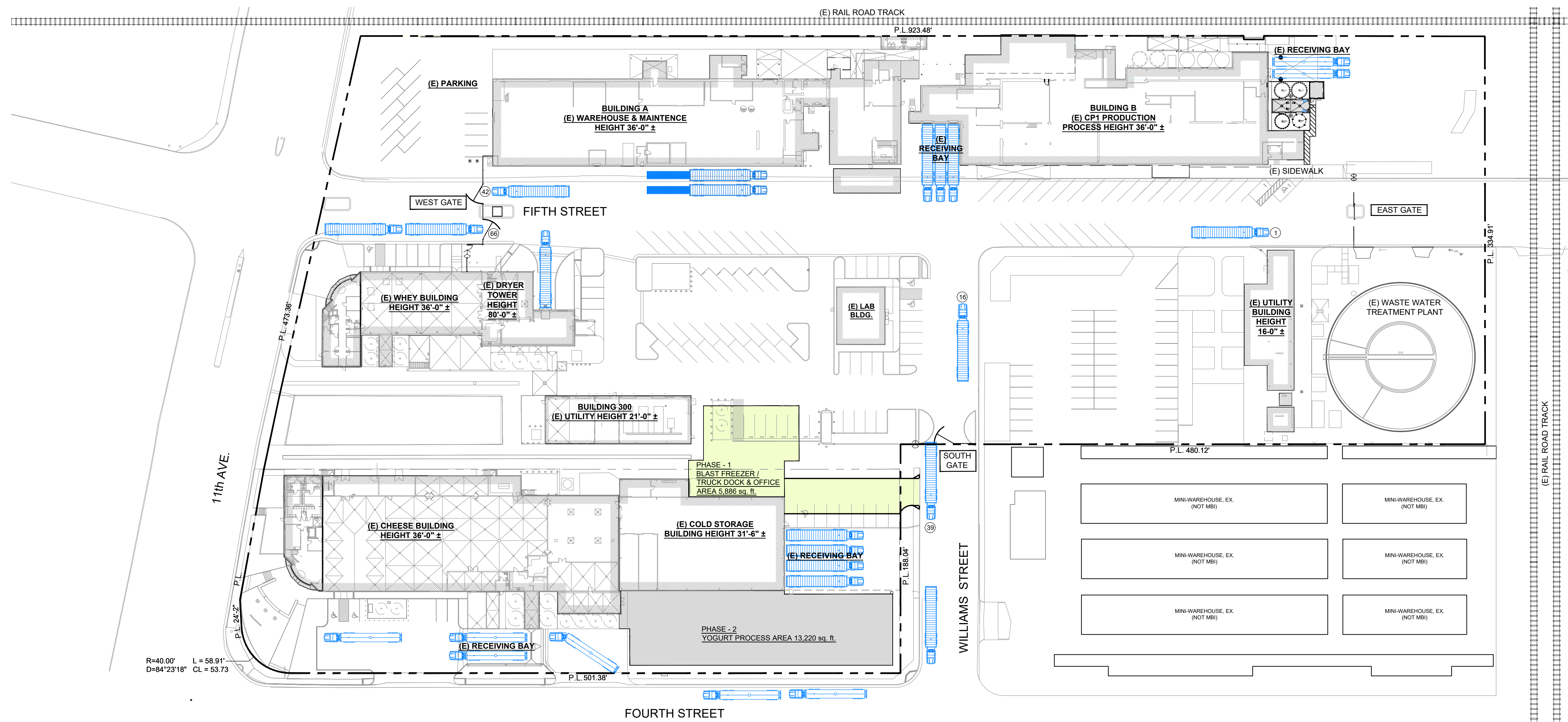
NEW PROCESS FACILITY BUILDINGS

PROJECT ADDRESS
612 W. 5TH ST.
SANFORD, CA 93230

SHEET TITLE

TRUCK TRAFFIC AND PARKING PHASE -2 SITE PLAN

SCALE	AS NOTED	SHEET NO. TT.02
DRAWN	TR	
CHECKED		
APPROVED		
DATE	04/22/22	
JOB NO	22-010	



1 TT.02 TRUCK TRAFFIC PHASE - 2 SITE PLAN SCALE: 1" = 50'-0"

Phase II

S	C	MC	ADA	Total
138	-	-	8	146
-	-	-	-	-
-	-	-	-	-
138	-	-	8	146

Legend:

S- Standard Size Parking Spaces
C= Compact Size Parking Spaces
MC = Motorcycle Parking Spaces
ADA = American Disabilities Act - Handicap Parking

Line	Item	Traffic Per Day																Total			
		West Gate				East Gate				South Gate											
		Truck Traffic Per Day				In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Out	All	% Incr. from Prev. Phase
1	Current	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00					
2	Phase I (New Blast Freezers)	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00	0.00%				
3	Phase II (Yogurt Realignment)	66	6.6	42	4.2	-	-	1	0.1	16	1.6	39	3.9	82.00	82.00	164.00	12.33%				
4	Phase III (Chairs Realignment)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	6.10%				
5	Phase IV (Plant Modernization Projects)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	0.00%				

Peak hours are between 6am and 4pm



VICINITY MAP

NO SCALE

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Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify, and be responsible for, all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown by these drawings. Any queries must be submitted to this office for review before proceeding with fabrication.

NO.	DATE	REVISION	BY
04/22/22	ISSUED FOR SITE PLAN REVIEW		

SEAL



E.A. BONELLI
ARCHITECTS + ENGINEERS

8450 Edes Avenue, Oakland, CA 94621
Phone: (510)740-0155
Fax: (510)740-0160
Website: www.eabonelli.com

2519 W. Shaw Avenue, Suite 102
Fresno, CA 93711
Phone: (559)627-6448

PROJECT FOR



PROJECT NAME

NEW
PROCESS FACILITY
BUILDINGS

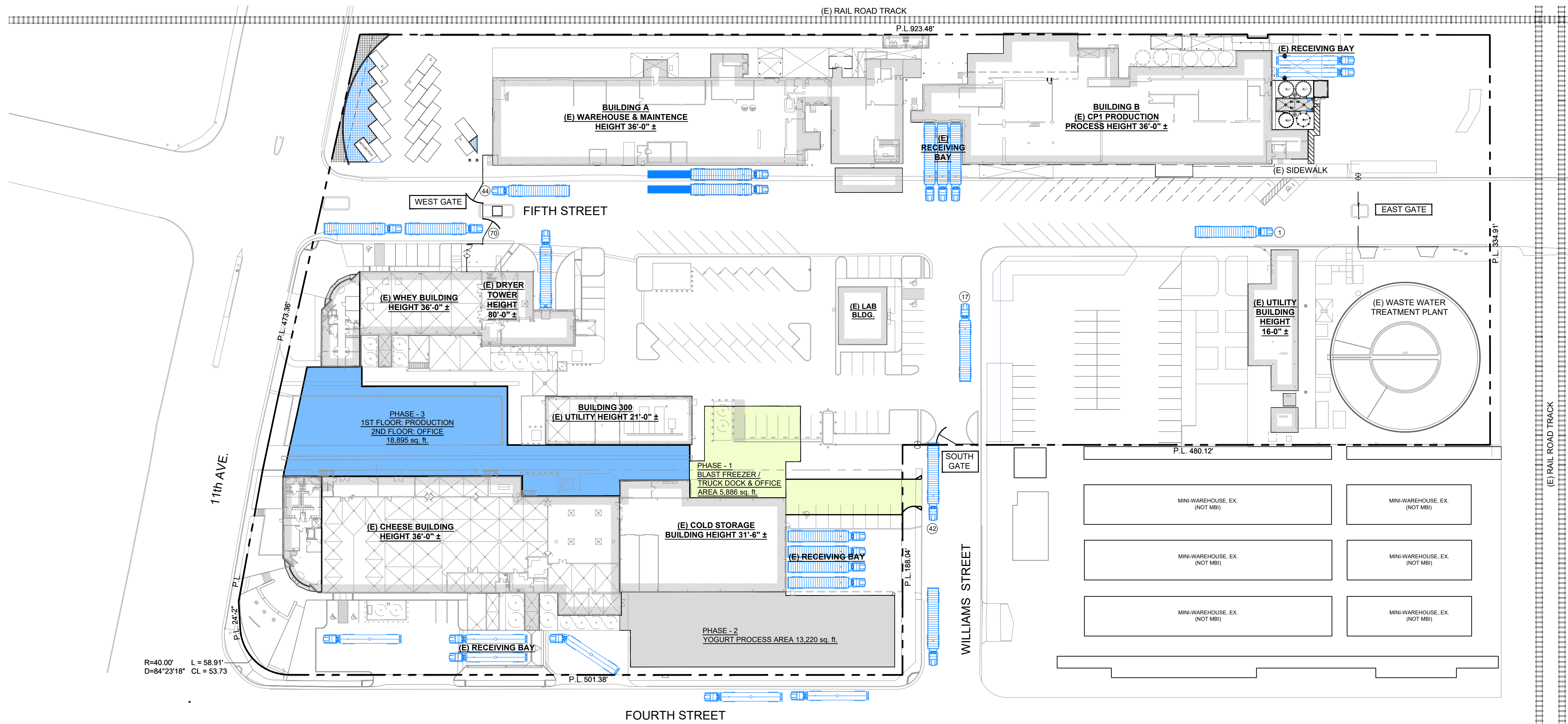
PROJECT ADDRESS

612 W. 5TH ST.
HANFORD, CA 93230

SHEET TITLE

TRUCK TRAFFIC
AND PARKING
PHASE -3
SITE PLAN

SCALE	AS NOTED	SHEET NO.
DRAWN	TR	TT.03
CHECKED		
APPROVED		
DATE	04/05/22	
JOB NO	22-010	



1 TRUCK TRAFFIC PHASE - 3 SITE PLAN

SCALE: 1" = 50'-0"

Phase III				
S	C	MC	ADA	Total
138	-	-	8	146
-	-	-	-	-
-	5	1	-	6
138	5	1	8	152

Legend:

S= Standard Size Parking Spaces
C= Compact Size Parking Spaces
MC = Motorcycle Parking Spaces
ADA = American Disabilities Act - Handicap Parking

Marquez Brothers International, Inc. Hanford Dairy Manufacturing Plant																	
Summary of Truck Traffic per Each Construction Phase and future Estimated Projection																	
Line	Item	Traffic Per Day															
		West Gate				East Gate				South Gate				Total			
		In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out				
	Truck Traffic Per Day	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Out	All	% Incr. from Prev. Phase
1	Current	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00	
2	Phase I (New Blast Freezers)	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00	0.00%
3	Phase II (Yogurt Realignment)	66	6.6	42	4.2	-	-	1	0.1	16	1.6	39	3.9	82.00	82.00	164.00	12.33%
4	Phase III (Cheese Realignment)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	6.10%
5	Phase IV - (Plant Modernization Projects)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	0.00%
Peak hours are between 6am and 4pm																	



VICINITY MAP

NO SCALE

SEA

Attachment: Resolution No. 2022-36 (Variance 2022-02 Marquez)



MARQUEZ BROTHERS

NEW PROCESS FACILITY BUILDINGS

SHEET TITLE

TRUCK TRAFFIC
AND PARKING
PHASE -4
SITE PLAN

SCALE	AS NOTED	SHEET NO. TT.04
DRAWN	TR	
CHECKED		
APPROVED		
DATE	04/22/22	
JOB NO	22-010	



Legend:
S- Standard Size Parking Spaces
C= Compact Size Parking Spaces
MC = Motorcycle Parking Spaces
ADA = American Disabilities Act - Handicap Parking

VICINITY MAP

NO SCALE

City of HANFORD

CALIFORNIA 93230
CITY OFFICES 317 NORTH DOUTY STREET



MAYOR
TRAVIS PADEN
VICE MAYOR
MARK KAIRIS
COUNCIL MEMBERS
DIANE SHARP
KALISH MORROW
LOU MARTINEZ
CITY MANAGER
MARIO CIFUENTEZ II

DATE: December 9, 2022

PROJECT: Site Plan Review 2022-24 (502-1220) Rev. 1

APPLICANT: Marquez Brothers International, Inc. – JT Maldonado

LOCATION: 179 S. 11th Avenue (012-070-022, -033, -029, and -009)

PROPOSAL: Campus Modernization – Four Phases

ZONING: I-L Light Industrial

SITE PLAN REVIEW COMMITTEE REVIEW DATE: May 4, 2022; July 27, 2022

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:** 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 **VAR**

☐ Parks and Recreation Commission

Signed,

Gabrielle Myers

Gabrielle Myers, Senior Planner
Community Development Department

December 9, 2022

DATE

Attachment: Resolution No. 2022-36 (Variance 2022-02 Marquez)

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

Site Plan Review is a ministerial action, therefore not subject to the California Environmental Quality Act (CEQA) (CEQA Guidelines 15268 and MC 17.70.080). **Exemption No. 2019-50**

Note: the variance will require a discretionary approval, thus requiring further environmental review of the project.

COMMENTS AND CONDITIONS OF APPROVAL

THE FOLLOWING DEPARTMENT COMMENTS AND CONDITIONS ARE ATTACHED:

- ☒ PLANNING – Comments
- ☐ BUILDING - Comments
- ☒ ENGINEERING – Comments
- ☐ SOLID WASTE
- ☐ WASTEWATER
- ☐ POLICE
- ☒ FIRE - Comments
- ☐ 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. 2022-24 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

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: May 4, 2022

SITE PLAN NUMBER: 2022-24 REV. 1

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

General Plan Designation: Light Industrial

Zoning: I-L Light Industrial

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, with the approval of a variance for reduced setbacks.

Required Entitlements:

- Variance – reduced setbacks (submitted)

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 the site be developed according to the approved site plan, titled Site Plan Review No. 2022-24 with minor modifications to be approved by the Community Development Department.
4. 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.
5. 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.

I-L Light Industrial Checklist: (all checked shall apply)**Building Setback Areas (17.34.060)**

- ☒ That the appropriate setbacks be maintained, as follows:
- ☒ The front building setback area along 11th Avenue shall be 10 feet.
 - ☒ The rear building setback may be zero.
 - ☒ The side building setback may be zero, except where the side lot line abuts a public street, then the side building setback area shall be 15 feet.

The applicant is seeking a variance to allow a 6'6" street-side setback along Fourth and Williams Streets.

Off Street Parking: (Section 17.54).

- ☒ That the applicant shall maintain adequate parking for each development phase, as required utilizing the ratio for manufacturing and processing uses, one parking space per 1,000 square feet.

Calculation:

Phase	Square Footage (total)	Parking Spaces Required
1	116,261	116
2	129,481	129
3	149,376	149
4	155,297	155

- ☒ 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.

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 17.34.130)

- ☐ 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.

Kings County Department of Public Health

Contact Environmental Health Officer Liliana Stransky @ 559-852-2628 or Liliana.Stransky@co.kings.ca.us concerning questions that you may have on the following conditions.

Marquez Brothers International, J.T. Maldonado Hanford, CA (SPR 2022-24)

- This facility is currently subject to the California Accidental Release Prevention (CalARP) program and maintains a Risk Management Plan. As such the facility must file an updated Risk Management Plan with our office prior to any changes to their operations. Additionally, if any new ammonia system(s) are planned, then all construction/plumbing work must comply with CalARP provisions, including mechanical integrity, pre-start up review, etc. Please contact our office if you have questions regarding CalARP requirements.



City of Hanford

Public Works Department

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

Utilities Division Comments

PROJECT: SPR 2022-24 (502-1220) Marquez Bros. Expansion- 179 S. 11th 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. That the developer shall provide an accurate fixture unit count and size water services in accordance with the requirements of the Uniform Plumbing Code, latest edition.
2. That the developer shall furnish and install any new water service assemblies required for the project including water meters and meter boxes for both domestic and landscape uses. If existing services are utilized, fixture counts to ensure adequate size of service is required. All new services are to connect to Williams St.
3. That the developer shall furnish and install appropriate cross connection/backflow prevention assemblies for all required water services, including fire service lines. Fire service system shall be a looped system with two points of connection to the City water main. One point of connection for Fire service may connect to Fourth St. water main if necessary.
4. That all backflow prevention assemblies required for the development shall be tested and approved by a certified technician that has been approved by the City of Hanford prior to occupancy. Copies of all backflow test results shall be provided to the City of Hanford Utilities Division.
5. It is recommended that developer install a separate irrigation service to reduce the sewage usage bill. Sewage bills are calculated off of domestic water flows.

Sewer:

Bob Williams

12/3/2022

Assistant Engineer (559) 585-2582

Date

Attachment: Resolution No. 2022-36 (Variance 2022-02 Marquez)



City of Hanford

Public Works Department

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

1. That the property owner is responsible for maintenance of all sanitary sewer laterals providing service to their property from building structure to the City Sanitary Sewer main, including connection fittings.
2. That the developer shall size sewer service lateral(s) to serve the project site in accordance with requirements of the Uniform Plumbing Code, latest edition. All new sanitary sewer laterals shall connect to Williams St.
3. That the developer shall furnish and install a floor drain inside any newly constructed Trash Enclosure per City Standard Detail GE-35 that will connect to the City's Sanitary Sewer System. If facilities will be preparing food, the floor drain shall route through a sand/grease interceptor per City Standard Detail SS-32, include hot/cold water inside the enclosure per City Standard Detail GE-41 and shall be connected via sanitary sewer lateral to City's Sanitary Sewer System.

Engineering Division Comments

PROJECT: SPR 2022-24 (502-1220) Marquez Bros. Expansion- 179 S. 11th 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 **\$6,099.08** Grading Plan Review fee in accordance with City Resolution No. 10-31-R. or any revisions thereof. Grading Plan Review fee shall be paid prior to issuance of building permits.
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 of ungrounding 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:

Steve Coodey

12/3/2022

Assistant Engineer (559) 585-2582

Date

Attachment: Resolution No. 2022-36 (Variance 2022-02 Marquez)



City of Hanford

Public Works Department

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

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".

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.

PROJECT: SPR 2022-24 (502-1220) Marquez Bros. Expansion- 179 S. 11th Avenue

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.

Steve Coodey

12/3/2022

Assistant Engineer (559) 585-2582

Date



City of Hanford

Public Works Department

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

Curb, Gutter, and Sidewalk Requirements:

1. That the existing concrete curbs, gutters, and sidewalks located along the Fourth St. and Williams St. project frontage may remain in place provided they are found to be in functional condition and adequately sloped for proper drainage and meet ADA requirements. Sections damaged during construction, or otherwise found to be in disrepair, shall be removed and replaced with new curbs, gutters, and sidewalk installed 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.
2. That the developer shall replace the existing ADA accessible curb ramp at the northwest intersection corner of Fourth St. and Williams St. in conformance with City Standard Detail CO-20 and shall be shown on the engineered site improvement plans.

Street Requirements:

1. Williams St. shall be reconstructed as a Commercial/Industrial Street and shall conform with City Standard Detail ST-29. The minimum limits of reconstruction of Williams St. shall start at gutter lip alignment of Fourth St. and end at the gate entrance to Marquez Bros. facility where Williams St. becomes a private street.
2. That the development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards impact fees for permanent street widening improvements constructed by developer within Williams St., consisting of reconstructing the road section per City Standard Detail ST-29, paving from gutter lip to gutter lip within the limits described above. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Works staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable project improvement costs. Graphic exhibits referenced to the project improvement plans shall also be provided as needed to facilitate the reimbursement review process.
3. Traffic control within the City of Hanford right-of-way shall conform to the California Manual on Uniform Traffic Control (CA MUTCD) and shall be approved by the City of Hanford Public Works Dept. prior to scheduling work.
4. All underground piping shall be inspected prior to backfilling. All utility trench backfill and paving shall conform to City Standard Detail ST-8.

Steve Coodey

12/3/2022

Assistant Engineer (559) 585-2582

Date

Attachment: Resolution No. 2022-36 (Variance 2022-02 Marquez)



City of Hanford

Public Works Department

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

Drive Approach Requirements:

1. That the existing drive approach on Williams St. be removed and replaced in conformance with City Standard Detail CO-41 and ADA accessibility standards. Steel reinforcement will be required in the design of the drive approach.
2. That the drive approach being constructed with Phase I loading docks be in conformance with City Standard Detail CO-41. Steel reinforcement will be required in the design of the drive approach.

PROJECT: SPR 2022-24 (502-1220) Marquez Bros. Expansion- 179 S. 11th Avenue

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 the 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 July 1, 2021. All fees are payable prior to issuance of building permits.
(Proposed building area 44,922 sf.- (four combined building locations on site)- Site Area: 9.695 Acres).
 - A. That the development is subject to a **\$92,356.87 Circulation Impact Fee** in accordance with City Resolution No. 98-56-R, or any revisions thereof.
 - B. That the development is subject to a **\$70,792.58 Water System Impact Fee** in accordance with City Resolution No. 98-54-R, or any revision thereof.
 - C. That the development is subject to a **\$39,198.94 Wastewater System Impact Fee** in accordance with City Resolution No 98-55-R, or any revision thereof.
 - D. That the development is **NOT** subject to a **Storm Water System Impact Fee** in accordance with City Resolution No. 98-57-R, or any revision thereof.
 - E. That the development is **NOT** subject to a **Fire Protection Impact Fee** in accordance with City Resolution No. 98-52-R, or any revision thereof.
 - F. That the development is **NOT** subject to a **Police Protection Impact Fee** in accordance with city Resolution No. 98-53-R, or any revision thereof.
 - G. That the development is **NOT** subject to a **Refuse and Recycling Impact Fee** in accordance with City Resolution No 98-56-R, or any revision thereof. **If the development includes a refuse enclosure in final design, a Refuse and Recycling Impact Fee of \$3,464.07 will become due at permitting. Refer to refuse section.**
 - H. That the development is **NOT** subject to a **Park Impact Fee** in accordance with City Resolution No 05-64-R, or any revision thereof.

Steve Coodey

12/3/2022

Assistant Engineer (559) 585-2582

Date

Attachment: Resolution No. 2022-36 (Variance 2022-02 Marquez)



City of Hanford

Public Works Department

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

Attachment: Resolution No. 2022-36 (Variance 2022-02 Marquez)

Steve Coodey

12/3/2022

Assistant Engineer (559) 585-2582

Date



City of Hanford

Public Works Department

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

Refuse Division Comments

PROJECT: SPR 2022-24 (502-1220) Marquez Bros. Expansion- 179 S. 11th Avenue

General Requirements:

1. That a 10' X 20' inside clear dimension masonry block refuse enclosure with 6' high perimeter walls shall be constructed in accordance with City Std. GE-41, modified to include installation of 12" X 12" interior concrete curbs and 10' concrete roll out apron. 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 material. 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 all on site vehicle routes used to service trash enclosure shall be constructed in accordance with City Standard GE-32 Industrial Parking Lot pavement requirements to provide an adequate pavement structure section for refuse truck use.
6. That the applicant shall participate in all available waste recycling & reuse programs **including the new requirement for food waste separate bin service (if applicable).**

Attachment: Resolution No. 2022-36 (Variance 2022-02 Marquez)

Tyler Martinez

12/3/2022

Assistant Engineer (559) 585-2582

Date

BUILDING DIVISION
SPR 2022-024 (502-1220) Marquez Bros
12-08-22
179 S 11th 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 One electronic submittal 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 Commissioning Plan per 2022 CEnC
 - 4.2.10 **Planning Dept. "Conditions of Approval" or "Resolution" printed on the drawings and part of the drawing submittal**
 - 4.2.11 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. ******

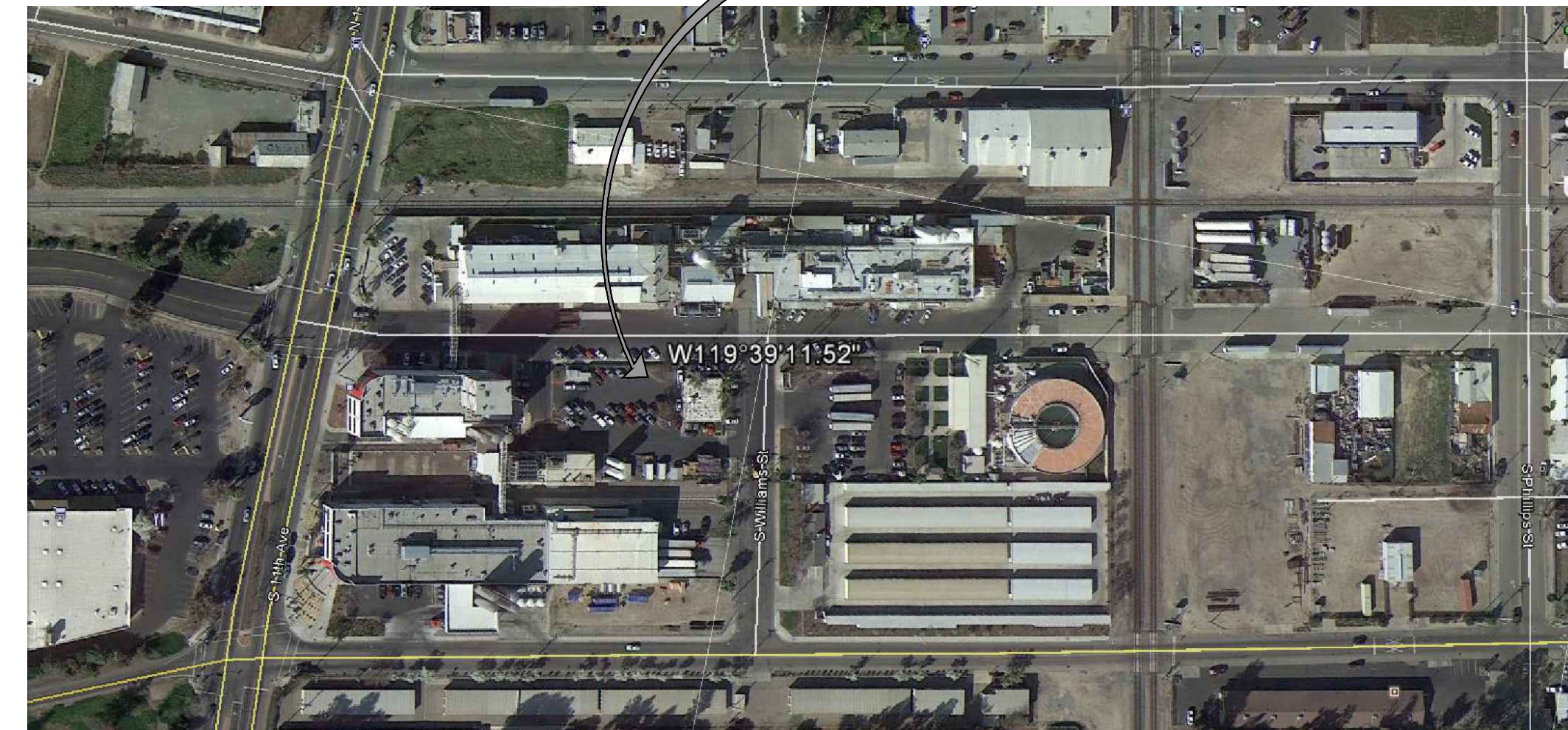
- 4.3 One Electronic submittal of all documentation, unless noted, including:
 - 4.3.1 Architectural Specifications
 - 4.3.2 Structural Calculations
 - 4.3.3 Electrical Calculations, if not included on the drawings
 - 4.3.4 Mechanical Calculations, if not included on the drawings
 - 4.3.5 Plumbing Calculations, if not included on the drawings
 - 4.3.6 Energy Calculations, if not included on the drawings
 - 4.3.7 CalGreen Compliance **including C & D Recycle plan**
 - 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.
 - 4.3.10 **Landscape Calculations per Hanford City Ordinance**
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** (2019, 2022 after January 1, 2023) 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 provides 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.

BUILDING PHASE DESCRIPTION

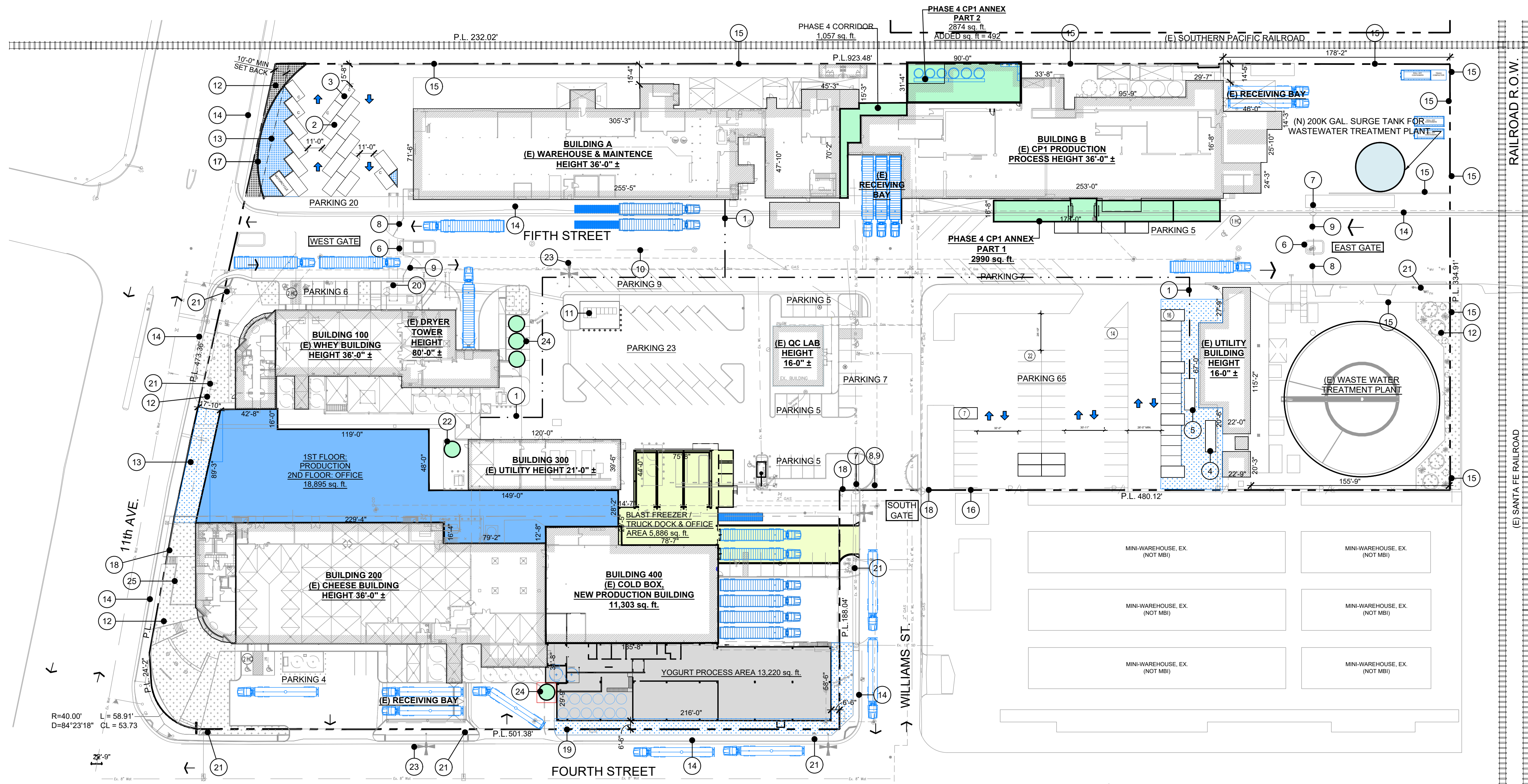
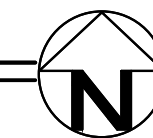
	EXISTING	PHASE 1	PHASE 2	PHASE 3	PHASE 4
EXISTING / PROPOSED BUILDING SQ. FT.	EXISTING BUILDING SQ. FT. = ±110,375	PROPOSED BUILDING ±5,886 SQ. FT.	PROPOSED BUILDING ±13,220 SQ. FT.	PROPOSED BUILDING ±18,895 SQ. FT.	PROPOSED BUILDING ±6,921 SQ. FT.
BUILDING SQ. FT. TOTAL	EXISTING BUILDING SQ. FT. TOTAL = ±110,375	PROPOSED ±5,886 sq. ft. (E) BLDG S.F. TOTAL SQ. FT. = ±116,261 sq. ft.	PROPOSED ±13,220 sq. ft. (E) BLDG S.F. TOTAL SQ. FT. = ±129,481 sq. ft.	PROPOSED ±18,895 sq. ft. (E) BLDG S.F. TOTAL SQ. FT. = ±148,376 sq. ft.	PROPOSED ±6,921 sq. ft. (E) BLDG S.F. TOTAL SQ. FT. = ±155,297 sq. ft.
EXISTING PROPERTY SQ. FT. MAIN MBI CAMPUS	EXISTING PROPERTY = 422,306 sq. ft.	EXISTING PROPERTY = 422,306 sq. ft.	EXISTING PROPERTY = 422,306 sq. ft.	EXISTING PROPERTY = 422,306 sq. ft.	EXISTING PROPERTY = 422,306 sq. ft.
BLDG. HEIGHT	75'-0" MAX	75'-0" MAX	75'-0" MAX	75'-0" MAX	75'-0" MAX
EMPLOYEES	140 MAXIMUM SHIFT EMPLOYEES	140 MAXIMUM SHIFT EMPLOYEES	146 MAXIMUM SHIFT EMPLOYEES	146 MAXIMUM SHIFT EMPLOYEES	146 MAXIMUM SHIFT EMPLOYEES
PARKING	EXISTING 158 PARKING STALLS (MIN. PARKING SPACE REQUIRED 1 SPACE PER 100 SQ. FT.)	EXISTING 158 PARKING STALLS (MIN. PARKING SPACE REQUIRED 1 SPACE PER 100 SQ. FT.)	EXISTING 158 PARKING STALLS (MIN. PARKING SPACE REQUIRED 1 SPACE PER 100 SQ. FT.)	EXISTING 158 PARKING STALLS (MIN. PARKING SPACE REQUIRED 1 SPACE PER 100 SQ. FT.)	EXISTING 158 PARKING STALLS (MIN. PARKING SPACE REQUIRED 1 SPACE PER 100 SQ. FT.)
TRUCK TRAFFIC VOLUME	CURRENT	CURRENT	12.33 % INCREASE	6.10 % INCREASE	NO CHANGE
WIIFTP	CURRENT	NO ANTICIPATED CHANGE	INCREASE IS ANTICIPATED BUT WITHIN UP PARAMETERS	INCREASE IS ANTICIPATED BUT WITHIN UP PARAMETERS	NO ANTICIPATED CHANGE
FIRE PROTECTION	AUTOMATIC SPRINKLER SYSTEM (100%) WITH MONITORING SYSTEM	AUTOMATIC SPRINKLER SYSTEM (100%) WITH MONITORING SYSTEM	AUTOMATIC SPRINKLER SYSTEM (100%) WITH MONITORING SYSTEM	AUTOMATIC SPRINKLER SYSTEM (100%) WITH MONITORING SYSTEM	AUTOMATIC SPRINKLER SYSTEM (100%) WITH MONITORING SYSTEM

PROJECT LOCATION



VICINITY MAP

NO SCALE

1
SPR.01

OVERALL MASTER SITE PLAN

SCALE: 1" = 50'-0"



SITE PLAN NOTES:

- 1 NEW WATER LINE FROM WATER WELL
- 2 STANDARD PARKING 16'-6"x9'-0"
- 3 COMPACT PARKING 16'-0"x8'-0"
- 4 PROPOSED LOCATION OF GAS METER
- 5 (E) LOCATION OF WATER WELL
- 6 (E) GUARD SHACK
- 7 (E) 6'-0" DIA. TURNSTILE ELECTRONIC ACTIVATED SECURITY GATE ENTRY OR EXIT
- 8 (E) PLANT EXIT GATE
- 9 (E) PLANT ENTRY GATE
- 10 (E) STORM WATER SEWER LINES
- 11 (E) ELECTRICAL YARD
- 12 (E) LANDSCAPING TYPICAL
- 13 NEW LANDSCAPING TYPICAL
- 14 (E) CURB, GUTTER & SIDEWALK
- 15 (E) 9'-0" HIGH CMU WALL
- 16 (E) 8'-0" HIGH CHAIN LINK FENCE WALL
- 17 (E) 4'-0" SOLID WALL
- 18 (E) 9'-0" HIGH WROUGHT IRON FENCE / GATE
- 19 NEW 9'-0" HIGH WROUGHT IRON FENCE
- 20 (E) 4'-0" WIDE X 9'-0" HIGH WROUGHT IRON PEDESTRIAN GATE & 6'-0" DIA. TURNSTILE ELECTRONIC ACTIVATED SECURITY ENTRY & EXIT
- 21 (E) FIRE HYDRANT
- 22 NEW 50K GALLON WATER STORAGE TANK FINAL LOCATION TBD.
- 23 (E) STREET LIGHT TYPICAL
- 24 NEW SILO TANKS
- 25 (E) 8'-0" CMU DECORATIVE SCREEN WALL

SITE LEGEND:

	EXISTING PLANT
	EXISTING LANDSCAPE
	PROPOSED LANDSCAPE ADDITION
TOTAL LANDSCAPING SQ. FT. = 22,566 SQ. FT.	
TOTAL = 9,362 SQ. FT.	

AREA:

EXISTING BUILDING FOOTPRINT	
BUILDING A - WAREHOUSE	± 24,713 sq. ft.
BUILDING B - PROCESS	± 26,550 sq. ft.
BUILDING 100 - WHEY PROCESS	± 11,246 sq. ft.
BUILDING 200 - CHEESE	± 26,024 sq. ft.
BUILDING 300 - UTILITY	± 4,800 sq. ft.
BUILDING 400 - COLD STORAGE	± 11,349 sq. ft.
EXISTING UTILITY BUILDING	± 3,791 sq. ft.
QC LAB	± 1,902 sq. ft.

TOTAL EXISTING BUILDING ± 110,375 SQ. FT.

PROJECT INFORMATION:

PROPERTY DESCRIPTION	
PROJECT ADDRESS	179 SOUTH 11TH AVENUE HANFORD, CA 93230
LEGAL DESCRIPTION	
APN	012-070-029 012-070-030 012-070-022 012-070-009

ZONING DATA	
EXISTING ZONING	±L LIGHT INDUSTRIAL ±C-S SERVICE COMMERCIAL ±MX-D DOWNTOWN MIXED USE

SITE AREA	
TOTAL LOT AREA	± 22,566 SQ. FT.
BUILDING DATA (CBC 2016)	
OCCUPANCY	MIXED F-1 MODERATE HAZARD FACTORY INDUSTRIAL S-2 LOW-HAZARD STORAGE

TYPE OF CONSTRUCTION	
FIRE SPRINKLERS	± II-B AUTOMATIC SPRINKLER SYSTEM (100%) WITH MONITORING SYSTEM
SEISMIC DESIGN CATEGORY	
WIND LOAD	± 85 MPH, EXPOSURE C
CLIMATE ZONE	
BUILDING HEIGHT	± 75'-0"
MAX. HEIGHT ALLOWED	± 75'-0" MAX.
TWO STORY BUILDINGS	± PHASE 2, 3 & 4
BUILDING SITE COVERAGE	
	± 155,297 sq. ft.

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Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify, and be responsible for, all dimensions and conditions on the job and this office must be notified of any variations from the dimensions and conditions shown by these drawings. They shall be submitted to this office for review before proceeding with fabrication.

NO.	DATE	REVISION	BY
	04/22/22	ISSUED FOR SITE PLAN REVIEW	

SEAL

E.A. BONELLI
ARCHITECTS + ENGINEERS8450 Edes Avenue, Oakland, CA 94621
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Fax: (510)740-0160
Website: www.eabonelli.com2519 W. Shaw Avenue, Suite 102
Fresno, CA 93711
Phone: (559)627-6448

PROJECT FOR



PROJECT NAME

NEW
PROCESS FACILITY
BUILDINGS

PROJECT ADDRESS

612 W. 5TH ST.
HANFORD, CA 93230

SHEET TITLE

OVERALL
MASTER
SITE PLAN

SCALE	AS NOTED	SHEET NO.
DRAWN	TR	SPR.01
CHECKED		
APPROVED		
DATE	04/22/22	
JOB NO	22-010	

[illegible]

SEA



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ARCHITECTS + ENGINEERS

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PROJECT FOR



PROJECT NAME

NEW PROCESS FACILITY BUILDINGS

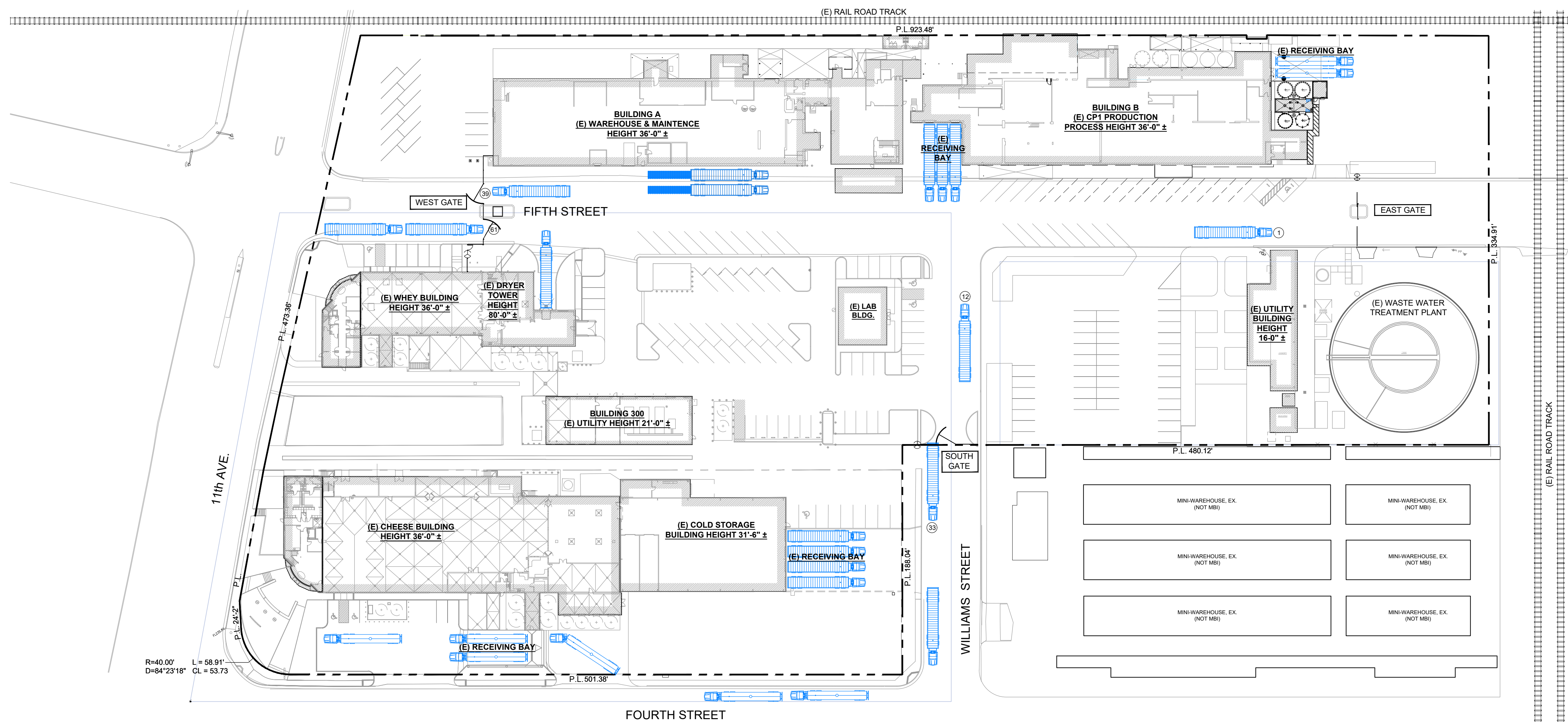
PROJECT ADDRESS

612 W. 5TH ST.
SANFORD, CA 932

SHEET TITLE

TRUCK TRAFFIC AND PARKING CURRENT SITE PLAN

SCALE	AS NOTED	SHEET NO. TT.00
DRAWN	TR	
CHECKED		
APPROVED		
DATE	04/22/22	
JOB NO	22-010	



1 TRUCK TRAFFIC CURRENT SITE PLAN
TT.00 SCALE: 1" = 50'-0"

Current					
Description	S	C	MC	ADA	Total
Start of Phase	149	-	-	9	158
Demo	-	-	-	-	-
Add	-	-	-	-	-
End of Phase	149	-	-	9	158

Legend:

S- Standard Size Parking Spaces
C= Compact Size Parking Spaces
MC = Motorcycle Parking Spaces
ADA = American Disabilities Act - Handicap Parking

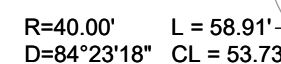
Line			Item	Traffic Per Day															
				West Gate				East Gate				South Gate				Total			
			In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Out	All	% Incr./ Prev. Phase	
		Truck Traffic Per Day																	
1	Current		61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3		73.00	73.00	146.00	
2	Phase I (New Blast Freezers)		61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3		73.00	73.00	146.00	0.00%
3	Phase II (Yogurt Realignmt)		66	6.6	42	4.2	-	-	1	0.1	16	1.6	39	3.9		82.00	82.00	164.00	12.33%
4	Phase III (Chesse Realignmt)		70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2		87.00	87.00	174.00	6.10%
5	Phase IV - (Plant Modernization Projects)		70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2		87.00	87.00	174.00	0.00%

Peak hours are between 6am and 4pm



VICINITY MAP

NO SCALE



Legend:
S- Standard Size Parking Spaces
C= Compact Size Parking Spaces
MC = Motorcycle Parking Spaces
ADA = American Disabilities Act - Handicap Parking

Peak hours are between 6am and 4pm

SFA

2519 W. Shaw Avenue, Suite 102
Fresno, CA 93711
Phone: (559)627-6448

PROJECT FOR



NEW PROCESS FACILITY BUILDINGS

PROJECT ADDRESS
612 W. 5TH ST.
HANFORD, CA 93231

SCALE	AS NOTED	SHEET NO. TT
DRAWN	TR	
CHECKED		
APPROVED		
DATE	04/22/22	
JOB NO	22-010	

TT.01

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SEA



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PROJECT FOR



PROJECT NAME

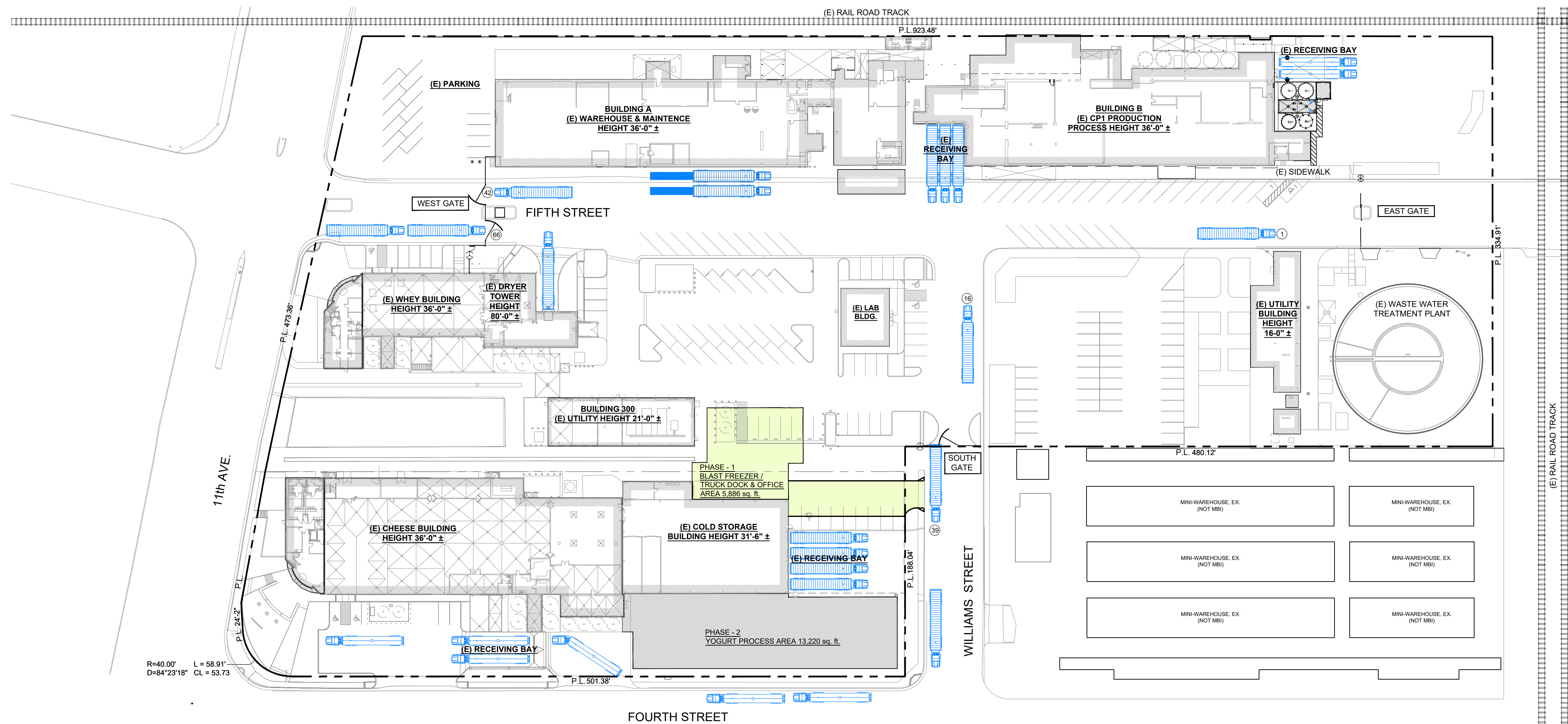
NEW
PROCESS FACILITY
BUILDINGS

PROJECT ADDRESS
612 W. 5TH ST.
HANFORD, CA 93230

SHEET TITLE

TRUCK TRAFFIC AND PARKING PHASE -2 SITE PLAN

SCALE	AS NOTED	SHEET NO. TT
DRAWN	TR	
CHECKED		
APPROVED		
DATE	04/22/22	
JOB NO	22-010	



1
TT.02

TRUCK TRAFFIC PHASE - 2 SITE PLAN

SCALE: 1" = 50'-0"

Phase II

S	C	MC	ADA	Total
138	-	-	8	146
-	-	-	-	-
-	-	-	-	-
138	-	-	8	146

Legend:

S- Standard Size Parking Spaces
C= Compact Size Parking Spaces
MC = Motorcycle Parking Spaces
ADA = American Disabilities Act - Handicap Parking

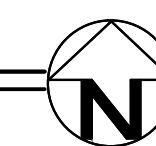
Line		Item	Traffic Per Day												Total			
			West Gate			East Gate				South Gate								
			In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Out	All	% Incr./ Prev. Phas.
		Truck Traffic Per Day																
1	Current		61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00	
2	Phase I (New Blast Freezers)		61	6.1	39	3.9	-	-	-	0.1	12	1.2	33	3.3	73.00	73.00	146.00	0.00
3	Phase II (Yogurt Realigners)		66	6.6	42	4.2	-	-	1	0.1	16	1.6	39	3.9	82.00	82.00	164.00	12.33
4	Phase III (Cheese Realignment)		70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	6.10
5	Phase IV - (Plant Modernization Projects)		70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	0.00

Peak hours are between 6am and 4pm

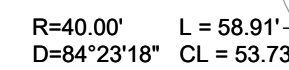


VICINITY MAP

NO SCALE



U:\22010 MBI Yogurt Expansion Hanford, CA\DWG\Arch\In Progress\OPTION 45\TT-00, 01, 02 TRUCK TRAFFIC PLAN\22010 TT-01, TT-02.dwg Apr 21, 2022 - 3:12pm troy



Legend:

S- Standard Size Parking Spaces
C= Compact Size Parking Spaces
MC = Motorcycle Parking Spaces
ADA = American Disabilities Act - Handicap Parking

Peak hours are between 6am and 4pm

SEA

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Fresno, CA 93711
Phone: (559)627-6448

PROJECT FOR



PROJECT NAME

NEW
PROCESS FACILITY
BUILDINGS

PROJECT ADDRESS
612 W. 5TH ST.
HANFORD, CA 93230

SHEET TITLE

TRUCK TRAFFIC AND PARKING PHASE -3 SITE PLAN

SCALE	AS NOTED	SHEET NO. TT.03
DRAWN	TR	
CHECKED		
APPROVED		
DATE	04/05/22	
JOB NO	22-010	

SEAL

8450 Edes Avenue, Oakland, CA 94621
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Website: www.eabonelli.com

2519 W. Shaw Avenue, Suite 102
Fresno, CA 93711
Phone: (559)627-6448

PROJECT FOR



PROJECT ADDRESS
612 W. 5TH ST.
HANFORD, CA 93230

SHEET TITLE

TRUCK TRAFFIC AND PARKING PHASE -4 SITE PLAN

SCALE	AS NOTED	SHEET NO. TT.04
DRAWN	TR	
CHECKED		
APPROVED		
DATE	04/22/22	
JOB NO	22-010	



Legend:

- S- Standard Size Parking Spaces
- C= Compact Size Parking Spaces
- MC = Motorcycle Parking Spaces
- ADA = American Disabilities Act - Handicap Parking

Marquez Brothers International, Inc. Hanford Dairy Manufacturing Plant																	
Summary of Truck Traffic per Each Construction Phase and future Estimated Projection																	
Line	Item	Traffic Per Day															
		West Gate				East Gate				South Gate				Total			
		In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Out	All	% incr. from Prev. Phase
	Truck Traffic Per Day																
1	Current	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00	
2	Phase I (New Blast Freezers)	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00	0.00%
3	Phase II (Yogurt Realignment)	66	6.6	42	4.2	-	-	1	0.1	16	1.6	39	3.9	82.00	82.00	164.00	12.33%
4	Phase III (Cheese Realignment)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	6.10%
5	Phase IV - (Plant Modernization Projects)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	0.00%

Peak hours are between 6am and 4pm



VICINITY MAP

NO SCALE

City of HANFORD

CALIFORNIA 93230
CITY OFFICES 317 NORTH DOUTY STREET



MAYOR
TRAVIS PADEN
VICE MAYOR
MARK KAIRIS
COUNCIL MEMBERS
DIANE SHARP
KALISH MORROW
LOU MARTINEZ
CITY MANAGER
MARIO CIFUENTEZ II

DATE: December 9, 2022

PROJECT: Site Plan Review 2022-24 (502-1220) Rev. 1

APPLICANT: Marquez Brothers International, Inc. – JT Maldonado

LOCATION: 179 S. 11th Avenue (012-070-022, -033, -029, and -009)

PROPOSAL: Campus Modernization – Four Phases

ZONING: I-L Light Industrial

SITE PLAN REVIEW COMMITTEE REVIEW DATE: May 4, 2022; July 27, 2022

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:** 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 **VAR**

☐ Parks and Recreation Commission

Signed,

Gabrielle Myers

Gabrielle Myers, Senior Planner
Community Development Department

December 9, 2022

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

Site Plan Review is a ministerial action, therefore not subject to the California Environmental Quality Act (CEQA) (CEQA Guidelines 15268 and MC 17.70.080). **Exemption No. 2019-50**

Note: the variance will require a discretionary approval, thus requiring further environmental review of the project.

COMMENTS AND CONDITIONS OF APPROVAL

THE FOLLOWING DEPARTMENT COMMENTS AND CONDITIONS ARE ATTACHED:

- ☒ PLANNING – Comments
- ☐ BUILDING - Comments
- ☒ ENGINEERING – Comments
- ☐ SOLID WASTE
- ☐ WASTEWATER
- ☐ POLICE
- ☒ FIRE - Comments
- ☐ 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. 2022-24 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

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

MEETING DATE: May 4, 2022

SITE PLAN NUMBER: 2022-24 REV. 1

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

General Plan Designation: Light Industrial

Zoning: I-L Light Industrial

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, with the approval of a variance for reduced setbacks.

Required Entitlements:

- Variance – reduced setbacks (submitted)

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 the site be developed according to the approved site plan, titled Site Plan Review No. 2022-24 with minor modifications to be approved by the Community Development Department.
4. 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.
5. 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.

I-L Light Industrial Checklist: (all checked shall apply)**Building Setback Areas (17.34.060)**

- ☒ That the appropriate setbacks be maintained, as follows:
- ☒ The front building setback area along 11th Avenue shall be 10 feet.
 - ☒ The rear building setback may be zero.
 - ☒ The side building setback may be zero, except where the side lot line abuts a public street, then the side building setback area shall be 15 feet.

The applicant is seeking a variance to allow a 6'6" street-side setback along Fourth and Williams Streets.

Off Street Parking: (Section 17.54).

- ☒ That the applicant shall maintain adequate parking for each development phase, as required utilizing the ratio for manufacturing and processing uses, one parking space per 1,000 square feet.

Calculation:

Phase	Square Footage (total)	Parking Spaces Required
1	116,261	116
2	129,481	129
3	149,376	149
4	155,297	155

- ☒ 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.

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 17.34.130)

- ☐ 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.

Kings County Department of Public Health

Contact Environmental Health Officer Liliana Stransky @ 559-852-2628 or Liliana.Stransky@co.kings.ca.us concerning questions that you may have on the following conditions.

Marquez Brothers International, J.T. Maldonado Hanford, CA (SPR 2022-24)

- This facility is currently subject to the California Accidental Release Prevention (CalARP) program and maintains a Risk Management Plan. As such the facility must file an updated Risk Management Plan with our office prior to any changes to their operations. Additionally, if any new ammonia system(s) are planned, then all construction/plumbing work must comply with CalARP provisions, including mechanical integrity, pre-start up review, etc. Please contact our office if you have questions regarding CalARP requirements.



City of Hanford

Public Works Department

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

Utilities Division Comments

PROJECT: SPR 2022-24 (502-1220) Marquez Bros. Expansion- 179 S. 11th 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. That the developer shall provide an accurate fixture unit count and size water services in accordance with the requirements of the Uniform Plumbing Code, latest edition.
2. That the developer shall furnish and install any new water service assemblies required for the project including water meters and meter boxes for both domestic and landscape uses. If existing services are utilized, fixture counts to ensure adequate size of service is required. All new services are to connect to Williams St.
3. That the developer shall furnish and install appropriate cross connection/backflow prevention assemblies for all required water services, including fire service lines. Fire service system shall be a looped system with two points of connection to the City water main. One point of connection for Fire service may connect to Fourth St. water main if necessary.
4. That all backflow prevention assemblies required for the development shall be tested and approved by a certified technician that has been approved by the City of Hanford prior to occupancy. Copies of all backflow test results shall be provided to the City of Hanford Utilities Division.
5. It is recommended that developer install a separate irrigation service to reduce the sewage usage bill. Sewage bills are calculated off of domestic water flows.

Sewer:

Bob Williams

12/3/2022

Assistant Engineer (559) 585-2582

Date

Attachment: Attachment 2 - Site Plan Review Approval Letter (Pending Variance) (Variance 2022-02 Marquez)



City of Hanford

Public Works Department

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

1. That the property owner is responsible for maintenance of all sanitary sewer laterals providing service to their property from building structure to the City Sanitary Sewer main, including connection fittings.
2. That the developer shall size sewer service lateral(s) to serve the project site in accordance with requirements of the Uniform Plumbing Code, latest edition. All new sanitary sewer laterals shall connect to Williams St.
3. That the developer shall furnish and install a floor drain inside any newly constructed Trash Enclosure per City Standard Detail GE-35 that will connect to the City's Sanitary Sewer System. If facilities will be preparing food, the floor drain shall route through a sand/grease interceptor per City Standard Detail SS-32, include hot/cold water inside the enclosure per City Standard Detail GE-41 and shall be connected via sanitary sewer lateral to City's Sanitary Sewer System.

Engineering Division Comments

PROJECT: SPR 2022-24 (502-1220) Marquez Bros. Expansion- 179 S. 11th 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 **\$6,099.08** Grading Plan Review fee in accordance with City Resolution No. 10-31-R. or any revisions thereof. Grading Plan Review fee shall be paid prior to issuance of building permits.
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 of ungrounding 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:

Steve Coodey

12/3/2022

Assistant Engineer (559) 585-2582

Date

Attachment: Attachment 2 - Site Plan Review Approval Letter (Pending Variance) (Variance 2022-02 Marquez)



City of Hanford

Public Works Department

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

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".

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.

PROJECT: SPR 2022-24 (502-1220) Marquez Bros. Expansion- 179 S. 11th Avenue

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.

Steve Coodey

12/3/2022

Assistant Engineer (559) 585-2582

Date



City of Hanford

Public Works Department

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

Curb, Gutter, and Sidewalk Requirements:

1. That the existing concrete curbs, gutters, and sidewalks located along the Fourth St. and Williams St. project frontage may remain in place provided they are found to be in functional condition and adequately sloped for proper drainage and meet ADA requirements. Sections damaged during construction, or otherwise found to be in disrepair, shall be removed and replaced with new curbs, gutters, and sidewalk installed 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.
2. That the developer shall replace the existing ADA accessible curb ramp at the northwest intersection corner of Fourth St. and Williams St. in conformance with City Standard Detail CO-20 and shall be shown on the engineered site improvement plans.

Street Requirements:

1. Williams St. shall be reconstructed as a Commercial/Industrial Street and shall conform with City Standard Detail ST-29. The minimum limits of reconstruction of Williams St. shall start at gutter lip alignment of Fourth St. and end at the gate entrance to Marquez Bros. facility where Williams St. becomes a private street.
2. That the development is subject to a transportation mitigation impact fee as required by City Municipal Code section 15.48 and any revisions thereof. Developer shall be entitled to a credit towards impact fees for permanent street widening improvements constructed by developer within Williams St., consisting of reconstructing the road section per City Standard Detail ST-29, paving from gutter lip to gutter lip within the limits described above. Developer shall submit competitive bid proposals to substantiate the cost of reimbursable items for City Public Works department review and approval prior to beginning construction. All documentation materials submitted for reimbursement consideration shall be well organized and tabulated for convenient reference by Public Works staff. Improvement quantities and costs proposed for reimbursement must be clearly identified in the documentation provided, and not combined or aggregated with non-reimbursable project improvement costs. Graphic exhibits referenced to the project improvement plans shall also be provided as needed to facilitate the reimbursement review process.
3. Traffic control within the City of Hanford right-of-way shall conform to the California Manual on Uniform Traffic Control (CA MUTCD) and shall be approved by the City of Hanford Public Works Dept. prior to scheduling work.
4. All underground piping shall be inspected prior to backfilling. All utility trench backfill and paving shall conform to City Standard Detail ST-8.

Steve Coodey

12/3/2022

Assistant Engineer (559) 585-2582

Date



City of Hanford

Public Works Department

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

Drive Approach Requirements:

1. That the existing drive approach on Williams St. be removed and replaced in conformance with City Standard Detail CO-41 and ADA accessibility standards. Steel reinforcement will be required in the design of the drive approach.
2. That the drive approach being constructed with Phase I loading docks be in conformance with City Standard Detail CO-41. Steel reinforcement will be required in the design of the drive approach.

PROJECT: SPR 2022-24 (502-1220) Marquez Bros. Expansion- 179 S. 11th Avenue

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 the 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 July 1, 2021. All fees are payable prior to issuance of building permits.
(Proposed building area 44,922 sf.- (four combined building locations on site)- Site Area: 9.695 Acres).
 - A. That the development is subject to a **\$92,356.87 Circulation Impact Fee** in accordance with City Resolution No. 98-56-R, or any revisions thereof.
 - B. That the development is subject to a **\$70,792.58 Water System Impact Fee** in accordance with City Resolution No. 98-54-R, or any revision thereof.
 - C. That the development is subject to a **\$39,198.94 Wastewater System Impact Fee** in accordance with City Resolution No 98-55-R, or any revision thereof.
 - D. That the development is **NOT** subject to a **Storm Water System Impact Fee** in accordance with City Resolution No. 98-57-R, or any revision thereof.
 - E. That the development is **NOT** subject to a **Fire Protection Impact Fee** in accordance with City Resolution No. 98-52-R, or any revision thereof.
 - F. That the development is **NOT** subject to a **Police Protection Impact Fee** in accordance with city Resolution No. 98-53-R, or any revision thereof.
 - G. That the development is **NOT** subject to a **Refuse and Recycling Impact Fee** in accordance with City Resolution No 98-56-R, or any revision thereof. **If the development includes a refuse enclosure in final design, a Refuse and Recycling Impact Fee of \$3,464.07 will become due at permitting. Refer to refuse section.**
 - H. That the development is **NOT** subject to a **Park Impact Fee** in accordance with City Resolution No 05-64-R, or any revision thereof.

Steve Coodey

12/3/2022

Assistant Engineer (559) 585-2582

Date

Attachment: Attachment 2 - Site Plan Review Approval Letter (Pending Variance) (Variance 2022-02 Marquez)



City of Hanford

Public Works Department

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

Attachment: Attachment 2 - Site Plan Review Approval Letter (Pending Variance) (Variance 2022-02 Marquez)

Steve Coodey

12/3/2022

Assistant Engineer (559) 585-2582

Date



City of Hanford

Public Works Department

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Refuse Division Comments

PROJECT: SPR 2022-24 (502-1220) Marquez Bros. Expansion- 179 S. 11th Avenue

General Requirements:

1. That a 10' X 20' inside clear dimension masonry block refuse enclosure with 6' high perimeter walls shall be constructed in accordance with City Std. GE-41, modified to include installation of 12" X 12" interior concrete curbs and 10' concrete roll out apron. 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 material. 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 all on site vehicle routes used to service trash enclosure shall be constructed in accordance with City Standard GE-32 Industrial Parking Lot pavement requirements to provide an adequate pavement structure section for refuse truck use.
6. That the applicant shall participate in all available waste recycling & reuse programs **including the new requirement for food waste separate bin service (if applicable).**

Tyler Martinez

12/3/2022

Assistant Engineer (559) 585-2582

Date

BUILDING DIVISION
SPR 2022-024 (502-1220) Marquez Bros
12-08-22
179 S 11th 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 One electronic submittal 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 Commissioning Plan per 2022 CEnC
 - 4.2.10 **Planning Dept. "Conditions of Approval" or "Resolution"**
printed on the drawings and part of the drawing submittal
 - 4.2.11 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 One Electronic submittal of all 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 **including C & D Recycle plan**
 - 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.
 - 4.3.10 **Landscape Calculations per Hanford City Ordinance**
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** (2019, 2022 after January 1, 2023) 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 provides 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.

Marquez Brothers International, Inc. Hanford Dairy Manufacturing Plant

Project Description and Operational Statement for Proposed Construction of Facility Modernization

Date 04/22/2022

INTRODUCTION

Marquez Brothers International (MBI) owns and operates a milk processing plant bounded by the San Joaquin Valley Railroad (SJVRR) tracks on the north, 11th Avenue on the west, West Fourth Street on the south and the BNSF tracks to the east, in the City of Hanford (City), California. MBI produces cheese, cream, yogurt, whey powder and other dairy products. MBI's Master Plan for the future includes new construction and renovation in four phases that would modernize production lines to maximize efficiency and improve the level of safety and sanitation at the facility. It will also provide the ability for the facility to comply with future changes in local, State or federal regulations.

While the Master Plan envisions several improvements in construction of new buildings or remodeling of existing buildings as well as new equipment and infrastructure, the overall plant footprint will not expand beyond its current size and boundaries. See list of phases below:

1. Phase I – New Blast Freezers to replace current Blast Freezers
2. Phase II – Yogurt Processing Area Realignment
3. Phase III – Cheese Realignment
4. Phase IV – Plant Modernization Projects

This operational statement provides estimates based on what would be considered the maximum buildout of the facility. However, it is possible depending on the market and financial considerations, the site may be developed in a less than full buildout scope.

Attachments:

- **Figure 1 – Site Plan SPR.01**
- **Figures 2 – 6 – Truck Traffic TT.00 - TT.04**
These drawings illustrate the plant layout, as well as truck traffic diagrams for each phase, including more detailed information on truck traffic numbers through each respective gate per day and on an average per operational hour. SP.0.

Attachment: Attachment 3 - Operational Statement (Variance 2022-02 Marquez)

Current –

Employees: The plant currently employs approximately 200 people. The plant operates 24 hours per day, five to seven days per week, with a three-shift schedule, depending upon product demand. The number of employees scheduled to be at work per shift is dependent upon the process utilized and product being made. Therefore, the number of employees at the site fluctuates throughout the day. Typically, the first shift has the largest number of employees, with a maximum of 140 employees on the site during this peak period. However, due to the nuances of the cheese-making process, there is a fluidity of arrival times for these 140 employees; i.e., they do not necessarily arrive at the same time.

The number of employees is anticipated to slowly increase over the next 10 years, with the peak employee number growing to about 155 “peak shift” employees by the end of the Phase 4 construction. Because a large number of employees live in close proximity to the facility, there are several people who ride their bicycles to work when the weather allows. On-site bike racks are available to provide security for bikes.

Buildings: The total current square footage of buildings is 110,375. One of the existing buildings exceeds the maximum height of 75 feet allowed by the City current zoning ordinance but it has been grandfathered in as a legal non-conforming structure.

Landscaping: As shown on the Master Plan site plan, existing landscaping will be augmented with additional landscaping as required to meet City development standards.

Wastewater Pretreatment Plant: The Wastewater Pretreatment Plant (WWPTP) was designed for 600,000 gallons of effluent per day (GPD). Currently the plant averages about 450,000 GPD that are pretreated before being released into the City wastewater system. MBI has an existing permit to release up to 750,000 GPD into the City wastewater system. The planned improvements will increase the average GPD over time, but it will stay under the maximum permitted amount.

Water: The facility uses three main sources of water including well water from an existing on-site well, water provided by the City, and water removed from milk during processing (cow water). Each water source is utilized for select processes throughout the facility. Well water and cow water have lower EC ranges as compared to city water. A new well will replace the existing well and will have a greater capacity. Assuming the new well has similar water quality, including EC levels, as the existing well, the intention is to gradually utilize more well water and proportionately decrease city water to lower the overall EC range of the effluent discharged to the city wastewater collection system.

Total Building Sq.Ft.	- 110,375 (unchanged)
Building Height:	- 75'-0" Max
Employees	- 140 maximum shift employees
Parking (Required)	- 110 (Min. 1 Space per 1000 square feet [sf])
Parking (Actual)	- 158 Existing Parking Stalls
WWPTP	- Current
Truck Traffic Volume	- 73 per day

Truck Traffic Routing - Current route, see diagram Truck Traffic TT.00
 Fire Protection: - Automatic Sprinkler System (100% with Monitoring System)

Phase I – New Blast Freezers

Description: Phase I will include construction of three new Blast Freezers. Two of the freezers will replace two existing Blast Freezers, both of which are failing. The third new freezer is being added to improve operational flexibility and efficiency. A new loading dock and refrigerated vestibule will be constructed to accommodate the new location of the Blast Freezers from a logistics standpoint. Phase I will include a shipping office to replace the one being demoed for the new dock location. Twelve parking spaces will be removed to accommodate the new construction. Phase I construction is planned to occur in one to two years.

Total Building Sq.Ft. - 110,375 (existing) + 5,886 (new) = 116,261 (total)
 Building Height: - 75'-0" Max
 Employees - 140 maximum shift employees
 Parking (Required) - 117 (Min. 1 Space per 1000 sf)
 Parking (Actual) - Existing Parking = 158; Demo = 12; New Parking = 0; Total Parking = 146
 WWPTP - No Anticipated Change
 Truck Traffic Volume - 73 per day (no increase)
 Truck Traffic Routing - No anticipated change, see diagram Truck Traffic TT.01
 Fire Protection: - Automatic Sprinkler System (100% with Monitoring System)

Phase II – Yogurt Processing Area Realignment

Description: Phase II will primarily focus on a new building for the Yogurt Processing realignment. This new area will provide more square footage for plant efficiencies, including automation and relocation of existing yogurt making and packaging equipment that will make better use of plant footprint. The addition of mixing tanks and various silos are planned in this phase. There will also be modernized employee bathrooms and lunchroom at this location. Phase II construction is planned to occur in 2 to 3 years.

Total Building Sq.Ft. - 116,261 (Post Phase I) + 13,220 (Proposed Phase II) = 129,481 (total)
 Building Height: - 75'-0" Max
 Employees - 146 maximum shift employees
 Parking (Required) - 130 (Min. 1 Space per 1000 Square Feet)
 Parking (Actual) - Existing Parking = 146; Demo = 0; New Parking = 0; Total Parking = 146
 WWPTP - Increased is Anticipated but within IUP Parameters
 Truck Traffic Volume - 82 per day (12.33% increase)
 Truck Traffic Routing - No anticipated change, see diagram Truck Traffic TT.02
 Fire Protection: - Automatic Sprinkler System (100% with Monitoring System)

Phase III – Cheese Realignment

Description: Phase III will primarily focus on the construction of a new building joining the existing Cheese Plant and Whey Plant, including completion of a corridor going to the cold storage. The existing employee services and administrative areas will also be modernized in this Phase. This new area will provide more square footage for plant efficiencies, including automation and relocation of existing equipment that will make better use of plant footprint. No additional employees are anticipated in this phase; this phase is primarily to increase efficiencies by automation. An additional 6 parking spaces will be added in Phase III. Phase III construction is planned to occur in 4 to 10 years.

Total Building Sq.Ft.	- 129,481 (Post Phase II) + 18,895 (Proposed Phase III) = 148,376 (total)
Building Height:	- 75'-0" Max
Employees	- 146 maximum shift employees
Parking (Required)	- 149 (Min. 1 Space per 1000 Square Feet)
Parking (Actual)	- Existing Parking = 146; Demo = 0; New Parking = 6; Total Parking = 152
WWPTP	- Increased is Anticipated but within IUP Parameters
Truck Traffic Volume	- 87 per day (6.10% increase)
Truck Traffic Routing	- No anticipated change, see diagram Truck Traffic TT.03
Fire Protection:	- Automatic Sprinkler System (100% with Monitoring System)

Phase IV – Plant Modernization Projects

Description: Phase IV will primarily focus on existing plant infrastructure modernization at various locations throughout the facility. These projects will provide more square footage for plant efficiencies, including automation and relocation of existing equipment that will make better use of plant footprint. An additional 7 parking spaces (net) will be added in Phase IV. Phase IV construction is planned to occur in 8 to 12 years.

Total Building Sq.Ft.	- 148,376 (Post Phase III) + 6,921 (Proposed Phase IV) = 155,297 (total)
Building Height:	- 75'-0" Max
Employees	- 146 maximum shift employees
Parking (Required)	- 155 (Min. 1 Space per 1000 Square Feet)
Parking (Actual)	- Existing Parking = 152; Demo = 4; New Parking = 11; Total Parking = 159
WWPTP	- No Anticipated Change
Truck Traffic Volume	- 87 per day (0.0% increase)
Truck Traffic Routing	- No anticipated change, see diagram Truck Traffic TT.04
Fire Protection:	- Automatic Sprinkler System (100% with Monitoring System)

SUMMARY

The Phases described above outline our current Master Plan. Projections are estimations based on information known at the time of publishing this document. Actual final construction can vary depending upon several factors including, but not limited to, engineering, utility regulations and requirements, underground discoveries, architectural limitations, dynamic business needs, logistical issues, and evolving regulatory agency requirements. It is our intent to execute these changes without modifications to the Master Plan, and yet, we respectfully request in advance a modicum of latitude and flexibility with the process as we face unanticipated, but not unexpected obstacles while confronting the modern challenges of the industry.

The goal of these construction renovations is not to expand to accommodate growth, but rather, to upgrade and modernize the facilities to be competitive in the market place by allowing for increase efficiency, flexibility and survivability of our company in an ever-changing and uncertain regulatory landscape and industry.

FIGURES 1-6

- Figure 1 – Site Plan SPR.01
- Figures 2 - 6 – Truck Traffic TT.00 - TT.04

NO. DATE REVISION BY

1	08/20/2022	TRUCK TRAFFIC CURRENT SITE PLAN	EA
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EA BONELLI
ARCHITECTS + ENGINEERS

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P.O. Box 100, West
Westside, WA 98148
Phone: (206) 467-1000
Fax: (206) 467-1001
Website: www.eabonelli.com

PROJECT NAME:
NEW
PROCESS FACILITY
BUILDINGS

PROJECT LOCATION:
1100 W. 4TH AVE.
SEATTLE, WA 98101

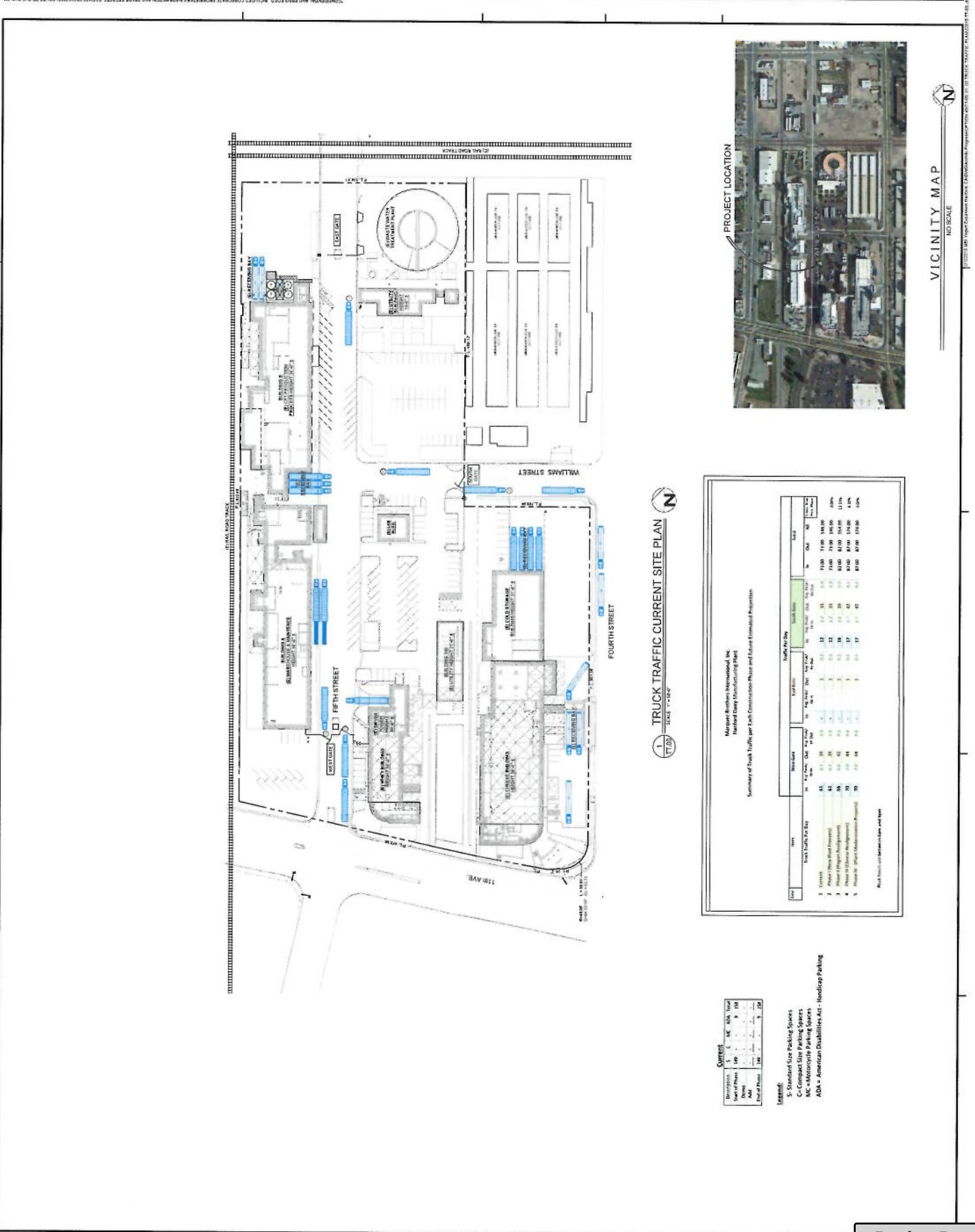
PROJECT NUMBER:
1100 W. 4TH AVE.

PROJECT DATE:
08/20/2022

PROJECT TITLE:
TRUCK TRAFFIC
AND PARKING
CURRENT
SITE PLAN

SCALE:
AS SHOWN

SHEET NO.:
TT.00



1 TRUCK TRAFFIC CURRENT SITE PLAN
SCALE: 1" = 100'



VICINITY MAP
NO SCALE

Margaret Burkhart International, Inc.
Harford County Manufacturing Plant

Summary of Truck Traffic per Each Construction Phase and Future Estimated Projection

Date	Hours	Truck Traffic Per Day				Truck Traffic Per Week				Truck Traffic Per Month				Truck Traffic Per Year			
		IN	OUT	TOTAL	PER HOUR	IN	OUT	TOTAL	PER HOUR	IN	OUT	TOTAL	PER HOUR				
1	Current	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
2	Phase 1 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
3	Phase 2 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
4	Phase 3 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
5	Phase 4 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
6	Phase 5 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
7	Phase 6 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
8	Phase 7 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
9	Phase 8 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
10	Phase 9 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
11	Phase 10 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
12	Phase 11 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
13	Phase 12 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
14	Phase 13 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
15	Phase 14 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
16	Phase 15 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
17	Phase 16 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
18	Phase 17 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
19	Phase 18 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
20	Phase 19 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
21	Phase 20 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
22	Phase 21 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
23	Phase 22 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
24	Phase 23 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
25	Phase 24 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
26	Phase 25 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
27	Phase 26 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
28	Phase 27 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
29	Phase 28 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
30	Phase 29 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
31	Phase 30 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
32	Phase 31 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
33	Phase 32 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
34	Phase 33 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
35	Phase 34 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
36	Phase 35 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
37	Phase 36 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
38	Phase 37 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
39	Phase 38 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
40	Phase 39 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
41	Phase 40 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
42	Phase 41 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
43	Phase 42 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
44	Phase 43 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
45	Phase 44 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
46	Phase 45 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
47	Phase 46 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
48	Phase 47 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
49	Phase 48 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
50	Phase 49 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
51	Phase 50 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
52	Phase 51 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
53	Phase 52 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
54	Phase 53 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
55	Phase 54 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
56	Phase 55 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
57	Phase 56 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
58	Phase 57 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
59	Phase 58 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
60	Phase 59 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
61	Phase 60 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
62	Phase 61 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
63	Phase 62 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
64	Phase 63 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
65	Phase 64 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
66	Phase 65 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
67	Phase 66 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
68	Phase 67 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
69	Phase 68 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
70	Phase 69 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
71	Phase 70 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
72	Phase 71 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
73	Phase 72 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
74	Phase 73 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
75	Phase 74 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
76	Phase 75 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
77	Phase 76 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
78	Phase 77 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
79	Phase 78 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
80	Phase 79 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
81	Phase 80 (New Steel Process)	45	15	60	2.5	135	45	180	7.5	405	135	540	22.5	1215	405	1620	45
82	Phase 81 (New Steel Process)	45	15	60													

NO. DATE REVISIONS BY

1	01/11/2022	ISSUED FOR SET PLAN REVIEW	EA
2	02/02/2022	REVISIONS	EA
3	02/02/2022	REVISIONS	EA
4	02/02/2022	REVISIONS	EA
5	02/02/2022	REVISIONS	EA
6	02/02/2022	REVISIONS	EA
7	02/02/2022	REVISIONS	EA
8	02/02/2022	REVISIONS	EA
9	02/02/2022	REVISIONS	EA
10	02/02/2022	REVISIONS	EA

CONSTRUCTION AND MAINTENANCE: BUILDING CONSTRUCTION AND MAINTENANCE TRUCKS, EXCEPT FROM THE PROJECT SITE, SHALL BE PROHIBITED FROM THE PROJECT SITE.

EA BONELLI ARCHITECTS + ENGINEERS

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Tel: (510) 764-1000
Fax: (510) 764-1010
Website: www.eabonelli.com
2019 AIA Award for Excellence
2019 AIA Award for Excellence
Phone: (510) 764-1000

PROJECT NAME
NEW PROCESS FACILITY BUILDINGS

PROJECT ADDRESS
HARDEN RD, OAKLAND, CA 94612

PROJECT FILE
TRUCK TRAFFIC AND PARKING PHASE - 1 SITE PLAN

SCALE: AS NOTED, SHEET NO. TT.01

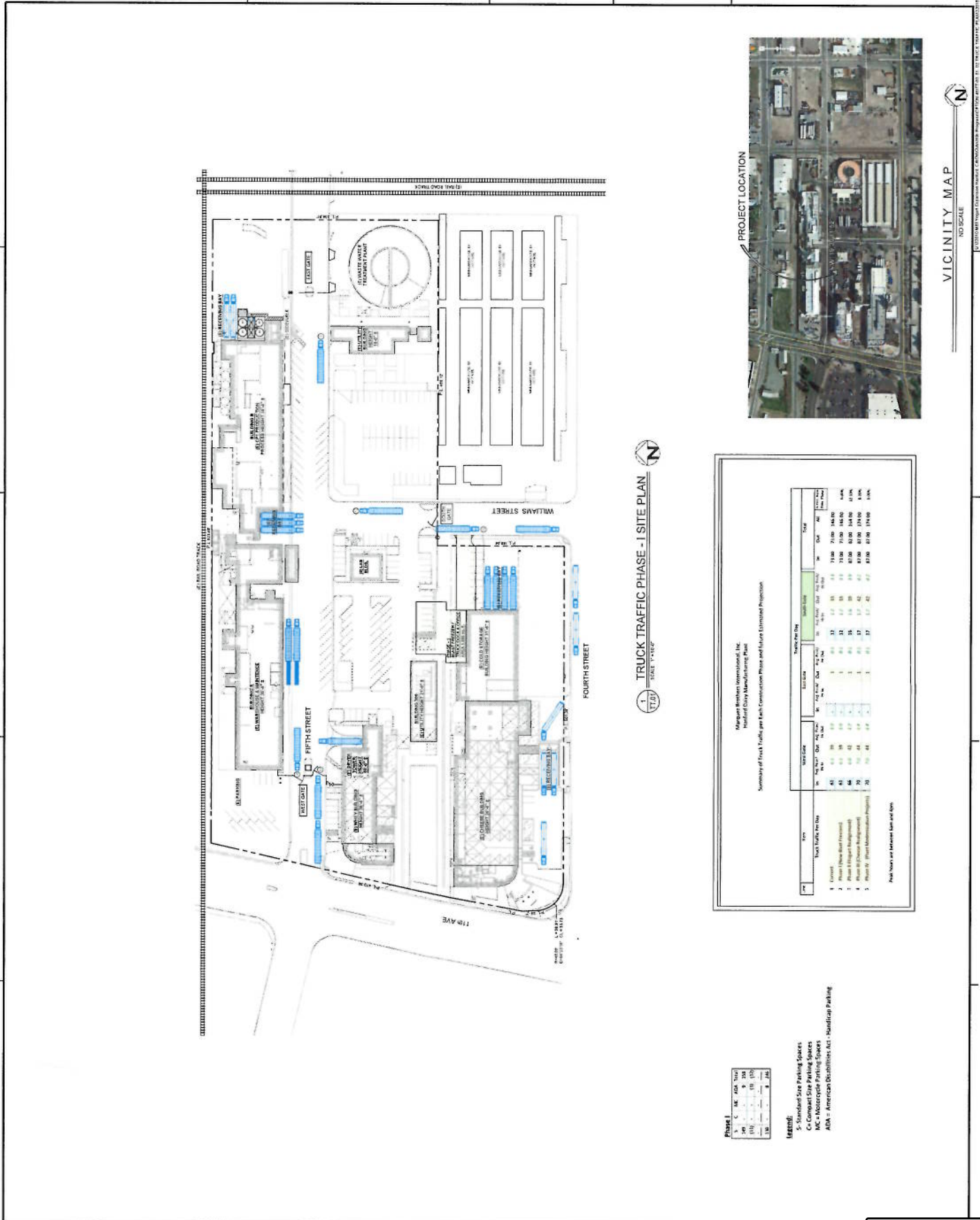
DATE: 02/02/2022

BY: EA

CHKD: EA

APPD: EA

PROJECT NO. 220001

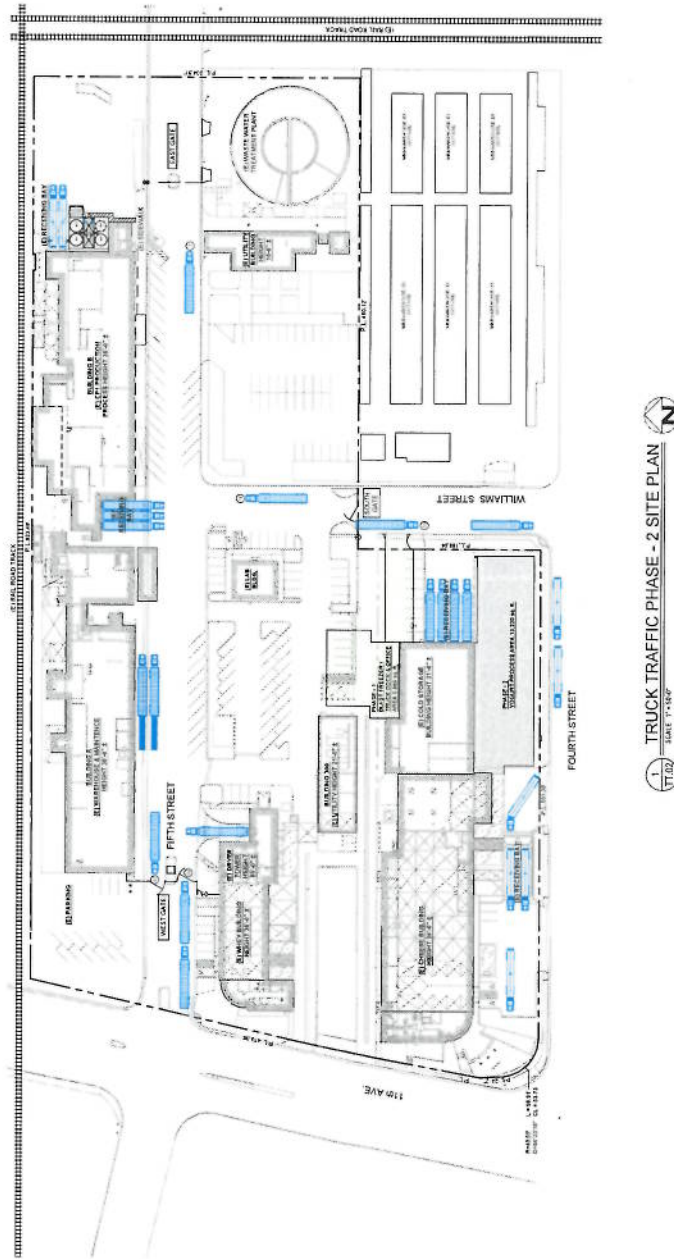


Marquez Brothers International, Inc.
Hardford Dairy Manufacturing Plant

Summary of Truck Traffic per Each Construction Phase and Future Estimated Projections

PHASE	TRUCK TRAFFIC PER DAY	TRUCK TRAFFIC PER DAY				TRUCK TRAFFIC PER DAY				TRUCK TRAFFIC PER DAY				TRUCK TRAFFIC PER DAY				
		IN	OUT	TOTAL	PER HOUR	IN	OUT	TOTAL	PER HOUR	IN	OUT	TOTAL	PER HOUR	IN	OUT	TOTAL	PER HOUR	
1. Current	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
2. Phase 1 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
3. Phase 2 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
4. Phase 3 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
5. Phase 4 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
6. Phase 5 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
7. Phase 6 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
8. Phase 7 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
9. Phase 8 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
10. Phase 9 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
11. Phase 10 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
12. Phase 11 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
13. Phase 12 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
14. Phase 13 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
15. Phase 14 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
16. Phase 15 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
17. Phase 16 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
18. Phase 17 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
19. Phase 18 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
20. Phase 19 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
21. Phase 20 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
22. Phase 21 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
23. Phase 22 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
24. Phase 23 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
25. Phase 24 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
26. Phase 25 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
27. Phase 26 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
28. Phase 27 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
29. Phase 28 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
30. Phase 29 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
31. Phase 30 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
32. Phase 31 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
33. Phase 32 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
34. Phase 33 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
35. Phase 34 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
36. Phase 35 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
37. Phase 36 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
38. Phase 37 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
39. Phase 38 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
40. Phase 39 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
41. Phase 40 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
42. Phase 41 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
43. Phase 42 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
44. Phase 43 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
45. Phase 44 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
46. Phase 45 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
47. Phase 46 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
48. Phase 47 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
49. Phase 48 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
50. Phase 49 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
51. Phase 50 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
52. Phase 51 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
53. Phase 52 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
54. Phase 53 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200
55. Phase 54 (New Hardford)	41	41	82	82	1.7	1.7	3.4	3.4	7100	7100	14200	14200	4.4	4.4	8.8	8.8	14200	14200

Peak Hours and Weekend Lane and Signs

[illegible]

S	C	MC	ADA	Total
1M	-	-	B	1M
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

Legend:
S= Standard Size Parking Spaces
C= Compact Size Parking Spaces
MC = Motorcycle Parking Spaces
ADA = American Disabilities Act -

NO. DATE REVISIONS BY

1000 01/15/2022 SITE PLAN REVIEW

EA. BONELLI ARCHITECTS + ENGINEERS

8450 E. 11th Avenue, Suite 100
Denver, CO 80231
Phone: 303.733.4444

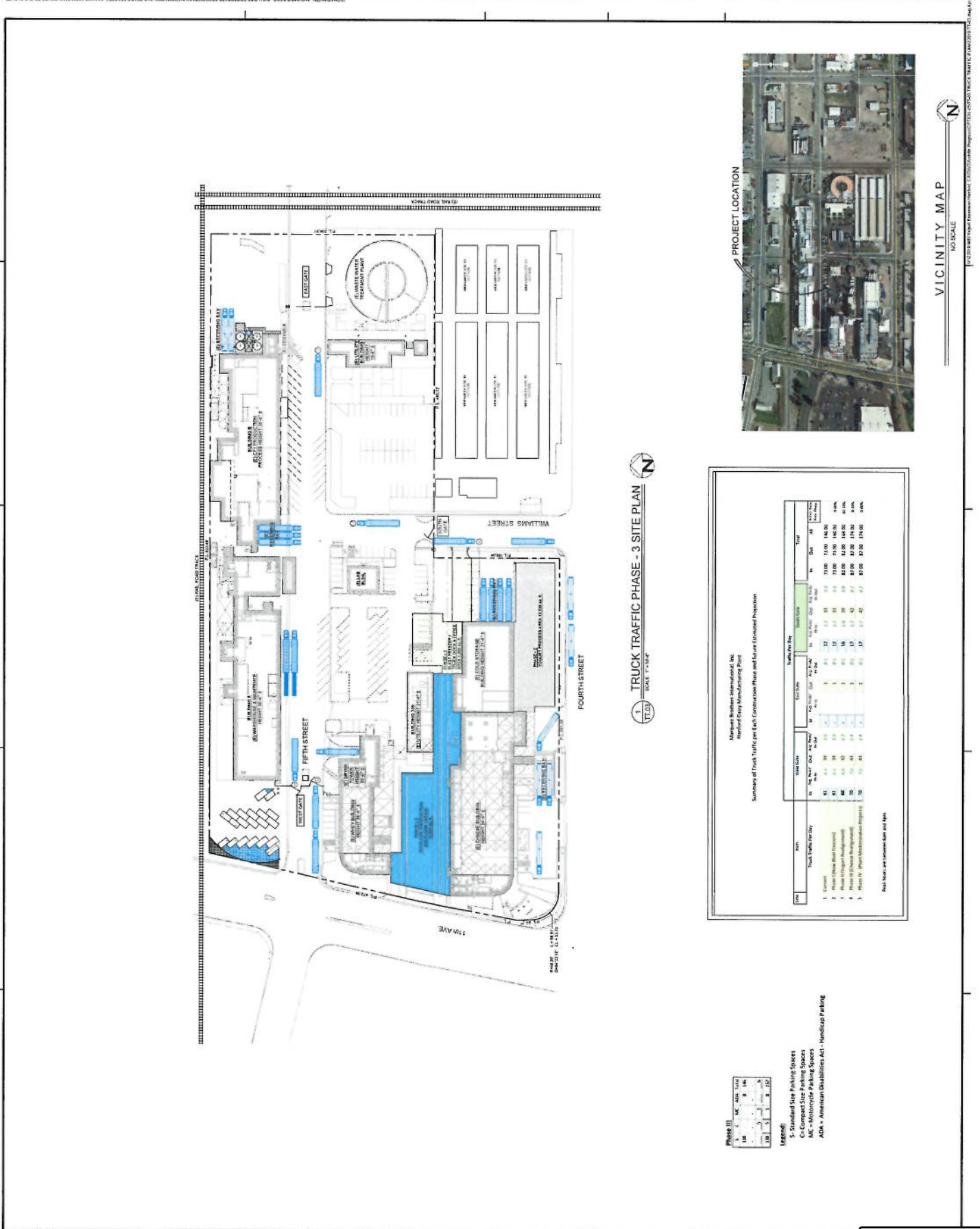
PROJECT: MARQUEZ BROTHERS

PROJECT NAME: NEW PROCESS FACILITY BUILDINGS

PROJECT ADDRESS: 1500 E. 11th Avenue, Suite 100, Denver, CO 80231

TRUCK TRAFFIC AND PARKING PHASE-3 SITE PLAN

PROJECT NO.: TT.03



Summary of Truck Traffic per Each Construction Phase and Future Estimated Projections

Phase	Truck Traffic Per Day	Truck Traffic per Day	Total			
Truck Traffic per Day	AM	PM	Evening	Weekend	Total	Total
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CONSENT AND RELEASE: I HEREBY RELEASE, DEFEND, HOLD HARMLESS, AND AGREE TO INDEMNIFY AND HOLD HARMLESS THE ENGINEER, ARCHITECT, AND ALL OTHER PROFESSIONALS AND PERSONS FROM AND AGAINST ALL SUCH CLAIMS, DAMAGES, LOSSES, AND EXPENSES, INCLUDING REASONABLE ATTORNEY'S FEES, THAT MAY BE ASSERTED AGAINST OR INCURRED BY THEM IN CONNECTION WITH THE PREPARED PROFESSIONAL SERVICES, WHETHER OR NOT SUCH CLAIMS, DAMAGES, LOSSES, AND EXPENSES ARE CAUSED IN WHOLE OR IN PART BY THE NEGLIGENCE, ACTIVE OR PASSIVE, OF THE ENGINEER, ARCHITECT, OR ANY OTHER PROFESSIONAL OR PERSON. THIS RELEASE SHALL NOT BE LIMITED BY ANY LIMITATION ON THE AMOUNT OR TYPE OF DAMAGES, LOSSES, AND EXPENSES THAT MAY BE AWARDED BY A COURT OF LAW OR BY A JURY. THIS RELEASE SHALL NOT BE LIMITED BY ANY LIMITATION ON THE AMOUNT OR TYPE OF DAMAGES, LOSSES, AND EXPENSES THAT MAY BE AWARDED BY A COURT OF LAW OR BY A JURY. THIS RELEASE SHALL NOT BE LIMITED BY ANY LIMITATION ON THE AMOUNT OR TYPE OF DAMAGES, LOSSES, AND EXPENSES THAT MAY BE AWARDED BY A COURT OF LAW OR BY A JURY.



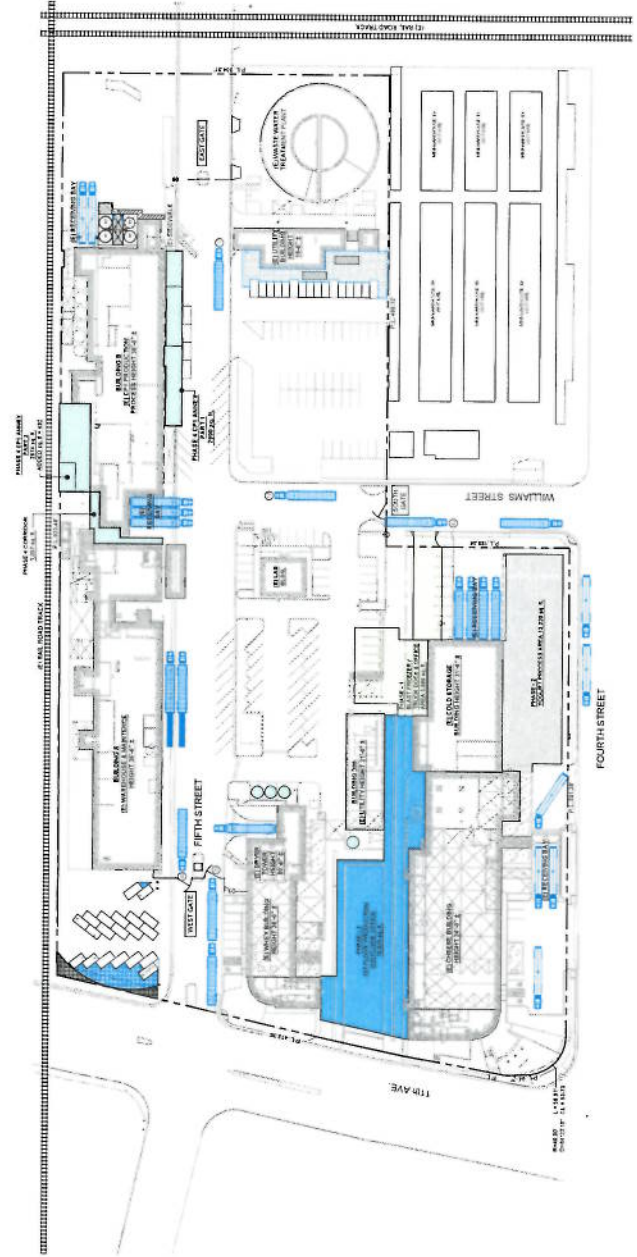
EA BONELLI
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Fax: 303.733.1112
Website: www.eabonelli.com
2019-2020 Denver Business Journal Best of Denver Award Winner
Phone: 303.733.1111



MARQUEZ BROTHERS
PROJECT NAME
NEW PROPOSED FACILITY BUILDINGS
PROJECT LOCATION
4710 S. 10TH ST. DENVER, CO 80232
SHEET TITLE
TRUCK TRAFFIC AND PARKING PHASE 4 SITE PLAN

SCALE: AS SHOWN
DATE: 01/15/2022
DRAWN BY: J. B. MARQUEZ
CHECKED BY: J. B. MARQUEZ
APPROVED BY: J. B. MARQUEZ
PROJECT NO.: 22-001

TT.04



TRUCK TRAFFIC PHASE - 4 SITE PLAN
SCALE: 1"=400'



VICINITY MAP
NO SCALE

Marquez Brothers International, Inc.
Standard Daily Manufacturing Plant

Summary of Truck Traffic per Day Construction Phase and Future Estimated Projection

ITEM	TRUCK TRAFFIC PER DAY	CONSTRUCTION PHASE		FUTURE ESTIMATED PROJECTION	
		PER DAY	PER YEAR	PER DAY	PER YEAR
1. Existing	40	40	14,600	40	14,600
2. Phase 1 (New Building)	40	40	14,600	40	14,600
3. Phase 2 (New Building)	40	40	14,600	40	14,600
4. Phase 3 (New Building)	40	40	14,600	40	14,600
5. Phase 4 (New Building)	40	40	14,600	40	14,600
6. Phase 5 (New Building)	40	40	14,600	40	14,600
7. Phase 6 (New Building)	40	40	14,600	40	14,600
8. Phase 7 (New Building)	40	40	14,600	40	14,600
9. Phase 8 (New Building)	40	40	14,600	40	14,600
10. Phase 9 (New Building)	40	40	14,600	40	14,600
11. Phase 10 (New Building)	40	40	14,600	40	14,600
12. Phase 11 (New Building)	40	40	14,600	40	14,600
13. Phase 12 (New Building)	40	40	14,600	40	14,600
14. Phase 13 (New Building)	40	40	14,600	40	14,600
15. Phase 14 (New Building)	40	40	14,600	40	14,600
16. Phase 15 (New Building)	40	40	14,600	40	14,600
17. Phase 16 (New Building)	40	40	14,600	40	14,600
18. Phase 17 (New Building)	40	40	14,600	40	14,600
19. Phase 18 (New Building)	40	40	14,600	40	14,600
20. Phase 19 (New Building)	40	40	14,600	40	14,600
21. Phase 20 (New Building)	40	40	14,600	40	14,600
22. Phase 21 (New Building)	40	40	14,600	40	14,600
23. Phase 22 (New Building)	40	40	14,600	40	14,600
24. Phase 23 (New Building)	40	40	14,600	40	14,600
25. Phase 24 (New Building)	40	40	14,600	40	14,600
26. Phase 25 (New Building)	40	40	14,600	40	14,600
27. Phase 26 (New Building)	40	40	14,600	40	14,600
28. Phase 27 (New Building)	40	40	14,600	40	14,600
29. Phase 28 (New Building)	40	40	14,600	40	14,600
30. Phase 29 (New Building)	40	40	14,600	40	14,600
31. Phase 30 (New Building)	40	40	14,600	40	14,600
32. Phase 31 (New Building)	40	40	14,600	40	14,600
33. Phase 32 (New Building)	40	40	14,600	40	14,600
34. Phase 33 (New Building)	40	40	14,600	40	14,600
35. Phase 34 (New Building)	40	40	14,600	40	14,600
36. Phase 35 (New Building)	40	40	14,600	40	14,600
37. Phase 36 (New Building)	40	40	14,600	40	14,600
38. Phase 37 (New Building)	40	40	14,600	40	14,600
39. Phase 38 (New Building)	40	40	14,600	40	14,600
40. Phase 39 (New Building)	40	40	14,600	40	14,600
41. Phase 40 (New Building)	40	40	14,600	40	14,600
42. Phase 41 (New Building)	40	40	14,600	40	14,600
43. Phase 42 (New Building)	40	40	14,600	40	14,600
44. Phase 43 (New Building)	40	40	14,600	40	14,600
45. Phase 44 (New Building)	40	40	14,600	40	14,600
46. Phase 45 (New Building)	40	40	14,600	40	14,600
47. Phase 46 (New Building)	40	40	14,600	40	14,600
48. Phase 47 (New Building)	40	40	14,600	40	14,600
49. Phase 48 (New Building)	40	40	14,600	40	14,600
50. Phase 49 (New Building)	40	40	14,600	40	14,600
51. Phase 50 (New Building)	40	40	14,600	40	14,600
52. Phase 51 (New Building)	40	40	14,600	40	14,600
53. Phase 52 (New Building)	40	40	14,600	40	14,600
54. Phase 53 (New Building)	40	40	14,600	40	14,600
55. Phase 54 (New Building)	40	40	14,600	40	14,600
56. Phase 55 (New Building)	40	40	14,600	40	14,600
57. Phase 56 (New Building)	40	40	14,600	40	14,600
58. Phase 57 (New Building)	40	40	14,600	40	14,600
59. Phase 58 (New Building)	40	40	14,600	40	14,600
60. Phase 59 (New Building)	40	40	14,600	40	14,600
61. Phase 60 (New Building)	40	40	14,600	40	14,600
62. Phase 61 (New Building)	40	40	14,600	40	14,600
63. Phase 62 (New Building)	40	40	14,600	40	14,600
64. Phase 63 (New Building)	40	40	14,600	40	14,600
65. Phase 64 (New Building)	40	40	14,600	40	14,600
66. Phase 65 (New Building)	40	40	14,600	40	14,600
67. Phase 66 (New Building)	40	40	14,600	40	14,600
68. Phase 67 (New Building)	40	40	14,600	40	14,600
69. Phase 68 (New Building)	40	40	14,600	40	14,600
70. Phase 69 (New Building)	40	40	14,600	40	14,600
71. Phase 70 (New Building)	40	40	14,600	40	14,600
72. Phase 71 (New Building)	40	40	14,600	40	14,600
73. Phase 72 (New Building)	40	40	14,600	40	14,600
74. Phase 73 (New Building)	40	40	14,600	40	14,600
75. Phase 74 (New Building)	40	40	14,600	40	14,600
76. Phase 75 (New Building)	40	40	14,600	40	14,600
77. Phase 76 (New Building)	40	40	14,600	40	14,600
78. Phase 77 (New Building)	40	40	14,600	40	14,600
79. Phase 78 (New Building)	40	40	14,600	40	14,600
80. Phase 79 (New Building)	40	40	14,600	40	14,600
81. Phase 80 (New Building)	40	40	14,600	40	14,600
82. Phase 81 (New Building)	40	40	14,600	40	14,600
83. Phase 82 (New Building)	40	40	14,600	40	14,600
84. Phase 83 (New Building)	40	40	14,600	40	14,600
85. Phase 84 (New Building)	40	40	14,600	40	14,600
86. Phase 85 (New Building)	40	40	14,600	40	14,600
87. Phase 86 (New Building)	40	40	14,600	40	14,600
88. Phase 87 (New Building)	40	40	14,600	40	14,600
89. Phase 88 (New Building)	40	40	14,600	40	14,600
90. Phase 89 (New Building)	40	40	14,600	40	14,600
91. Phase 90 (New Building)	40	40	14,600	40	14,600
92. Phase 91 (New Building)	40	40	14,600	40	14,600
93. Phase 92 (New Building)	40	40	14,600	40	14,600
94. Phase 93 (New Building)	40	40	14,600	40	14,600
95. Phase 94 (New Building)	40	40	14,600	40	14,600
96. Phase 95 (New Building)	40	40	14,600	40	14,600
97. Phase 96 (New Building)	40	40	14,600	40	14,600
98. Phase 97 (New Building)	40	40	14,600	40	14,600
99. Phase 98 (New Building)	40	40	14,600	40	14,600
100. Phase 99 (New Building)	40	40	14,600	40	14,600
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102. Phase 101 (New Building)	40	40	14,600	40	14,600
103. Phase 102 (New Building)	40	40	14,600	40	14,600
104. Phase 103 (New Building)	40	40	14,600	40	14,600
105. Phase 104 (New Building)	40	40	14,600	40	14,600
106. Phase 105 (New Building)	40	40	14,600	40	14,600
107. Phase 106 (New Building)	40	40	14,600	40	14,600
108. Phase 107 (New Building)	40	40	14,600	40	14,600
109. Phase 108 (New Building)	40	40	14,600	40	14,600
110. Phase 109 (New Building)	40	40	14,600	40	14,600
111. Phase 110 (New Building)	40	40	14,600	40	14,600
112. Phase 111 (New Building)	40	40	14,600	40	14,600
113. Phase 112 (New Building)	40	40	14,600	40	14,600
114. Phase 113 (New Building)	40	40	14,600	40	14,600
115. Phase 114 (New Building)	40	40	14,600	40	14,600
116. Phase 115 (New Building)	40	40	14,600	40	14,600
117. Phase 116 (New Building)	40	40	14,600	40	14,600
118. Phase 117 (New Building)	40	40	14,600	40	14,600
119. Phase 118 (New Building)	40	40	14,600	40	14,600
120. Phase 119 (New Building)	40	40	14,600	40	14,600
121. Phase 120 (New Building)	40	40	14,600	40	14,600
122. Phase 121 (New Building)	40	40	14,600	40	14,600
123. Phase 122 (New Building)	40	40	14,600	40	14,600
124. Phase 123 (New Building)	40	40	14,600	40	14,600
125. Phase 124 (New Building)	40	40	14,600	40	14,600
126. Phase 125 (New Building)	40	40	14,600	40	14,600
127. Phase 126 (New Building)	40	40	14,600	40	14,600
128. Phase 127 (New Building)	40	40	14,600	40	14,600
129. Phase 128 (New Building)	40	40	14,600	40	14,600
130. Phase 129 (New Building)	40	40	14,600	40	14,600
131. Phase 130 (New Building)	40	40	14,600	40	14,600
132. Phase 131 (New Building)	40	40	14,600	40	14,600
133. Phase 132 (New Building)	40	40	14,600	40	14,600
134. Phase 133 (New Building)	40	40	14,600	40	14,600
135. Phase 134 (New Building)	40	40	14,600	40	14,600
136. Phase 135 (New Building)	40	40	14,600	40	14,600
137. Phase 136 (New Building)	40	40	14,600	40	14,600
138. Phase 137 (New Building)	40	40	14,600	40	14,600
139. Phase 138 (New Building)	40	40	14,600	40	14,600
140. Phase 139 (New Building)	40	40	14,600	40	14,600
141. Phase 140 (New Building)	40	40	14,600	40	14,600
142. Phase 141 (New Building)	40	40	14,600	40	14,600
143. Phase 142 (New Building)	40	40	14,600	40	14,600
144. Phase 143 (New Building)	40	40	14,600	40	14,600
145. Phase 144 (New Building)	40	40	14,600	40	14,600
146. Phase 145 (New Building)	40	40	14,600	40	14,600
147. Phase 146 (New Building)	40	40	14,600	40	14,600
148. Phase 147 (New Building)	40	40	14,600	40	14,600
149. Phase 148 (New Building)	40	40	14,600	40	14,600
150. Phase 149 (New Building)	40	40	14,600	40	14,600
151. Phase 150 (New Building)	40	40	14,600	40	14,600
152. Phase 151 (New Building)	40	40	14,600	40	14,600
153. Phase 152 (New Building)	40	40	14,600	40	14,600
154. Phase 153 (New Building)	40	40	14,600	40	14,600
155. Phase 154 (New Building)	40	40	14,600	40	14,600
156. Phase 155 (New Building)	40	40	14,600	40	14,600
157. Phase 156 (New Building)	40	40	14,600	40	14,600
158. Phase 157 (New Building)	40	40	14,600	40	14,600
159. Phase 158 (New Building)	40	40	14,600	40	14,600
160. Phase 159 (New Building)	40	40	14,600	40	14,600
161. Phase 160 (New Building)	40	40	14,600	40	14,600
162. Phase 161 (New Building)	40	40	14,600	40	14,600
163. Phase 162 (New Building)	40	40	14,600	40	14,600
164. Phase 163 (New Building)	40	40	14,600	40	14,600
165. Phase 164 (New Building)	40	40	14,600	40	14,600
166. Phase 165 (New Building)	40	40	14,600	40	14,600
167. Phase 166 (New Building)	40	40	14,600	40	14,600
168. Phase 167 (New Building)	40	40	14,600	40	14,600
169. Phase 168 (New Building)	40	40	14,600	40	14,600
170. Phase 169 (New Building)	40	40	14,600	40	14,600
171. Phase 170 (New Building)	40	40	14,600	40	14,600
172. Phase 171 (New Building)	40	40	14,600	40	14,600
173. Phase 172 (New Building)	40	40	14,600	40	14,600
174. Phase 173 (New Building)	40	40	14,600	40	14,600
175. Phase 174 (New Building)	40	40	14,600	40	14,600
176. Phase 175 (New Building)	40	40	14,600	40	14,600
177. Phase 176 (New Building)	40	40	14,600	40	14,600
178. Phase 177 (New Building)	40	40	14,600	40	14,600
179. Phase 178 (New Building)	40	40	14,600	40	14,600
180. Phase 179 (New Building)	40	40	14,600	40	14,600
181. Phase 180 (New Building)	40	40	14,600	40	14,600
182. Phase 181 (New Building)	40	40	14,600	40	14,600
183. Phase 182 (New Building)	40	40	14,600	40	14,600
184. Phase 183 (New Building)	40	40	14,600	40	14,600
185. Phase 184 (New Building)	40	40	14,600	40	14,600
186. Phase 185 (New Building)	40	40	14,600	40	14,600
187. Phase 186 (New Building)	40	40	14,600	40	

[illegible]

SEA



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ARCHITECTS + ENGINEERS

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Fax: (510)740-0160
Website: www.eabonelli.com

2519 W. Shaw Avenue, Suite 102
Fresno, CA 93711
Phone: (559)627-6448

PROJECT FOR



PROJECT NAME

NEW
PROCESS FACILITY
BUILDINGS

PROJECT ADDRESS
612 W. 5TH ST.
HANFORD, CA 93230

SHEET TITLE

TRUCK TRAFFIC AND PARKING PHASE -1 SITE PLAN

SCALE	AS NOTED	SHEET NO.
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DRAWN	TR
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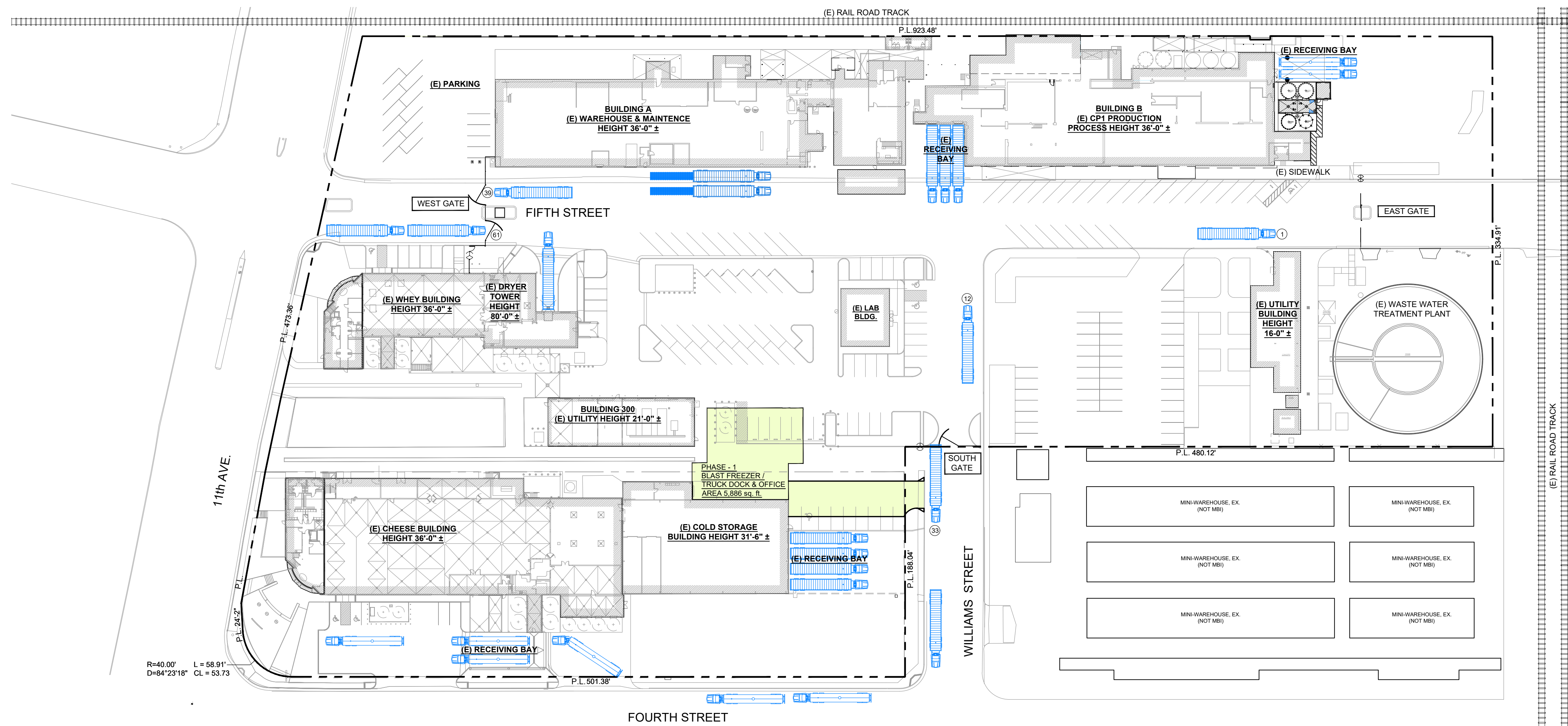
CHECKED

APPROVED

DATE	04/22/22
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JOB NO	22-010
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TT.01



1
TT.01

TRUCK TRAFFIC PHASE - I SITE PLAN

SCALE: 1" = 50'-0"



Phase I

S	C	MC	ADA	Total
149	-	-	9	158
(11)	-	-	(1)	(12)
-	-	-	-	-
138	-	-	8	146

Legend:

S- Standard Size Parking Spaces

C= Compact Size Parking Spaces

MC = Motorcycle Parking Spaces

ADA = American Disabilities Act - Handicap Parking

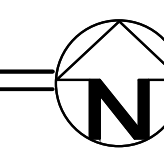
		Traffic Per Day																	
Line	Item	West Gate				East Gate				South Gate				Total					
		In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Out	All	% Incr./ Prev. Phas.		
	Truck Traffic Per Day																		
1	Current	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00			
2	Phase I (New Blast Freezers)	61	6.1	39	3.9	-	-	-	0.1	12	1.2	33	3.3	73.00	73.00	146.00	0.00		
3	Phase II (Yogurt Realigners)	66	6.6	42	4.2	-	-	1	0.1	16	1.6	39	3.9	82.00	82.00	164.00	12.33		
4	Phase III (Cheese Realignment)	70	7.0	44	4.4	-	-	-	0.1	17	1.7	42	4.2	87.00	87.00	174.00	6.10		
5	Phase IV - (Plant Modernization Projects)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	0.00		

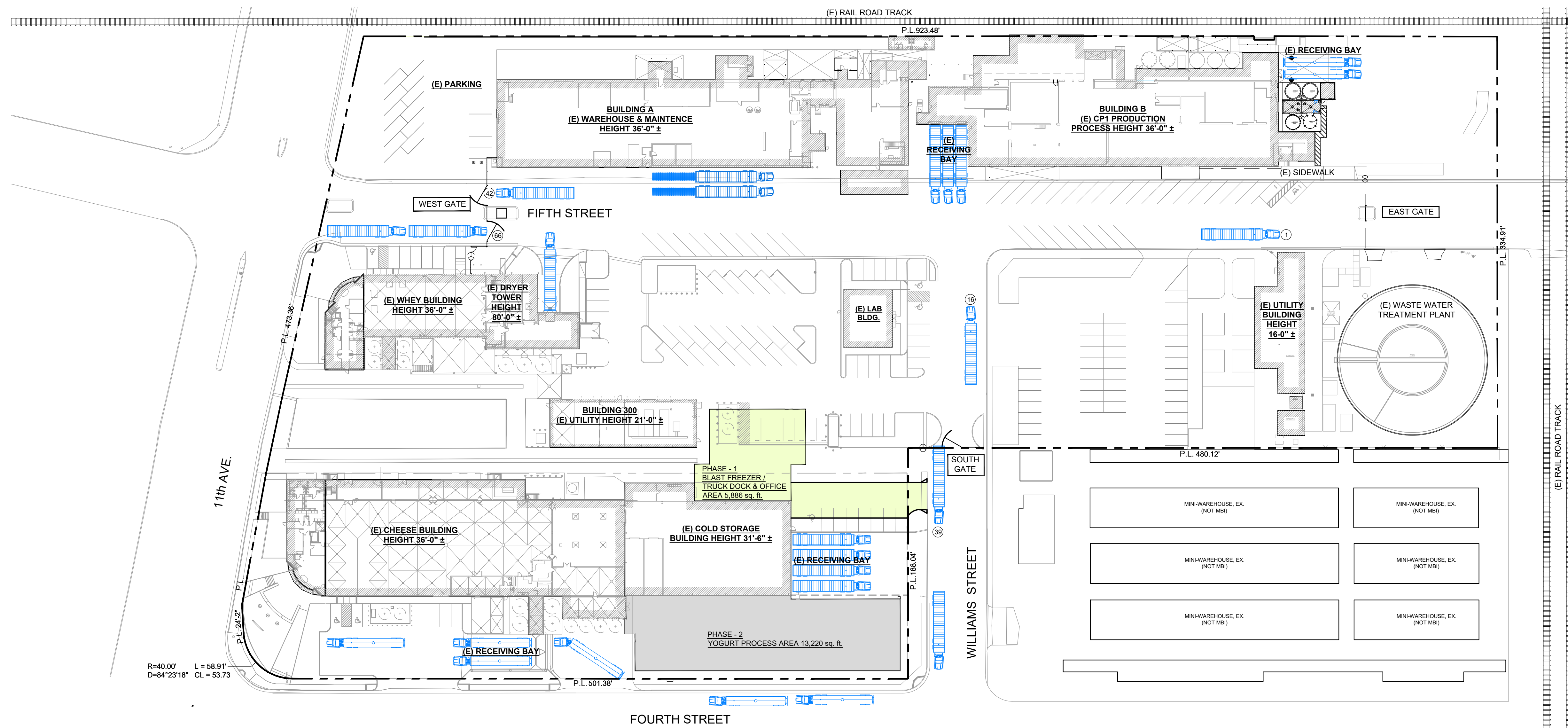
Peak hours are between 6am and 4pm



VICINITY MAP

NO SCALE





1
TT.02 TRUCK TRAFFIC PHASE - 2 SITE PLAN
SCALE: 1" = 50'-0"

Phase II

S	C	MC	ADA	Total
138	-	-	8	146
-	-	-	-	-
-	-	-	-	-
138	-	-	8	146

Legend:

- S= Standard Size Parking Spaces
C= Compact Size Parking Spaces
MC = Motorcycle Parking Spaces
ADA = American Disabilities Act - Handicap Parking

Marquez Brothers International, Inc.

Hanford Dairy Manufacturing Plant

Summary of Truck Traffic per Each Construction Phase and future Estimated Projection

Line	Item	Traffic Per Day														Total			
		West Gate				East Gate				South Gate									
		Truck Traffic Per Day				In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Out
1	Current	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00			
2	Phase I (New Blast Freezers)	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00	0.00%		
3	Phase II (Yogurt Realignment)	66	6.6	42	4.2	-	-	1	0.1	16	1.6	39	3.9	82.00	82.00	164.00	12.33%		
4	Phase III (Cheese Realignment)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	6.10%		
5	Phase IV - (Plant Modernization Projects)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	0.00%		

Peak hours are between 6am and 4pm

Peak hours are between 6am and 4pm



VICINITY MAP

NO SCALE

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NO.	DATE	REVISION	BY
04/22/22	ISSUED FOR SITE PLAN REVIEW		

SEAL



E.A. BONELLI
ARCHITECTS + ENGINEERS

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Website: www.eabonelli.com

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Fresno, CA 93711
Phone: (559)627-6448

PROJECT FOR



PROJECT NAME

NEW
PROCESS FACILITY
BUILDINGS

PROJECT ADDRESS
612 W. 5TH ST.
HANFORD, CA 93230

SHEET TITLE

TRUCK TRAFFIC
AND PARKING
PHASE - 2
SITE PLAN

SCALE	AS NOTED	SHEET NO.
DRAWN	TR	TT.02
CHECKED		
APPROVED		
DATE	04/22/22	
JOB NO	22-010	

[illegible]

SEA



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2519 W. Shaw Avenue, Suite 102
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Phone: (559)627-6448

PROJECT FOR



PROJECT NAME

NEW
PROCESS FACILITY
BUILDINGS

PROJECT ADDRESS

612 W. 5TH ST.
SANFORD, CA 932

SHEET TITLE

TRUCK TRAFFIC AND PARKING PHASE -3 SITE PLAN

SCALE	AS NOTED	SHEET
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DRAWN	TR
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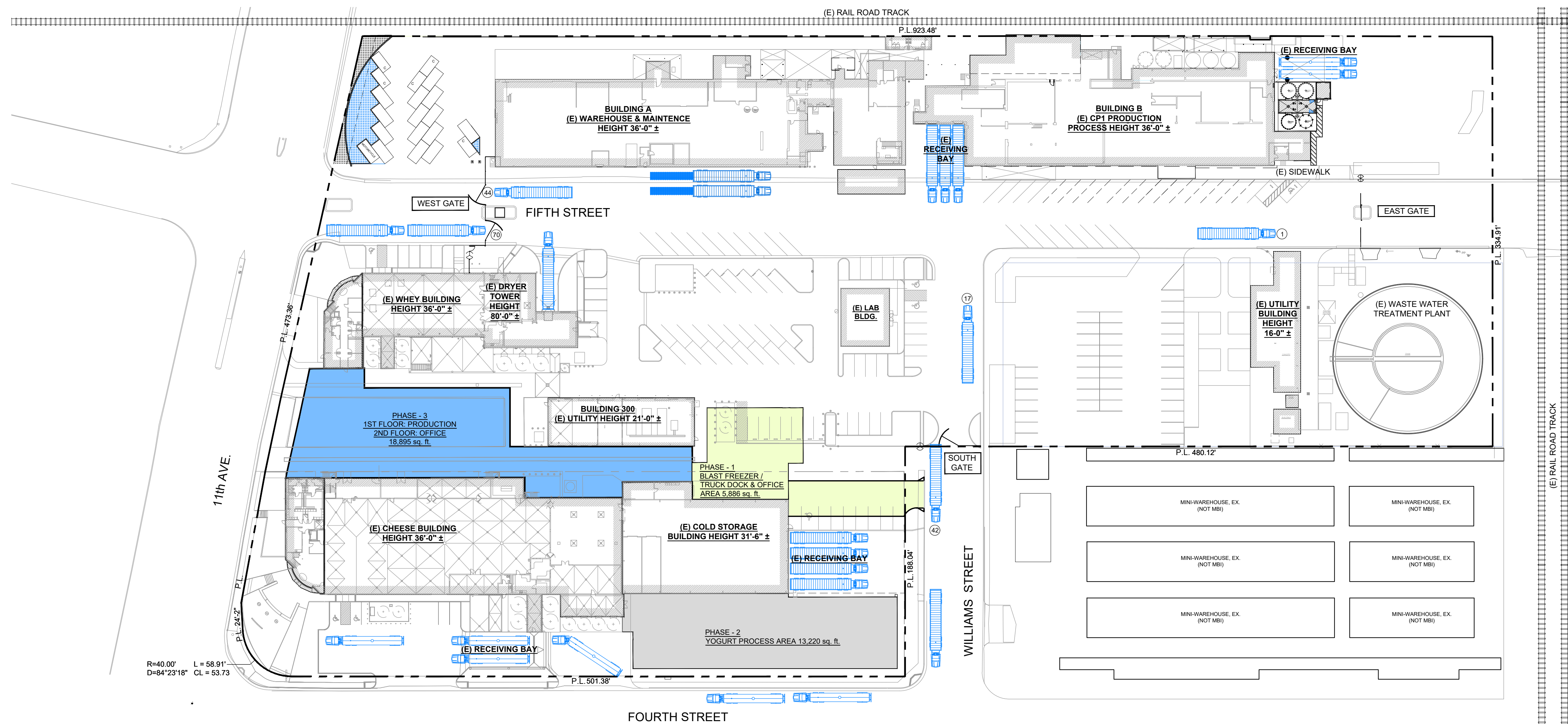
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CHIEF OF POLICE
APPROVED

APPROVED	
DATE	DATE

DATE	04/05/22
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Packet Pg. 139



1
TT.03

TRUCK TRAFFIC PHASE - 3 SITE PLAN

SCALE: 1" = 50'-0"

Phase III

S	C	MC	ADA	Total
138	-	-	8	146
-	-	-	-	-
-	5	1	-	6
138	5	1	8	152

Legend:

S- Standard Size Parking Spaces
C= Compact Size Parking Spaces
MC = Motorcycle Parking Spaces
ADA = American Disabilities Act - Handicap Parking

		Traffic Per Day																	
Line	Item	West Gate				East Gate				South Gate				Total					
		In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Out	All	% Incr./ Prev. Phas.		
	Truck Traffic Per Day																		
1	Current	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00			
2	Phase I (New Blast Freezers)	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00	0.00		
3	Phase II (Yogurt Realigners)	66	6.6	42	4.2	-	-	1	0.1	16	1.6	39	3.9	82.00	82.00	164.00	12.33		
4	Phase III (Cheese Realignment)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	6.10		
5	Phase IV - (Plant Modernization Projects)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	0.00		

Peak hours are between 6am and 4pm



VICINITY MAP

NO SCALE



TT.03

SEAL

8450 Edes Avenue, Oakland, CA 94621
Phone: (510)740-0155
Fax: (510)740-0160
Website: www.eabonelli.com

2519 W. Shaw Avenue, Suite 102
Fresno, CA 93711
Phone: (559)627-6448

PROJECT FOR



PROJECT NAME

NEW PROCESS FACILITY BUILDINGS

PROJECT ADDRESS
612 W. 5TH ST.
HANFORD, CA 93230

SHEET TITLE

TRUCK TRAFFIC AND PARKING PHASE -4 SITE PLAN

SCALE	AS NOTED	SHEET NO. TT.04
DRAWN	TR	
CHECKED		
APPROVED		
DATE	04/22/22	
JOB NO	22-010	



Phase IV				
S	C	MC	ADA	Total
138	5	1	8	152
(4)	-	-	(1)	(5)
-	12	-	-	12
(4)	12	-	(1)	7
134	17	1	7	159

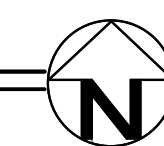
Legend:

S- Standard Size Parking Spaces
C= Compact Size Parking Spaces
MC = Motorcycle Parking Spaces
ADA = American Disabilities Act - Handicap Parking

Marquez Brothers International, Inc. Hanford Dairy Manufacturing Plant																	
Summary of Truck Traffic per Each Construction Phase and future Estimated Projection																	
Line	Item	Traffic Per Day															
		West Gate				East Gate				South Gate				Total			
		In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Avg. Peak/ Hr In	Out	Avg. Peak/ Hr Out	In	Out	All	%Incr. from Prev. Phase
	Truck Traffic Per Day																
1	Current	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00	
2	Phase I (New Blast Freezers)	61	6.1	39	3.9	-	-	1	0.1	12	1.2	33	3.3	73.00	73.00	146.00	0.00%
3	Phase II (Yogurt Realignment)	66	6.6	42	4.2	-	-	1	0.1	16	1.6	39	3.9	82.00	82.00	164.00	12.33%
4	Phase III (Cheese Realignment)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	6.10%
5	Phase IV - (Plant Modernization Projects)	70	7.0	44	4.4	-	-	1	0.1	17	1.7	42	4.2	87.00	87.00	174.00	0.00%
Peak hours are between 6am and 4pm																	



VICINITY MAP



ADDENDUM TO INITIAL STUDY/NEGATIVE DECLARATION

CITY OF HANFORD MARQUEZ BROTHERS INC. DAIRY FACILITY MODERNIZATION PROJECT



OCTOBER 2022



ADDENDUM TO INITIAL STUDY/ NEGATIVE DECLARATION

MARQUEZ BROTHERS INC. DAIRY FACILITY MODERNIZATION PROJECT

Prepared for:

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

Contact Person: Gabrielle de Silva, Community Development Department
Phone: (559) 558-2578



Consultant:



5080 California Avenue, Ste 220 5080 California Avenue, Ste 220
Bakersfield, CA 93309 Bakersfield, CA 93309

Contact: Jaymie L. Brauer
Phone: (661) 616-2600 (661) 616-2600

October 2022

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Project #220122.01

Attachment: Attachment 5 - ISMND Addendum No 1 (Variance 2022-02 Marquez)

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NOTICE OF PUBLIC HEARING AND INTENT TO ADOPT AN ADDENDUM TO NEGATIVE DECLARATION

As Lead Agency under the California Environmental Quality Act (CEQA), the City of Hanford (City) reviewed the project described below to determine whether it could have a significant effect on the environment because of its development. In accordance with CEQA Guidelines Section 15382: “[s]ignificant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. A Negative Declaration was prepared and was adopted by the Hanford Planning Commission in 2016. This document is an Addendum to that Negative Declaration and has been prepared in accordance with CEQA Guidelines §15162 and §15164.

Modified Project Name

Marquez Brothers Inc. Dairy Facility Modernization Project (modified project)

Project Location

The project site is located at the northeast corner of South 11th Avenue and West 4th Street, addressed as 179 South. 11th Avenue (APNs 012-081-003, 012-070-030, 012-085-008, 012-070-029, 012-070-009, and 012-070-022) in the City of Hanford.

Project Description – Approved

The approved project was Site Plan Review No. 2015-13 (SPR #52-0948) that allowed the existing cheese and cream production facility to expand and develop a new 13,115 square foot production building. Approved Variance No. 2015-04 (VAR #511-0179) allowed the facility to deviate from the standards of the I-L (Light Industrial) Zone District with reduced setbacks of the side and rear yards.

A Negative Declaration was prepared to comply with CEQA, which was adopted by the City on January 7, 2016. Subsequent to the approval, the approved project was not completed.

Project Description- Modified

The modified Project includes Site Plan Review 2022-24 (502-1220), which proposes a Master Plan development to renovate and expand the existing dairy processing facility and a Variance (VAR #2022-02) to allow for a setback of 6 feet 6 inches where a 15 foot setback is required in the I-L Zone District. .

The Master Plan envisions several improvements in construction of new buildings or remodeling of existing buildings as well as installation of new equipment and infrastructure. The Project can be separated into four phases of development:

1. Phase I – New Blast Freezers to replace current Blast Freezers

2. Phase II – Yogurt Processing Area Realignment
3. Phase III – Cheese Realignment
4. Phase IV – Plant Modernization Projects

Phase I - New Blast Freezers: Phase I will include construction of three new blast freezers. A new loading dock, refrigerated vestibule, and a new shipping office. Twelve parking spaces will be removed to accommodate the new construction. Phase I construction is planned to occur in one to two years.

Phase II – Yogurt Processing Area Realignment: Phase II will develop a new building for the yogurt processing realignment. The addition of mixing tanks and various silos, as well as the modernization of the existing building is also planned. Phase II construction is anticipated to occur in two to three years.

Phase III – Cheese Realignment: Phase III includes the construction of a new building joining the existing cheese plant and whey plant, as well as the modernization of existing facilities. No additional employees are anticipated for this Phase with the focus primarily to increase efficiencies by automation. An additional six parking spaces will be added in Phase III. Phase III construction is planned to occur in four to 10 years.

Phase IV – Plant Modernization Projects: Phase IV includes the modernization of the existing plant infrastructure. These projects will provide more square footage for plant efficiencies, including automation and relocation of existing equipment that will make better use of the plant footprint. An additional 7 parking spaces will be added in Phase IV. Phase IV construction is planned to occur in eight to 12 years.

A Variance is required to allow for a portion of the proposed yogurt processing area (Phase II) to deviate from the standards of the I-L Zone District.

Due to updates in CEQA guidelines an addendum to the originally adopted Initial Study and Negative Declaration is being prepared.

Mailing Address and Phone Number of Contact Person

Marquez Brothers International, Inc. (MBI)
 JT Maldonado
 179 S. 11th Avenue
 Hanford, CA 93230
 (559) 584-8000

Findings

When an approved project is changed, or there are changes in the environmental setting, the lead agency must make a determination as to whether an Addendum or Subsequent EIR or ND is prepared. CEQA Guidelines §15162 and §15164 set forth criteria to assess which environmental document is appropriate. The criteria for determining whether an Addendum or Subsequent ND is prepared are outlined below. If the criteria below are true, then an Addendum is the appropriate document:

- No new significant impacts will result from the project or from new mitigation measures.
- No substantial increase in the severity of the environmental impact will occur.
- No new feasible alternatives or mitigation measures that would reduce impacts previously found not to be feasible have, in fact, been found to be feasible.

Based upon provided information in this document, the changes to the approved project will not result in any new significant impacts or substantially increase the severity of impacts previously identified in the IS/ND. There are no previously infeasible alternatives that are now feasible. None of the other factors set forth in §15162(a)(3) are present. Therefore, an Addendum is appropriate, and this Addendum has been prepared to address the environmental effects of the refinements to the project.

The minor revisions as shown in underline/strikeout do not reflect new information or substantial changes with respect to the circumstances under which the project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the resource impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such resource impact evaluations have been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

Mitigation Measures Included in the Project to Avoid Potentially Significant Effects

No Mitigation Measures were adopted as part of the previously adopted IS/ND

SECTION 1 - PURPOSE, SCOPE, AND FORMAT

1.1 - Addendum to a Negative Declaration

As Lead Agency under the California Environmental Quality Act (CEQA), the City of Hanford reviewed the project described below to determine whether it could have a significant effect on the environment because of its development. In accordance with CEQA Guidelines § 15382, “[s]ignificant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. A Negative Declaration was prepared and was then adopted by the Hanford City Council in 2016. This document is an Addendum to that Negative Declaration and has been prepared in accordance with CEQA Guidelines §15162 and §15164.

An agency may prepare an addendum to an adopted mitigated negative declaration pursuant to CEQA Guidelines Section 15164 “if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent negative declaration have occurred.”

Section 15162 states that a subsequent negative declaration is required if any of the following conditions exist:

- (1) Substantial changes are proposed in the project, which will require major revisions to the previous negative declaration...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects.
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous Negative Declaration... due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Negative Declaration was adopted...shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous negative declaration.
 - b. Significant effects previously examined will be substantially more severe than shown in the previous negative declaration.
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or

- d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous mitigated negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As noted above, and discussed in further detail below, there are no modifications to the approved project, and therefore, the modified Project satisfies the conditions set forth in §15162, and an Addendum to the Negative Declaration is, therefore, an appropriate CEQA compliance document to address the modified Project, in accordance with CEQA Guidelines §15164.

The analysis of the modified Project indicates that there are no greater impacts created by the modified Project in relation to the approved project; the modified Project has either less impacts or similar impacts, and no new mitigation measures are required.

1.2 - Purpose of an Addendum

When a modified Project is changed, or there are changes in the environmental setting, a determination must be made by the lead agency as to whether an Addendum or Subsequent EIR or ND is prepared. CEQA Guidelines §15162 and §15164 set forth criteria to assess which environmental document is appropriate. The criteria for determining whether an Addendum or Subsequent ND is prepared are outlined below. If the criteria below are true, then an Addendum is the appropriate document:

- No new significant impacts will result from the project or from new mitigation measures.
- No substantial increase in the severity of the environmental impact will occur.
- No new feasible alternatives or mitigation measures that would reduce impacts previously found not to be feasible have, in fact, been found to be feasible.

Based upon provided information in this document, the changes to the approved project will not result in any new significant impacts or substantially increase the severity of impacts previously identified in the IS/ND, and there are no previously infeasible alternatives that are now feasible. None of the other factors set forth in §15162(a)(3) are present. Therefore, an Addendum is appropriate, and this Addendum has been prepared to address the environmental effects of the refinements to the project.

1.3 - Project Background

The project site is located at the northeast corner of South 11th Avenue and West 4th Street, addressed as 179 South. 11th Avenue (APNs 012-081-003, 012-070-030, 012-085-008, 012-070-029, 012-070-009, and 012-070-022) in the City of Hanford.

1.4 - Project Description- Approved

The approved project was Site Plan Review No. 2015-13 (SPR #52-0948) that allowed the existing cheese and cream production facility to expand and develop a new 13,115 square foot production building. Approved Variance No. 2015-04 (VAR #511-0179) allowed the facility to deviate from the standards of the I-L (Light Industrial) Zone District with reduced setbacks of the side and rear yards.

A Negative Declaration was prepared to comply with CEQA, which was adopted by the City on January 7, 2016. Subsequent to the approval, the approved project was not completed.

1.5 - Project Description- Modified

The modified Project includes Site Plan Review 2022-24 (502-1220), which proposes a Master Plan development to renovate and expand the existing dairy processing facility and a Variance (VAR #2022-02) to allow for a setback of 6 feet 6 inches where a 15 foot setback is required in the I-L Zone District.

The Master Plan envisions several improvements in construction of new buildings or remodeling of existing buildings as well as installation of new equipment and infrastructure. The Project can be separated into four phases of development:

1. Phase I – New Blast Freezers to replace current Blast Freezers
2. Phase II – Yogurt Processing Area Realignment
3. Phase III – Cheese Realignment
4. Phase IV – Plant Modernization Projects

Phase I - New Blast Freezers: Phase I will include construction of three new blast freezers. Two of the freezers will replace two existing blast freezers, both of which are failing. The third new freezer is being added to improve operational flexibility and efficiency. A new loading dock and refrigerated vestibule will be constructed to accommodate the new location of the blast freezers from a logistics standpoint. Phase I will include a shipping office to replace the one being demolished for the new dock location.

Twelve parking spaces will be removed to accommodate the new construction. The total building square footage will increase by 5,886 square feet from 110,375 square feet to 116,261 square feet. Phase I construction is planned to occur in one to two years.

Phase II – Yogurt Processing Area Realignment: Phase II will develop a new building for the yogurt processing realignment. This new area will provide more square footage for plant efficiencies, including automation and relocation of existing yogurt making and packaging equipment. The addition of mixing tanks and various silos are planned in this phase. Modernized employee bathrooms and a lunchroom are also planned at this location. The total square footage of the facility will increase by 13,220 square feet from 116,261 square

feet (post Phase I) to 129,481 square feet. Phase II construction is anticipated to occur in two to three years.

Phase III – Cheese Realignment: Phase III focuses on the construction of a new building joining the existing cheese plant and whey plant, including completion of a corridor going to the cold storage. Existing employee services and administrative areas will also be modernized in this Phase. This new area will provide additional square footage for plant efficiencies, including automation and relocation of existing equipment that would make better use of plant footprint. No additional employees are anticipated for this Phase with the focus primarily to increase efficiencies by automation.

An additional six parking spaces will be added in Phase III. The total square footage will increase by 18,895 square feet from 129,481 square feet (post Phase II) to 148,376 square feet. Phase III construction is planned to occur in four to 10 years.

Phase IV – Plant Modernization Projects: Phase IV will focus on existing plant infrastructure modernization at various locations throughout the facility. These projects will provide more square footage for plant efficiencies, including automation and relocation of existing equipment that will make better use of the plant footprint.

An additional 7 parking spaces will be added in Phase IV. The total square footage will increase by 6,921 square feet from 148,376 square feet (post Phase III) to 155,297 square feet. Phase IV construction is planned to occur in eight to 12 years.

A portion of the proposed yogurt processing area (Phase II) encroaches into the street side yard setback along Fourth Street and Williams Street. The City of Hanford has determined that a Variance to deviate from the standards of the I-L Zone District is required. VAR #2022-02 will allow a reduction from 15-foot side yard setbacks along Fourth and Williams Street to a setback of 6 feet 6 inches from the property line.

Due to updates in CEQA guidelines an addendum to the originally adopted Initial Study and Negative Declaration is being prepared.

1.6 - CEQA Requirements

The City of Hanford is the Lead Agency for this modified project pursuant to the CEQA Guidelines (Public Resources Code Section 15000 et seq.). The Environmental Checklist (CEQA Guidelines Appendix G) or Initial Study (IS) (see *Section 3 – Initial Study*) provides analysis that examines the potential environmental effects of the project-related activities of the project. Section 15063 of the CEQA Guidelines requires the Lead Agency to prepare an IS to determine whether a discretionary project will have a significant effect on the environment. A Negative Declaration (ND) is appropriate when an IS has been prepared, and a determination can be made that no significant environmental effects will occur because revisions to the project have been made and would result in no impacts or a less-than-significant impact.

Based on the adopted IS, the Lead Agency has determined that the environmental review for the proposed application can be completed with an Addendum ND. The minor revisions as shown in underline/strikeout do not reflect new information or substantial changes with respect to the circumstances under which the project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the resource impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such resource impact evaluations have been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

1.7 - Impact Terminology

The following terminology is used to describe the level of significance of project environmental impacts.

- A finding of “no impact” is appropriate if the analysis concludes that the project would not affect a topic area in any way.
- An impact is considered “less than significant” if the analysis concludes that it would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered “less than significant with mitigation incorporated” if the analysis concludes that it would cause no substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the proponent.
- An impact is considered “potentially significant” if the analysis concludes that it could have a substantial adverse effect on the environment.

1.8 - Document Organization and Contents

The content and format of this Addendum IS/ND is designed to meet the requirements of CEQA. The report contains the following sections:

- *Section 1 – Introduction:* This section provides an overview of CEQA requirements, intended uses of the IS/ND, document organization, and a list of regulations that have been incorporated by reference.
- *Section 2– Project Description:* This section describes the project and provides data on the site’s location.
- *Section 3 – Environmental Checklist:* This section contains the evaluation of 21 different environmental resource factors contained in Appendix G of the CEQA Guidelines. Each environmental resource factor is analyzed to determine whether the modified Project would have an impact. One of four findings is made, which include: no impact, less-than-significant impact, less than significant with mitigation, or significant and unavoidable. If the evaluation results in a finding of significant and

unavoidable for any of the 21 environmental resource factors, then an Environmental Impact Report will be required.

- *Section 4 – References:* This section contains a full list of references that were used in the preparation of this IS/ND.

1.9 - Incorporated by Reference

The following documents and/or regulations are incorporated into this IS/ND by reference:

- City of Hanford 2035 General Plan
- City of Hanford Municipal Code
- City of Hanford 2016-2024 Adopted Housing Element
- City of Hanford Urban Water Management Plan
- City of Hanford Water Information
- City of Hanford Recycling & Green Waste
- Kings County Emergency Operations Plan (EOP)
- Kings County Airport Land Use Compatibility Plan
- Kings County Safety Element
- California Building Code Title 24

SECTION 2 - PROJECT DESCRIPTION

2.1 - Introduction

Marquez Brothers International, Inc. (MBI) has requested approval to develop and renovate an existing dairy processing plant. Implementation of the modified project requires approval of Variance #2022-02 to allow a reduction in street side yard setback areas to within 6 feet 6 inches of the property line. The project also requires the approval of a Site Plan Review 2022-24 (502-1220).

2.2 - Project Location

The project site is located at the northeast corner of South 11th Avenue and West 4th Street, addressed as 179 South. 11th Avenue (APNs 012-081-003, 012-070-030, 012-085-008, 012-070-029, 012-070-009, and 012-070-022) in the City of Hanford.

2.3 - Surrounding Land Uses

The properties to the north have a General Plan land use designation of Downtown Mixed Use, and a zone classification of I-L and MX-D (Downtown Mixed Use). Properties to south, and east are designated Service Commercial and zoned C-S (Service Commercial). Properties to the west are designated as Regional Commercial and zoned C-R (Regional Commercial).

2.4 - Project Description- Approved Project

The approved project was Site Plan Review No. 2015-13 (SPR #52-0948) that allowed the existing cheese and cream production facility to expand and develop a new 13,115 square foot production building. Approved Variance No. 2015-04 (VAR #511-0179) allowed the facility to deviate from the standards of the I-L (Light Industrial) Zone District with reduced setbacks of the side and rear yards.

A Negative Declaration was prepared to comply with CEQA, which was adopted by the City on January 7, 2016. Subsequent to the approval, the approved project was not completed.

2.5 - Project Description- Modified Project

The modified Project includes Site Plan Review 2022-24 (502-1220), which proposes a Master Plan development to renovate and expand the existing dairy processing facility and a Variance (VAR #2022-02) allow a reduction from 15-foot side yard setbacks along Fourth and Williams Street to a setback of 6 feet 6 inches from the property line as required in the I-L Zone District.

The Master Plan envisions several improvements in construction of new buildings or remodeling of existing buildings as well as installation of new equipment and infrastructure. The Project can be separated into four phases of development:

1. Phase I – New Blast Freezers to replace current Blast Freezers
2. Phase II – Yogurt Processing Area Realignment
3. Phase III – Cheese Realignment
4. Phase IV – Plant Modernization Projects

Phase I - New Blast Freezers: Phase I will include construction of three new blast freezers. Two of the freezers will replace two existing blast freezers, both of which are failing. The third new freezer is being added to improve operational flexibility and efficiency. A new loading dock and refrigerated vestibule will be constructed to accommodate the new location of the blast freezers from a logistics standpoint. Phase I will include a shipping office to replace the one being demolished for the new dock location.

Twelve parking spaces will be removed to accommodate the new construction. The total building square footage will increase by 5,886 square feet from 110,375 square feet to 116,261 square feet. Phase I construction is planned to occur in one to two years.

Phase II – Yogurt Processing Area Realignment: Phase II will develop a new building for the yogurt processing realignment. This new area will provide more square footage for plant efficiencies, including automation and relocation of existing yogurt making and packaging equipment. The addition of mixing tanks and various silos are planned in this phase. Modernized employee bathrooms and a lunchroom are also planned at this location. The total square footage of the facility will increase by 13,220 square feet from 116,261 square feet (post Phase I) to 129,481 square feet. Phase II construction is anticipated to occur in two to three years.

Phase III – Cheese Realignment: Phase III focuses on the construction of a new building joining the existing cheese plant and whey plant, including completion of a corridor going to the cold storage. Existing employee services and administrative areas will also be modernized in this Phase. This new area will provide additional square footage for plant efficiencies, including automation and relocation of existing equipment that would make better use of plant footprint. No additional employees are anticipated for this Phase with the focus primarily to increase efficiencies by automation.

An additional six parking spaces will be added in Phase III. The total square footage will increase by 18,895 square feet from 129,481 square feet (post Phase II) to 148,376 square feet. Phase III construction is planned to occur in four to 10 years.

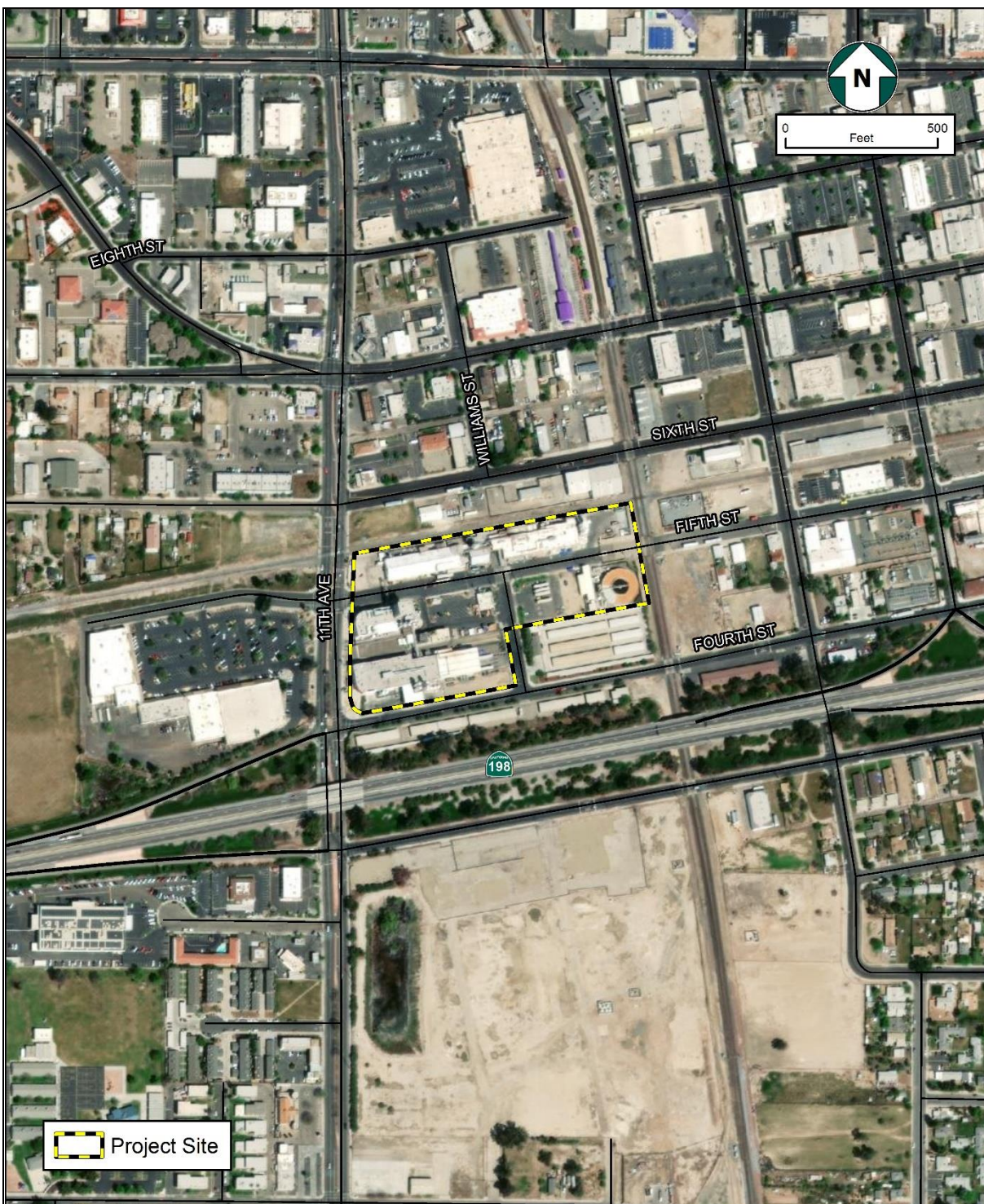
Phase IV – Plant Modernization Projects: Phase IV will focus on existing plant infrastructure modernization at various locations throughout the facility. These projects will provide more square footage for plant efficiencies, including automation and relocation of existing equipment that will make better use of the plant footprint.

An additional 7 parking spaces will be added in Phase IV. The total square footage will increase by 6,921 square feet from 148,376 square feet (post Phase III) to 155,297 square feet. Phase IV construction is planned to occur in eight to 12 years.

A portion of the proposed yogurt processing area (Phase II) encroaches into the street side yard setback along Fourth Street and Williams Street. The City of Hanford has determined that a Variance to deviate from the standards of the I-L Zone District is required. VAR #2022-02 will allow a reduction from 15-foot side yard setbacks along Fourth and Williams Street to a setback of 6 feet 6 inches from the property line.

Due to updates in CEQA guidelines an addendum to the originally adopted Initial Study and Negative Declaration is being prepared





**Figure 2-2
Project Site**

Attachment: Attachment 5 - ISMND Addendum No 1 (Variance 2022-02 Marquez)

SECTION 3 - EVALUATION OF ENVIRONMENTAL IMPACTS

3.1 - Environmental Checklist and Discussion

1. Project Title:

Marquez Brothers Inc. Dairy Facility Modernization Project (modified project)

2. Lead Agency Name and Address:

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

3. Contact Person and Phone Number:

Gabrielle De Silva Myers – (559)585-2578

4. Project Location:

The proposed site is in Section 36, Township 18 South, Range 21 East Mount Diablo Base and Meridian, within Kings County, California. The project site is located at the northeast corner of S. 11th Avenue and W. 4th Street, addressed as 179 S. 11th Avenue (APNs 012-081-003, 012-070-030, 012-085-008, 012-070-029, 012-070-009, and 012-070-022) in the City of Hanford. The regional location is depicted in Figure 2-1, and the project site location is depicted in Figure 2-2.

5. Project Sponsor's Name and Address:

Marquez Brothers International, Inc. (MBI)
JT Maldonado
179 South 11th Avenue
Hanford, CA 93260

6. General Plan Designation:

Light Industrial

7. Zoning:

I-L (Light Industrial)

8. Description of Project:

See *Section 2.4 – Approved Project* and *Section 2.5 – Modified Project*

9. Surrounding Land Uses and Setting:

See Section 2.3 – Surrounding Land Uses

10. Other Public Agencies Whose Approval May be Required:

- San Joaquin Valley Air Pollution Control District (SJVAPCD).

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?

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

3.2 - Environmental Factors Potentially Affected:

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

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

3.3 - Determination

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT 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 (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the

earlier analysis as described on attached sheets. An ENVIRONMENT 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.

Gabrielle de Silva Myers

Gabrielle De Silva Myers, Senior Planner

11/30/2022

Date

Attachment: Attachment 5 - ISMND Addendum No 1 (Variance 2022-02 Marquez)

3.4 - 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 offsite as well as onsite, 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 "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, 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.
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.1 - 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. | In a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | ☐ | ☐ | ☒ | ☐ |
| d. | Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | ☐ | ☐ | new | ☐ |

Discussion

The City of Hanford is located in the San Joaquin Valley, The City and the surrounding area are predominantly flat. There are no elevated landforms in the community that would represent an opportunity for a scenic vista of surrounding land.

Impact #3.4.1a – Would the project have a substantial adverse effect on a scenic vista?

The modified Project will not obstruct any federal, State or locally classified scenic areas, historic properties, community landmarks or classified scenic highways or state or national scenic areas. No areas within the Project area are designated as scenic areas, historic properties or community landmarks.

With respect to the above-described aesthetic impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, there are no substantial increase in the severity of previously identified effects and no substantial changes have occurred with respect to the circumstances under which the project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described aesthetic impact evaluation standards. No new information of substantial importance, which was not known and could not have

been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such aesthetic impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*

Impact #3.4.1b – Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

There are no listed State scenic highways within Kings County; therefore, the site would not damage scenic resources within a State scenic highway (California Department of Transportation, 2020). Highway 198 is the proximal highway and as noted, there are no State scenic highways within Kings County. Therefore, the modified Project as described would not result in additional aesthetic impacts to a scenic highway or view than what was analyzed in the adopted IS/ND. The modified Project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings with a State Scenic Highway; therefore, no impact is anticipated.

With respect to the above-described aesthetic impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, there would be no substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project will be undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described aesthetic impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such aesthetic impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.1c – In a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Development of the modified Project will be approved in compliance with the City's Municipal Code and development standards. The modified Project as described would not result in additional aesthetic impacts to degrading the existing visual character of the area more than what was analyzed for the approved project in the adopted IS/ND. The Project is an expansion to an existing light industrial site. The additional square footage will not substantially degrade the existing character, as the site is currently used as light industrial. No mitigation measures are required. Therefore, impacts would be less than significant.

With respect to the above-described aesthetic impact evaluation standards, there are no changes proposed that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described aesthetic impact evaluation standards. Now new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such aesthetic impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impacts*.

Impact #3.4.1d – Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

The development of the modified Project area is subject to the applicable provisions of the Hanford Municipal Code, such as Section 17.39.030 – *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. The modified Project as described would not result in additional aesthetic impacts to nighttime lighting and light trespass more than what was

analyzed for the approved Project in the adopted IS/ND and does not change the determination that compliance with appropriate City Municipal Codes would result in less than significant impacts.

With respect to the above-described aesthetic impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described aesthetic impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such aesthetic impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impacts*.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.2 - AGRICULTURE AND FORESTRY 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

The City of Hanford is located in the San Joaquin Valley. The California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP) designates the modified Project site as Urban and Built-Up Land. FMMP describes Urban and Built-Up land as occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures

Impact #3.4.2a – Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The modified Project will not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. According to the Department of Conservation’s Farmland Mapping and Monitoring Program (FMMP) (CA Department of Conservation, 2022), the project site is classified as “Urban and Built-Up Land”.

The site is also not currently used for farming and is currently zoned I-L (Light Industrial). Considering these factors, the modified Project as described would not result in impacts related to the conversion of agricultural land than what was analyzed in the adopted IS/ND. No impacts are anticipated.

With respect to the above-described agricultural resources impact evaluation standards, there are no changes proposed that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described agricultural resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such agricultural impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed for the approve project in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impacts*.

Impact #3.4.2b – Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

See Impact #3.4.2a response.

The modified Project site is not under Williamson Act Contract and does not conflict with any current William Act Contract and does not conflict with any agricultural zoning. Therefore, no impacts are anticipated.

With respect to the above-described agricultural resources impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described agricultural resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such agricultural impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.2c – Would the project 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])?

The modified Project site and the surrounding areas are not zoned for forest land or timberland. Considering these factors, the modified Project as described would not result in additional impacts related to forest land or timberland than what was analyzed in the adopted IS/ND. Therefore, there would be no impacts.

With respect to the above-described agricultural resources impact evaluation standards, there are no changes in modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described agricultural resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such agricultural impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and would not increase the severity of a significant impact as previously identified and analyzed for the approved project in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.2d – Would the project result in the loss of forest land or conversion of forest land to non-forest use?

See discussion of Impact #3.4.2c, above.

The modified 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, the modified Project will have no impact.

With respect to the above-described agricultural resources impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described agricultural resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such agricultural impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/MND of *no impact*.

Impact #3.4.2e – Would the project involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

See discussion of Impact #3.4.2a-c, above.

The modified Project intends to develop within a site that is already utilized for industrial use and is surrounded by urban type development. The Project will not result in changes to

the existing environment that would result in the conversion of Farmland to non-agricultural use or forest land to non-forest use.

With respect to the above-described agricultural resources impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described agricultural resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such agricultural impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impacts*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
--	--------------------------------------	--	-------------------------------------	--------------

3.4.3 - AIR QUALITY

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

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| b. | 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? | ☐ | ☐ | ☒ | ☐ |
| c. | Expose sensitive receptors to substantial pollutant concentration? | ☐ | ☐ | ☒ | ☐ |
| d. | Result in other emissions (such as those leading to odor) adversely affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

Discussion

The City of Hanford is in the San Joaquin Valley Air Basin, which has been designated as non-attainment for PM_{2.5} and extreme non-attainment for ozone. Over the long-term, emissions from planned growth have the potential to degrade local carbon monoxide concentration along roads that would serve the City and could result in air emissions or deterioration of ambient air quality. A Small Project Analysis Level Assessment (Trinity Consultants, 2022) was completed to estimate air emissions resulting from the modified Project and is attached as Appendix A.

Impact #3.4.3a – Would the project conflict with or obstruct implementation of the applicable air quality plan?

The modified Project is located within the San Joaquin Valley Air Basin (SJVAB), which is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is designated non-attainment of State and federal health-based air quality standards for ozone and PM_{2.5}. The SJVAB is designated non-attainment of State PM₁₀. To meet Federal Clean Air Act (CAA) requirements, the SJVAPCD has multiple Air Quality Attainment Plan (AQAP) documents, including:

- 2016 Ozone Plan.
- 2007 PM₁₀ Maintenance Plan and Request for Redesignation.
- 2016 PM_{2.5} Plan.

The SJVAPCD's *Guidance for Assessing and Mitigating Air Quality Impacts* (GAMAQI) thresholds are designed to implement the general criteria for air quality emissions as required in the CEQA Guidelines, Appendix G, Paragraph III (Title 14 of the California Code of Regulations §15064.7) and CEQA (California Public Resources Code Sections 21000 et al.). SJVAPCD's specific CEQA air quality thresholds are presented in Table 3.4.3-1.

Table 3.4.3-1
GAMAQI Thresholds of Significance for Criteria Pollutants

Criteria Pollutant	Threshold (tons/year)
CO	100
ROG	10
NO _x	10
SO _x	27
PM ₁₀	15
PM _{2.5}	15

(San Joaquin Air Pollution Control District, 2015)

The previously adopted IS/ND states that the approved Project would not obstruct implementation of an air quality plan; however, temporary air impacts could result from construction activities. Additionally, it states that the approved Project would not conflict with the attainment plans adopted by SJVPACD and would be subject to Regulation VII to reduce PM₁₀ emissions and Rule 9510 as a condition of approval. As the modified Project is similar in nature to the approved Project, the modified Project is expected to be subject to analogous SJVAPCD rules and regulations. The modified Project is expected to comply with all applicable Air Quality Plans.

With respect to the above-described air quality impacts evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described air quality impacts evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such air quality impacts evaluation has been identified. Therefore, with respect to this criterion, the modified Project would no result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

Impact #3.4.3b – Would the project 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)?

The non-attainment pollutants for the SJVAPCD are ozone, PM₁₀, and PM_{2.5}. Therefore, the pollutants of concern for this impact are ozone precursors, regional PM₁₀, and PM_{2.5}. As discussed above, the thresholds of significance used for the determination of emission significance are shown in Table 3.4.3-1, above. It was determined that the approved project's construction-related impacts were expected to be temporary in nature and can generally be reduced to a less than significant level through the use of best management practices (BMPs), and compliance with applicable existing City, county, State and SJVAPCD regulations for reducing construction-related emissions. Since the modified Project has not changed in scope or size, it is anticipated that with adherence to the same practices and applicable regulations, impacts would be less than significant.

The SJVAPCD created the small project analysis level (SPAL) screening tool to streamline air quality assessments on a large number and types of projects to identify the level at which they have no possibility of exceeding emission thresholds. The thresholds for Project eligibility under the SPAL are shown in Table 3.4.3-2 below.

**Table 3.4.3-2
Small Project Analysis Level for Industrial Projects**

Land Use Category - Industrial	Project Size (square feet)*	ADT One-Way for all Fleet Types (except HHDT)	ADT One-way for HHDT Trips Only
General Light Industrial	280,000	500	70
Heavy Industrial	900,000	500	70
Industrial Park	295,000	500	70
Manufacturing	472,000	500	70
Proposed Modified Project	44,922	15	28

Notes: *Project size based on SPAL Table 4(a), as posted on SJVAPCD webpage:
<http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI-SPAL.PDF>*Project size based on SPAL Table 4(a), as posted on SJVAPCD webpage:
<http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI-SPAL.PDF>.

Source: Appendix AAppendix A

As shown in Table 3.4.3-2, the modified Project would not exceed the established SPAL limits for a “General Light Industrial” project and therefore qualified for a limited air quality analysis applying SPAL guidance to determine air quality impacts.

Short-term emissions related to construction of the modified Project were estimated using default CalEEMod factors for construction of a 44,922 square-foot light industrial building. The estimated construction emissions are shown in Table 3.4.3-3 below.

**Table 3.4.3-3
Construction Emissions**

Emissions Source	Pollutant					
	ROG (tons/yr)	NOx (tons/yr)	CO (tons/yr)	Sox (tons/yr)	PM ₁₀ (ton/yr)	PM _{2.5} (tons/yr)
2022 Construction Emissions	0.48	1.29	1.41	0.002	0.09	0.06
SJVAPCD Construction Emissions Threshold	10	10	100	27	15	15
Is Threshold Exceeded?	No	No	No	No	No	No

Source: Appendix AAppendix A

Construction emission estimates also include the following SJVAPCD required measures for all projects: Water exposed areas three times per day; and reduce vehicle speed to less than 15 miles per hour. Based on the anticipated activity levels, modified Project construction activities are anticipated to not exceed SJVAPCD construction emissions thresholds.

Long-term operational emissions generated from mobile, energy, and area sources as well as from water use, and waste generation emissions are shown in Table 3.4.3-4 below. Most operational emissions are from mobile sources traveling to and from the modified Project area. For purposes of the Table 3.4.3-4, the mitigated operational emissions include walkability design, improved transit accessibility, improved pedestrian network, and use of electric, lawnmowers, leaf blowers, and chainsaw. These referenced measures are not being required as mitigation measures due to the modified Project already being under threshold and resulting in a less-than-significant impact.

**Table 3.4.3-4
Total Project Operational Emissions**

Emissions Source	Pollutant					
	ROG (tons/yr)	NOx (tons/yr)	CO (tons/yr)	Sox (tons/yr)	PM ₁₀ (tons/yr)	PM _{2.5} (tons/yr)

Unmitigated						
Operational Emissions	0.22	0.36	0.20	0.002	0.06	0.02
SJVAPCD	10	10	100	27	15	15
Operational Emissions Thresholds – Non-permitted Sources						
Is Threshold Exceeded Before Mitigation?	No	No	No	No	No	No
Mitigated						
Operational Emissions	0.22	0.33	0.19	0.002	0.05	0.02
SJVAPCD	10	10	100	27	15	15
Operational Emissions Threshold – Non-permitted Sources						
Is Threshold Exceeded?	No	No	No	No	No	No

Source: Appendix AAppendix A

As shown in Table 3.4.3-4, both the unmitigated and mitigated long-term operational emissions associated with the modified Project would be less than SJVAPCD significance thresholds and would not pose a significant impact to criteria air pollutants.

The modified Project would not obstruct implementation of an air quality plan; however, temporary air quality impacts could result from construction activities. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. As previously stated, the modified Project would not create a significant impact over the current levels of ozone and PM₁₀ or result in a violation of any applicable air quality standards. The modified Project is not anticipated to conflict with the attainment plans adopted by the SJVIAPCD.

With respect to the above-described air quality impacts evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the

modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described air quality impacts evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such air quality impacts evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

Impact #3.4.3c – Would the project expose sensitive receptors to substantial pollutant concentrations?

The CARB provides guidance for siting sensitive receptors near sources of Toxic Air Contaminants (TAC) emissions (California Air Resources Board, 2005). 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. The following locations are where several sensitive receptors are likely to reside and be affected by substantial pollutant concentrations: schools, hospitals, nursing homes, and daycare centers. It is recommended that sources of air pollution be kept away from sensitive receptors, including recommendations for distances from certain land uses.

The prepared SPAL identified 15 sensitive receptors located within one mile of the modified Project site. Based on the less-than-significant levels of emissions resulting from construction and operation of the modified Project, the Project is not expected to affect or adversely impact any on-site or off-site sensitive receptor. The adopted IS/ND also indicated that development of the approved Project would result in a less-than-significant impact. In consideration of the conclusions made in the SPAL, the findings of the IS/ND and similarities between the approved Project and modified Project, the modified Project is expected to result in a less-than-significant impact on sensitive receptors.

With respect to the above-described air quality impacts evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described air quality

impacts evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such air quality impacts evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed for the approved project in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

Impact #3.4.3d – Would the project result in emissions (such as those leading to odors) adversely affecting a substantial number of people?

See Impact #3.4.3c, above.

The modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that impacts related to odors are less than significant.

With respect to the above-described air quality impacts evaluation standards, there are no changes proposed that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described air quality impacts evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such air quality impacts evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.4 - 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 Wildlife or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| b. | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| c. | Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☐ | ☒ |
| d. | Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☐ | ☒ |
| e. | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☐ | ☐ | ☒ |
| f. | Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan? | ☐ | ☐ | ☐ | ☒ |

Attachment: Attachment 5 - ISMND Addendum No 1 (Variance 2022-02 Marquez)

Discussion

The modified Project site is located within an area that is developed with various industrial and commercial development. The site itself is an active dairy processing facility. There is no natural habitat present to support biological resources.

Impact #3.4.4a – Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

The modified Project site is surrounded by urban development and does not contain any natural areas that may be considered habitat. In consideration of the existing industrial use and surrounding industrial and commercial development, the Project will not result in an impact on special-status species.

Therefore, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that impacts are less than significant. With respect to the above-described biological resources impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described biological resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such biological resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.4b – Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

There are two areas of riparian woodlands identified by the State Department of Conservation mapping program that are within the City. One 30-acre site is located on the west side of 12th Avenue between Houston and Iona Avenue, and the second is a 14 acre area on west side of 13th Avenue, north of Iona Avenue. The Project site is located approximately 2.4 miles northeast of the identified riparian woodlands and would not impact this habitat.

Based on the above analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination of no impact.

With respect to the above-described biological resources impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described biological resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such biological resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.4c – Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

See Impact #3.4.4b.

The modified Project site is not in an area identified as a federally protected wetland nor are there identified marshes, vernal pools or other water features. Therefore, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination of no impact.

With respect to the above-described biological resources impact evaluation standards, there are no changes by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no

substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described biological resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such biological resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.4d – Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The site is surrounded by existing industrial and commercial development and is a fully operational dairy processing facility. There are no known movement corridors used by any native resident or migratory fish or wildlife species present in the area. Therefore, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that there are no impacts.

With respect to the above-described biological resources impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described biological resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such biological resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed for the approved project in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.4e – Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

There are no biological resources on the modified Project, and no trees will be removed by the modified project as proposed. Since there is not an adopted ordinance protection of biological resources, there is no conflict with any local policies or ordinances protecting biological resources such as tree preservation ordinance or policy. Therefore, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination of no impact.

With respect to the above-described biological resources impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described biological resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such biological resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.4f – Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?

The Project is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other local, regional, or State habitat plan. Therefore, the modified

Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that impacts of are less than significant.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.5 - CULTURAL RESOURCES

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5? | ☐ | ☐ | ☒ | ☐ |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? | ☐ | ☐ | ☒ | ☐ |
| c. Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☒ | ☐ |

Discussion

The adopted IS/ND included an analysis of impacts related to paleontological resources or unique geological features. That impact analysis will be discussed in Impact #3.4.7- *Geology and Soils* pursuant to revisions to the 2022 CEQA Guidelines Appendix G Checklist.

Environmental Setting

The City of Hanford has completed several records search for cultural resources. Three sites have been identified in or near the City of Hanford. None of the sites are located in the Project area or within a mile of the Project. As a standard condition of approval for all construction sites, the City of Hanford will require that should any disturbance of undiscovered archaeological or cultural resource occur that construction activity cease immediately until a qualified archeologist be consulted and the finding properly investigated before construction may continue.

Impact #3.4.5a – Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?

The City of Hanford has three buildings listed on the National Register of Historic Places (NRHP). They are the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. All three building are also listed on the California Register of Historic Places. Additionally, there are a number of resources within the City of 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 North Douty Street

- Hanford Civic Auditorium, 400 North Douty Street
- Hanford Veteran's Memorial Building

The modified Project is not on a site or in close proximity to a site that is identified as a historical resource, nor would it impact any historical resource in the City. The closest identified historic building is the Carnegie Museum, which is approximately 0.45 miles northeast of the modified Project site and will not be visible. With respect to the above-described historical resources impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described cultural historical resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the adopted IS/ND was adopted, relevant to such cultural resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

Impact #3.4.5b – Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

The adopted IS/ND states that the Project has not been deemed or has caused a substantial adverse change in the significance of a historical resource as the site is not designated as a historical site. The modified Project will be located on the same site as the adopted IS/ND and therefore would have a less-than-significant impact.

With respect to the above-described archaeological resources impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described cultural resources impact evaluation standards. No new information of substantial importance,

which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such cultural resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

Impact #3.4.5c – Would the project disturb any human remains, including those interred outside of formal cemeteries?

The site has not been identified as containing areas of human remains. Per the previously adopted IS/ND, Project conditions of approval will include requirements that in the case that any human remains are discovered at any time, the 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.

With respect to the above-described impact to human remains and cultural resources impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described cultural resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such cultural resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would no result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.6 - ENERGY

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? | ☐ | ☐ | ☒ | ☐ |
| b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☒ | ☐ |

Discussion

The adopted IS/ND did not include an analysis on Energy based on revisions to the 2022 CEQA Guidelines Appendix G Checklist. The impact analysis below addresses Energy impacts resulting from the Project pursuant to CEQA Guidelines Appendix G Checklist.

Impact #3.4.6a – Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

The modified Project would comply with the SJVAPCD requirements regarding the limitation of vehicle idling, and the use of fuel-efficient vehicles and equipment, to the extent feasible to reduce energy consumption during construction activities. Additionally, the modernization of some existing buildings and the construction of new buildings will adhere to the pertinent Title 24 CalGreen building codes that include the use of energy efficient appliances, low flow toilets, double pane windows, and other energy-saving features that reduce energy consumption.

Per CalEEMod estimates, the Project would use approximately 386,778 kWh/year of electricity. This energy will be obtained from the existing public utility grid and is not anticipated to result in wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project will result in a *less than significant impact*.

Impact #3.4.6b – Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

See Impact #3.4.6a above.

Energy-saving strategies will be implemented where feasible to reduce the modified Project's energy consumption during project-related activities. Strategies being implemented include those recommended by the California Air Resources Board (CARB) that may reduce both the project's construction energy consumption, including diesel anti-idling measures, light-duty vehicle technology, usage of alternative fuels such as biodiesel blends and ethanol, and heavy-duty vehicle design measures to reduce energy consumption. Additionally, as noted above, the modernization of some existing buildings and the construction of new buildings will include the use of energy efficient appliances, low flow toilets, double pane windows, and other energy-saving features that also reduce energy consumption during operations.

The construction and the operation of the modified Project would comply with State and local plans and regulations. The modified Project would be in compliance with all applicable federal, State, and local regulations regulating energy usage. Energy would also be indirectly conserved through water-efficient landscaping requirements consistent with the City Landscaping Ordinance.

Stringent solid waste recycling requirements applicable to modified Project construction and operation would reduce energy consumed in solid waste disposal. In summary, the Project will implement all mandatory federal, State, local conservation measures, project design features, and voluntary energy conservation measures to reduce energy demands further. Therefore, the Project will not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Project-related impacts are less than significant

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project will result in a *less than significant impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.7 - GEOLOGY AND SOILS

Would the project:

- a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

☐	☐	☐	☒
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 - 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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

☐	☐	☐	☒
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- 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 wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?

☐	☐	☐	☒
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- f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

☐	☐	☒	☐
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Attachment: Attachment 5 - ISMND Addendum No 1 (Variance 2022-02 Marquez)

Discussion

Hanford is located in a seismic zone that is sufficiently far from known faults and consists of a stable geologic formation such that the effects of ground shaking should be minimal (1974 Five County Seismic Safety Element). “The nearest known earthquake faults are located approximately 60 miles to the east of Hanford in the Sierra Nevada, and in the eastern Coast Ranges area approximately 50 miles to the west” (City of Hanford General Plan EIR, 2002). The Project area is not subject to landslides.

Impact #3.4.7a(i) – Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

No portion of the modified Project is located within an earthquake fault zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act. As discussed in the previously adopted IS/ND, the Project will not expose people or structures to shaking, ground failure including liquefaction, or landslides. As with the existing facility, the construction of the modified project will adhere to City and State building requirements related to seismic stability.

With respect to the above-described geology and soils impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described geology and soils resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such geology and soils resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/MND of *no impact*.

Impact #3.4.7a(ii) – Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

See response to Impact #3.4.6a(i).

The greatest potential for seismic activity in the City of Hanford is posed by the San Andreas Fault, which is located approximately 62.6 miles west of the western boundary of the modified Project. 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. Kings County does not have any major fault system within its boundaries. Additionally, Kings County has not experienced any damaging earthquake equal or greater than 6.0 magnitude 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 Zone III or IV, Kings County is within Zone III, which equates to the potential to experience 0.3 meters/second squared ground acceleration, which would result in very strong to severe perceived shaking and a moderate to heavy potential. The adopted IS/ND indicates that the Project will not expose people or structures to strong seismic ground shaking.

With respect to the above-described geology and soils impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described geology and soils resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such geology and soils resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.7a(iii) - Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

See discussion of Impacts #3.4.7a(i) and a(ii), above.

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 of Hanford, the range is generally between 120 feet to 160 feet below ground surface and therefore, the potential for liquefaction at the modified Project site is unlikely.

The modified Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure including liquefaction. The modified Project would be comply with all applicable mitigation measures to avoid any potential impacts to structures resulting from liquefaction at the modified Project site.

The adopted IS/ND states that the Project will not expose people or structures to ground failure including liquefaction. Therefore, it can be assumed that the Project will result in no impacts.

With respect to the above-described geology and soils impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described geology and soils resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such geology and soils resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.6a(iv) – Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

See discussion of Impacts #3.4.7a(i) through a(iii), above.

The entire City of Hanford is located within an area of low landslide incidence but, there is still a possibility that landslides could occur within the City of Hanford, as a result of erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail. Geotechnical and soil studies that identify potential hazards, including landslides, would be

required prior to grading activities as part of the plan check and development review process for the physical development of the area. Such technical studies would provide structural design, as needed, pursuant to the California Building Code requirements to reduce hazards to people and structures as a result of landslides. The adopted IS/ND indicates that the Project will not expose people or structures to landslides. Therefore, it can be assumed that the Project will not result in an impact.

With respect to the above-described geology and soils impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described geology and soils resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such geology and soils resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.7b – Would the project result in substantial soil erosion or the loss of topsoil?

See discussion of Impacts #3.4.7a(i) through a(iv), above.

The City of Hanford consists of the following soil types: 1) Cajon sandy loam, 2) Excelsior sandy loam, 3) Garces loam, 4) Kimberlina fine sandy loam, saline alkali, 5) Kimberlina fine 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 have a very low to medium surface runoff class and is well drained. A runoff class indicated the potential for a soil to become saturated when excess storm water begins to flow at the ground surface.

Development of the modified Project would result in construction-related ground disturbance. As noted in the adopted IS/ND, earth movement resulting in the disruption and compaction of soils will be controlled through BMPs in accordance with City regulations. With these considerations, the Project would result in a less-than-significant impact.

With respect to the above-described geology and soils impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects and no substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described geology and soils resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such geology and soils resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impact*.

Impact #3.4.7c – Would the project 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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

See discussion of Impacts #3.4.7a(i) through a(iv), above.

The adopted IS/ND states that the approved Project is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project. With consideration of the current Project proposal, the location of the site is not changing and therefore no impact is seen.

With respect to the above-described geology and soils impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described geology and soils resources impact evaluation standards. Now new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such geology and soils resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in

the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.7d – Would the project 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?

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's types in the Study Area generally do not contain 35% clay content, the potential for expansive soils within the City of Hanford and surrounding is low.

Additionally, the modified Project would comply with all applicable California Code of Regulations and the most recent California Building Standards Code that provides criteria for the appropriate design of buildings. The modified Project would not be located on any identified expansive soils, as defined in the California Building Code.

The adopted IS/ND states that the approved Project would not expose people to expansive soils. Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that the modified Project is not located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property. Based on the foregoing, the Project does not change the finding in the adopted IS/ND of no impact.

With respect to the above-described geology and soils impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described geology and soils resources impact evaluation standards. Now new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such geology and soils resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would no result in any new impacts not already analyzed in

the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.7e – Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?

The adopted IS/ND states that the City of Hanford provides necessary sewer systems, which are already in place for the existing development. The Project does not utilize septic or alternative disposal methods. In consideration of available municipal services, the Project will not result in an impact.

With respect to the above-described geology and soils impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described geology and soils resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such geology and soils resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.7f – Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The adopted IS/ND included an analysis of impacts related to paleontological resources or unique geological features in Impact #3.4.5. That impact was removed from Section 3.4.4-

Cultural Resources and included in this section. Analysis of paleontological resources is analyzed herein.

As previously stated in the adopted IS/ND, the modified Project intends to further expand an existing industrial facility. There is the possibility of discovering paleontological resources or unique geologic features during project construction, however, the City requires that any discovery of a resource will stop construction activities until a qualified archeologist investigates the site. With consideration of the City requirements, and past ground-disturbance, the modified Project does not change the finding in the adopted IS/ND of less-than-significant.

With respect to the above-described geology and soils impact evaluation standards, there are no changes proposed that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described geology and soils resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such geology and soils resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.8 - 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 any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

Discussion

There have been legislative and regulatory activities that directly and indirectly affect climate change and GHGs in California. The primary climate change legislation in California is AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing Greenhouse gases (GHG) emissions in California. GHGs, as defined under AB 32, include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. The California Air Resources Board is the State agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming in order to reduce emissions of GHGs. SB 32 was signed by the Governor in 2016, which would require the State Board to ensure that statewide greenhouse gas emissions are reduced to 40 percent below the 1990 level by 2030.

On December 30, 2009, the Natural Resources Agency adopted the proposed amendment to the CEQA Guidelines in the California Code of Regulations. Also, in December 2009, the SJVAPCD adopted guidance documents for addressing GHG impacts. The guidance reflects on performance-based standards known as Best Performance Standards (BPS), to assess significance of projects related GHG emissions on global climate change during the environmental process. Projects can mitigate their impacts to less than significant by including BPS in their project. Compliance with AB32 may also be achieved by reducing emissions 29% less than business as usual.

In May 2014, the City of Hanford adopted a Climate Action Plan to quantify GHG emissions, ensure compliance with AB 32 and to streamline the environmental review process in accordance with CEQA Guidelines Section 15152 and 15183.5.

Impact #3.4.8a – Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The SJVAPCD adopted the Final Draft Staff Report, addressing greenhouse gas emissions impacts under the CEQA, that included a recommended methodology for determining significance for stationary source projects and traditional development projects (such as residential, commercial, or industrial projects).

The modified Project would emit greenhouse gases such as carbon dioxide (CO₂), methane, and nitrous oxide from the exhaust of construction equipment and the exhaust of vehicles for employees, and construction equipment and delivery trips during construction. The increased rate of greenhouse gas emissions would not be considered cumulatively significant per the California Global Warming Solutions Act of 2006. As stated in the SJVAPCD's GAMAQI, projects whose emissions have been reduced or mitigated, consistent with AB 32 – California Global Warming Solutions Act of 2006, should be considered to have a less-than-significant impact on global climate change. Although project-related activities of the modified Project could result in temporary emissions of GHGs, the modified Project as a whole is not expected to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

The prepared SPAL (Appendix A) provides annual greenhouse gas emissions estimates resulting from the modified Project. Table 3.4.8-1 below summarizes the estimated annual greenhouse gas emissions resulting from the modified Project.

Table 3.4.8-1
Estimated Annual Greenhouse Gas Emissions

	CO₂ Emissions (metric tons)	CH₄ Emissions (metric tons)	N₂O Emissions (metric tons)	CO₂e Emissions (metric tons)
2023 Project Operations	225.88	1.02	0.03	259.37
2005 BAU	408.42	1.05	0.04	447.87
BAU Less Project Emissions				42.1%

Source: Appendix A Appendix A

The current inventory and forecast for GHG emissions in the California Air Resources Board's 2008 Climate Change Scoping Plan supports the 2011 IPCC estimates. The 2008 Climate Change Scoping Plan also indicates that GHG emissions will increase to 596.41 million metric tons of CO₂e by 2020. It is widely understood that climate change is a "global" issue and, as such, GHG emissions are a cumulative problem and can only be evaluated as such.

The amount of CO₂ that would be generated by the Project is so small in relation to the California CO₂ equivalent estimates for 2020 (596 million metric tons CO₂e) that it's not possible for the contribution of the project to be cumulatively considerable. Additionally, the Project's GHG emissions are less than the 2005 business as usual emissions for the Project by 188.50 metric tons CO₂e, which is a 42.1% reduction. Therefore, the Project would not generate a cumulatively considerable GHG impact, nor would it conflict with any applicable

plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. The Project will also not conflict with any elements of the California Air Resources Board's 2008 Climate Change Scoping Plan. Therefore, this potential impact is less than significant.

The adopted IS/ND noted that the approved Project would comply with the adopted Climate Action Plan and not impeded the State's ability to meet the GHG-emission reduction targets under AB 32. Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that the modified Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Based on the foregoing, no mitigation measures are required.

With respect to the above-described greenhouse gas emissions impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described greenhouse gas emissions impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such greenhouse gas emissions impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

Impact #3.4.8b – Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

See response to Impact #3.4.8a.

The modified Project falls within the jurisdiction of the SJVAPCD and the City of Hanford 2020 General Plan and is expected to comply with the applicable Climate Action Plan. With the implementation of applicable General Plan policies, as well as mandatory compliance with all applicable SJVAPCD rules and regulations, the modified Project GHG emissions will be less-than-significant. Therefore, the modified Project would not conflict with any

applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Therefore, impacts would be less-than-significant.

Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that the modified Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Based on the foregoing, no new or revised mitigation measures are required.

With respect to the above-described greenhouse gas emissions impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described greenhouse gas emissions impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such GHG emissions impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.9 - 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 involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d. Be located on a site that 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. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☐ | ☒ |
| g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? | ☐ | ☐ | ☐ | ☒ |

Attachment: Attachment 5 - ISMND Addendum No 1 (Variance 2022-02 Marquez)

Discussion

The City of Hanford General Plan contains a Hazards Management Element that was adopted to reduce potential safety issues associated with urban development. The Project site is not listed as part of the State of California Hazardous Waste and Substances List. The previously adopted IS/ND indicates that field review by City staff did not reveal any potential for hazards or obvious signs of contamination on the site.

Impacts #3.4.9a – Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, State, or local agency or if it has characteristics defined as hazardous by such an agency. The California Code of Regulation (CCR) defines a hazardous material as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating illness, or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of, or otherwise managed (CCR, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10). 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 defined in the same manner. 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.

All hazardous materials and waste would be subject to applicable local, State and federal regulations including the previously mentioned City of Hanford Hazards Management Element, Kings County Hazardous Waste Management Plan, and California Code of Regulations. With consideration of these regulations, the Project would not result in a change of the finding of the previously adopted IS/ND of less-than-significant impact.

With respect to the above-described hazard and hazardous materials impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hazard and hazardous materials impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hazard and hazardous materials impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not

increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impact*.

Impacts #3.4.9b – Would the project 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 or emit hazardous emissions?

See Impact #3.4.9a. As noted, the modified Project would be subject to applicable local, State, and federal regulations for hazardous material and waste handling. The previously adopted IS/ND noted that construction activities could involve the release of hazardous materials such as minor fuel and oil spills. The use of these materials is required to comply with local, State, and federal regulations. With considerations of local, State, and federal hazardous material and waste handling, the Project will result in a less-than-significant impact and does not change the finding of the adopted IS/ND.

With respect to the above-described hazard and hazardous materials impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hazard and hazardous materials impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hazard and hazardous materials impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impact*.

Impacts #3.4.9c – Would the project create emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The modified Project site is not located within a quarter mile of a school. For reference, the closest school is Roosevelt Elementary, approximately 0.38 miles southwest of the modified Project site.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/MND of *no impact*.

Impact #3.4.9d – Would the project be located on a site that 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?

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. The modified Project site is located approximately 2 miles southwest of the brownfield site.

The modified Project site is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would therefore not create a significant hazard to the public or the environment (Department of Toxic Substances Control, 2022).

With respect to the above-described hazard and hazardous materials impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hazard and hazardous materials impact evaluation standards. Now new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hazard and hazardous materials impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would no result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.9e – 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 or excessive noise for people residing or working in the project area?

The approved and modified Project site is approximately 1.15 miles away from the closest public airport, the Hanford Municipal Airport, and outside the Compatibility Zones as identified in the Kings County Airport Land Use Compatibility Plan (ALUCP) (Kings County, 1994). The subject facility is an approved and operating light industrial dairy processing plant and the buildings are within height limitations of the zone district, which has been approved and operating as an industrial facility for some time. The modified Project will not result in a safety hazard or excessive noise for people residing or working in the Project area. The modified Project does not change the finding in the adopted IS/ND of a less-than-significant impact.

With respect to the above-described hazard and hazardous materials impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hazard and hazardous materials impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hazard and hazardous materials impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impact*.

Impact #3.4.9f –Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

The Kings County Emergency Operations Plan (EOP) establishes emergency procedures and policies and identifies responsible parties for emergency response in the County and includes the incorporated City of Hanford (Kings County, 2015). The EOP includes policies that would prevent new development from interfering with emergency response of evacuation plans.

Compliance with the General Plan policies to ensure adequate emergency response and maintain current plans reduces the impact of the development. The modified Project is consistent with the policy of the General plan. Additionally, the modified Project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. The modified Project would not interfere with the City's adopted emergency response plan and there would be no impact. The previously adopted IS/ND did not identify any adopted emergency response or evacuation plan that could be in conflict with the existing industrial facility.

Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that the modified Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Based on the foregoing, no mitigation measures are required.

With respect to the above-described hazard and hazardous materials impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hazard and hazardous materials impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hazard and hazardous materials impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.9g – Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The majority of the City is located within a zone considered by Cal Fire to have low to no potential for wildland fires. Additionally, the modified Project site is not located within proximity of a wildland area.

The City Fire Department, located approximately 1.3 miles away, would provide fire protection services to the modified Project. The modified Project will comply with all applicable State and local building standards as required by local fire codes including the installation of fire hydrants, and sprinkler system inside the buildings, as well as impact fees to support additional fire protection services. The modified Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

For these reasons, the modified Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Therefore, the modified Project would have no impact.

With respect to the above-described hazard and hazardous materials impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hazard and hazardous materials impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hazard and hazardous materials impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

3.4.10 - HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on or offsite?	☐	☐	☒	☐
ii. Substantially increase the rate of amount of surface runoff in a manner which would result flooding on or offsite?	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Attachment: Attachment 5 - ISMND Addendum No 1 (Variance 2022-02 Marquez)

Discussion

Recharge of groundwater in the City of Hanford occurs by 1. Direct infiltration of precipitation falling the area; 2. Infiltration of surface water entering the area in natural or manmade drainages; 3. Infiltration of a portion of water spread for irrigation (either surface water from drainage or pumped ground water); 4. Underflow of ground water in the area from the north and east; and 5. Artificial recharge of excess surface water by the Kern County Water District and treated wastewater by City of Hanford. The tenants of the proposed retail space will be required to complete a "FORM A" or "FATS, OILS, and GREASE (FOG)" application when it comes time to submit for a Zoning and Safety Certificate of Occupancy. The form assists the City in estimating the amount and type of sewage to be generated by various industrial and commercial businesses. The purpose of the form is to identify potential sewage discharge problems ahead of time and to resolve problems as necessary.

The City Council adopted an Arsenic Reduction Study which identified actions to be taken by the City of Hanford in order to meet the new Federal Arsenic MCL requirements. Hanford was given until December 31, 2009, to be in compliance. All the action sin the Arsenic Reduction Study were completed. Therefore, the City's water system and water quality are currently in substantial compliance with new Federal Arsenic MCL.

A Water Supply Analysis has been prepared to address the increased water usage as a result of the modified Project (QK, 2022) and has been attached as Appendix B.

Impact #3.4.10a – Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Construction

Potential impacts on water quality arise from erosion and sedimentation are to be localized and temporary during construction of the modified Project. All new development that disturbed more than one acre are required to comply the National Pollutant Discharge Elimination System (NPDES) General Permit Order No. 21012-00006-DWQ during construction. Project proponents of the modified Project would have to develop and implement a stormwater pollution prevention plan (SWPPP) that specifies BMPs to prevent construction pollutants from contacting stormwater, with the intent of keeping all products or 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. As these practices are considered regulatory requirements, the modified Project's compliance will ensure that the modified Project would not violate any water quality standard, waste discharge requirement, or otherwise substantially degrade surface or groundwater quality during construction activities.

Operation

The existing dairy manufacturing facility currently operates under a Significant Industrial Use Permit (effective March 2, 2020) for industrial wastewater discharge into the City of

Hanford's sewer system. There are three water sources for the existing dairy manufacturing facility; 1) an onsite domestic well; 2) water removed from milk during processing (cow water); and 3) water provided by the City of Hanford. The existing facility is currently out of compliance of their Significant Industrial Use Permit in terms of electrical conductivity (EC) levels of the discharged water. EC is related to water temperature and the total concentration, mobility, valence and relative concentration of ions. Generally speaking, higher EC means more electrolytes in the water. Well water and cow water have lower EC ranges as compared to city water. The modified Project include development of a new well to replace the existing well and will have a greater capacity. Assuming the new well has similar water quality and EC levels as the existing well, the intention is to gradually utilize more well water and proportionately decrease city water usage to lower the overall EC range of the effluent discharged to the city wastewater collection system. MBI intends to decrease their City water use and increase their utilization of private well water to meet demands of their dairy manufacturing facility. With the increased utilization of private well water, the modified Project will likely comply with the City's approved Significant Industrial Use Permit. Table 3.4.10-1 below summarizes the breakdown of the sources of water used, the existing demand, and the anticipated change from their current water usage as the modified Project phases are completed.

**Table 3.4.10-1
Estimated Water Use**

Water Source	Current Water Use (GPD)	Phase 1 Water Use (GPD)	Phase 2 Water Use (GPD)	Phase 3 Water Use (GPD)	Phase 4 Water Use (GPD)
Well Water	100,000	150,000	226,000	250,000	350,000
Cow Water	100,000	100,000	100,000	100,000	100,000
City Water	250,000	200,000	150,000	100,000	50,000
Total (gpd)	450,000	450,000	476,000	500,000	500,000
Average					
Total (AFY)	504.06	504.06	533.26	560.07	560.07

Source: Appendix B

As noted, the modified Project's development will allow the existing industrial facility to comply with the Significant Industrial User Permit for wastewater discharge. The adopted IS/ND indicated that the approved Project would be required to comply with all City ordinances, standards and policies for water quality and waste discharge. The modified Project is expected to continue compliance or as a result, be in compliance with water quality and waste discharge requirements and have a less-than significant impact. Therefore, the modified Project will not change the finding of the adopted IS/ND of less-than-significant impact.

With respect to the above-described hydrology and water quality impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the

circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hydrology and water quality impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hydrology and water quality impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

Impact #3.4.10b – Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

See Impact 3.4.10a.

The modified Project site is located within the Mid-Kings River Groundwater Sustainability Agency (GSA). In compliance with the Sustainable Groundwater Management Act (SGMA), a Groundwater Sustainability Plan (GSP) was submitted by the GSA to the Department of Water Resources (DWR). The adopted Tulare Lake Subbasin Groundwater Sustainability Plan includes implementation and management actions and projects for the goal of attaining stable groundwater levels by the year 2040.

The City currently utilizes local groundwater as its sole source of municipal water supply. The City's municipal water system extracts its water supply from underground aquifers via fourteen active groundwater wells within the city limits. In cooperation with the Peoples Ditch Company and the Kings County Water District, excess Kings River water and stormwater flows are conveyed to 125 acres of drainage and slough basins located throughout the City to help replenish groundwater. The basins account for approximately 586 acre-feet of available water retention and the City is planning to add approximately 317 acre-feet of additional basins located along major drainage channels within the City for groundwater recharge as well as flood protection.

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 be a net deficit in aquifer volume or a lowering of the local groundwater table level.

As noted in Table 3.4.10-1, the modified Project would result in an approximately 56 acre-foot per year (AFY) increase of water use. The adopted Tulare Lake Subbasin Groundwater Sustainability Plan has implemented or will implement monitoring and management measures, conservation measures, and projects for the purpose of achieving stable groundwater levels by the year 2040. The anticipated increase in water use is not likely to impede the GSP's goal of stable water levels by the year 2040. Therefore, the modified Project is expected to result in a less-than-significant impact and not change the finding of the adopted IS/ND of less-than-significant.

With respect to the above-described hydrology and water quality impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hydrology and water quality impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hydrology and water quality impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

Impact #3.4.10c(i) – Would the project 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 that would result in substantial erosion or siltation onsite or offsite?

See Impact #3.4.10a. Potential impacts on water quality arising from erosion and sedimentation are expected to be localized and temporary during construction-related activities.

No drainages or other water bodies are present on the project site, and therefore, the modified Project would not change the course of any such drainages.

The rate and amount of surface runoff are determined by multiple factors, including the following: topography, the amount and intensity of precipitation, the amount of evaporation that occurs in the watershed, and the amount of precipitation and water that infiltrates the groundwater. There are no streams or rivers located on the modified Project site. The disturbance of soils onsite during project-related activities could cause erosion, resulting in temporary activity impacts.

The adopted IS/ND indicated that the approved Project would be required to comply with City regulations pertaining to erosion control and storm water quality management. The modified Project will comply with all applicable local codes and regulations in order to minimize impacts during project-related activities. Therefore, impacts would be less than significant. Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that the modified Project would not 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 that would result in substantial erosion or siltation onsite or offsite. Based on the foregoing, no mitigation measures are required.

With respect to the above-described hydrology and water quality impact evaluation standards, there are no changes to modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hydrology and water quality impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hydrology and water quality impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/MND of *less than significant*.

Impact #3.4.10c(ii) – Would the project 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 that would result in flooding onsite or offsite?

See also Impact #3.4.10c(i), above.

The modified Project site is flat. The topography of the site would not change because of the modified Project activities, and it does not contain any water features, streams, or rivers. With the approval of grading plan and the site development requirements by the City Building Division that incorporates BMPs and design standards, modified Project development operations would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. Therefore, the modified Project would not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite and will result in a less-than-significant impact.

With respect to the above-described hydrology and water quality impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hydrology and water quality impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hydrology and water quality impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

Impact #3.4.10c(iii) – Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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?

Please see Impact #3.4.10c(i)-c(ii), above.

The construction BMPs associated with the SWPPP would prevent sources of polluted runoff. Therefore, the modified Project would not otherwise alter existing drainage patterns that

cause runoff water to exceed the capacity of existing stormwater drainage systems or create polluted runoff. The adopted IS/ND states that compliance of the approved Project with City regulations pertaining to erosion control and storm water quality management will reduce impacts to less-than-significant. With consideration of the modified Project to the approved Project, the modified Project's compliance with City regulations pertaining to erosion control and storm water quality management will not change the finding of the adopted IS/ND of less-than-significant.

With respect to the above-described hydrology and water quality impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hydrology and water quality impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hydrology and water quality impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/MND of *less than significant*.

Impact #3.4.10c(iv) – Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

Per FEMA FIRM Panel 06031C and 0185C, the modified Project site is not located within a flood zone, and the potential for flooding is minimal. As noted in the adopted IS/ND, the approved Project site is not located in a flood zone and will have no impact. The modified Project site does not change from the approved Project site; therefore, the modified Project will not change the finding of the adopted IS/ND of no impact.

With respect to the above-described hydrology and water quality impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects.

In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hydrology and water quality impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hydrology and water quality impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.10d – Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The modified Project site is not located near the ocean, body of water, or a steep topographic feature (i.e., mountain, hill, bluff, etc.). Additionally, there is no body of water within the vicinity of the project site. The modified Project's inland location makes the risk of a tsunami or seiche highly unlikely.

Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination of no impact.

With respect to the above-described hydrology and water quality impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hydrology and water quality impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hydrology and water quality impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.10e – Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

See Impact 3.4.10a and 3.4.10b.

As noted, the modified Project is located within the Mid-Kings River GSA boundaries and receives water and sewer services from the City of Hanford. The modified Project is subject to the adopted Tulare Lake Subbasin GSP and Significant Industrial User Permit for wastewater discharge. As summarized in Table 3.4.10-1, the modified Project will result in approximately 11 percent increase in water utilization at full buildout. However, this increase in water use will not substantially deplete aquifer supplies or interfere substantially with groundwater recharge, or significantly alter local groundwater supplies.

With respect to the above-described hydrology and water quality impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described hydrology and water quality impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such hydrology and water quality impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required beyond those included in the previously adopted IS/MND.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.11 - LAND USE AND PLANNING

Would the project:

- | | | | | | |
|----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. | Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b. | Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☒ | ☐ |

Discussion

The Project is consistent with the land use policies of the City, including the General Plan and Zoning Ordinance.

Impact #3.4.11a – Would the project physically divide an established community?

The approved Project site is a light industrial use surrounded by commercial and industrial uses within the industrial area of the City. There is no residential development in close proximity to the site. The Project intends to further develop the existing dairy processing facility within the boundaries of the facility footprint. The Project will not physically divide an established community and does not change the finding of the previously adopted IS/ND.

With respect to the above-described land use and planning impacts evaluation standards, there are no changes proposed to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described land use and planning impacts evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such land use and planning impacts evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.11b – Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

As proposed the modified Project is not consistent with the Municipal Code's requirement related to a 15-foot setback for the building that would be located on the corner of 4th Street and Williams Street. As such, the modified Project submitted a Variance application that will remedy the inconsistency with the City of Hanford Municipal Code.

The adopted IS/ND indicated that City staff was supportive of the Variance and could make the findings for approval of a Variance pursuant to Section 17.64 of the Municipal Code. The modified Project is requesting to allow development of a structure within the street side yard and rear yard setback. This current proposal is similar to the previously adopted IS/ND and approved Variance. The modified Project is anticipated to not result in a significant environmental impact due to a conflict with any land use plan, policy, or regulation. As noted, the approval of the Variance will remedy the Project's inconsistency with the Municipal Code and does not change the findings made in the previously adopted IS/ND of less-than-significant.

With respect to the above-described land use and planning impacts evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described land use and planning impacts evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such land use and planning impacts evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of a *less than significant impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.12 - 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? | ☐ | ☐ | ☐ | ☒ |

Discussion

There are no known mineral resources on the Project site based on the City's General Plan EIR.

Impact #3.4.12a – Would the project 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?

The planning area, including the modified Project, is not found within a California Department of Conservation - Geologic Energy Management Division (CalGEM) recognized oil field and does not contain any areas that have been designated for mineral recovery by the City of Hanford 2002 General Plan EIR. Additionally, there are currently no significant deposits of sand and gravel for mining operations and no active mines. Therefore, there would be no impact. The previously adopted IS/ND did not identify any known mineral resources on the Project site. Therefore, the Project does not change the findings of the adopted IS/ND.

With respect to the above-described mineral resources impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described mineral resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such mineral resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and

the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.12b – Would the project 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?

See Impact #3.4.12a.

The modified Project site is not designated for mineral and petroleum resources activities by the City. No mining occurs in the modified Project area or in the nearby vicinity. There are no mineral extraction activities that will be conducted in the future as a result of the modified Project. The modified Project would not result in the loss of availability of a locally important mineral resource recovery sites as delineated on a local general plan, specific plan, or other land use plan and would therefore have no impact. Additionally, the adopted IS/ND did not identify any locally important resource on the Project site.

Based on this analysis, the modified Project does not result in a change to the determination that there would not be a loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Based on the foregoing, no mitigation measures are required.

With respect to the above-described mineral resources impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described mineral resources impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such mineral resources impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.13 - NOISE

Would the project result in:

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. | Exposure of persons to, or generate, noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies? | ☐ | ☐ | ☒ | ☐ |
| b. | Exposure of persons to or generate excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |
| c. | For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☒ | ☐ |

Discussion

According to the General Plan, some land uses are more tolerant of noise than others. These uses typically include activities that generate loud noise levels or that do not require verbal interaction, concentration, or sleep. Industrial, commercial, and retail facilities require very little speech communication and therefore are generally allowed in noisier environments. The 2035 General Plan Background Report indicates that a city-wide noise ordinance has not been adopted, however noise standards for industrial parks in the Kings Industrial Park Performance and Development Standards are available (City of Hanford, 2014).

Impact #3.4.13a – Would the project result in exposure of persons to, or generate, noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

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. Additionally, 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). The BNSF is located in the central portion of the City in a heavy commercial/industrial area. Both railroad lines are not within the vicinity of the modified Project.

The Project may result in temporary increases in noise as a result of construction activities. The adopted IS/ND indicated that additional conditions of approval resulting from the Site Plan Review approval such as the muffling of construction equipment and construction activities be limited to the hours between 7:00 am and 7:00 pm unless construction is within an enclosed structure or approved by the Community Development Department. With those requirements in place, the Project is anticipated to not change the findings of the adopted IS/ND of less-than-significant.

With respect to the above-described noise impacts evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described noise impacts evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such noise impacts evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of a *less than significant impact*.

Impact #3.4.13b – Would the project result in exposure of persons to or generate excessive groundborne vibration or groundborne noise levels?

See Impact #3.4.13a. As noted, the Project will be subject to noise reduction requirements as conditions of approval with the Site Plan Review application. The Project will result in temporary increase in groundborne vibration or noise levels as a result of construction activities. The previously adopted IS/ND indicated that construction activities would likely temporarily increase groundborne vibrations or noise levels and would result in a less-than-significant impact. With those considerations, the Project is likely to result in a less-than-significant impact and does not change the findings in the adopted IS/ND.

With respect to the above-described noise impacts evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a

substantial increase in the severity of impacts related to the above-described noise impacts evaluation standards. Now new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such noise impacts evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant*.

Impact #3.4.13c – For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

As noted in Impact #3.4.9 (e), the Project site is located approximately 1.15 miles away from the Hanford Municipal Airport and is not located within an ALUCP hazard zone, and is not within the ALUCP. Although the Project site is located within two miles of the, but as noted, conditions of approval associated with the site plan review will require noise reduction measures. With those considerations, construction activities and operation of the Project are not anticipated to result in excessive noise levels. The Project will not change the finding of the adopted IS/ND and will result in a less-than-significant impact.

With respect to the above-described noise impacts evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described noise impacts evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such noise impacts evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURES

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of a *less than significant impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less- than Significant Impact	No Impact
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3.4.14 - 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? | ☐ | ☐ | ☐ | ☒ |

Discussion

The industrial modified Project will not create a substantial population growth. The Hanford General Plan designates the Project areas for industrial and commercial development.

Impact #3.4.14a – Would the project 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)?

The modified Project would further develop an existing dairy processing facility. The existing facility anticipates a slow increase in the number of employees over ten years, however, this is an existing facility and does not anticipate population growth as a result of the modified Project. The modified Project would not induce a substantial population growth in the area directly or indirectly. Therefore, the modified Project would not change the finding of the adopted IS/ND of no impact.

With respect to the above-described population and housing impact evaluation standards, there are no changes proposed to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described population and housing impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such population and housing impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/MND of *no impact*.

Impact #3.4.14b – Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

See Impact 3.4.14a.

The modified Project would not require demolition of any existing housing, as the modified Project site intends to further develop an existing industrial facility. Therefore, there would be no need to construct replacement housing elsewhere. There would be no impact.

Based on this analysis, does not result in a change to the determination that the modified Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. The modified Project does not change the finding of the adopted IS/ND of no impact.

With respect to the above-described population and housing impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described population and housing impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such population and housing impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would no result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.15 - PUBLIC SERVICES

Would the project:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services:

i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

Discussion

The modified Project will be consistent with the Hanford General Plan and all infrastructure planning documents.

Impact #3.4.15a(i) – 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 to other performance objectives for any of the public services – fire protection?

The City currently has three fire stations located within the north central and south portions of the City. The Hanford Fire Department (HFD) provides fires, rescue, hazardous materials response, and serves as a first responder for emergency medical service calls in the City. The HFD is also capable of responding to other situations such as high and low angle rescues, confined space emergencies, vehicle accidents, public assists, State-wide mutual aid responses and disaster management.

The approved project will continue to receive fire protection services from the City Fire Department and the adopted IS/ND indicated that there were no significant impact to fire prevention as a result of the approved Project. The modified Project is similar to the previously approved Project and include fire prevention and suppression equipment such as fire hydrants and internal sprinklers per City development standards. Therefore, the modified Project would not change the finding of the adopted IS/ND of less-than-significant.

With respect to the above-described public services impact evaluation standards, there are no changes proposed to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described public services impact evaluation standards. Now new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such public services impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of a *less than significant impact*.

Impact #3.4.15a(ii) – 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 to other performance objectives for any of the public services – police protection?

Residents receive police protection services from the Hanford Police Department (HPD), which currently operates out of a single station located at 425 North Irwin Street. 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.

The approved Project and the existing facility are currently serviced by the HPD. The modified Project is similar to the approved Project and does not change the finding of the adopted IS/ND of a less-than-significant impact. With respect to the above-described public

services impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described public services impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such public services impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impact*.

Impact #3.4.15a(iii) – 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 to other performance objectives for any of the public services – schools?

The City currently includes six elementary school districts and one high school district within the City. The Hanford Elementary School District consists of 11 elementary and junior high school that are located in the City. Pioneer Union Elementary School District consists of two elementary school and one junior high school. Additionally, the Hanford Joint Union High School District consists of four comprehensive high schools.

The modified Project would not increase the City 's population and would not impact school services. Although there will be an increase in employees over the four phases of the modified Project, the new employees will most likely come from the local area and already be established as a resident of Hanford or a nearby community. The modified Project will not change the finding of the previously adopted IS/ND. With respect to the above-described public services impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described public services impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the

exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such public services impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.15a(iv) – 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 to other performance objectives for any of the public services – parks?

The City has 188 acres of parkland and 100 acres of school parks for a total of 288 acres of developed parkland. This does not include regional parks outside the City, greenways, private parks, or indoor recreation facilities. Based on the 2013 estimated population of 55,860, the City has approximately 5.2 acres of parkland for every 1,000 residents in the City.

As noted in Impact #3.4.15a(iii), the modified Project would not increase the City's population and does not anticipate impacts on city parks. The modified Project will not change the finding of the previously adopted IS/ND. With respect to the above-described public services impact evaluation standards, there are no changes proposed by the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described public services impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such public services impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.15a(v) – 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 to other performance objectives for any of the public services – other public facilities?

Community facilities are the network of public and private institutions that support the civic and social needs of the population. They offer a variety of recreational, artistic, and educational programs and special events. The current library is a branch of the Kings County Library.

The modified Project does not include any impacts to other public facilities such as libraries, hospitals, or emergency medical facilities. Therefore, the modified Project would not result in a change to the determination of no impact.

With respect to the above-described public services impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described public services impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such public services impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.16 - RECREATION

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☐ | ☒ |
| b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | ☐ | ☐ | ☐ | ☒ |

Discussion

The Hanford General Plan designates the subject site for industrial development.

Impact #3.4.16a – 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?

See Impact #3.4.14a-b. and #3.4.15a(iv)-(v). The proposed modified Project would not result in a substantial increase in population where impacts to existing neighborhood and regional parks or other recreational facilities where substantial physical deterioration would occur. The previously adopted IS/ND states that the approved Project would not increase the use of existing neighborhood and community parks. With these considerations, the modified Project will not change the finding of the previously approved IS/ND of no impact.

With respect to the above-described recreation impacts evaluation standards, there are no changes proposed by modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described recreation impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such recreation impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would no result in any new impacts not already analyzed in the adopted IS/ND and would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.16b – Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

See Impact #3.4.15a(iv)-(v) and Impact #3.4.16a, above. The modified Project will not increase the use of existing recreational facilities. The modified Project does not include development of recreational facilities or require the construction or expansion of recreational facilities. The modified Project will not change the finding of the adopted IS/ND of no impact.

With respect to the above-described recreation impacts evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described recreation impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such recreation impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.17 - TRANSPORTATION AND TRAFFIC

Would the project:

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. | Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | ☐ | ☐ | ☐ | ☒ |
| b. | Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? | ☐ | ☐ | ☐ | ☒ |
| c. | Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | ☐ | ☐ | ☐ | ☒ |
| d. | Result in inadequate emergency access? | ☐ | ☐ | ☐ | ☒ |

Based on revisions to the 2022 CEQA Guidelines Appendix G Checklist, the Transportation and Traffic Section has been revised and updated. Specifically, Impact 3.4.17b now addresses CEQA Guidelines Section 15064.3, subdivision (b) regarding Vehicle Miles Traveled (VMT). The impact analysis below addresses Transportation and Traffic impacts resulting from the Project pursuant to CEQA Guidelines Appendix G Checklist. Analysis of Vehicle Miles Traveled (VMT) is derived in part from a Technical Memorandum (QK, 2022), prepared for the modified Project, which can be found as Appendix C of this document.

Discussion

Impact #3.4.17a – Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The proposed modified Project intends to further develop and modernize an existing dairy manufacturing facility located within the City. Further development of the site is subject to City development standards and applicable plans, ordinances, and policies for addressing the circulation system. The adopted IS/ND indicated that the approved Project will not result in an impact. With consideration of the modified Project's similar proposal to the approved Project, the modified Project is not anticipated to result in an impact. Therefore, the modified Project is not anticipated to change the finding in the adopted IS/ND of no impact.

With respect to the above-described recreational services impact evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described public services impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such public services impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/MND of *no impact*.

Impact #3.4.17b – Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Vehicle Miles Traveled (VMT) Evaluation

The CEQA Guidelines Section 15064.3, subdivision (b), was adopted in December 2018 by the California Natural Resources Agency. The revisions to the CEQA Guidelines criteria for determining the significance of transportation impacts are primarily focused on projects within transit priority areas and to shift the focus from drive delays to the reduction of greenhouse gas emissions, creation of multimodal networks, and promotion of a mix of land uses. Vehicle miles Traveled, or VMT is a measure of the total number of miles driven to or from a development and is sometimes expressed as an average per trip or per person.

To date, the City of Hanford has not adopted VMT thresholds specific to the City's Planning Area. In this situation, cities will defer to the recommended VMT per capita reduction thresholds, screening thresholds, and analysis methodology through the technical advisory documentation provided by OPR (QK, 2022).

OPR's technical advisory recommendation includes several different criteria in which a project may be screened out of any further VMT analysis. OPR's recommended screening criteria allow for jurisdictions the ability to screen out projects that are expected to generate a less than significant impact due to project size, maps, transit availability, and provision of affordable housing. One of OPR's recommended Screening Methods is map-based screening for residential and office projects. This means, that residential and office projects that are located in areas with low VMT, and that incorporate similar features (i.e., density, mix of

uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis (QK, 2022).

Kings County Association of Governments in collaboration with consultants, created a map tool to display the VMT per employee by TAZ area for all properties within Kings County using the existing land use designations as the basis to assume impacts. One of the eligible screening criteria is when a project is located within an area with low VMT and proposes similar development as already existing within the TAZ which is true in the present scenario. These low VMT areas were calculated using Kings County as the region.

The VMT per employee for the TAZ area #467 is 5.67, #468 is 7.34, and #469 is 9.53, with each area encompassing a portion of the Project site and is based on existing development, which is primarily industrial. Applying the eligible screening criteria to the proposed expansion Project, it can be inferred to have a similar VMT. It can be concluded that, based upon KCAG's VMT mapping tool, the Project's VMT impact will be less than significant because the listed VMT per TAZ area identified as encompassing the Project area will be below the fifteen percent below-existing-development threshold of 15 and therefore no mitigation measures would be required.

Therefore, the modified Project will not conflict CEQA guideline. Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and result in the determination of a less than significant impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project will have a *less than significant impact*.

Impact #3.4.17c – Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Similar to the approved Project, the modified Project will be designed to current standards and safety regulations and will be constructed to comply with the City regulations, design, and safety standards. The modified Project is expected to comply to with City regulations, design, and safety standards in similar nature to the approved Project, and no impacts are anticipated.

With respect to the above-described recreation impacts evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a

substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described recreation impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such recreation impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/MND of *no impact*.

Impact #3.4.17d – Would the project result in inadequate emergency access?

See the discussion in Impact #3.4.9f.

State and City fire codes establish standards by which emergency access may be determined. The modified Project would have to provide adequate unobstructed space for fire trucks to turn around. The modified Project site would have adequate internal circulation capacity, including entrance and exit routes to provide adequate unobstructed space for fire trucks and other emergency vehicles to gain access and to turn around.

The modified Project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. The modified Project would not interfere with the City's adopted emergency response plan.

Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that the modified Project would not result in inadequate emergency access. Based on the foregoing, no new or revised mitigation measures are required.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.18 - TRIBAL CULTURAL RESOURCES

Would the project:

- a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
- Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
 - A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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Discussion

Although adopted IS/ND did not include a Tribal Cultural Resources section, the issue was thoroughly analyzed in the Cultural Resources section. The impact analysis below addresses Tribal Cultural impacts resulting from the Project pursuant to CEQA Guidelines Appendix G Checklist.

Impact #3.4.18a(i) – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources,

or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Please see Impacts #3.4.5a, #3.4.5b, and #3.4.5d, above.

The site is developed with the existing dairy processing facility and is predominantly covered with infrastructure and parking. No cultural resources have been identified during previous development of the site. In consideration of the findings of the previously adopted IS/ND regarding Cultural Resources and conditions of approval associated with the Site Plan Review, if a cultural or tribal resource is identified during ground-disturbing activities work will cease in that area and a qualified archaeologist will be consulted to determine the appropriate course of action. Therefore, the modified Project will result in a less-than-significant impact.

Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that the modified Project would not result in impacts to cultural or tribal resources. Based on the foregoing, no new or revised mitigation measures are required.

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

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impact*.

Impact #3.15.17a(ii) - Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in

subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Please see Impacts #3.4.5a, #3.4.5b, and #3.4.5d, and 3.15.17a(i) above.

Based on this analysis, the modified Project would not result in a less-than-significant impact. The modified Project would not cause a substantial adverse impact in the significance of a tribal cultural resource that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that the modified Project would not result in impacts to cultural or tribal resources. Based on the foregoing, no new or revised mitigation measures are required

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impact*.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.19 - UTILITIES AND SERVICE SYSTEMS

Would the project:

- a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
- b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?
- c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

☐	☐	☐	☒
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☐	☐	☐	☒

Discussion:

The developed and expansion of the modified Project area has been considered by the City for industrial development. Gas is provided by Pacific Gas and Electric, electricity is provided by Southern California Edison, and a portion of the water used on site is provided by the City.

The Kings County Waste Management Authority was formed in September 1989, by agreement between the cities of Hanford, Lemoore, Corcoran and the County of Kings in order to provide a reasonable approach to all waste management activities in Kings County. A materials recovery facility (MRF) was constructed at the southeast corner of Hanford-Armona Road and 8th Avenue, which serves the Hanford area. Hanford's General Plan EIR states that the Kings County Waste Management Authority is anticipating future growth and is responding for disposal at landfills during the planning period of the General Plan.

A Water Supply Analysis was prepared to address the increased water usage as a result of the modified Project (QK, 2022) and has been attached as Appendix B.

Impact #3.4.19a – Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The modified Project is located within the approved Project footprint and the planned service area for the City utilities. As noted in Impact #3.4-6a, the modernization of some existing buildings and the construction of new buildings will adhere to the pertinent Title 24 CalGreen building codes, which include the use of energy efficient appliances, low flow toilets, double pane windows, and other energy-saving features that reduce energy consumption. The modified Project would use approximately 386,778 kWh/year of electricity. Gas usage is not anticipated to increase from current demands. This energy will be obtained from the existing public utility systems and is not anticipated to result in the expansion or relocation of the existing utilities.

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.

The modified Project intends to reduce their use of City water and increase use of their private well system. Subsequently, as shown in Table 3.4.10-1 in the Impact #3.4-10 *Hydrology and Water Quality*, the overall amount of water used for the dairy manufacturing operation is anticipated to change from the estimated 450,000 gallons per day average to 500,000 gallons per day by Phase 3. In terms of acre-feet per year, the Project anticipates increasing their water usage from 504.06 acre-feet per year to 560.07 acre-feet per year resulting in a 11 percent increase in water utilization by Phase 3 of the Project. As noted, the Project will increase the amount of water sourced from their private well system and decrease the amount of water sourced from the City. However, the 11 percent increase would not require or result in the relocation or construction of new public facilities (QK, 2022).

As noted, the modified Project will comply with their Significant Industrial Use Permit for wastewater discharge. Reapplication of the permit for the proposed modified Project will be required. As noted, no new public water or wastewater treatment facilities is needed as a result of the modified Project and will not change the adopted IS/ND finding of no impact.

With respect to the above-described impacts evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described recreation impact evaluation

standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such utilities impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.19b – Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

As discussed in Impact #3.4.10a and above, the modified Project would create an 11 percent increase in water usage at full buildout. Water supply demand was addressed under the City's UWMP and Tulare Lake Subbasin GSP. As noted, the Tulare Lake Subbasin GSP has been adopted and implemented measures for the purpose of achieving stable water levels by the year 2040. With the modified Project's compliance with both plans, the modified Project would not have a significant impact on water supplies and would continue to be serviced during normal, dry, and multiple dry years. The modified Project will not change the finding of the adopted IS/ND of less-than-significant impact.

With respect to the above-described impacts evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described recreation impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such utilities impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impact*.

Impact #3.4.19c – Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?

The modified Project will be required to revise their Significant Industrial Use Permit for wastewater discharge in the City of Hanford sewer system. The increased water use as a result of the modified Project amounts to an 11 percent increase and will not exceed wastewater treatment capacity. Therefore, the modified Project will not change the finding of the adopted IS/ND of no impact.

With respect to the above-described impacts evaluation standards, there are no changes to the modified Project that involve new significant environmental effects or a substantial increase in the severity of previously identified effects. In addition, no substantial changes have occurred with respect to the circumstances under which the modified Project is undertaken that involve new significant environmental effects or a substantial increase in the severity of impacts related to the above-described wastewater impact evaluation standards. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/ND was adopted, relevant to such utilities impact evaluation has been identified. Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *no impact*.

Impact #3.4.19d – Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The City of Hanford would provide for solid waste collection and disposal for the modified Project site, when develop. The City has achieved a 50 percent diversion rate from the landfill and has incorporated a green waste program and recycling at the Materials Recycling Facility. Per the adopted IS/ND, there is adequate capacity to service the Project. The modified Project is not anticipated to generate solid waste in excess of State or local standards. In consideration of the previously adopted IS/ND, the modified Project proposal

is similar to the adopted IS/ND and will result in a less-than-significant impact due to the increase in solid waste generation.

Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that the modified Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Based on the foregoing, no mitigation measures are required.

Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.20 - WILDFIRE

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | ☐ | ☐ | ☒ | ☐ |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or | ☐ | ☐ | ☒ | ☐ |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | ☐ | ☐ | ☒ | ☐ |

Discussion:

The adopted IS/ND did not include an analysis on Wildfire as a separate impact section. However, the impact of wildfire was analyzed in the Hazards and Hazardous Materials impact section VIII (H). The impact analysis below addresses Wildfire impacts resulting from the Project pursuant to the 2022 CEQA Guidelines Appendix G Checklist.

Impact #3.4.20a – Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

As noted in Impact #3.4.9-f, the 2015 Kings County EOP establishes emergency procedures for emergency response in the County and includes the incorporated City of Hanford (Kings County, 2015). The EOP includes policies that would prevent development from interfering with emergency response of evacuation plans.

The modified Project would also comply with the appropriate local and State requirements regarding emergency response plans and access. The modified Project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. The modified Project would not interfere with the City's adopted emergency response or evacuation plans. Based on the foregoing, no mitigation measures are required. The implementation of the modified Project would result in a less than significant impact.

Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impact*.

Impact #3.4.20b – Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire?

The modified Project is developed with an industrial use. The site is surrounded by commercial and industrial uses. There are no other factors of the modified Project or the surrounding area that would exacerbate wildfire risks and thereby expose project occupants to pollutant concentration from a wildfire or the uncontrolled spread of a wildfire. The implementation of the modified Project would result in a less than significant impact.

Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impact*.

Impact #3.4.20c – Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines?)

See Impacts #3.4.20a and b, above.

Therefore, the modified Project would not require the installation of new infrastructure related to wildfire or result in temporary or ongoing impacts to the environment, and impacts would be less than significant.

Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impact*.

Impact #3.4.20d – Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

See Impacts #3.4.20a and b, above.

The modified Project site is flat and not near a steep topographic feature (i.e., mountain, hill, bluff, etc.). Additionally, there is no body of water within the vicinity of the approved and proposed site. There is no potential for the modified Project to expose people to downstream flooding or landslides created as a result of water runoff from a post-fire event of drainage change. The modified Project site is flat. Implementation of the modified Project would result in a less-than-significant impact.

Therefore, with respect to this criterion, the modified Project would not result in any new impacts not already analyzed in the adopted IS/ND, and the modified Project would not increase the severity of a significant impact as previously identified and analyzed in the adopted IS/ND.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

The modified Project does not change the finding in the adopted IS/ND of *less than significant impact*.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than- Significant Impact	No Impact
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3.4.21 - 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, substantially 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 significant 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 that would cause substantial adverse effects on human beings, either directly or indirectly? | ☐ | ☐ | ☒ | ☐ |

The following findings of fact are also based in part on the information contained in the adopted 2016 Initial Study/Negative Declaration (IS/ND) for the approved project. The IS/ND and the 2022 Addendum are hereby incorporated by reference and are available for review at the City of Hanford Community Development Department.

Discussion:

Impact #3.4.21a – 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, substantially 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?

Attachment: Attachment 5 - ISMND Addendum No 1 (Variance 2022-02 Marquez)

As evaluated in this Addendum IS/ND and similar to the adopted IS/ND for the approved project, the modified Project would not substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory. As noted in the adopted IS/ND, conditions of approval associated with the Site Plan Review addresses cultural resources should they be identified during ground-disturbing activities. Similar conditions of approval would be expected of the modified Project and other projects in the surrounding area. Consequently, the incremental effects of the modified Project, would not contribute to an adverse cumulative impact on these resources. Therefore, the modified Project would have a less than significant impact.

Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that the modified Project would have not 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, substantially 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. Based on the foregoing, no mitigation measures are required.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

Impact #3.4.21b - Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

As described in the impact analyses in Sections 3.4.1 through 3.4.20 of this Addendum IS/ND, the modified Project would result in a less-than-significant impact. All planned projects in the vicinity of the modified Project would be subject to review in separate environmental documents and required to conform to the City General Plan, zoning, mitigate for project-specific impacts, and provide appropriate engineering to ensure the development meets all applicable federal, State, and local regulations and codes. As currently designed and with compliance with the conditions of approval, the modified Project would not contribute to a cumulative impact. Thus, the cumulative impacts of past, present, and reasonably foreseeable future projects would be less than cumulatively considerable.

Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that the modified Project would not have impacts that are individually limited, but cumulatively considerable (“cumulatively considerable” means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). Based on the foregoing, no new mitigation measures are required.

MITIGATION MEASURE(S)

No mitigation measures required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

Impact #3.4.21c - Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

All the modified Project impacts, both direct and indirect that are attributable to the modified Project were identified as less-than-significant. All planned projects in the vicinity of the modified Project would be subject to review in separate environmental documents and required to conform to State regulations, the Hanford General Plan, Zoning Ordinance, and Municipal Codes to mitigate for modified Project-specific impacts. The modified Project will have the appropriate engineering to ensure the development meets all applicable federal, State, and local regulations and codes. Thus, the cumulative impacts of past, present, and reasonably foreseeable future projects would be less than cumulatively considerable. Therefore, the modified Project would not either directly or indirectly cause substantial adverse effects on human beings because all potentially adverse direct impacts of the modified Project are identified as having no impact, or less-than-significant impact.

Based on this analysis, the modified Project would not result in new or substantially more severe significant impacts than those disclosed in the adopted IS/ND and does not result in a change to the determination that the modified Project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Based on the foregoing, no mitigation measures are required.

MITIGATION MEASURE(S)

No mitigation measures are required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

SECTION 4 - LIST OF PREPARERS

4.1- Lead Agency

- Gabrielle de Silva Myers, Community Development Department

4.2- Consultant – QK

- Jaymie Brauer – Project Manager, QA/QC
- Thomas Kobayashi – Lead Author

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APPENDIX A

SPAL

SMALL PROJECT ANALYSIS LEVEL ASSESSMENT

11th Ave. Light Industrial Project Hanford, CA

Prepared For:**Marquez Brothers International, LLC.**

612 W. 5th Street
Hanford, CA 93230

Prepared By:**TRINITY CONSULTANTS**

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September 2022

Project 220505.0177

Attachment: Attachment 5 - ISMND Addendum No 1 (Variance 2022-02 Marquez)

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1. EXECUTIVE SUMMARY

1.1 Executive Summary

Trinity Consultants (Trinity) has completed a limited air quality assessment for a light industrial Project located at the intersection of W. 4th St. and S. 11th Ave. about 0.10 miles north of Highway 198 in Hanford, California. The Project includes the modernization of an existing milk processing plant which includes new construction and renovation of the current facility.

This limited air quality assessment uses the San Joaquin Valley Air Pollution Control District's (SJVAPCD) screening tool, Small Project Analysis Level (SPAL) (SJVAPCD 2017). This SPAL assessment was prepared pursuant to the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) (SJVAPCD 2015), the California Environmental Quality Act (CEQA) (Public Resources Code 21000 to 21189) and the CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 – 15387).

1.2 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.

2. PROJECT INFORMATION

2.1 Introduction

The Project site is located in the City of Hanford at the intersection of W. 4th St. and S. 11th Ave. The Project includes 44,922 square feet of new construction at a current operational light industrial facility. The Project consists of four phases that would modernize production lines at a milk processing plant. Phase 1 will add 5,886 sq. ft. of new building to replace the blast freezers with new blast freezers. Phase 1 construction is planned to occur within one to two years. Phase 2 will add 13,220 sq. ft. of new building for the yogurt processing realignment along with the addition of six new employees and an increase in eleven truck trips per day. Phase 2 construction is planned to occur within two to three years. Phase 3 will add 18,895 sq. ft. of new building to join the existing cheese plant and whey plant, along with the increase in five truck trips per day. Phase 3 construction is planned to occur within four to ten years. Phase 4 will add 6,921 sq. ft. of new building for plant efficiencies, including automation and relocation of existing equipment that will make better use of plant footprint. Phase 4 construction is planned to occur within eight to twelve years. In order to be conservative, the Project was assessed as if it would be developed in a single 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.

2.2 Project Location

The Project is located in the City of Hanford about at the intersection of W. 4th St. and S. 11th Ave. **Figure 2-1** depicts the Project location within the City of Handford.

Figure 2-1. Project Location



3. SMALL PROJECT ANALYSIS LEVEL QUALIFICATION

This assessment was prepared pursuant to the SJVAPCD's GAMAQI (SJVAPCD 2015), the CEQA (Public Resources Code 21000 to 21189) and CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 – 15387). The SJVAPCD created the SPAL screening tool 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 the 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 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 for Industrial Projects

Land Use Category - Industrial	Project Size (square feet)*	ADT One-Way for all Fleet Types (except HHDT)	ADT One-Way for HHDT Trips Only
General Light Industrial	280,000	500	70
Heavy Industrial	900,000		
Industrial Park	295,000		
Manufacturing	472,000		
Proposed Project	44,922	15	28
*Project size based on SPAL Table 4(a), as posted on SJVAPCD webpage: http://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI-SPAL.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 construct a 44,922 square foot of general light industrial building and generate 15 non-HHDT trips and 28 HHDT trips compared to the allowable project size for a General Light Industrial project which is 280,000 square feet, 500 non-HHDT trips and 70 HHDT 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. AIR QUALITY IMPACTS THRESHOLDS AND EVALUATION METHODOLOGY

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;
- ▶ 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;
- ▶ Expose sensitive receptors to substantial pollutant concentrations; and/or
- ▶ Result in other emissions (such as those leading to odors) adversely 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 the form of 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, and further separates permitted operational emissions from non-permitted 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)	Emissions (tpy)
CO	100	100	100
NOx	10	10	10
ROG	10	10	10
SOx	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 2020.4.0 (California Air Pollution Control Officers Association (CAPCOA) 2016). 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 other emissions (such as those leading to odors) adversely 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 to 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. 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 default CalEEMod factors for construction of 44,922 square foot light industrial buildings (see Attachment A).

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**). Therefore, construction emissions were found to be less than significant, and no further evaluation is required.

Table 5-1. Construction Emissions

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
	(tons/year)					
2022 Construction Emissions	0.48	1.29	1.41	0.002	0.09	0.06
SJVAPCD Construction Emissions Thresholds	10	10	100	27	15	15
Is Threshold Exceeded?	No	No	No	No	No	No

5.2 Long-Term Emissions

Table 5-2 presents the Project's long-term operations emissions generated from mobile, energy, and area sources as well as from water use and waste generation emissions. Most of these emissions impacts are from mobile sources traveling to and from the Project area. The following changes to default values were incorporated during the CalEEMod analysis:

- ▶ Daily trip rate was updated to 43 total one-trips per day (15 non-HHDT and 28 HHDT) according to the Project's operational statement.

Operational emission estimates also included the following mitigation measures even though the project was less than significant before mitigation:

- ▶ Improved Walkability Design;
- ▶ Improved Transit Accessibility;
- ▶ Improved Pedestrian Network; and
- ▶ Use electric lawnmower, leaf blower, and chainsaw (3% per SJVAPCD).

Table 5-2. Total Project Operational Emissions

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
	(tons/year)					
Unmitigated						
Operational Emissions	0.22	0.36	0.20	0.002	0.06	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
Mitigated						
Operational Emissions	0.22	0.33	0.19	0.002	0.05	0.02
SJVAPCD Operational Emissions Thresholds – non-permitted sources	10	10	100	27	15	15
Is Threshold Exceeded?	No	No	No	No	No	No

As calculated (see **Attachment A**), the long-term operational 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 Greenhouse Gas Emissions

The Project's greenhouse gas (GHG) emissions are primarily from mobile source activities. Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified as carbon dioxide equivalents (CO₂e) (**see Attachment A**). The proposed Project's operational CO₂e emissions were estimated using CalEEMod. These emissions are summarized in **Table 5-3**.

Table 5-3. Estimated Annual Greenhouse Gas Emissions

	CO ₂ Emissions metric tons	CH ₄ Emissions metric tons	N ₂ O Emissions metric tons	CO ₂ e Emissions metric tons
2023 Project Operations	225.88	1.02	0.03	259.37
2005 BAU	408.42	1.05	0.04	447.87
BAU less Project emissions				42.1%

The current inventory and forecast for GHG emissions in the California Air Resources Board's 2008 Climate Change Scoping Plan supports the 2011 IPPC estimates. The 2008 Climate Change Scoping Plan also indicates that GHG emissions will increase to 596.41 million metric tons of CO₂e by 2020. It is widely understood that climate change is a "global" issue and, as such, GHG emissions are a cumulative problem and can only be evaluated as such.

The amount of CO₂ that would be generated by the Project is so small in relation to the California CO₂ equivalent estimates for 2020 (596 million metric tons CO₂e) that it's not possible for the contribution of the project to be cumulatively considerable. Additionally, the Project's GHG emissions are less than the 2005 business as usual emissions for the Project by 188.50 metric tons CO₂e, which is a 42.1% reduction. Therefore, the Project would not generate a cumulatively considerable GHG impact, nor would it conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. The Project will also not conflict with any elements of the California Air Resources Board's 2008 Climate Change Scoping Plan. Therefore, this potential impact is less than significant.

5.4 Potential Impact on Sensitive Receptors

The proposed Project is located at the intersection of W. 4th St. and S. 11th Ave. 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. **Table 5-4** below shows the nearest sensitive receptors. There are no other known schools, hospitals, or nursing homes within a one-mile radius of the Project.

Based on the predicted operational emissions and activity types, the proposed Project is not expected to affect any on-site or off-site sensitive receptors and is not expected to have any adverse impacts on any known sensitive receptor.

Table 5-4. Sensitive Receptors Located <1 Mile from Project

Receptor	Facility Type	Distance from Project in Miles	Direction from Project
Crossroads Charter Academy	K-6	0.31	NE
Hanford Joint Union High School District	9-12	0.36	NW
Roosevelt Elementary School	K-6	0.37	SW
Hanford Senior Citizens	Assisted Living	0.57	NE
Kings Nursing & Rehabilitation Center	Assisted Living	0.60	SW
Hanford West High School	9-12	0.70	NW
Lincoln Elementary School	K-6	0.71	SE
Adventist Health Hanford Medical Pavilion	Hospital	0.72	W
Woodrow Wilson Junior High	7-8	0.77	N
Manitas de Amor Daycare and Childcare Center	K	0.79	SW
Our Little Blessings Childcare	K	0.90	NW
Kings Community School	9-12	0.96	SE
Rose McCarthy Catholic School	K-8	1.00	NE
Hanford Elementary School District	K-12	1.00	NE
Adventist Health Home Care Services	Assisted Living	1.00	NW

5.5 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 Dome Land Wilderness or the Sequoia 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.

5.6 Potential Odor Impacts

The proposed Project is a light industrial project located near residential neighborhoods. Expected uses are known to be a source of nuisance odors and are listed in Table 6 of the SJVAPCD's GAMAQI. The Project will introduce any new odors that do not already occur at the facility; therefore, the Project is not anticipated to have substantial odor impacts. The Project is therefore anticipated to have a less than significant odor impact.

5.7 Ambient Air Quality Impacts

As stated in the of GAMAQI (2015, p 96-97), SJVAPCD has developed screening levels for requiring an Ambient Air Quality Analysis (AAQA). The SJVAPCD recommends that an AAQA be performed for all criteria pollutants when emissions of any criteria pollutant resulting from project construction or operational activities exceed the 100 pounds per day screening level, after compliance with Rule 9510 requirements and implementation of all enforceable mitigation measures.

As shown above in **Table 5-1** and **Table 5-2**, average daily emissions for construction and operational activities associated with this Project would not exceed 100 pounds per day. Therefore, an AAQA is not required for this Project.

5.8 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 proposed Project would result in emissions of Hazardous Air Pollutants (HAPs) during construction and operations and would be located near existing residents; therefore, an assessment of the potential risk to the population attributable to emissions of hazardous air pollutants from the proposed Project is 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 the construction period for construction emissions and 70-years for operational emissions. Similarly, predicted concentrations were used to calculate non-cancer chronic and acute hazard indices (HIs), which are the ratio of expected exposure to acceptable exposure. The basis for evaluating potential health risk is the identification of sources with increased HAPs. HAP emissions from anticipated on-site construction activities and operational diesel truck emissions were evaluated.

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 was used to predict the dispersion of emissions from the proposed Project. The analysis employed all of the regulatory default AERMOD model keyword parameters, including elevated terrain options.

Diesel combustion emissions from diesel on-site construction equipment were modeled as an area source for on-site construction activity on the property. Diesel particulate matter was calculated using CalEEMod for onsite construction equipment. Diesel combustion emissions from on-site HHDT trips were modeled as a line source. Diesel particulate matter was calculated using EMFAC2021 for on-site HHDT travel and idle emissions. A unit emission rate of 1 grams/second (g/sec) was input to AERMOD for each source. The time-of-day variable emissions rates were applied in AERMOD for construction sources since construction emissions are

expected to be limited to specific work hours provided by the project proponent. This scenario places the highest level of activity and impact in the closest proximity to potential receptors to determine if, at the Project's highest potential impact, it would present adverse health risks to nearby receptors.

Because of the densely populated residential neighborhoods within close proximity to the Project site a fenceline grid of discrete receptors were placed using three tiers with 25-meter fenceline spacing. The first tier had a segment distance of 100 meters and tier spacing of 25 meters. The second tier had a segment distance of 200 meters and tier spacing of 50 meters. The third tier had a segment distance of 400 meters and tier spacing of 100 meters. A total of 1,220 discrete off-site receptors were analyzed. Elevated terrain options were employed even though there is not complex terrain in the Project area.

SJVAPCD-provided, AERMET processed meteorological datasets for the Hanford monitoring station, calendar years 2013 through 2017 was input to AERMOD (SJVAPCD 2018). 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 uploaded to the Air Dispersion Modeling and Risk Assessment Tool (ADMRT v22118) program in the Hotspots Analysis and Reporting Program Version 2 (HARP 2) (CARB 2021). ADMRT post-processing was used to assess the potential for excess cancer risk and chronic and acute noncancer effects 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 of inhalation, soil ingestion, dermal, and mother's milk for residential receptors and inhalation, soil ingestion, and dermal for worker receptors. Risk reports were generated using the derived OEHHA analysis method for carcinogenic risk and non-carcinogenic chronic and acute risk. Site parameters are included in the HARP2 output files. Total cancer risk was predicted for each receptor. A hazard index was computed for chronic non-cancer health effects for each applicable endpoint and each receptor. A hazard index for acute non-cancer health effects was not computed since DPM does not have a risk exposure level for acute risk.

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 with a 1-year exposure for the construction activities and a 70-year lifetime exposure for operational emissions.

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 (20E-06) and 1.0, respectively for the proposed Project. The PMIs are identified by receptor location and risk and are provided in **Table 5-5**. The electronic AERMOD and HARP2 output files are provided in Appendix B.

Table 5-5. Potential Maximum Health Risk Impacts

	Value	UTM East	UTM North
Excess Cancer Risk	2.35E-06	261515.16	4023117.22
Chronic Hazard Index	4.48E-02	261801.95	4022939.62

As shown above in **Table 5-5**, the maximum predicted cancer risk for the proposed Project is 2.35E-06. The maximum chronic non-cancer hazard index for the proposed Project is 4.48E-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 was not calculated since there is no acute risk associated with DPM emission; therefore, the proposed Project is considered below the significance level.

Therefore, potential risk to the population attributable to emissions of HAPs from the proposed Project would be less than significant.

6. 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. REFERENCES

- California Environmental Quality Act (CEQA). 2022. (Public Resources Code 21000 - 21189) and CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 – 15387).
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APPENDIX A. CALEEMOD EMISSIONS ESTIMATES OUTPUT FILES

Attachment: Attachment 5 - ISMND Addendum No 1 (Variance 2022-02 Marquez)

11th Ave. SPAL - Kings County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

11th Ave. SPAL
Kings County, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	44.92	1000sqft	1.03	44,922.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	37
Climate Zone	3			Operational Year	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Original Size: 110,375 sq. ft.

Phase 4: 155,297 sq. ft.

Construction Phase - From client

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Fleet Mix - From client.

Demolition - Parking spaces: 16

Parking Space Size: 160 sq.ft.

Vehicle Trips - From client

11th Ave. SPAL - Kings County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	1.00
tblFleetMix	HHD	0.04	0.65
tblFleetMix	LDA	0.50	0.12
tblFleetMix	LDT1	0.05	0.12
tblFleetMix	LDT2	0.17	0.12
tblFleetMix	LHD1	0.03	0.00
tblFleetMix	LHD2	6.8650e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.17	0.00
tblFleetMix	MH	3.6680e-003	0.00
tblFleetMix	MHD	8.2360e-003	0.00
tblFleetMix	OBUS	6.3300e-004	0.00
tblFleetMix	SBUS	1.1830e-003	0.00
tblFleetMix	UBUS	1.9000e-004	0.00
tblLandUse	LandUseSquareFeet	44,920.00	44,922.00
tblVehicleTrips	ST_TR	1.99	0.96
tblVehicleTrips	SU_TR	5.00	0.96
tblVehicleTrips	WD_TR	4.96	0.96

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.4803	1.2936	1.4055	2.6500e-003	0.0427	0.0557	0.0984	0.0157	0.0536	0.0694	0.0000	222.0792	222.0792	0.0352	2.4300e-003	223.6830
Maximum	0.4803	1.2936	1.4055	2.6500e-003	0.0427	0.0557	0.0984	0.0157	0.0536	0.0694	0.0000	222.0792	222.0792	0.0352	2.4300e-003	223.6830

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					
2023	0.4803	1.2936	1.4055	2.6500e-003	0.0295	0.0557	0.0852	9.6000e-003	0.0536	0.0632	0.0000	222.0790	222.0790	0.0352	2.4300e-003	223.6828
Maximum	0.4803	1.2936	1.4055	2.6500e-003	0.0295	0.0557	0.0852	9.6000e-003	0.0536	0.0632	0.0000	222.0790	222.0790	0.0352	2.4300e-003	223.6828

	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	31.00	0.00	13.45	38.97	0.00	8.84	0.00	0.00	0.00	0.00	0.00	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2023	4-1-2023	0.3232	0.3232
2	4-2-2023	7-1-2023	0.4435	0.4435
3	7-2-2023	9-30-2023	0.4435	0.4435
		Highest	0.4435	0.4435

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	0.2067	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.6000e-004
Energy	5.0100e-003	0.0456	0.0383	2.7000e-004		3.4600e-003	3.4600e-003		3.4600e-003	3.4600e-003	0.0000	85.4084	85.4084	6.7400e-003	1.6100e-003	86.0572
Mobile	0.0131	0.3139	0.1653	1.4100e-003	0.0515	2.5600e-003	0.0541	0.0140	2.4500e-003	0.0165	0.0000	135.0393	135.0393	9.7000e-004	0.0196	140.8922
Waste						0.0000	0.0000		0.0000	0.0000	11.3066	0.0000	11.3066	0.6682	0.0000	28.0116
Water						0.0000	0.0000		0.0000	0.0000	3.2956	5.2006	8.4961	0.3393	8.0900e-003	19.3914
Total	0.2249	0.3594	0.2040	1.6800e-003	0.0515	6.0200e-003	0.0576	0.0140	5.9100e-003	0.0199	14.6022	225.6491	240.2513	1.0152	0.0293	274.3532

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2067	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	0.0000	0.0000	8.4000e-004
Energy	5.0100e-003	0.0456	0.0383	2.7000e-004		3.4600e-003	3.4600e-003		3.4600e-003	3.4600e-003	0.0000	85.4084	85.4084	6.7400e-003	1.6100e-003	86.0572
Mobile	0.0128	0.2883	0.1577	1.2600e-003	0.0455	2.2600e-003	0.0477	0.0124	2.1600e-003	0.0145	0.0000	120.6662	120.6662	9.3000e-004	0.0175	125.9070
Waste						0.0000	0.0000		0.0000	0.0000	11.3066	0.0000	11.3066	0.6682	0.0000	28.0116
Water						0.0000	0.0000		0.0000	0.0000	3.2956	5.2006	8.4961	0.3393	8.0900e-003	19.3914
Total	0.2245	0.3338	0.1964	1.5300e-003	0.0455	5.7200e-003	0.0512	0.0124	5.6200e-003	0.0180	14.6022	211.2760	225.8782	1.0152	0.0272	259.3680

	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	0.15	7.12	3.69	8.93	11.80	4.98	11.08	11.78	4.91	9.74	0.00	6.37	5.98	0.00	7.01	5.46

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2023	1/2/2023	5	1	
2	Site Preparation	Site Preparation	1/28/2023	1/31/2023	5	2	
3	Grading	Grading	2/1/2023	2/6/2023	5	4	

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4	Building Construction	Building Construction	2/7/2023	11/13/2023	5	200
5	Paving	Paving	11/14/2023	11/27/2023	5	10
6	Architectural Coating	Architectural Coating	11/28/2023	12/11/2023	5	10

Acres of Grading (Site Preparation Phase): 1.88**Acres of Grading (Grading Phase): 4****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 67,383; Non-Residential Outdoor: 22,461; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37

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
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	19.00	7.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	5	13.00	0.00	12.00	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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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2600e-003	0.0000	1.2600e-003	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4000e-004	7.1600e-003	6.7300e-003	1.0000e-005		3.4000e-004	3.4000e-004		3.2000e-004	3.2000e-004	0.0000	1.0543	1.0543	2.7000e-004	0.0000	1.0610
Total	7.4000e-004	7.1600e-003	6.7300e-003	1.0000e-005	1.2600e-003	3.4000e-004	1.6000e-003	1.9000e-004	3.2000e-004	5.1000e-004	0.0000	1.0543	1.0543	2.7000e-004	0.0000	1.0610

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	1.0000e-005	7.4000e-004	1.6000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3355	0.3355	0.0000	5.0000e-005	0.3513
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.6000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0416	0.0416	0.0000	0.0000	0.0420
Total	3.0000e-005	7.5000e-004	3.2000e-004	0.0000	1.5000e-004	1.0000e-005	1.6000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.3771	0.3771	0.0000	5.0000e-005	0.3932

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

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					4.9000e-004	0.0000	4.9000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4000e-004	7.1600e-003	6.7300e-003	1.0000e-005		3.4000e-004	3.4000e-004		3.2000e-004	3.2000e-004	0.0000	1.0543	1.0543	2.7000e-004	0.0000	1.0610
Total	7.4000e-004	7.1600e-003	6.7300e-003	1.0000e-005	4.9000e-004	3.4000e-004	8.3000e-004	7.0000e-005	3.2000e-004	3.9000e-004	0.0000	1.0543	1.0543	2.7000e-004	0.0000	1.0610

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	1.0000e-005	7.4000e-004	1.6000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3355	0.3355	0.0000	5.0000e-005	0.3513
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.6000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0416	0.0416	0.0000	0.0000	0.0420
Total	3.0000e-005	7.5000e-004	3.2000e-004	0.0000	1.5000e-004	1.0000e-005	1.6000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.3771	0.3771	0.0000	5.0000e-005	0.3932

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1300e-003	0.0124	6.6400e-003	2.0000e-005		5.1000e-004	5.1000e-004		4.7000e-004	4.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	1.1300e-003	0.0124	6.6400e-003	2.0000e-005	6.2700e-003	5.1000e-004	6.7800e-003	3.0000e-003	4.7000e-004	3.4700e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0512	0.0512	0.0000	0.0000	0.0517
Total	2.0000e-005	2.0000e-005	2.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0512	0.0512	0.0000	0.0000	0.0517

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

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					2.4400e-003	0.0000	2.4400e-003	1.1700e-003	0.0000	1.1700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1300e-003	0.0124	6.6400e-003	2.0000e-005		5.1000e-004	5.1000e-004		4.7000e-004	4.7000e-004	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236
Total	1.1300e-003	0.0124	6.6400e-003	2.0000e-005	2.4400e-003	5.1000e-004	2.9500e-003	1.1700e-003	4.7000e-004	1.6400e-003	0.0000	1.5114	1.5114	4.9000e-004	0.0000	1.5236

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0512	0.0512	0.0000	0.0000	0.0517
Total	2.0000e-005	2.0000e-005	2.0000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0512	0.0512	0.0000	0.0000	0.0517

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6700e-003	0.0289	0.0174	4.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	2.6700e-003	0.0289	0.0174	4.0000e-005	0.0142	1.2100e-003	0.0154	6.8500e-003	1.1100e-003	7.9600e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	5.0000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1280	0.1280	0.0000	0.0000	0.1292
Total	6.0000e-005	4.0000e-005	5.0000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1280	0.1280	0.0000	0.0000	0.1292

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

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					5.5200e-003	0.0000	5.5200e-003	2.6700e-003	0.0000	2.6700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6700e-003	0.0289	0.0174	4.0000e-005		1.2100e-003	1.2100e-003		1.1100e-003	1.1100e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501
Total	2.6700e-003	0.0289	0.0174	4.0000e-005	5.5200e-003	1.2100e-003	6.7300e-003	2.6700e-003	1.1100e-003	3.7800e-003	0.0000	3.6208	3.6208	1.1700e-003	0.0000	3.6501

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	5.0000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1280	0.1280	0.0000	0.0000	0.1292
Total	6.0000e-005	4.0000e-005	5.0000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1280	0.1280	0.0000	0.0000	0.1292

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3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1523	1.1710	1.2611	2.2100e-003		0.0515	0.0515		0.0497	0.0497	0.0000	181.5991	181.5991	0.0308	0.0000	182.3701
Total	0.1523	1.1710	1.2611	2.2100e-003		0.0515	0.0515		0.0497	0.0497	0.0000	181.5991	181.5991	0.0308	0.0000	182.3701

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	8.6000e-004	0.0314	0.0103	1.5000e-004	4.6600e-003	2.1000e-004	4.8700e-003	1.3500e-003	2.0000e-004	1.5400e-003	0.0000	13.8716	13.8716	5.0000e-005	2.0100e-003	14.4708
Worker	5.7500e-003	3.9400e-003	0.0471	1.3000e-004	0.0153	8.0000e-005	0.0153	4.0600e-003	7.0000e-005	4.1300e-003	0.0000	12.1589	12.1589	3.7000e-004	3.5000e-004	12.2729
Total	6.6100e-003	0.0353	0.0575	2.8000e-004	0.0199	2.9000e-004	0.0202	5.4100e-003	2.7000e-004	5.6700e-003	0.0000	26.0305	26.0305	4.2000e-004	2.3600e-003	26.7437

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3.5 Building Construction - 2023

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	0.1523	1.1710	1.2611	2.2100e-003		0.0515	0.0515		0.0497	0.0497	0.0000	181.5989	181.5989	0.0308	0.0000	182.3698
Total	0.1523	1.1710	1.2611	2.2100e-003		0.0515	0.0515		0.0497	0.0497	0.0000	181.5989	181.5989	0.0308	0.0000	182.3698

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	8.6000e-004	0.0314	0.0103	1.5000e-004	4.6600e-003	2.1000e-004	4.8700e-003	1.3500e-003	2.0000e-004	1.5400e-003	0.0000	13.8716	13.8716	5.0000e-005	2.0100e-003	14.4708
Worker	5.7500e-003	3.9400e-003	0.0471	1.3000e-004	0.0153	8.0000e-005	0.0153	4.0600e-003	7.0000e-005	4.1300e-003	0.0000	12.1589	12.1589	3.7000e-004	3.5000e-004	12.2729
Total	6.6100e-003	0.0353	0.0575	2.8000e-004	0.0199	2.9000e-004	0.0202	5.4100e-003	2.7000e-004	5.6700e-003	0.0000	26.0305	26.0305	4.2000e-004	2.3600e-003	26.7437

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3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.3000e-004	1.6100e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4160	0.4160	1.0000e-005	1.0000e-005	0.4199
Total	2.0000e-004	1.3000e-004	1.6100e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4160	0.4160	1.0000e-005	1.0000e-005	0.4199

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3.6 Paving - 2023

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	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.2200e-003	0.0312	0.0440	7.0000e-005		1.5400e-003	1.5400e-003		1.4200e-003	1.4200e-003	0.0000	5.8862	5.8862	1.8700e-003	0.0000	5.9329

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.3000e-004	1.6100e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4160	0.4160	1.0000e-005	1.0000e-005	0.4199
Total	2.0000e-004	1.3000e-004	1.6100e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4160	0.4160	1.0000e-005	1.0000e-005	0.4199

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3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3123					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.3133	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	5.0000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1280	0.1280	0.0000	0.0000	0.1292
Total	6.0000e-005	4.0000e-005	5.0000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1280	0.1280	0.0000	0.0000	0.1292

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3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3123					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.3133	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	5.0000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1280	0.1280	0.0000	0.0000	0.1292
Total	6.0000e-005	4.0000e-005	5.0000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1280	0.1280	0.0000	0.0000	0.1292

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Walkability Design

Increase Transit Accessibility

Improve Pedestrian Network

	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	0.0128	0.2883	0.1577	1.2600e-003	0.0455	2.2600e-003	0.0477	0.0124	2.1600e-003	0.0145	0.0000	120.6662	120.6662	9.3000e-004	0.0175	125.9070
Unmitigated	0.0131	0.3139	0.1653	1.4100e-003	0.0515	2.5600e-003	0.0541	0.0140	2.4500e-003	0.0165	0.0000	135.0393	135.0393	9.7000e-004	0.0196	140.8922

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	43.12	43.12	43.12	125,899	111,043
Total	43.12	43.12	43.12	125,899	111,043

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.117000	0.116000	0.116000	0.000000	0.000000	0.000000	0.000000	0.651000	0.000000	0.000000	0.000000	0.000000	0.000000

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	35.7862	35.7862	5.7900e-003	7.0000e-004	36.1401
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	35.7862	35.7862	5.7900e-003	7.0000e-004	36.1401
NaturalGas Mitigated	5.0100e-003	0.0456	0.0383	2.7000e-004		3.4600e-003	3.4600e-003		3.4600e-003	3.4600e-003	0.0000	49.6222	49.6222	9.5000e-004	9.1000e-004	49.9171
NaturalGas Unmitigated	5.0100e-003	0.0456	0.0383	2.7000e-004		3.4600e-003	3.4600e-003		3.4600e-003	3.4600e-003	0.0000	49.6222	49.6222	9.5000e-004	9.1000e-004	49.9171

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	929885	5.0100e-003	0.0456	0.0383	2.7000e-004		3.4600e-003	3.4600e-003		3.4600e-003	3.4600e-003	0.0000	49.6222	49.6222	9.5000e-004	9.1000e-004	49.9171
Total		5.0100e-003	0.0456	0.0383	2.7000e-004		3.4600e-003	3.4600e-003		3.4600e-003	3.4600e-003	0.0000	49.6222	49.6222	9.5000e-004	9.1000e-004	49.9171

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	929885	5.0100e-003	0.0456	0.0383	2.7000e-004		3.4600e-003	3.4600e-003		3.4600e-003	3.4600e-003	0.0000	49.6222	49.6222	9.5000e-004	9.1000e-004	49.9171
Total		5.0100e-003	0.0456	0.0383	2.7000e-004		3.4600e-003	3.4600e-003		3.4600e-003	3.4600e-003	0.0000	49.6222	49.6222	9.5000e-004	9.1000e-004	49.9171

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	386778	35.7862	5.7900e-003	7.0000e-004	36.1401
Total		35.7862	5.7900e-003	7.0000e-004	36.1401

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	386778	35.7862	5.7900e-003	7.0000e-004	36.1401
Total		35.7862	5.7900e-003	7.0000e-004	36.1401

6.0 Area Detail**6.1 Mitigation Measures Area**

Use Electric Lawnmower

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Use Electric Leafblower

Use Electric Chainsaw

	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	0.2067	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	0.0000	0.0000	8.4000e-004
Unmitigated	0.2067	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.6000e-004

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	0.0312					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1754					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.6000e-004
Total	0.2067	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.6000e-004

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0312					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1754					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	0.0000	0.0000	8.4000e-004
Total	0.2067	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	7.9000e-004	7.9000e-004	0.0000	0.0000	8.4000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	8.4961	0.3393	8.0900e-003	19.3914
Unmitigated	8.4961	0.3393	8.0900e-003	19.3914

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	10.3878 / 0	8.4961	0.3393	8.0900e-003	19.3914
Total		8.4961	0.3393	8.0900e-003	19.3914

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	10.3878 / 0	8.4961	0.3393	8.0900e-003	19.3914
Total		8.4961	0.3393	8.0900e-003	19.3914

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.3066	0.6682	0.0000	28.0116
Unmitigated	11.3066	0.6682	0.0000	28.0116

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	55.7	11.3066	0.6682	0.0000	28.0116
Total		11.3066	0.6682	0.0000	28.0116

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	55.7	11.3066	0.6682	0.0000	28.0116
Total		11.3066	0.6682	0.0000	28.0116

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	44.92	1000sqft	1.03	44,920.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	37
Climate Zone	3			Operational Year	2005
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Note: Operational Run Only

Trips and VMT - Operational run only

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	200.00	0.00
tblConstructionPhase	PhaseEndDate	10/6/2004	1/1/2004
tblTripsAndVMT	VendorTripNumber	7.00	0.00
tblTripsAndVMT	WorkerTripNumber	19.00	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2004											0.0000	0.9764	0.9764	3.2000e-004	0.0000	0.9845
Maximum											0.0000	0.9764	0.9764	3.2000e-004	0.0000	0.9845

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					
2004											0.0000	0.9764	0.9764	3.2000e-004	0.0000	0.9845
Maximum											0.0000	0.9764	0.9764	3.2000e-004	0.0000	0.9845

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Highest

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	8.0000e-004	8.0000e-004	0.0000	0.0000	9.0000e-004
Energy											0.0000	85.4046	85.4046	6.7400e-003	1.6100e-003	86.0533
Mobile											0.0000	303.2121	303.2121	0.0404	0.0342	314.4082
Waste											11.3066	0.0000	11.3066	0.6682	0.0000	28.0116
Water											3.2956	5.2006	8.4961	0.3393	8.0900e-003	19.3914
Total											14.6022	393.8181	408.4203	1.0546	0.0439	447.8654

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	9.0000e-004
Energy											0.0000	85.4046	85.4046	6.7400e-003	1.6100e-003	86.0533
Mobile											0.0000	303.2121	303.2121	0.0404	0.0342	314.4082
Waste											11.3066	0.0000	11.3066	0.6682	0.0000	28.0116
Water											3.2956	5.2006	8.4961	0.3393	8.0900e-003	19.3914
Total											14.6022	393.8181	408.4203	1.0546	0.0439	447.8654

	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	Building Construction	Building Construction	1/1/2004	1/1/2004	5	0	

Acres of Grading (Site Preparation Phase): 0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Acres of Grading (Grading Phase): 0****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	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	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
Building Construction	7	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Building Construction - 2004

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Building Construction - 2004

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	303.2121	303.2121	0.0404	0.0342	314.4082
Unmitigated											0.0000	303.2121	303.2121	0.0404	0.0342	314.4082

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	222.80	89.39	224.60	595,583	595,583
Total	222.80	89.39	224.60	595,583	595,583

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.469644	0.076968	0.160836	0.173619	0.042235	0.005594	0.011165	0.028022	0.000693	0.000053	0.021206	0.001062	0.008904

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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	35.7846	35.7846	5.7900e-003	7.0000e-004	36.1385
Electricity Unmitigated											0.0000	35.7846	35.7846	5.7900e-003	7.0000e-004	36.1385
NaturalGas Mitigated											0.0000	49.6200	49.6200	9.5000e-004	9.1000e-004	49.9149
NaturalGas Unmitigated											0.0000	49.6200	49.6200	9.5000e-004	9.1000e-004	49.9149

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	929844											0.0000	49.6200	49.6200	9.5000e-004	9.1000e-004	49.9149
Total												0.0000	49.6200	49.6200	9.5000e-004	9.1000e-004	49.9149

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	929844											0.0000	49.6200	49.6200	9.5000e-004	9.1000e-004	49.9149
Total												0.0000	49.6200	49.6200	9.5000e-004	9.1000e-004	49.9149

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	386761	35.7846	5.7900e-003	7.0000e-004	36.1385
Total		35.7846	5.7900e-003	7.0000e-004	36.1385

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	386761	35.7846	5.7900e-003	7.0000e-004	36.1385
Total		35.7846	5.7900e-003	7.0000e-004	36.1385

6.0 Area Detail**6.1 Mitigation Measures Area**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	9.0000e-004
Unmitigated											0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	9.0000e-004

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
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	9.0000e-004
Total											0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	9.0000e-004

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping											0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	9.0000e-004
Total											0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	9.0000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	8.4961	0.3393	8.0900e-003	19.3914
Unmitigated	8.4961	0.3393	8.0900e-003	19.3914

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	10.3878 / 0	8.4961	0.3393	8.0900e-003	19.3914
Total		8.4961	0.3393	8.0900e-003	19.3914

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	10.3878 / 0	8.4961	0.3393	8.0900e-003	19.3914
Total		8.4961	0.3393	8.0900e-003	19.3914

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.3066	0.6682	0.0000	28.0116
Unmitigated	11.3066	0.6682	0.0000	28.0116

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	55.7	11.3066	0.6682	0.0000	28.0116
Total		11.3066	0.6682	0.0000	28.0116

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	55.7	11.3066	0.6682	0.0000	28.0116
Total		11.3066	0.6682	0.0000	28.0116

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

11th Ave. SPAL - BAU - Kings County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

Attachment: Attachment 5 - ISMND Addendum No 1 (Variance 2022-02 Marquez)

11.0 Vegetation

APPENDIX B. HEALTH RISK ASSEMENT MODELING

(Electronic Files)

Attachment: Attachment 5 - ISMND Addendum No 1 (Variance 2022-02 Marquez)

QK - 11th Ave SPAL**Construction HHD Emissions****Off-Road Total Exhaust PM10**

Year	PM10 Exhaust Emissions (tons)
2023	0.0557

Total Diesel PM Emissions

Total (tons)	0.0557
Total (tons/year)	0.0557
Total (lbs/year)	111.4

Diesel PM Emissions Per Source (lbs/yr)

CONST1	14.60
CONST2	32.78
CONST3	46.86
CONST4a	8.58
CONST4b	8.58

Operational HHD Emissions**Truck Travel: Diesel Particulate Matter Increased Emissions**

Type of Vehicles	Source	Round Trip Distance (mi)	Emission Factor (g/mi)	Increase in Trucks/Year	Emissions (lb/yr)	Emissions (lb/day)
Truck Travel South to West	TT1	0.36	0.14	5	5.37E-04	1.47E-06
Truck Travel West to South	TT2	0.35	0.14	9	9.64E-04	2.64E-06

Note 1: Running emission factors for vehicle category "T7 Single Other Class 8" were obtained from the EMFAC2021 Web Database for Kings County (2022) with an Aggregate Fleet Mix Traveling 10 MPH.

Note 2: Increases in trucks/yr is from the Project Operational Statement

Truck Idling: Diesel Particulate Matter Increased Emissions

Type of Vehicles	Source	Emission Factor (g/hr-vehicle)	Minutes Idling/Truck	Increase in Trucks/Year	Emissions (lb/yr)	Emissions (lb/day)
Truck Idling 1	IDLE1	0.055	15	5	1.50E-04	4.12E-07
Truck Idling 2	IDLE2	0.055	15	9	2.71E-04	7.42E-07

Note 1: Running emission factors for vehicle category "T7 Single Other Class 8" were obtained from the EMFAC2021 Web Database for Kings County (2021) with an Aggregate Fleet Mix Idling.

Note 2: Increases in trucks/yr is from the Project Operational Statement

APPENDIX B

WATER SUPPLY ANALYSIS



MEMO

Date: October 11, 2022 **Project No.:** 220122.01 / 02 / 2.4
To: Gabrielle De Silva, City of Hanford
From: Thomas Kobayashi, Senior Associate Planner
Subject: Marquez Brothers International, Inc Hanford Dairy Manufacturing Plant Campus Modernization and Variance Project – Water Supply Analysis
cc: Name or delete

Background/Project Understanding:

The existing Marquez Brothers International, Inc (MBI) Hanford Dairy Manufacturing Plant currently operates under their approved Site Plan Review (SPR) No. 2015-13 and Variance (VA) No. 2015-04.

The approved project was Site Plan Review No. 2015-13 (SPR #52-0948) that allowed the existing cheese and cream production facility to expand and develop a new 13,115 square foot production building. Approved Variance No. 2015-04 (VAR #511-0179) allowed the facility to deviate from the standards of the I-L (Light Industrial) Zone District with reduced setbacks of the side and rear yards.

The City prepared an Initial Study/Negative Declaration (ND) in 2015 to comply with the California Environmental Quality Act (CEQA), which analyzed the potential environmental impacts of SPR No. 2015-13. The analysis determined that as proposed, the Project's impacts were considered less than significant. The City Planning Commission considered and approved SPR No. 2015-13 and VA No. 201504 on January 12, 2016 and adopted the IS/ND.

The City of Hanford issued a Significant Industrial User Permit (effective March 2, 2020) to the existing Plant that permits industrial wastewater discharge into the City of Hanford's sewer system. This permit establishes effluent limitations and boundaries for effluent originating from the industrial use. Effluent discharge thresholds include a daily average flow of 600,000 gallons per day and a daily maximum flow of 750,000 gallons per day.

MBI submitted a new SPR application (SPR No. 2022-24) to further modernize the existing Hanford Dairy Manufacturing Plan campus. Comments received from the City of Hanford SPR Committee indicated that a VA will be required to allow deviation from the standards of the LI Zone District for reduced setbacks.

Therefore, the City determined further environmental review of the Project would be required. City staff indicated that the proposed Project can be processed with an Addendum to the IS/ND. However, preparation of technical studies would be required to address current standards. The City requested that a Water Usage Calculation analysis be prepared.

Regulations:

Federal Safe Water Drinking Act: The Safe Drinking Water Act (SDWA) was passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. The law was amended in 1986 and 1996 and requires many actions to protect drinking water and its sources. In accordance with the SDWA, all community water systems are required to monitor the arsenic concentrations, amongst other regulated contaminants in their system.

Attachment: Attachment 5 - ISMND Addendum No 1 (Variance 2022-02 Marquez)



California Administrative Code Title 22: The SDWA of 1974 gave the United States Environmental Protection Agency (EPA) the authority to set standards for contaminants in drinking water supplies. The EPA was required to establish primary regulations for the control of contaminants that affect public health and secondary regulations for compounds that affect the taste, odor, or aesthetics of drinking water. Under the provisions of the SDWA, the California Department of Health Services (DHS) has the primary enforcement responsibility. California Administrative Code Title 22 establishes the DHS authority and stipulates State drinking water quality and monitoring standards.

Urban Water Management Planning Act: In 1983, the California Legislature enacted the Urban Water Management Planning Act. This Act requires that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet of water annually shall prepare and adopt an Urban Water Management Plan (UWMP). Water suppliers are required to prepare a UWMP within a year of becoming an urban water supplier and update the plan at least once every five years.

The Act states that urban water suppliers should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry and multiple dry years. The Act also states that the management of urban water demand and the efficient use of water shall be actively pursued to protect both the people of the State and their water resources.

California Environmental Quality Act: The CEQA Implementation Document and the Environmental Checklist identify, per CEQA Guidelines Appendix G, that a project would have a significant impact on hydrology and water quality in relation to water quality and groundwater supplies if it would:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water quality; or
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin; or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Mid-Kings River Groundwater Sustainability Agency: The Project site is located within the Mid-Kings River Groundwater Sustainability Agency boundaries and is subject to the adopted Tulare Lake Subbasin Groundwater Sustainability Plan. This Plan includes implementation and management actions and projects for the goal of attaining stable groundwater levels by the year 2040.

City of Hanford: The City of Hanford water system is a groundwater system with groundwater coming from both unconfined and confined aquifers beneath the city. No surface water is used by the City of Hanford's water system. Water is pumped from 13 deep wells drilled at a minimum depth of 1,500 feet. The groundwater supply is recharged by rain and snowfall in the Sierra Nevada range and, to a lesser degree, from rainfall on the Valley floor. Additional natural water recharge is delivered from excess water flows from the Kings River. The City of Hanford is located within the Tulare Lake Hydrologic Region with the water supply originating from the Tulare Lake Groundwater Subbasin. The City of Hanford's water distribution system includes 8-inch to 30-inch pipes with 12-inch mains laid out on an approximately one-mile grid.

Chapter 5.4 of the City of Hanford General Plan for water resources contains goals and policies for water conservation in the City of Hanford. Goal 03 states "a reduced per capita use of water used by



residential and non-residential uses through water conservation measures.” To meet this goal, several policies are noted in Section 5.4.1 of the City of Hanford General Plan including Policy 020 Urban Water Management Plan and Policy 021 Water Conservation Ordinance.

Water suppliers must submit an Urban Water Management Plan (UWMP) to the Department of Water Resources in accordance with California Water Code Requirements. The City of Hanford has prepared and kept an updated Urban Water Management Plan to implement and maintain the reliability of urban water supplies, ensure that future beneficial use can be complimented by sufficient water supply, continue to promote policies and programs that benefit water conservation, and provide a means for response during water supply shortage. The City’s 2020 UWMP Chapter 9 of the City of Hanford Urban Water Management Plan provides demand management measures planned and implemented by the City of Hanford to promote water conservation and includes measures like metering and public outreach.

The City of Hanford Water Conservation Ordinance and other related City Municipal Codes for water conservation includes State water conservation requirements like water metering and water scheduling for residential lawns. The subject existing facility is metered and would continue to be in compliance with City of Hanford Municipal Codes for water conservation measures.

Location:

The proposed site is in Section 36, of Township 18 South, Range 21 East, Mount Diablo Base and Meridian. The site is located at the northeast corner of 11th Avenue and 4th Street in the City of Hanford within Assessor’s Parcel Numbers 012-070-022-000, 012-007-029-000, 012-070-030-000, and 012-007-009-000.

Project Description:

MBI’s Master Plan for the future includes new construction and renovation in four phases that would modernize production lines to maximize efficiency and improve the level of safety and sanitation at the facility. It will also provide the ability for the facility to comply with future changes in local, State or federal regulations.

While the Master Plan envisions several improvements in construction of new buildings or remodeling of existing buildings as well as new equipment and infrastructure, the overall plant footprint will not expand beyond its current size and boundaries. See list of phases below:

1. Phase I – New Blast Freezers to replace current Blast Freezers
2. Phase II – Yogurt Processing Area Realignment
3. Phase III – Cheese Realignment
4. Phase IV – Plant Modernization Projects

The Project requires approval of SPR No. 2022-24 and a Variance that would allow for development of a structure along Fourth Avenue with a reduced street-side setback.

The properties to the north, are designated and zoned Downtown Mixed Use; properties to the east are designated and zoned Service Commercial; properties to the south are designated and zoned



Open Space, Light Industrial, Downtown Mixed Use, and Service Commercial; and properties to the west are designated and zoned as Neighborhood Commercial.

Analysis:

The proposed campus modernization will include the development of additional structures and the expansion of the existing dairy manufacturing facility. The facility receives water from three different sources; 1) an onsite domestic well; 2) water removed from milk during processing (Cow Water); and 3) water provided by the City of Hanford. Each water source is utilized for select processes throughout the facility.

The facility monitors electrical conductivity (EC) of their water. This is a measurement of water's ability to conduct electricity. EC is related to water temperature and the total concentration, mobility, valence and relative concentration of ions. Generally speaking, higher EC means more electrolytes in the water. Well water and cow water have lower EC ranges as compared to city water. A new well will replace the existing well and will have a greater capacity. Assuming the new well has similar water quality and EC levels as the existing well, the intention is to gradually utilize more well water and proportionately decrease city water usage to lower the overall EC range of the effluent discharged to the city wastewater collection system. MBI intends to decrease their City of Hanford water use and increase their utilization of private well water to meet demands of their dairy manufacturing facility. Table 1 below summarizes the breakdown of the sources of water used, the existing demand and the anticipated change from their current water usage as the Project phases are completed.

Table
Estimated Water Use

1

Water Source	Current Water (GPD)	Use	Phase Water (GPD)	1 Use	Phase Water (GPD)	2 Use	Phase Water (GPD)	3 Use	Phase Water (GPD)	4 Use
Well Water	100,000		150,000		226,000		250,000		350,000	
Cow Water	100,000		100,000		100,000		100,000		100,000	
City Water	250,000		200,000		150,000		100,000		50,000	
Total (gpd)	450,000		450,000		476,000		500,000		500,000	
Average										
Total (AFY)	504.06		504.06		533.26		560.07		560.07	

As noted, the overall amount of water used for the dairy manufacturing operation is anticipated to change from the estimated 450,000 gallons per day average to 500,000 gallons per day by Phase 3. In terms of acre-feet per year, the Project anticipates increasing their water usage from 504.06 acre-feet per year to 560.07 acre-feet per year resulting in a 11 percent increase in water utilization by Phase 3 of the Project. As noted, the Project will increase the amount of water sourced from their private well system and decrease the amount of water sourced from the City.

The California Department of Water Resources has found that the Tulare Lake Hydrologic Region is one of the most critically over-drafted regions in the State. However, the adopted Tulare Lake Subbasin Groundwater Sustainability Plan implements monitoring, conservation, and other measures and programs for the purpose of achieving stable groundwater levels by the year 2040.



With consideration of the estimated water use per phase summarized in Table 1, the Project is not expected to result in a significant impact on available water supplies. As noted, the City has issued a Significant Industrial Use Permit for wastewater discharge. MBI will apply for a revised Significant Industrial User permit before discharge from new expansion processes occurs. The increased water utilization resulting from the Phases of the Project of 500,000 gallons per day would not exceed wastewater discharge thresholds established by the approved permit.

Conclusion

The Project is not anticipated to violate any water quality standards. The Project is anticipated to reduce city water usage where EC levels of effluent are high and ultimately reduce their overall EC effluent levels to meet their City of Hanford discharge permit requirements. The Project would result in the increased use of groundwater from their existing well and proposed replacement well to accommodate the anticipated reduction in City of Hanford water services. The increase in water use would result in an 11 percent increase in water use. As noted, the adopted Tulare Lake Subbasin Groundwater Sustainability Plan has implemented monitoring and management measures, conservation measures, and projects for the purpose of achieving stable groundwater levels by the year 2040. The anticipated increase of approximately 56.01 AFY will not adversely impact the Groundwater Sustainability Plans goals. Therefore, at full buildout, the Project will have a less-than-significant impact on available groundwater levels and would not significantly impact sustainable groundwater management of the basin.

APPENDIX C

VEHICLE MILES TRAVELED ANALYSIS



MEMO

Date: September 5, 2022 **Project No.:** Z210475 / 01
To: Gabrielle De Silva Myers, City of Hanford
From: Jaymie L. Brauer, Principal Planner
Subject: Marquez Brothers Inc. Dairy Facility Modernization Project – Vehicle Miles Traveled (VMT) Analysis
cc:

Background/Project Understanding

The approved project was Site Plan Review No. 2015-13 (SPR #52-0948) that allowed the existing cheese and cream production facility to expand and develop a new 13,115 square foot production building. Approved Variance No. 2015-04 (VAR #511-0179) allowed the facility to deviate from the standards of the I-L (Light Industrial) Zone District with reduced setbacks of the side and rear yards.

An Initial Study/Negative Declaration was prepared to comply with CEQA, which was adopted by the City on January 7, 2016. Subsequent to the approval, the approved project was not completed.

A new Site Plan Review application (Site Plan Review No. 2022-24) was recently submitted which proposes a Master Plan development to renovate and expand the existing dairy processing facility and a Variance to allow for a setback of 6 feet 6 inches where a 15 foot setback is required in the I-L Zone District.

The Variance is a discretionary approval, so further environmental review of the project is required. Preparation of technical studies would be required to address current California Environmental Quality Act (CEQA) standards. The studies to be conducted include:

1. Vehicle Miles Traveled (VMT) Analysis
2. Greenhouse Gas Emissions Calculation
3. Air Quality Evaluation
4. Water Usage Calculation

Updates to CEQA- SB 743

The State of California Governor's Office of Planning and Research document entitled Technical Advisory on Evaluating Transportation Impacts in CEQA dated December 2018 (TA) provides guidance for determining a project's transportation impacts based on VMT.

The overall intent of State Bill (SB) 743 (regarding VMT) can be synthesized in three goals: “

- The reduction of greenhouse gas emissions,
- The development of multimodal transportation networks, and
- A diversifying land uses.

However, in order to promote and support all three, lead agencies should select a significance threshold that aligns with state law. The State has clear quantitative targets for GHG emissions reduction set forth in law and based on scientific consensus, and the depth of VMT reduction



needed to achieve those targets has been quantified. The Office of Planning and Research (OPR) has concluded that achieving a 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals (Office of Planning and Research, 2018).

The City of Hanford has not adopted VMT thresholds specific to the City's Planning Area. Since the City of Hanford has not adopted any VMT guidelines, then the City will defer to the recommended VMT per capita or employee reduction thresholds, screening thresholds, and analysis methodology set forth by OPR's Technical Advisory documentation for VMTs.

Project Description/Location

The proposed Project is for campus modernization that includes development of additional structures and a variance that would allow for development of a structure along Fourth Avenue with a reduced street-side setback. The proposed site is in Section 36, of Township 18 South, Range 21 East, Mount Diablo Base and Meridian. The site is located at the northeast corner of 11th Avenue and 4th Street in the City of Hanford within Assessor's Parcel Numbers 012-070-022-000, 012-007-029-000, 012-070-030-000, and 012-007-009-000.

The properties to the north, are designated and zoned Downtown Mixed Use; properties to the east are designated and zoned Service Commercial; properties to the south are designated and zoned Open Space, Light Industrial, Downtown Mixed Use, and Service Commercial; and properties to the west are designated and zoned as Neighborhood Commercial.

Analysis

SB 743 (Steinberg, 2013), which was codified in California Public Resources Code Section 21099, required changes to the guidelines implementing the California Environmental Quality Act (CEQA Guidelines) (California Code of Regulations Title 14, Division 6, Chapter 3, Section 1500) as to the analysis of transportation impacts. Per Public Resources Code Section 21099(b)(1):

"The Office of Planning and Research shall prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the guidelines adopted pursuant to Section 21083 establishing criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, the offices shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicles traveled per capita, vehicles traveled per employee, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section."

In January 2019, the Natural Resources Agency certified the Office of Planning and Research's (OPR) proposed revisions, which resulted in the creation of Section 15064.3 of the CEQA Guidelines. Section 15064.3(a) describes its purpose as:

"This section described specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized



travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact."

OPR created a Technical Advisory (December 2018) (TA) as guidance for evaluating vehicle miles traveled (VMT) impacts. The TA is incorporated herein by reference. VMT significance thresholds are recommended by OPR beginning on Page 8 of the TA. Beginning on page 10 of the TA, OPR states:

"Public Resources Code section 21099 directs OPR to propose criteria for determining the significance of transportation impacts. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in selecting a significance threshold that may be appropriate for their particular projects. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to 'consider thresholds of significance . . . recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence.' (CEQA Guidelines Section 15064.7, subdivision (c).) Based on OPR's extensive review of the applicable research, and in light of an assessment by the California Air Resources Board quantifying the need for VMT reduction in order to meet the State's long-term climate goals, OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold.

"Fifteen percent reductions in VMT are achievable at the project level in a variety of place types. [citing CAPCOA (2010) *Quantifying Greenhouse Gas Mitigation Measures*, P. 55, available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>]

"Moreover, a fifteen percent reduction is consistent with SB 743's direction to OPR to select a threshold that will help the State achieve its climate goals. As described above, section 21099 states that the criteria for determining significance must 'promote the reduction in greenhouse gas emissions.' In its document *California Air Resources Board 2017 Scoping Plan-Identified VMT Reductions and Relationship to State Climate Goals 15*, CARB assesses VMT reduction per capita and employee consistent with its evidence-based modeling scenario that would achieve State climate goals of 40 percent GHG emissions reduction from 1990 levels by 2030 and 80 percent GHG emissions reduction levels from 1990 by 2050. Applying California Department of Finance population forecasts, CARB finds per-capita light-duty vehicle travel would need to be approximately 16.8 percent lower than existing, and overall per-capita vehicle travel would need to be approximately 14.3 percent lower than existing levels under that scenario. Below these levels, a project would be considered low VMT and would, on that metric, be consistent with 2017 Scoping Plan Update assumptions that achieve climate state climate goals."

According to the California Air Resources Board's (CARB) webpage:

"Senate Bill 375 requires CARB to develop and set regional targets for greenhouse gas (GHG) emission reductions from passenger vehicles. CARB has set regional targets, indexed to years 2020 and 2035, to help achieve significant additional GHG emission reductions from changed land use patterns and improved transportation in support of the State's climate goals, as well as in support of statewide public health and air quality objectives. Metropolitan planning organizations (MPOs) must prepare a sustainable



communities' strategy (SCS) that will reduce GHG emissions to achieve these regional targets, if feasible to do so."

The same CARB webpage identifies a thirteen percent (13%) target for GHG emission reduction from passenger vehicles (indexed to year 2035) for the Kings County Association of Governments (KCAG) MPO.

OPR's recommendation "that a per capita or per employee VMT that is fifteen percent below that of existing development" is a valid threshold for the City of Hanford (City) because it is consistent with CARB's thirteen percent (13%) GHG vehicle emission reduction target to which KCAG's members, including the City, are subject. It is reasonable to conclude that a reduction in VMT directly corresponds to a reduction in GHG emissions from passenger vehicles and that a proposed project that is estimated to generate a per capita or per employee VMT that is more than fifteen percent (15%) below that of existing development will result in GHG emission reduction consistent with CARB's thirteen percent (13%) reduction target for the KCAG metropolitan planning organization (MPO). For purposes of the City's VMT evaluation efforts, it is appropriate to utilize OPR's recommended fifteen percent below-existing-development VMT threshold because it is consistent CARB's applicable GHG emission reduction target.

The TA suggests that screening thresholds be utilized to identify projects that are expected to cause a less-than-significant impact. Page 12 of the TA indicates:

"Many agencies use 'screening thresholds' to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing."

With respect to map-based screening, the TA states:

"Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT (see recommendations below). Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis."

KCAG created an online VMT mapping tool that identifies VMT per capita and VMT per employee by Traffic Analysis Zone (TAZ). The mapping tool is available at: <https://www.arcgis.com/apps/webappviewer/index.html?id=84b4b47b08ac41af88779212180ff36c>. A print generated using the mapping tool is included in Attachment 1.

KCAG's mapping tool was created utilizing trip-based transportation models created for the eight (8) San Joaquin Valley MPOs to satisfy the requirements of SB 375. The modeling process is described in the *Documentation for the EIGHT SAN JOAQUIN VALLEY MPO TRAFFIC MODELS TO MEET THE REQUIREMENTS OF SB 375* (August 30, 2012), which is incorporated herein by reference.

According to Appendix VIII of KCAG's 2018 Regional Transportation Plan (RTP), the 2012 transportation model was revalidated for a 2015 base year and is described on Appendix VIII page 26 as:

"The KCAG model was revalidated to a 2015 base year for the 2018 RTP. The revalidation included new inventories of base year housing and employment, updates



to the road network and transit coverage to reflect recent changes in the transportation system, and updated traffic counts to represent the 2015 base year. The KCAG model traffic validation is based on several criteria, including vehicle-miles of travel, total volume by road type, and percent of links within acceptable limits.”

Revalidation efforts utilized traffic data provided by the City. The RTP, which was adopted by KCAG and can be found at:

https://www.kingscog.org/vertical/Sites/%7BC427AE30-9936-4733-B9D4-140709AD3BBF%7D/uploads/KCAG_2018_RTPSCS_Full_Document.pdf, and the City’s underlying traffic data are incorporated herein by reference.

Page 26 of Appendix VIII describes KCAG’s VMT projection process as follows:

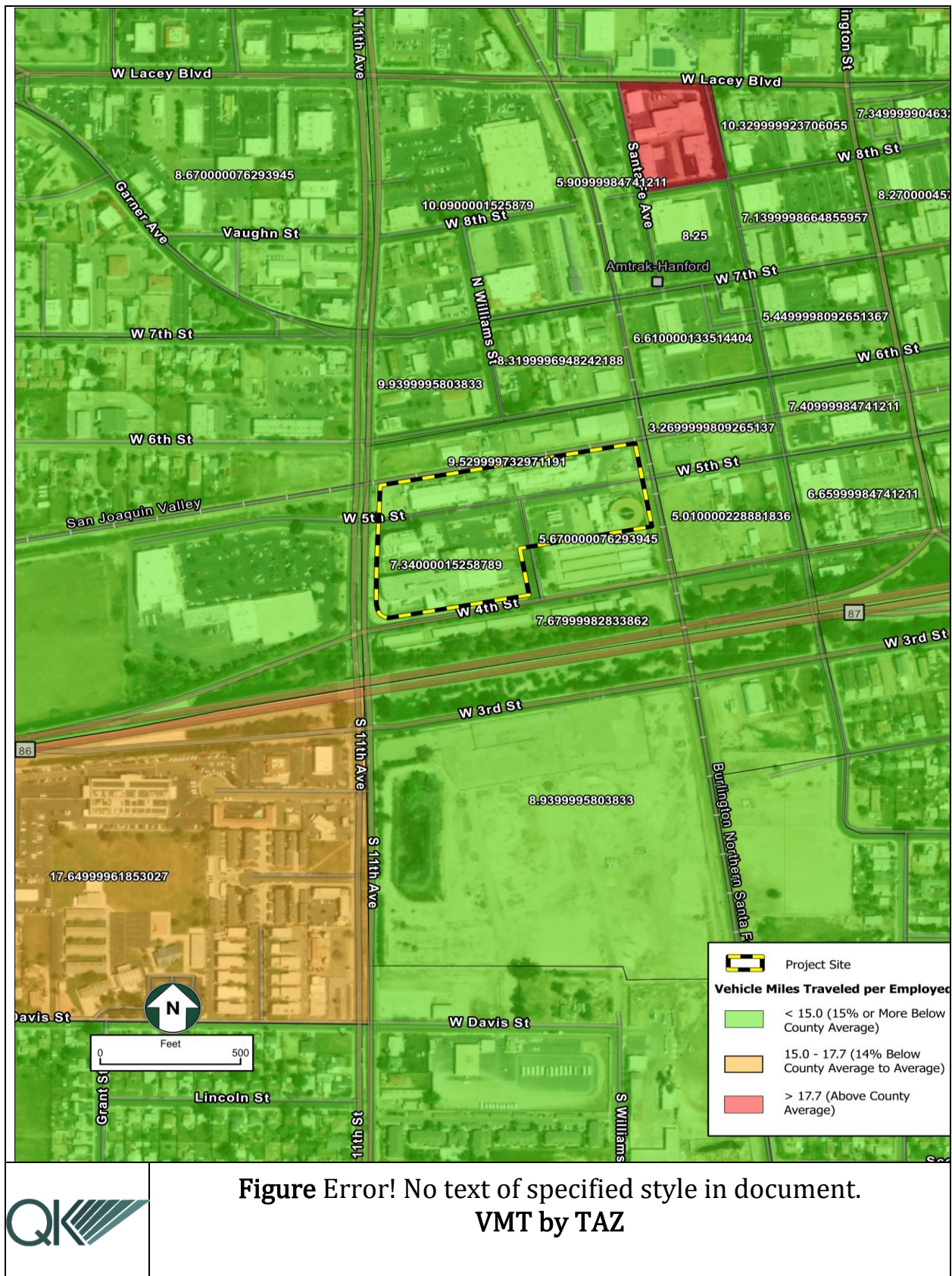
“Vehicle miles of travel (VMT) were estimated from the travel demand model by multiplying link volumes by link distances. The model estimates intrazonal trips (trips remaining within a TAZ) but does not assign these trips to the model road network. The intrazonal trips were multiplied by the estimated intrazonal distances to calculate intrazonal VMT.”

Kings County Association of Governments in collaboration with consultants, created a map tool to display the VMT per employee by TAZ area for all properties within Kings County using the existing land use designations as the basis to assume impacts. One of the eligible screening criteria is when a project is located within an area with low VMT and proposes similar development as already existing within the TAZ, which is true in the present scenario, as shown on Figure 1, attached. These low VMT areas were calculated using Kings County as the region.

The VMT per employee for the TAZ area #467 is 5.67, #468 is 7.34, and #469 is 9.53, with each area encompassing a portion of the Project site and is based on existing development, which is primarily industrial. Applying the eligible screening criteria to the proposed expansion Project, it can be inferred to have a similar VMT. It can be concluded that, based upon KCAG’s VMT mapping tool, the Project’s VMT impact will be less than significant because the listed VMT per TAZ area identified as encompassing the Project area will be below the fifteen percent below-existing-development threshold of 15 and therefore no mitigation measures would be required.

Conclusion

Pursuant to the map-based screening method applicable to the proposed Project, the Project’s TAZ VMT per employee of TAZ area #467, #468, and #469 is below the 15% reduction of the average 15 VMT per employee. Therefore, the proposed Project is screened out from any further VMT analysis; it will result in a *less than significant* VMT impact, will result in GHG emission reduction consistent with CARB’s thirteen percent (13%) reduction target for the KCAG metropolitan planning organization (MPO) and is consistent with CEQA Guidelines Section 15064.3(b).



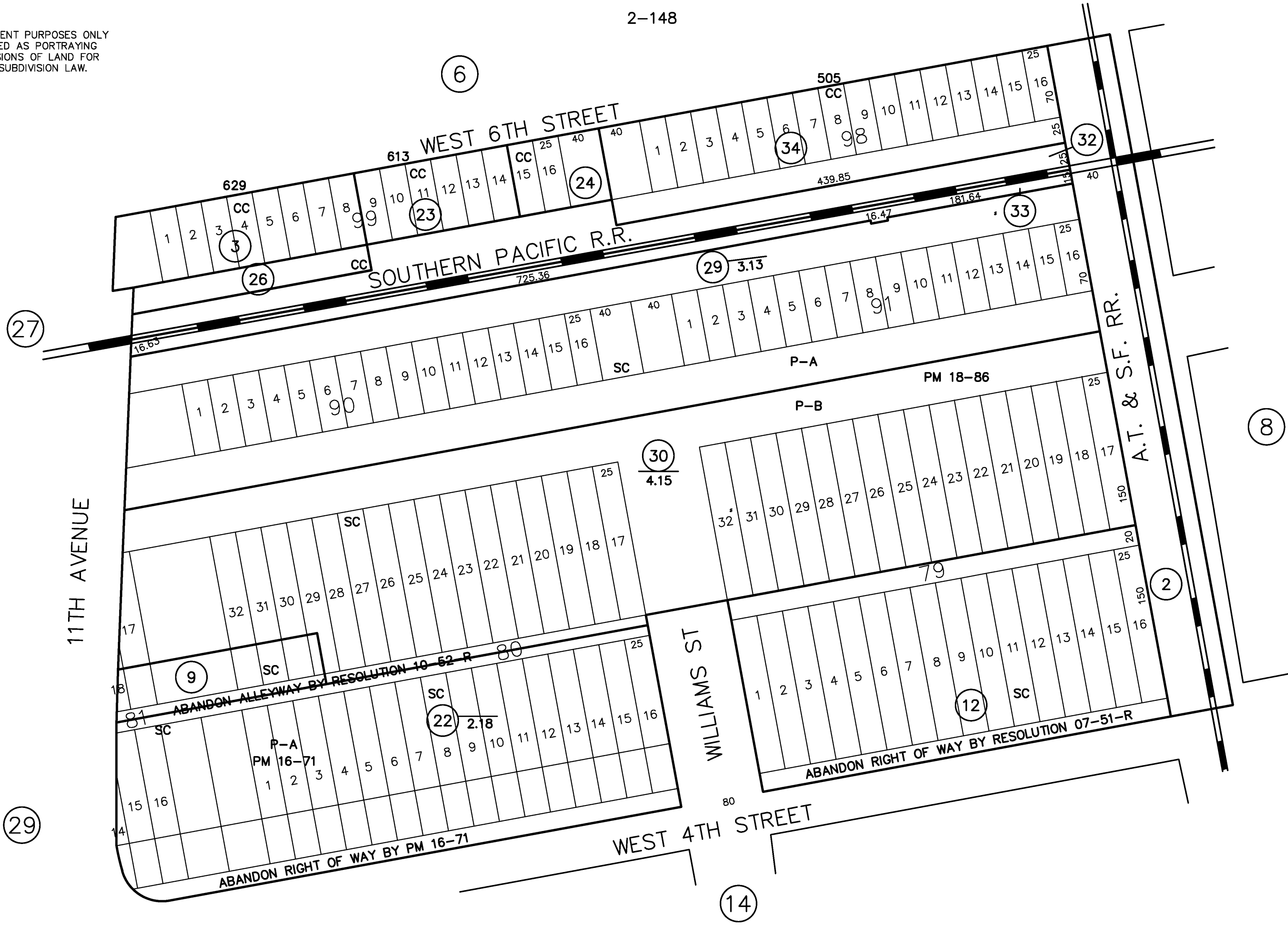


KINGS COUNTY ASSESSOR'S MAP

12-07

2-148

THIS MAP IS FOR ASSESSMENT PURPOSES ONLY.
IT IS NOT TO BE CONSTRUED AS PORTRAYING
LEGAL OWNERSHIP OF DIVISIONS OF LAND FOR
PURPOSES OF ZONING OR SUBDIVISION LAW.
FEBRUARY 2016



Attachment: APN Map (Variance 2022-02 Marquez)