

Local Agency Formation Commission OF KINGS COUNTY

CITY MEMBERS

Sid Palmerin
Francisco Ramirez
Alvaro Preciado, Alternate

COUNTY MEMBERS

Joe Neves
Doug Verboon
Richard Valle, Alternate

PUBLIC MEMBERS

Dan Chin
Martin Devine, Alternate

Chuck Kinney, Executive Officer, (559) 852-2674

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Community Development Agency at (559) 852- 2680 by 4:00 p.m. on the Monday prior to this meeting.

Agenda backup information and any public records provided to the Commission after the posting of the agenda for this meeting will be available for public review at the Kings County Community Development Agency, 1400 W. Lacey Blvd., Hanford, CA 93230.

AGENDA

SPECIAL MEETING LOCATION AND TIME: Wednesday, April 27, 2022 at 1:00 P.M.

The Local Agency Formation Commission of Kings County Special Meeting will be held in the Hanford Civic Auditorium, 400 N. Douty Street, Hanford, CA 93230, California.

Members of the public who wish to comment may submit written comments on any matter within LAFCO's subject matter jurisdiction, regardless of whether it is on the agenda for Commission consideration or action, and those comments will be entered into the administrative record of the meeting. To submit written comments by U.S. Mail or email for inclusion in the meeting record, they must be received by the Secretary of LAFCO no later than 8:00 a.m. on the morning of the noticed meeting. To submit written comments by email, please forward them to Terri.Yarbrough@co.kings.ca.us. To submit such comments by U.S. Mail, please forward them to: Kings LAFCO, 1400 W. Lacey Blvd. Building #6, Hanford, CA 93230.

I. CALL MEETING TO ORDER – Chairman

A. Unscheduled Appearances:

Any person may address the Commission on any subject matter within the jurisdiction or responsibility of the Commission at the beginning of the meeting; or may elect to address the Commission on any agenda item at the time the item is called by the Chair, but before the matter is acted upon by the Commission. Unscheduled comments will be limited to five minutes.

B. Approval of March 30, 2022 Minutes (Voice Vote)

II. OLD BUSINESS

A. LAFCO Case No. 21-03, Hanford Reorganization No. 160 (Island Area No. 7)

1) Executive Officer's Report

2) Consideration of LAFCO Resolution No. 22-03.

III. NEW BUSINESS

A. LAFCO Budget FY 2022-2023

- 1) Executive Officer's Report**
- 2) Public Hearing**
- 3) Continue Hearing to May 25, 2022.**

IV. LEGISLATION

None

V. MISCELLANEOUS

- A. Correspondence –**
- B. Items from the Commission -**
- C. Staff Comments –**

VII. ADJOURNMENT

- A. Next Scheduled Meeting – Special Meeting Date May 25, 2022 at 1:00 p.m.**

LOCAL AGENCY FORMATION COMMISSION MINUTES

CITY MEMBERS

Sid Palmerin
Francisco Ramirez
Alvaro Preciado - Alternate

COUNTY MEMBERS

Joe Neves – Chair
Doug Verboon – Vice Chair
Richard Valle - Alternate

PUBLIC MEMBERS

Dan Chin
Martin Devine - Alternate

CALL TO ORDER: A meeting of the Local Agency Formation Commission of Kings County was called to order by Chairman, Joe Neves, at 3:00 p.m., on March 30, 2022 in the Board of Supervisors Chambers of the Kings County Government Center, located at 1400 W. Lacey Blvd., in Hanford, California.

COMMISSIONERS PRESENT:

Joe Neves, Doug Verboon, Dan Chin, Francisco Ramirez

COMMISSIONERS ABSENT:

Sid Palmerin

STAFF PRESENT:

Chuck Kinney – Executive Officer, Diane Freeman – Counsel, Sean Cash – Counsel, Terri Yarbrough – Clerk, Alex Hernandez - Planner

VISITORS PRESENT:

Shiren Freitas, Lyman Gorrell, Patty Gorrell, Jana Dudley, Roger Dudley, Rebecca Bell, James Nelson, John Darpli, Amanda Sattray, Catherine Smith, Gene Keyser, Ed Hill

UNSCHEDULED APPEARANCES:

None

APPROVAL OF MINUTES:

A motion was made and seconded (Verboon/Ramirez) to approve the minutes of the February 23, 2022 meeting. Motion carried with four in favor and one absent.

OLD BUSINESS:

None

NEW BUSINESS

LAFCO Case No. 21-03, Hanford Reorganization No. 160

Mr. Kinney provided an overview of a request for seven separate islands to be individually considered for annexation into the city of Hanford. Government Code section 56375.3 states that a Local Agency Formation Commission “shall approve, after notice and hearing, the change of organization or reorganization of a city and waive protest proceedings”. Mr. Kinney listed the seven findings. He stated that five letters were received from the public with concerns of the ability to connect to city water, ability to continue to raise animals, road maintenance and zoning concerns. He stated he received an email from the City of Hanford that mentions that property owners would be allowed to maintain their septic systems and repair or replace the system as long as they are not within 200 feet from a city sewer line. The email also mentioned that property owners would allow the continued use of wells to water trees on large lots.

Commissioner Verboon asked if the residents on Furlong Drive could be pulled from the annexation if they didn't want to be annexed into the city. Ms. Freeman stated that if the conditions are met LAFCO shall approve and it would be up to the city to withdraw since they submitted the application. Commissioner Chin asked if Area 7 could be withdrawn if it didn't meet the criteria. Ms. Freeman stated that if it did not meet the criteria, it would be rejected.

Chairman Neves asked if anyone in the audience wanted to speak regarding the proposed annexation. Jose, a property owner, was concerned that property taxes would increase. Laura Esepian had concerns regarding whether the annexation was state mandated, would it be two years before city services were available and consequences for not annexing. Mr. Kinney explained the annexation process and said that the county sheriff agreed to assist while the city increases their staffing. Chairman Neves also said the ability to drill new wells is becoming more difficult and residents would now have access to city water. Sherene Freitas was concerned about what happens when wells fail. Chairman Neves said they would need to pay to hook up to city services. Patty Gorrell asked about the ability to build additional structures on their property. Gabby Myers, representing the City of Hanford, stated residents would still be able to build and would be required to adhere to the City of Hanford Building Codes. An unidentified person asked how long it would be before these areas would be under the cities jurisdiction and asked if sidewalks and gutters would be added. Mr. Kinney said it would be approximately 30 to 60 days before the process would be complete. Janet Dudley was concerned she would lose property because the city and county grid don't match. Mr. Kinney stated the annexation does not change legal descriptions or boundaries. Ms. Dudley also asked what the future was for wells. Mr. Kinney stated there were no guarantees, and the State will probably continue to create new legislation. He also noted that the City of Hanford and the County of Kings both adhere to California Building Codes. Patty Gorrell asked if the city would be responsible for the road if annexed. Chairman Neves stated if the residents want to form a homeowners association they may need to pull Area 7 in order to research before approving. Ms. Freeman said she would need to research it. Commissioner Chin said there were several questions needing to be clarified before annexing Area 7 regarding zoning and lot size. Laura Esepian and Mark Sherman also asked if their roads will be maintained by the City of Hanford. Gabby Myers said she received a message from John Doyle stating the roads in all the annexed areas would be maintained at no additional cost. Patty Gorrell also asked about the trash service. Ms. Myers stated residents would have one year to fulfill their current contracts before being required to go on city trash collection service. Chairman Neves announced that if there were any further questions to direct them to the Community Development Agency.

A motion was made and seconded (Chin/Verboon) to approve and amended resolution 22-01 excluding Area 7 in order to further discuss and analyze Area 7. Motion carried with four in favor and one absent.

Extension of Service No. 22-01 (Arevalo)

Mr. Kinney provided an overview of a request for approval to allow the City of Hanford to extend water service outside its jurisdictional boundaries to serve six residences and one commercial unit located at approximately 11264 10th Avenue. The property is within the Hanford Primary Sphere of Influence and adjacent to the city limits. The Hanford City Council has approved the request for the Hanford Public Works Department to provide water service contingent upon LAFCO approval.

A motion was made and seconded (Verboon/Chin) authorize an extension of water service Motion carried with four in favor and one absent.

LAFCO Preliminary Budget FY 2022-2023

Mr. Kinney presented the preliminary budget and stated there may be minor changes. He also stated that two public hearings are required.

A motion was made and seconded (Verboon/Chin) to set Public Hearings for April 27 and May 25, 2022. Motion carried with four in favor and one absent.

LEGISLATION

None

MISCELLANEOUS

- A. **Correspondence** – none
- B. **Items from the Commission** – Commissioner Ramirez announced the Thursday Night Market Place will be starting. Chairman Neves asked about moving the meeting to the City of Hanford’s offices and changing the time to 1:00 PM. Ms. Freeman advised to notice the meeting as a special meeting as long as it’s temporary during the construction of the Board Chambers. If the Commission wants to make the change permanent then it would require a bi-law change. Commissioner Neves asked Ms. Freeman to check to see if a public hearing would be required to amend the bi-laws.
- C. **Staff Comments** – Mr. Kinney announced the CALAFCO Staff workshop had been cancelled.

ADJOURNMENT – With no further business before the Commission, the meeting was adjourned at 3:25 p.m.

- A. **A meeting is scheduled for April 27, 2022 at 3:00 p.m.**

Respectfully submitted,

**LOCAL AGENCY FORMATION COMMISSION
OF KINGS COUNTY**



Chuck Kinney, Executive Officer

Local Agency Formation Commission OF KINGS COUNTY

MAILING ADDRESS:
1400 W. LACEY BLVD. BLDG 6, HANFORD, CA 93230
(559) 852-2670, FAX: (559) 584-8989

STAFF REPORT April 27, 2022

EXECUTIVE OFFICER'S REPORT

**LAFCO CASE NO. 21-03
HANFORD REORGANIZATION
No. 160**

I. BRIEF OVERVIEW OF PROPOSAL:

On March 30, 2022 the Kings LAFCO Commission held a public hearing to consider LAFCO Case No. 21-03 (Hanford Reorganization No. 160) which proposed to annex seven separate County Islands into the City of Hanford and detach the same from the Kings River Conservation District, and the Excelsior-Kings River Conservation District. After the Kings LAFCO Commission concluded the public hearing, the Commission approved six of the islands and directed staff to bring the final island back for consideration after staff had time to determine whom would provide road maintenance for the area and to also provide clarification on zoning.

Following the March 30, 2022, meeting, the City of Hanford confirmed that maintenance of the roadway on Furlong Drive once annexed will be maintained by the City of Hanford. In regards to the zoning on the property, it is currently zoned Rural Residential (RR) which requires a 1 acre minimum and the proposed zoning upon annexation to the City of Hanford will be Low-Density Residential (R-L-12) which requires a minimum of 12,000 square feet per parcel. In both the current and propose zone districts the existing parcels exceed the minimum parcel size for each of the specified zone districts and will continue to be allowed uses consistent with a residential zone district.

II. EXECUTIVE OFFICERS RECOMMENDATION

Government Code section 56375, subdivision (a)(4) describes three situations in which, upon making specified findings, the Commission may not deny an application to annex territory into a city. One of those situations is where the requirements of Government Code section 56375.3 are met.

As amended effective January 1, 2014, section 56375.3 states that where the following findings can be made, a local area formation commission "shall approve, after notice and hearing, the change of organization or reorganization of a city, and waive protest proceedings": (1) the change in organization or reorganization is proposed by resolution

adopted by the affected city; (2) the area to be annexed comprises not more than 150 acres, and constitutes the entire island; (3) the territory constitutes an entire unincorporated island located within the limits of a city, or constitutes a reorganization containing a number of individual unincorporated islands; (4) the territory is substantially surrounded by the city to which annexation is proposed;¹ (5) the subject area is substantially developed or is developing, taking into account the availability of public utility services, the presence of public improvements, and the presence of physical improvements on parcels within the area; (6) no prime agricultural land is proposed to be annexed; and (7) the subject island will benefit from annexation or is already receiving services from the annexing city.

Since the foregoing findings can be made as outlined below, the Executive Officer recommends that Island Area No. 7 of LAFCO Case No. 21-03 “Hanford Reorganization No. 160” be approved.

III. ANALYSIS OF PROPOSAL:

1. Island Area No. 7

A. Discussion of Proposal

The purpose of the action is to annex Island Area No. 7 (approximately 19.60 acres) into the City of Hanford. The City is requesting to annex the subject territory under State Law (Government Code Section 56375.3) that allows Cities to annex unincorporated islands and substantially surrounded areas less than 150 acres while waiving all protest proceedings. Island Area No. 7 is a substantially surrounded unincorporated island and is located generally east of the intersection of 11th Avenue and Furlong Drive.

Annexation of this area will result in the City adding these unincorporated fringe area properties, and ensure that future development connect to City services and occurs in accordance with City standards. The City has pre-zoned all the proposed annexation territory which is consistent with the Hanford General Plan. See Exhibit “A” for copies of the City’s Resolution of application and pre-zoning.

B. Findings required by Government Code Section 56375.3:

The following findings must be made by the Commission for a proposal to qualify under Section 56375.3 and waive all protest procedures.

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

The City of Hanford submitted a complete application to LAFCO on December 22, 2021.

¹ In Resolution No. 05-02, approved February 23, 2005, your Commission defined “substantially surrounded” to mean contiguous on at least three sides to the city to which annexation is proposed, including at least 60-percent of the island’s total perimeter.

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

The City of Hanford submitted as their resolution of application a signed copy of City of Hanford Resolution No. 21-48-R, adopted November 2, 2021.

3. **The Commission finds that the territory contained in the change of organization or reorganization proposal meets all of the requirements set forth in 56375.3.(b).**

- a) **The area does not exceed 150 acres in size, and that area constitutes the entire island.**

The area is less than 150 acres in area size. The island area is 19.60 acres.

- b) **The territory constitutes an entire unincorporated island located within the limits of a city, or constitutes a reorganization containing a number of individual unincorporated islands.**

The City's proposal contains seven individual unincorporated islands and Island Area No. 7 is substantially surrounded within the limits of the City.

- c) **The territory is surrounded or substantially surrounded by the City to which annexation is proposed.**

Island Area No. 7 which is proposed for annexation is substantially surrounded by the City of Hanford.

- d) **The territory is substantially developed or developing.**

Island Area No. 7 which is proposed for annexation is considered developed or developing. The Island Area contains 8 existing residential units, municipal services are available for the properties within this area and is therefore considered either developed or developing territory.

- e) **The territory is not prime agricultural land.**

Island Area No. 7 is considered urban fringe of the City and has been established for urban type uses. Properties within this area are not considered Prime Agricultural Land as defined in Government Code Section 56064.

- f) **The territory will benefit from the annexation or is receiving benefits from the annexing City.**

Territory within this Hanford fringe area will benefit by being allowed to receive municipal services from the City of Hanford, and proceed with development proposals which were not allowed under the County's current General Plan Policies that require annexation.

C. Factors required by Government Code Section 56668:

1. Area as proposed for annexation & detachment

Island Area

Population Estimate:	16
Population Density:	1.23 per acre
Land Area:	19.60 acres
Land Use:	Single Family Residences.
Assessed Value of Annexation Area:	\$4,751,754
Per Capita Assessed Valuation:	\$296,984
Topography:	Flat land
Natural Boundaries:	None
Drainage Basins:	None
Proximity to other populated areas:	Substantially surrounded by the City
Likelihood of growth in area:	Currently there is no proposed growth.
Detachment:	Kings River Conservation District, and Excelsior-Kings River Conservation District.

2. Need for organized community services; the present cost and adequacy of governmental services and controls in the area; probable future needs for those services and controls; probable effect of the proposed incorporation, formation, annexation, or exclusion and of alternative courses of action on the cost and adequacy of services and controls in the area and adjacent areas.

The City of Hanford's General Plan designates these areas primarily for Low Density Residential. As the land develops, the most efficient and logical provider of municipal services would be the City of Hanford. Costs of any service extensions or connections would be borne by the development.

Educational services for these areas are provided by the Hanford Unified School District. No immediate increase in enrollment will result from this annexation proposal since students from the developed area already attend school within the district. However, possible future residential development could potentially increase school enrollment within the district.

3. The effect of the proposed action and of alternative actions, on adjacent areas, on mutual social and economic interests, and on the local governmental structure of the county.

The proposal will have little impact on County government. The property taxes for the proposed annexation areas are \$47,518, based only on the assessed valuation of the privately owned property. Of this amount, the County would lose \$5,235 in tax revenue to the City, but would no longer be primarily responsible for sheriff and fire protection. The subject properties are adjacent to the City, and City services can be provided to new developments in the area. City water service is already provided to existing residences within the subject territory.

4. The conformity of both the proposal and its anticipated effects with both the adopted commission policies on providing planned, orderly, efficient patterns of urban development, and the policies and priorities set forth in Section 56377.

The proposed annexation area is a planned and orderly extension of the City of Hanford, and annexation of this area is in keeping with the Hanford General Plan. Therefore, the impact of this proposal upon patterns of urban development will occur as outlined in the City's General Plan, and will result in the City adding territory that already receives City services. Any future residential development on the properties will need City services, and since the City already maintains water, sewer and storm drainage lines near the proposed annexation area, connection to these services can be efficiently added. Annexation of this area will result in more uniform expansion of the City's boundary by adding the unincorporated island area.

5. The effect of the proposal on maintaining the physical and economic integrity of agricultural lands, as defined by Section 56016.

The City of Hanford is primarily surrounded by prime farmland and farmland of statewide importance according to the Department of Conservation's Important Farmland Mapping and Monitoring Program. However, the annexation area is identified as "Urban and Built", and no farmland is identified in the 2016 Important Farmland Map. Since the subject territory is already considered part of the urban landscape for the City of Hanford, the urban/agricultural boundary and interface is not likely to change as a result of this proposal.

6. The definiteness and certainty of the boundaries of the territory, the nonconformance of proposed boundaries with lines of assessment or ownership, the creation of islands or corridors of unincorporated territory, and other similar matters affecting the proposed boundaries.

The boundaries are definite and certain (See Exhibit "A" of the Resolution). The resulting annexation will improve the boundary line between incorporated and unincorporated territory by removing the unincorporated island Area No. 7.

7. A regional transportation plan adopted pursuant to Section 65080, and its consistency with city or county general and specific plans.

The 2018 Kings County Regional Transportation Plan was adopted on August 22, 2018 pursuant to Section 65080 of the California Government Code. The annexation is consistent with the City of Hanford's General Plan

Current Zoning:	RR (Rural Residential)
City Prezoning:	R-L-12 (Low-Density Residential)
County General Plan Designation:	Very Low Density Residential.
City General Plan Designation:	Low-Density Residential.

8. The sphere of influence of any local agency which may be applicable to the proposal being reviewed.

This annexation is within the Primary Sphere of Influence of the City of Hanford as adopted by the Commission on October 24, 2007. It is also within the boundaries of the Kings River Conservation District, and the Excelsior-Kings River Conservation District. These districts' policies are to detach areas proposed for annexation to a city.

9. The comments of any affected local agency or other public agency.

No written comments have been received by the Executive Officer as of March 25, 2022.

10. The ability of the newly formed or receiving entity to provide the services which are the subject of the application to the area, including the sufficiency of revenues for those services following the proposed boundary change.

The City indicates that services such as water, sewer, storm drainage, fire and police can all be provided to the annexation territory. Sufficient capacity is available with the City to provide adequate service to these areas. The City's Plan for Service is attached as Exhibit "B".

11. Timely availability of water supplies adequate for projected needs as specified in Section 65352.5.

Any future development occurring in the subject territory would require connection to the City's main water and sewer lines. The development would be required to develop according to City Standards. The City indicates that sufficient water supplies are available to serve future residential development of the subject territory.

12. The extent to which the proposal will affect a city or cities and the county in achieving their respective fair shares of the regional housing needs as determined by the appropriate council of governments consistent with Article 10.6 (commencing with Section 65580) of Chapter 3 of Division 1 of Title 7.

There currently are not any development plans proposed for the annexation area of Island Area No. 7. However, construction of future residential uses may assist the City of Hanford in meeting their regional housing needs as described in the 2015 Kings County Regional Housing Needs Allocation Plan and in the 2016 Housing Element update.

13. Any information or comments from the landowner or owners.

The City of Hanford provided notices and held public hearings to inform existing residents and land owners in the annexation areas. In addition, LAFCO provided published and mailed notice to all land owners and registered voters within the subject territory and within 300 feet of the project area. Five letters have been received by property owners or residents in regards to this proposal and are attached as Exhibit "C".

14. Any information relating to existing land use designations.

No other information is applicable.

15. The extent to which the proposal will promote environmental justice. As used in this subdivision, "environmental justice" means the fair treatment of people of all races, cultures, and incomes with respect to the location of public facilities and the provision of public services.

The proposed annexation proposes to take an entire unincorporated island into the City of Hanford which will be inclusive of all races, cultures, and income groups.

IV. ENVIRONMENTAL ASSESSMENT:

On November 16, 2021, the City of Hanford found that the project (Hanford Reorganization No. 160) is Categorically Exempt from the California Environmental Quality Act (CEQA), per Categorical Exemption Class 19 (annexation of areas containing existing public or private structures developed to the density allowed by the current rezoning) and because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment per CEQA Guidelines Section 15061(b)(3). LAFCO, as a Responsible Agency, may rely upon the City of Hanford's determination that the project is Categorically Exempt from CEQA, per Categorical Exemption Class 19 for this action.

V. RECOMMENDATIONS:

The Executive Officer recommends:

1. That the Commission make the following determinations:
 - a) It is a Responsible Agency under the California Environmental Quality Act Guidelines, Section 15096.
 - b) The annexation is being taken pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.
 - c) The distinctive short form designation of the annexation is "Hanford Reorganization No. 160".
 - d) The City requested annexation of seven unincorporated islands to proceed under Government Code Section 56375.3, with waiver of all protest proceedings.
 - e) All required findings, pursuant to Government Code Section 56375.3, can be made as outlined in the staff report above for annexation of the "unincorporated islands" which are each less than 150 acres in size.
 - f) The proposed annexation conforms to the adopted sphere of the influence for the City of Hanford.
 - g) The subject territory is inhabited.
 - h) All property owners and registered voters within the subject territory and within a 300 foot radius were duly noticed of the public hearing.
 - I) All of the factors required by Government Code Section 56668 have been considered by the Commission before rendering a decision.
 - J) The regular county assessment roll will be utilized for this annexation.
 - K) The affected territory will not be taxed for existing general bonded indebtedness.
2. Find that the Commission has reviewed the Categorical Exemption Class 19 as described above and utilized by the City of Hanford for this project and has relied on the determination therein that this project is Categorically Exempt from CEQA.
3. That the Commission approve Island Area No. 7 of LAFCO Case No. 21-03, Hanford Reorganization No. 160 by adopting Resolution No. 22-03 and order the annexation to the City of Hanford and detachment from the Kings River Conservation District, and Excelsior-Kings River Conservation District subject to the following conditions:

- a) The Kings County Local Agency Formation Commission be designated as the conducting authority for the “Hanford Reorganization No. 160” and be authorized to proceed with legal steps necessary to complete the annexation without notice, hearing or election.
- b) The City prepare a final map for recordation with an accompanying legal description that meets Board of Equalization Standards.

VI. APPROVED LEGAL DESCRIPTION

A legal description of the annexation territory is attached to the resolution.

ADDENDUM

A. Proponent:

City of Hanford

B. Affected Districts Whose Boundaries Will Change:

City of Hanford
Kings River Conservation District
Excelsior-Kings River Conservation District

C. Affected Districts Who's Boundaries Will Not Change:

County of Kings
Hanford Cemetery District
Hanford Joint Union High School District
Hanford Elementary School District
Kings Mosquito Abatement District
College of the Sequoias

Exhibit "A"

RESOLUTION NO. 21-48-R

A RESOLUTION OF APPLICATION BY THE CITY OF HANFORD REQUESTING THE LOCAL AGENCY FORMATION COMMISSION TO INITIATE PROCEEDINGS FOR ANNEXATION NO. 160, PART 1-3 AND 5-8: A REQUEST TO ANNEX SEVEN COUNTY ISLANDS, TOTALING APPROXIMATELY 279 ACRES, INTO THE CITY OF HANFORD FROM THE KINGS COUNTY JURISDICTION.

RESOLVED by the City Council of the City of Hanford, that,

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

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

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

1. All county islands are within the Primary Sphere of Influence.
2. Most of the annexation area already received some services from the City of Hanford.
3. There is capacity in the City water and sewer systems to add the parcels currently on individual water and sewer systems if those property either desire to hook up or are required to because their systems fail.
4. Inclusion of the islands in the city limits will not negatively affect the Police or Fire Department's ability to provide their services to the community. There is a memorandum of understanding between the City of Hanford and the County of Kings that allows for a two-year transition from County Sheriff to City Police service in the annexation areas.
5. There would be no change to school districts because of the island annexations.
6. The proposed annexation of the county islands is not to accommodate any specific proposed development project. The purpose of the proposed annexations is to further good local government and make available the full range of City services to both developed and undeveloped county island areas.
7. All islands are completely surrounded by developed areas within the city limits of Hanford.
8. Because of their proximity inside the city limits, the provision of service within the county islands can be more efficiently provided by the City.

9. The anticipated land uses on the subject site would be compatible with existing and future surrounding uses.
10. The county islands are mostly developed and are all completely surrounded by urban development. City services are available to each of the island area.
11. State law encourages the annexation of county islands to further the goal of effective and efficient provision of local government services.
12. Annexation No. 160, Parts 1-3 and 5-8 is consistent with the Hanford General Plan Policies L15, L16, and L17.

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

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

WHEREAS, the territory proposed to be annexed is inhabited, and a map and description of the boundaries of the territory are attached hereto as:

Annexation 160, Part 1: Exhibit A (annexation map) and (legal description)

Annexation 160, Part 2: Exhibit B (annexation map) and (legal description)

Annexation 160, Part 3: Exhibit C (annexation map) and (legal description)

Annexation 160, Part 5: Exhibit D (annexation map) and (legal description)

Annexation 160, Part 6: Exhibit E (annexation map) and (legal description)

Annexation 160, Part 7: Exhibit F (annexation map) and (legal description)

Annexation 160, Part 8: Exhibit G (annexation map) and (legal description)

and by this reference incorporated herein, and,

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

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

1. That the annexation areas be rezoned as follows:

- a. **Annexation 160, Part 1: R-L-12 Low-Density Residential,**
- b. **Annexation 160, Part 2: R-M Medium-Density Residential,**
- c. **Annexation 160, Part 3: R-L-5 Low-Density Residential, R-M Medium-Density Residential, MX-C Corridor Mixed Use, and P-F Public Facility,**
- d. **Annexation 160, Part 5: MX-C Corridor Mixed Use,**
- e. **Annexation 160, Part 6: R-L-5 Low-Density Residential and R-M Medium-Density Residential,**
- f. **Annexation 160, Part 7: R-L-12 Low-Density Residential**
- g. **Annexation 160, Part 8: R-L-12 Low-Density Residential**

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

WHEREAS, the City Council determined that the Project was Categorical Exempt from the California Environmental Quality Act (CEQA), per Categorical Exemption Class 19 (Annexation of areas containing existing public or private structures developed to the density allowed by the current rezoning) and because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment per CEQA Guidelines Section 15061(b)(3).

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

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford held on the 2nd day of November, 2021, by the following vote:

AYES: Council Member

Ramirez
Sharp
Morrow

NOES: Council Member

Brieno

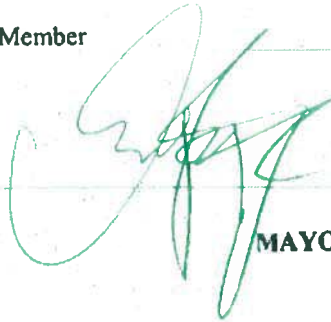
ABSTAIN:

Council Member

Saltray

ABSENT:

Council Member



MAYOR

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

I, **Natalie Corral**, City Clerk of the City of Hanford, do hereby certify that the foregoing Resolution was duly passed and adopted by the City Council of the City of Hanford at a regular meeting thereof held on the 2nd day of November, 2021.

Dated: 11/2/21

Natalie Corral

City Clerk

Exhibit A: Annexation 160, Part 1



SCALE 1" = 200'

0 100 200 400

LEGEND

— EXISTING CITY LIMITS
 --- BOUNDARY OF PLUMPTRES TO BE ANNEXED
 (VALUES RELIANT TO TABLE)

LEGAL

THE PLUMPTRES FOR THE MULTIFAMILY USE WITH AN ANNUAL RENTAL OF NOT MORE THAN \$2,000 PER UNIT, AS SET FORTH IN SECTION 175200 OF THE CALIFORNIA GOVERNMENT CODE, IS APPLICABLE TO THE PLUMPTRES DESCRIBED IN THIS MAP. THE PLUMPTRES DESCRIBED IN THIS MAP IS A MULTIFAMILY TRACT AS DEFINED IN SECTION 175200 OF THE CALIFORNIA GOVERNMENT CODE. THE PLUMPTRES ARE TO BE ANNEXED TO THE CITY OF HANFORD, CALIFORNIA, AND ARE SUBJECT TO THE PLUMPTRES CONTAINED IN SECTION 175200 OF THE

**MAP OF TERRITORY
 ANNEXED TO THE
 CITY OF HANFORD**

AND IS SUBJECT TO THE HANFORD RIVER COASTAL REVEGETATION FACILITIES RIVER REVEGETATION DISTRICT DISTRICT OF HANFORD COUNTY, CALIFORNIA, FILE NO. 332.

THIS MAP WAS PREPARED BY ME OR
 AND IS BASED UPON RECORDED DATA AND FIELD SURVEYS MADE
 ON THE DATE OF _____
 KEVIN A. ZUMWALT, P.E., 2009



APN TABLE

SITE	APN NUMBER	SITE	APN NUMBER
A	014-080-100	X	014-720-016
B	014-400-011	Y	014-720-017
C	014-400-012	Z	014-720-018
D	014-400-014	AA	014-760-014
E	014-400-015	BB	014-760-015
F	014-400-016	CC	014-760-016
G	014-400-017	DD	014-760-017
H	014-760-017	EE	014-710-017
I	014-760-018	FF	014-710-018
J	014-760-019	GG	014-710-019
K	014-760-020	HH	014-710-020
L	014-760-021	II	014-710-021
M	014-760-022	JJ	014-710-022
N	014-760-023	KK	014-710-023
O	014-760-024	LL	014-710-024
P	014-760-025	MM	014-710-025
Q	014-760-026	NN	014-710-026
R	014-760-027	OO	014-710-027
S	014-760-028	PP	014-710-028
T	014-760-029	QQ	014-710-029
U	014-730-017	RR	014-710-030
V	014-730-018	SS	014-710-031
W	014-730-019	TT	014-830-001



LINE TABLE

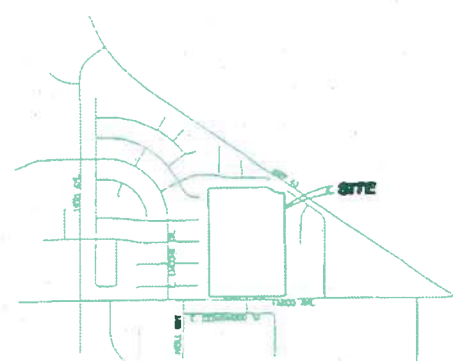
LINE #	LENGTH	DIRECTION
1	684.54	N09° 27' 40"W
2	1447.00	N00° 07' 15"W
3	371.01	S89° 37' 40"E
4	124.80	S55° 28' 00"E
5	110.00	S89° 37' 40"E
6	1376.92	S00° 07' 15"E

CONTAINING 33.443 ACRES

CERTIFICATION OF COMPLETION

RECORDED AS DOCUMENT NO. _____
 FILE
 INSTRUMENT NO. _____
 RECORDING AT THE REQUEST OF THE LOCAL AGENT, I HEREBY
 CERTIFY THAT THE INFORMATION CONTAINED HEREIN IS
 TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND
 BELIEF.
 KEVIN A. ZUMWALT, P.E.
 DEPUTY

VICINITY MAP
 Not to Scale



ONE SHEET ONLY
**ZUMWALT
 HANSEN &
 LAND SURVEYORS**

609 N. IRWIN ST.

HANFORD, CA. 93230

PH. (559) 582-1056

FILE NO. 0783511

ONE SHEET ONLY

**ANNEXATION NO. 160 PART 1
ANNEXATION TO THE CITY OF HANFORD
GEOGRAPHIC DESCRIPTION**

A portion of the Southwest Quarter of Section 18, Township 18 South, Range 22 East, Mount Diablo Base & Meridian, in the State of California, County of Kings, being the land contained within County Tract 291, known as Fargo Estates and shown on a map recorded in Book 8, at Page 55, of Licensed Surveyors' Plats, in the Office of the Kings County Recorder, further described as follows:

Beginning at the Southeast corner of said Southwest Quarter and also being the Southeast corner of said Tract 291, being a point on the existing city limits of the City of Hanford;

Thence Along the existing city limits, the following courses:

1. North $89^{\circ}37'40''$ West, along the South line of said Southwest Quarter, and said Tract 291, a distance of 984.54 feet to the Southwest corner of said Tract 291, also being on the easterly line of Pine Castle Estates Addition, Tract 606, as shown on a map recorded in Book 16, at Page 26, of Licensed Surveyors' Plats', in the Office of the Kings County Recorder;
2. Thence North $0^{\circ}07'15''$ West along the West line of said Tract 291, also being the East line of said Tract 606, a distance of 1,447.00 feet, to the Northwest corner of said Tract 291, also being the Southwest corner of Pine Castle East, Tract 732, as shown on a map recorded in Book 17 at page 96 of said Licensed Surveyors' Plats;
3. Thence South $89^{\circ}37'40''$ East, along the North line of said Tract 291, also being the South line of said Tract 732, a distance of 771.87 feet to an angle point in said North line also being the most westerly Southwest corner of lot 21 of said Tract 732;
4. Thence South $55^{\circ}28'00''$ East, along said North line of Tract 291 and the Southerly line of said lot 21, a distance of 124.80 feet to an angle point in the North line of Tract 291 also being an angle point in the Southerly line of said lot 21;
5. Thence South $89^{\circ}37'40''$ East, along said north line of Tract 291 and the South line of said Lot 21, a distance of 110.00 feet to the Southeast corner of said lot 21, also being the Northeast corner of said Tract 291;
6. Thence South $0^{\circ}07'15''$ East, along The East line of said Tract 291, also being the East line of said Southwest Quarter, a distance of 1,376.92 feet to the Point of Beginning.

Containing 32.44 Acres more or less.

Exhibit B: Annexation 160, Part 2



SCALE 1" = 100'

LEGEND

- - - - - EXISTING CITY LIMITS
- BOUNDARY OF PROPERTIES TO BE ANNEXED
- COUNSEL SALVANT NUMBER
- ① LOT NUMBER PER HAZELWOOD SUBDIVISION
- OR RECORD IN LSP 371, KINGS COUNTY REPORT

LEGAL

A PORTION OF HAZELWOOD SUBDIVISION AS SAID SUBDIVISION IS SHOWN ON A MAP RECORDED IN THE HOUR 3, AT PAGE 71, IN SECTION 213 S21E2Y03E PLATS OF THE COUNTY OF THE STATE OF CALIFORNIA EXCLUSIVE OF THE ALSO BEING A PORTION OF THE WEST HALF OF THE NORTHWEST QUARTER SECTION 21E 31N 20E14E SOUTH RANGE 22 EAST, MERIDIAN OF CALIFORNIA, CONTAINING 1.179 ACRES MORE OR LESS.

MAP OF TERRITORY
ANNEXED TO THE
CITY OF HANFORD

AND EXTENDED FROM THE KINGS RIVER CONSERVATION DISTRICT AND THE FLYING LOGS RIVER RESOURCE CONSERVATION DISTRICT, CITY OF HANFORD ORGANIZATION NO. 9333

THIS MAP WAS PREPARED BY ME ON _____
AND IS BASED UPON FIELD DATA AND LUCID SOLUTION NO. _____
DATED _____

JOHN A. ZUMWALT, R.C.L. 31449



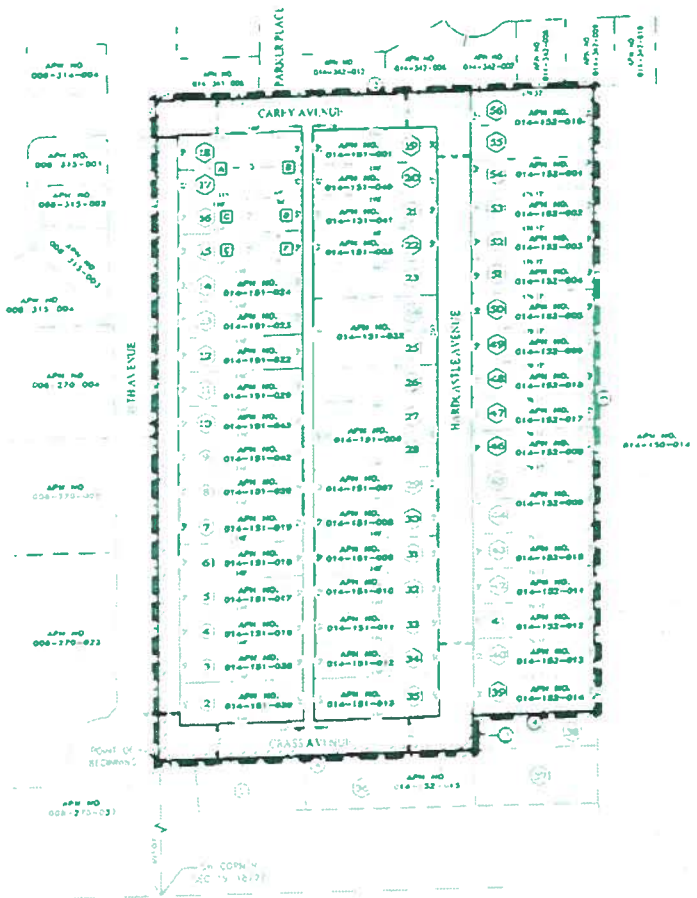
LINE TABLE

LINE #	LENGTH	DIRECTION
1	955.00'	N00° 00' 00"E
2	654.57'	N89° 17' 00"E
3	905.00'	S00° 00' 00"W
4	178.37'	S89° 17' 00"W
5	50.00'	S00° 00' 00"W
6	456.00'	S89° 17' 00"W

CONTAINING 1.179 ACRES

APN TABLE

SITE	APN NUMBER
A	014-151-034
B	014-151-033
C	014-151-030
D	014-151-031
E	014-151-035
F	014-151-036



CERTIFICATION OF COMPLETION

RECORDED AS DOCUMENT NO. _____
BY _____

ALCOEDED AT THE REQUEST OF THE LOCAL AGENCY FORMATION (MEMBER OF KINGS COUNTY)

AT _____ MINUTES PAST _____ O'CLOCK _____ M.
OF _____ IN THE _____ OF THE _____ OF CALIFORNIA

CRISTINE L. L. _____
COUNTY CLERK

BY _____
CITY CLERK

VICINITY MAP



CPL. ENGINEER
ZUMWALT
HANSEN &
LAND SURVEYORS

609 N. IRWIN ST.

HANFORD, CA. 93230

PH. (559) 582-1056

FILE NO. 0783511

ONE SHEET ONLY

**ANNEXATION NO. 160 PART 2
ANNEXATION TO THE CITY OF HANFORD
GEOGRAPHIC DESCRIPTION**

A portion of the Southwest Quarter of Section 19, Township 18 South, Range 22 East, Mount Diablo Base & Meridian, in the State of California, County of Kings, being a portion of the land contained within Hazelwood Subdivision as shown on a map recorded in Book 3, at Page 71, of Licensed Surveyors' Plats, in the Office of the Kings County Recorder, described as follows:

Beginning at the intersection of the Westerly prolongation, of the South line of Crass Ave, as shown on said map of Hazelwood Subdivision, with the west line of said Southwest Quarter, said intersection being approximately 695 feet North of the Southwest corner of said Southwest Quarter and also being on the existing boundary of the City of Hanford;

Thence Along the existing boundary of the City of Hanford the following courses:

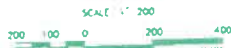
1. North 0°00'00" East, along the West line of said Southwest Quarter, a distance of 955 feet to the Northwest Corner of said Hazelwood Subdivision, said Northwest corner being the intersection of the westerly prolongation of the North line of Carey Ave. with said west line of the Southwest Quarter;
 2. Thence North 89°17'00" East, along the North line of said subdivision, a distance of 634.37 feet to the Northeast corner of said subdivision;
 3. Thence South 0°00'00" West, along the East line of said subdivision, a distance of 905.00 feet to the Southeast corner of lot 39 of said subdivision;
 4. Thence South 89°17'00" West, along the south line of said Lot 39, a distance of 178.37 feet to the Southwest corner of said lot 39;
 5. Thence South 0°00'00" West, along the west line of lot 38 of said subdivision, a distance of 50.00 feet to the Southwest corner thereof, also being a point on South line of aforesaid Crass Ave
 6. Thence South 89°17'00" West, along said South line of Crass Ave, and its prolongation, a distance of 456.00 feet to a point on the said West line of the Southwest Quarter of Section 19 and being the Point of Beginning
- Containing 13.70 Acres more or less.

Exhibit C: Annexation 160, Part 3



LEGEND

- EXISTING CITY LIMITS
- BOUNDARY OF PROPERTIES TO BE ANNEXED
- Ⓚ COURSE & DISTANCE



LEGAL

A PORTION OF THE NORTHWEST QUARTER OF SECTION 30, TOWNSHIP 11 SOUTH, RANGE 22 EAST, ARROYO GRANDE & BIRDBAY, ACCORDING TO APPROVED GOVERNMENT FLOWERS PLATS HEREBY, AS WELL AS OTHER MAPS OR RECORDS'S SURVEYS RECORDED IN BOOKS 1 AS PER BE AND HEREIN, ALL PARTS OF WHICH ARE HEREBY CORRECTED AND MODIFIED IN ACCORDANCE WITH THE PROVISIONS OF THE SURVEY ACT, CHAPTER 41, SECTIONS 26-33, 35, 36, 37, 38, 39 AND 40 OF THE STATUTES OF THE KINGDOM OF CALIFORNIA, AND ALL PARTS OF THE SAID MAPS OR RECORDS'S SURVEYS WHICH ARE NOT IN ACCORDANCE WITH THE SAID ACT, ARE HEREBY CORRECTED AND MODIFIED TO BE IN ACCORDANCE WITH THE SAID ACT, AND THE CORRECTED AND MODIFIED MAPS ARE HEREBY RECORDED IN BOOKS 1 AS PER BE AND HEREIN, AND THIS MAP IS HEREBY DECLARED TO BE THE TRUE AND CORRECT MAP OF THE SAID SECTION 30, TOWNSHIP 11 SOUTH, RANGE 22 EAST, CONTAINING THE SURVEYS OF THE SAID

MAP OF TERRITORY ANNEXED TO THE CITY OF HANFORD

AND DETACHED FROM THE KINGS RIVER CONSERVATION DISTRICT AND THE FACTS SUBALLING RIVER RESOURCE CONSERVATION DISTRICT, CITY OF HANFORD AND ORGANIZATION NO. 5533

THIS MAP WAS PREPARED BY ME OR UNDER MY SUPERVISION AND I AM A LICENSED SURVEYOR AND I AM A RESIDENT OF THE STATE OF CALIFORNIA.

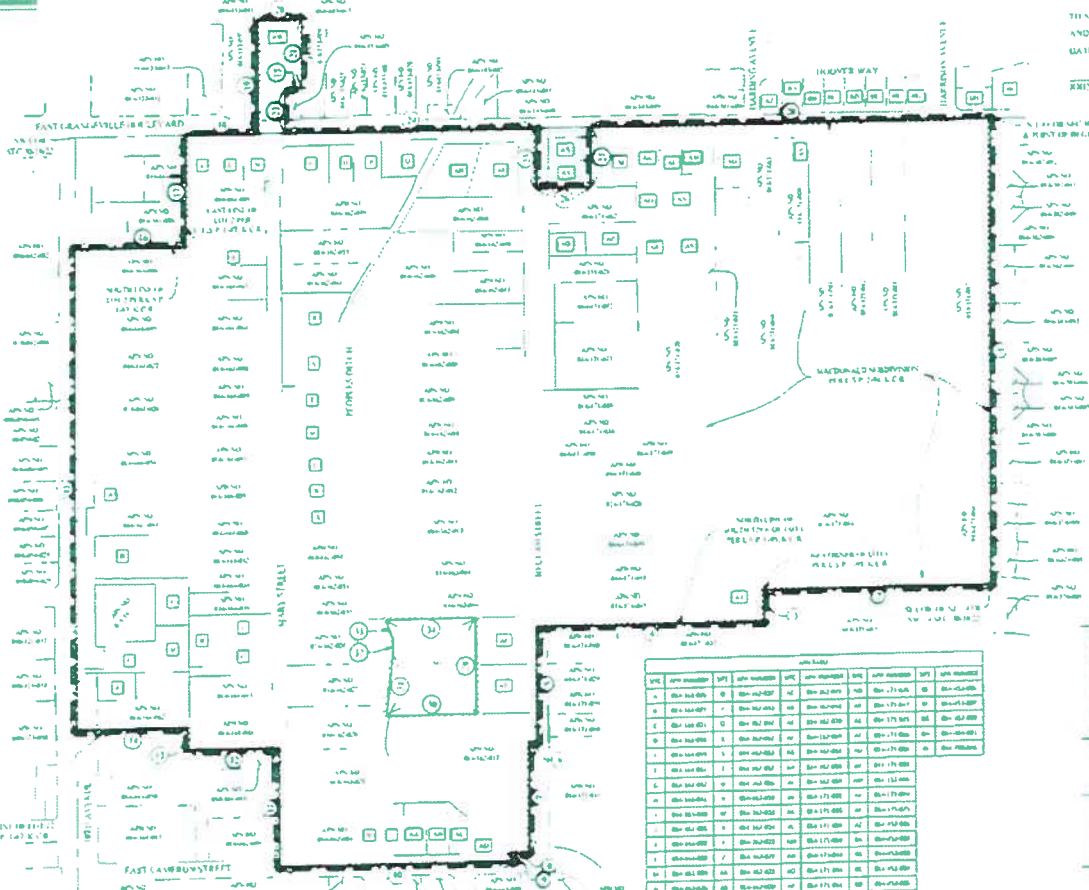


KEVIN A. DUNLOP, R.C.S. 21489

LINK TABLE

LINK #	LENGTH	LINK COURSE
1	1523.00	S40°00'00" W
2	840.00	N40°00'00" E
3	41.00	S00°00'00" W
4	843.30	N40°00'00" E
5	329.40	S00°00'00" W
6	23.00	N40°00'00" E
7	313.40	S00°00'00" W
8	40.00	N40°00'00" E
9	78.50	S23°28'30" W
10	879.40	N40°00'00" E
11	327.41	S00°00'00" W
12	742.40	S00°00'00" W
13	44.62	N40°00'00" E
14	323.17	N40°00'00" E
15	1340.37	N00°00'00" E
16	223.40	N40°00'00" E
17	330.40	N00°00'00" E
18	704.27	N40°00'00" E
19	330.40	N00°00'00" E
20	132.00	N40°00'00" E
21	500.00	S00°00'00" W
22	98.00	N40°00'00" E
23	30.00	N00°00'00" E
24	329.40	N40°00'00" E
25	73.40	S00°00'00" W
26	44.75	N40°00'00" E
27	172.90	N00°00'00" E
28	1064.92	N40°00'00" E
29	773.34	S00°28'33" W
30	704.25	S00°17'00" W
31	76.42	N20°35'54" E
32	41	N00°00'00" E
33	58.25	N40°00'00" E
34	748.20	S00°41'15" W

CONTAINING 87.81 ACRES



CERTIFICATION OF COMPLETION

RECORDED AS DOCUMENT NO. _____

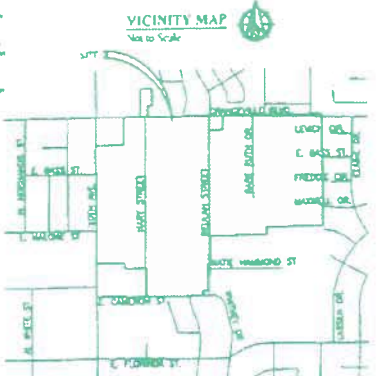
FILED _____

RECORDED AT THE OFFICE OF THE LOCAL AGENCY FORMATION COMMISSIONER OF KINGS COUNTY

AT _____ MONTHS PAST _____ DAY OF _____ OF THE YEAR _____

SURVEYED BY _____

BY _____



CHAL. ENGINEERS
**ZUMWALT
HANSEN &
LAND SURVEYORS**

609 N. IRWIN ST.

HANFORD, CA. 93230

PH. (559) 582-1056

FILE NO. 0783511

ONE SHEET ONLY

Link Table

LINK #	LENGTH	LINK COURSE
1	1523.00	S40°00'00" W
2	840.00	N40°00'00" E
3	41.00	S00°00'00" W
4	843.30	N40°00'00" E
5	329.40	S00°00'00" W
6	23.00	N40°00'00" E
7	313.40	S00°00'00" W
8	40.00	N40°00'00" E
9	78.50	S23°28'30" W
10	879.40	N40°00'00" E
11	327.41	S00°00'00" W
12	742.40	S00°00'00" W
13	44.62	N40°00'00" E
14	323.17	N40°00'00" E
15	1340.37	N00°00'00" E
16	223.40	N40°00'00" E
17	330.40	N00°00'00" E
18	704.27	N40°00'00" E
19	330.40	N00°00'00" E
20	132.00	N40°00'00" E
21	500.00	S00°00'00" W
22	98.00	N40°00'00" E
23	30.00	N00°00'00" E
24	329.40	N40°00'00" E
25	73.40	S00°00'00" W
26	44.75	N40°00'00" E
27	172.90	N00°00'00" E
28	1064.92	N40°00'00" E
29	773.34	S00°28'33" W
30	704.25	S00°17'00" W
31	76.42	N20°35'54" E
32	41	N00°00'00" E
33	58.25	N40°00'00" E
34	748.20	S00°41'15" W

**ANNEXATION NO. 160 PART 3
ANNEXATION TO THE CITY OF HANFORD
GEOGRAPHIC DESCRIPTION**

A portion of the Northwest Quarter of Section 30 and a portion of the Southwest Quarter of Section 19, both in Township 18 South, Range 22 East, MDB&M, in the State of California, County of Kings, described as follows:

Beginning at the Northeast Corner of said Northwest Quarter, also being a point on the existing city limits of the City of Hanford;

Thence along the existing boundary of the City of Hanford, being a description of an unincorporated island within said City of Hanford, the following courses:

1. South, along the East line of said Northwest Quarter, a distance of 1323.00 feet to the Southeast corner of the Northeast Quarter of said Northwest Quarter;
2. Thence West, along the South line of last said Northeast Quarter of said Northwest Quarter, a distance of 660 feet to the most Easterly Northeast corner of lot C, as shown on a map of Crowell Subdivision as shown on a map recorded in Book 1, at Page 95, of Licensed Surveyors' Plats;
3. Thence South, along the most Easterly East line of said Lot C, a distance of 91.05 feet to the Northeast corner of the South 329.6 feet of said lot C;
4. Thence West, along the North line of last said South 329.6 feet and its Westerly prolongation, a distance of 661.5 feet, to the centerline of Beulah Street as shown on said map of Crowell's Subdivision;
5. Thence South, along last said centerline, a distance of 329.6 feet to the westerly prolongation of the South line of said lot C;
6. Thence West, along said Westerly prolongation of the South line of said lot C, also being the North line of lot F of said Crowell's Subdivision, a distance of 25 feet to the Westerly R/W of said Beulah Street;
7. Thence South, along last said Westerly R/W of Beulah Street, a distance of 317.6 feet, to the North R/W line of East Cameron Street (formerly known as Lizzy Street), being 25 feet North of the Centerline of said street as shown on said map of Crowell's Subdivision;
8. Thence West, along last said North R/W, a distance of 60 feet to the center line of People's Ditch as said ditch is shown on said map of last said Crowell Subdivision;
9. Thence South 28°28'30" East, along last said center line of People's Ditch, a distance of 28.5 feet, to the centerline of said East Cameron Street;
10. Thence North 89°58'34" West, along the said centerline of said East Cameron Street, a distance of 679.46 feet to the centerline of Mary Street as shown on said map of Crowell Subdivision;
11. Thence North, along said Centerline of Mary Street, a distance of 342.11 feet to the South line of lot 26 of the first map of Crowell's Subdivision, as shown on a map recorded in Book 1, at Page 87, of Licensed Surveyors' Plats;

12. Thence South $89^{\circ}56'28''$ West, along said South line of lot 26, a distance of 262.98 feet to the Southwest corner thereof;
13. Thence North, along the West line of said lot 26, a distance of 64.02 feet to the Southeast corner of lot 12 of last said Crowell's Subdivision;
14. Thence West, along the south line of said lot 12, and its Westerly prolongation, a distance of 323.53 feet to its intersection with the West line, of said Northwest Quarter of Section 30;
15. Thence North, along last said West line of the Northwest Quarter, a distance of 1,380.32 feet, to the westerly prolongation of the South line of lot 2 of last said Crowell's Subdivision;
16. Thence East along the last said Westerly prolongation of the South line of lot 2 and said South line of Lot 2 a distance of 323.48 feet to the Southeast corner of thereof;
17. Thence North, along the east lines of lots 2 and 1 of last said Crowell's Subdivision and the northerly prolongation thereof, a distance of 320.05 feet to the North line of said Northwest Quarter;
18. Thence East, along last said North line, a distance of 204.52 feet to the southerly prolongation of the West line of a property described in a deed recorded in Book 1090 at page 314 of Official Records in the office of the Kings County Recorder;
19. Thence North along last said prolongation and west line a distance of 330 feet to the Northwest corner thereof;
20. Thence East along the North line of last said deed, a distance of 132.00 feet to the Northeast corner thereof;
21. Thence South, along the East line of last said deed, a distance of 200.00 feet to a Southeast corner thereof;
22. Thence West, along a south line of last said deed, a distance of 50.00 feet to a corner of the parcel described in last said deed;
23. Thence South, along an East line of last said deed and its southerly prolongation, a distance of 130.00 feet to a point on the North line of said Northwest Quarter;
24. Thence East, along said North line of said Quarter, a distance of 729.04 feet to its intersection with the centerline of Beulah Street, as shown on said map of Crowell's Subdivision recorded in Book 1 at page 95, of Licensed Surveyors' Plats;
25. Thence South, along last said centerline, a distance of 172.95 feet to the Westerly prolongation of the South line of Parcel B, as shown on a Map recorded in Book 18, at Page 83, of Parcel Maps in the Office of the Kings County Recorder;
26. Thence East, along last said prolongation and South line, a distance of 159.75 feet to the Southeast corner of said Parcel B;
27. Thence North, along the East lines of Parcels B and A of said Parcel Map and the Northerly prolongation of said East line of Parcel A, a distance of 172.95 feet to a point on said North line of the Northwest Quarter;
28. Thence East along last said North line, a distance of 1,166.92 feet to the Point of Beginning;

Excepting therefrom, the following described Parcel which is currently within the city limits of the City of Hanford:

Beginning at the Northeast Corner of Parcel 3 as shown on a map recorded in Book 14, at Page 69 of Parcel Maps in the Office of the Kings County Recorder;

Thence around said Parcel 3 and the current city limits, the following courses:

29. Thence South $0^{\circ}26'33''$ East, a distance of 275.34 feet;
30. Thence South $89^{\circ}42'02''$ West, a distance of 261.95 feet;
31. Thence North $05^{\circ}35'56''$ East, a distance of 176.42 feet;
32. Thence North $00^{\circ}35'52''$ West, a distance of 45.11 feet;
33. Thence North $20^{\circ}09'33''$ West, a distance of 58.55 feet;
34. Thence North $89^{\circ}41'45''$ East, a distance of 260.20 feet to the Point of Beginning.

Containing 97.8 Acres more or less within the above annexed territory

Exhibit D: Annexation 160, Part 5

LEGEND

- 1 UNIMPROVED LOT OR REAR QUARTER OF PROPERTIES TO BE ANNEXED
- 2 LACEY DRIVE NEIGHBOR
- 3 ANNEXED PARCEL NUMBER

LEGAL

A PORTION OF THE NORTHWEST QUARTER OF SECTION 33 TOWNSHIP 22 NORTH RANGE 22 EAST, MERIDIAN 10 EAST AND A PORTION IN THE COUNTY OF KINGS, STATE OF CALIFORNIA CONTAINED IN PARCELS SHOWN ON THIS MAP.

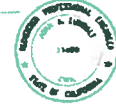


MAP OF TERRITORY ANNEXED TO THE CITY OF HANFORD

AND BEING THE NORTHWEST QUARTER OF SECTION 33 TOWNSHIP 22 NORTH RANGE 22 EAST, MERIDIAN 10 EAST AND A PORTION IN THE COUNTY OF KINGS, STATE OF CALIFORNIA CONTAINED IN PARCELS SHOWN ON THIS MAP.

THIS MAP WAS PREPARED BY ME OR BY AN AUTHORIZED ENGINEER OR SURVEYOR AND I AM A LICENSED PROFESSIONAL ENGINEER OR SURVEYOR.

DATE: _____



CERTIFICATION OF COMPLETION

RECORDED AS REQUIRED BY NO. _____

FILE NO. _____

DATE OF COMPLETION: _____

RECORDED AT THE REQUEST OF THE LOCAL AGENCY THROUGH THE COMMISSIONER OF REVENUE AND TAXATION.

BY: _____ COUNTY CLERK

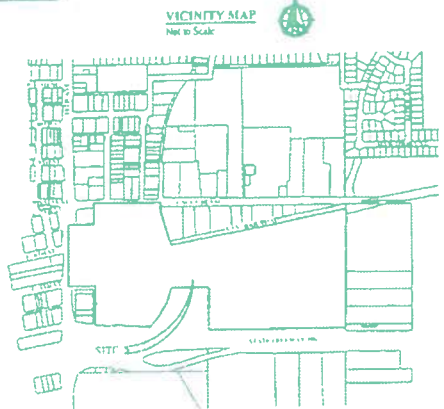
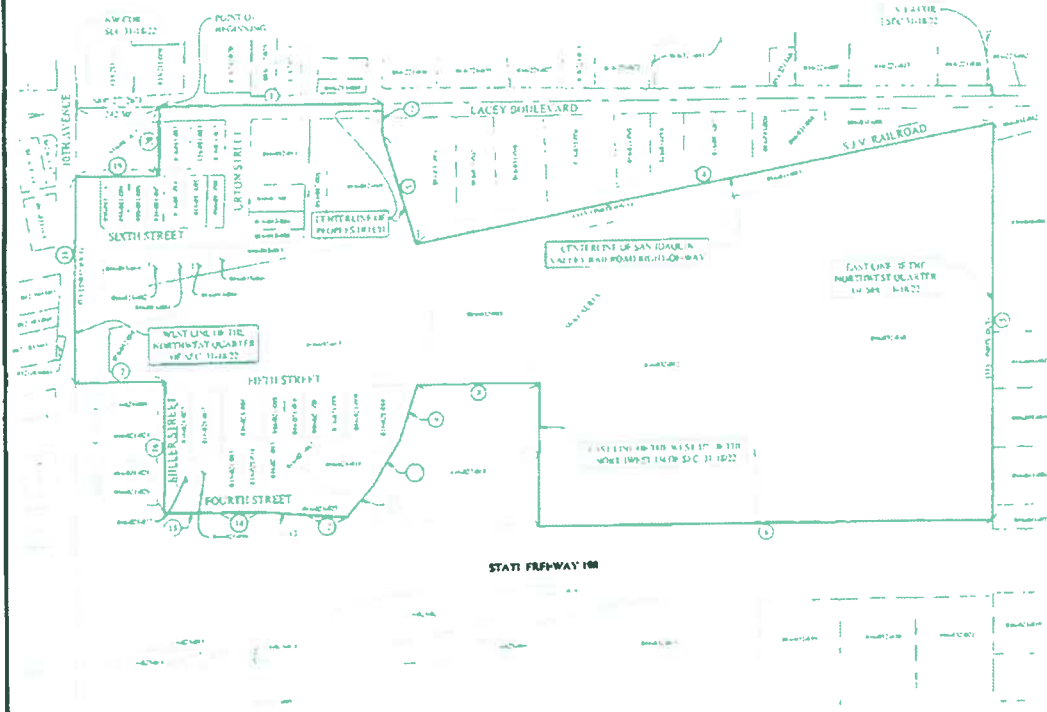
DATE: _____

Line Table

Line #	Length	Bearing
1	100.00	S 89° 27' 30" W
2	100.00	S 89° 48' 00" W
3	100.00	S 71° 48' 00" W
4	100.00	S 79° 48' 00" W
5	100.00	S 89° 27' 30" W
6	100.00	S 89° 27' 30" W
7	100.00	S 89° 27' 30" W
8	100.00	S 89° 27' 30" W
9	100.00	S 89° 27' 30" W
10	100.00	S 89° 27' 30" W
11	100.00	S 89° 27' 30" W
12	100.00	S 89° 27' 30" W
13	100.00	S 89° 27' 30" W
14	100.00	S 89° 27' 30" W
15	100.00	S 89° 27' 30" W
16	100.00	S 89° 27' 30" W
17	100.00	S 89° 27' 30" W
18	100.00	S 89° 27' 30" W
19	100.00	S 89° 27' 30" W
20	100.00	S 89° 27' 30" W

Curve Table

Curve #	Length	Radius	Delta
1	134.37	899.00	0° 49' 36"
2	134.37	899.00	0° 50' 24"



CIVIL ENGINEER
ZUMWALT HANSEN & ASSOCIATES
LAND SURVEYORS

609 N. IRWIN ST.

HANFORD, CA. 93230

PH. (559) 582-1056

FILE NO. 0783511

ONE SHEET ONLY

**ANNEXATION NO. 160 PART 5
ANNEXATION TO THE CITY OF HANFORD
GEOGRAPHIC DESCRIPTION**

A portion of the Northwest Quarter, of Section 31, Township 18 South, Range 22 East, MDB&M, in the State of California, County of Kings, described as follows:

Beginning at a point on the North line, of the Northwest Quarter of said Section 31, being the intersection with the Northerly prolongation of the East line, of the West half, of Lot 9 in Block X of Manasse & Simon Addition, as shown on a map recorded at Page 26 of the Map Book in the Office of the Kings County Recorder, said point being 242.50 feet East of the Northwest corner of said Northwest Quarter, and also being a point on the existing city limits of the City of Hanford;

Thence along the existing boundary of the City of Hanford, being a description of the existing boundary of an unincorporated island within said City of Hanford, the following courses:

1. South 89°27'26" East, along last said North line, a distance of 645.80 feet to the centerline of People's Ditch;
2. Thence South, along last said centerline, a distance of 92.00 feet;
3. Thence continuing along said Centerline, South 17°00'00" East, a distance of 330.00 feet to centerline of the San Joaquin Valley Railroad R/W;
4. Thence North 79°30'45 East, along last said centerline, a distance of 1,682.00 feet to the intersection of last said Centerline with the East line of the Northwest Quarter of said section;
5. Thence South 0°28'51" West, along last said East line, a distance of 1,153.18 feet to the North line of the State highway 198 Right of Way;
6. Thence North 89°23'37" West, along last said Right of Way, a distance of 1,318.68 feet to the East line of the West half of said Northwest Quarter;
7. Thence North 0°35'58" East, along last said East line, a distance of 406.82 feet to the Southerly line of the 5th Street Right of Way;
8. Thence North 89°42'51" West, along last said Right of Way, a distance of 353.96 feet to the east Right of Way line of the Peoples Ditch;

Thence along last said ditch Right of Way the following courses:

9. South 18°19'18" West, a distance of 159.74 feet;
10. South 31°06'13" West, a distance of 145.64 feet;
11. South 40°31'21" West, a distance of 122.31 feet to the North line of said State Highway 198 Right-of-Way;

Thence along the last said North line of said State Highway 198 Right-of-Way the following courses:

12. Thence North 85°43'08" West, a distance of 115.55 feet;

13. Thence on a curve to the right, concave to the North, with a radius of 9,952.00 feet, through a central angle of $0^{\circ}48'56''$, an arc distance of 141.65 feet;
14. Thence North $89^{\circ}34'25''$ West a distance of 114.75 feet;
15. Thence on a curve to the right, concave to the North, with a radius of 9,962.00 feet, through a central angle of $0^{\circ}54'39''$, an arc distance of 158.37 feet;

Thence leaving the Highway 198 Right-of-Way,

16. Thence North $0^{\circ}25'02''$ East, along the centerline of Miller Street, a distance of 363.81 feet to the center line of 5th Street;
17. Thence North $89^{\circ}35'25''$ West, along last said centerline, a distance of 260.15 feet to the West line of said Northwest Quarter;
18. Thence North $0^{\circ}25'02''$ East, along last said West line, a distance of 613.97 feet to the Westerly prolongation, of the South Right of Way of the alley in Block X of the Manasse & Simon Addition, as shown on that certain map recorded in the Map Book, at Page 26, in the Office of the Kings County Recorder;
19. Thence South $89^{\circ}27'26''$ East, along last said prolongation, and South line of the alley Right of Way, a distance of 242.50 feet, to the Southerly prolongation, of the East line, of the West half, of Lot 9 of last said Addition;
20. Thence North $0^{\circ}25'02''$ East, along last said East line, a distance of 190.00 feet to the Point of Beginning;

Containing 56.6 Acres more or less.

Exhibit E: Annexation 160, Part 6

MAP OF TERRITORY ANNEXED TO THE CITY OF HANFORD

AN ACT TO ANNEX TO THE CITY OF HANFORD THE TERRITORY DESCRIBED IN SECTION 11 OF THE MAP OF TERRITORY ANNEXED TO THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA, DISTRICT, CITY OF HANFORD, FOR PARCEL MAP NO. 553.

THIS MAP WAS PREPARED BY ME,
A PUBLIC LAND SURVEYOR IN THE STATE OF CALIFORNIA, ON
DATE:

JOHN C. ZUMWALT, R.E.P. 7749



CERTIFICATION OF COMPLETION

APPROPRIAL DOCUMENT NO. _____

FILE _____

DATE OF COMPLETION _____

AS WITNESSED BY THE SURVEYOR AT THE PUBLIC AGENTS' REGISTRATION
TERMINUS IN THE COUNTY OF _____

AT _____ COUNTY OF _____

SUBSCRIBED AND SWORN TO before me on this _____ day of _____, 19____.

BY _____

NOTARY PUBLIC

BY _____

DEPUTY



SCALE 1" = 200'

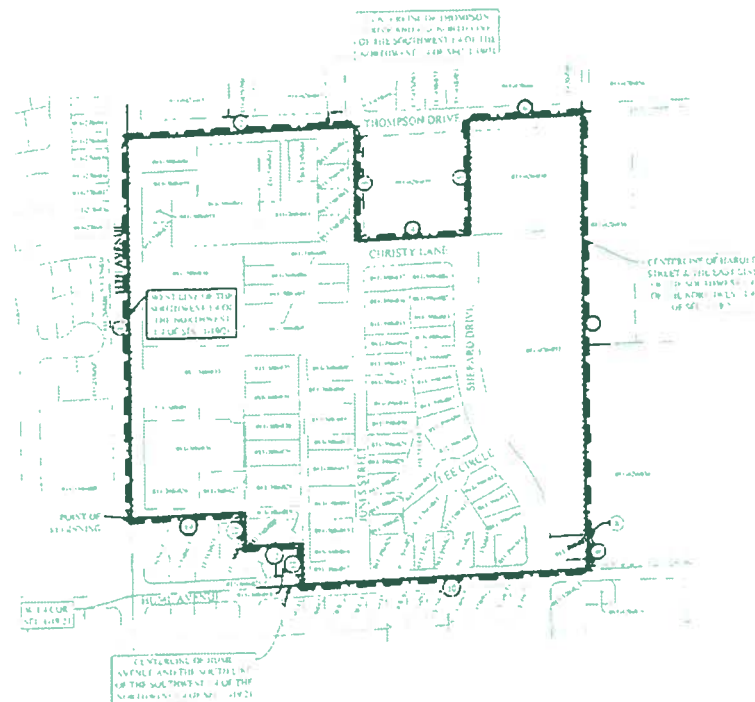


LEGEND

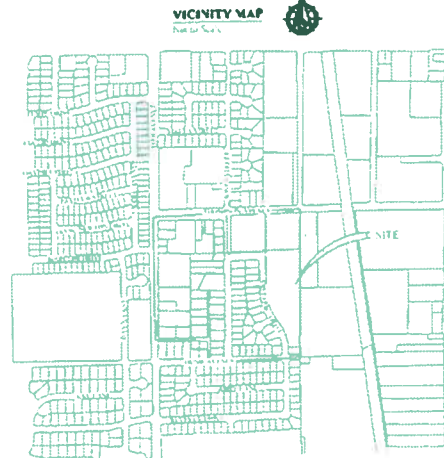
- EXISTING CITY LIMITS
- BOUNDARY OF PROPERTY TO BE ANNEXED
- CATERINE CO. ACRES NUMBER
- UNDEVELOPED PLOT NUMBER

LEGAL

SECTION 11, THE MAP OF TERRITORY ANNEXED TO THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA, DISTRICT, CITY OF HANFORD, FOR PARCEL MAP NO. 553, IS HEREBY REPEALED AND THE TERRITORY DESCRIBED IN SECTION 11 OF THE MAP OF TERRITORY ANNEXED TO THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA, DISTRICT, CITY OF HANFORD, FOR PARCEL MAP NO. 553, IS HEREBY REPEALED.



LINE	LENGTH	BEARING
1	1,400.00'	S 89° 21' 00" W
2	1,400.00'	S 00° 00' 00" W
3	1,400.00'	S 89° 21' 00" E
4	1,400.00'	S 00° 00' 00" E
5	1,400.00'	S 89° 21' 00" W
6	1,400.00'	S 00° 00' 00" W
7	1,400.00'	S 89° 21' 00" E
8	1,400.00'	S 00° 00' 00" E
9	1,400.00'	S 89° 21' 00" W
10	1,400.00'	S 00° 00' 00" W
11	1,400.00'	S 89° 21' 00" E
12	1,400.00'	S 00° 00' 00" E
13	1,400.00'	S 89° 21' 00" W
14	1,400.00'	S 00° 00' 00" W
15	1,400.00'	S 89° 21' 00" E
16	1,400.00'	S 00° 00' 00" E
17	1,400.00'	S 89° 21' 00" W
18	1,400.00'	S 00° 00' 00" W
19	1,400.00'	S 89° 21' 00" E
20	1,400.00'	S 00° 00' 00" E
21	1,400.00'	S 89° 21' 00" W
22	1,400.00'	S 00° 00' 00" W
23	1,400.00'	S 89° 21' 00" E
24	1,400.00'	S 00° 00' 00" E
25	1,400.00'	S 89° 21' 00" W
26	1,400.00'	S 00° 00' 00" W
27	1,400.00'	S 89° 21' 00" E
28	1,400.00'	S 00° 00' 00" E
29	1,400.00'	S 89° 21' 00" W
30	1,400.00'	S 00° 00' 00" W
31	1,400.00'	S 89° 21' 00" E
32	1,400.00'	S 00° 00' 00" E
33	1,400.00'	S 89° 21' 00" W
34	1,400.00'	S 00° 00' 00" W
35	1,400.00'	S 89° 21' 00" E
36	1,400.00'	S 00° 00' 00" E
37	1,400.00'	S 89° 21' 00" W
38	1,400.00'	S 00° 00' 00" W
39	1,400.00'	S 89° 21' 00" E
40	1,400.00'	S 00° 00' 00" E
41	1,400.00'	S 89° 21' 00" W
42	1,400.00'	S 00° 00' 00" W
43	1,400.00'	S 89° 21' 00" E
44	1,400.00'	S 00° 00' 00" E
45	1,400.00'	S 89° 21' 00" W
46	1,400.00'	S 00° 00' 00" W
47	1,400.00'	S 89° 21' 00" E
48	1,400.00'	S 00° 00' 00" E
49	1,400.00'	S 89° 21' 00" W
50	1,400.00'	S 00° 00' 00" W
51	1,400.00'	S 89° 21' 00" E
52	1,400.00'	S 00° 00' 00" E
53	1,400.00'	S 89° 21' 00" W
54	1,400.00'	S 00° 00' 00" W
55	1,400.00'	S 89° 21' 00" E
56	1,400.00'	S 00° 00' 00" E
57	1,400.00'	S 89° 21' 00" W
58	1,400.00'	S 00° 00' 00" W
59	1,400.00'	S 89° 21' 00" E
60	1,400.00'	S 00° 00' 00" E
61	1,400.00'	S 89° 21' 00" W
62	1,400.00'	S 00° 00' 00" W
63	1,400.00'	S 89° 21' 00" E
64	1,400.00'	S 00° 00' 00" E
65	1,400.00'	S 89° 21' 00" W
66	1,400.00'	S 00° 00' 00" W
67	1,400.00'	S 89° 21' 00" E
68	1,400.00'	S 00° 00' 00" E
69	1,400.00'	S 89° 21' 00" W
70	1,400.00'	S 00° 00' 00" W
71	1,400.00'	S 89° 21' 00" E
72	1,400.00'	S 00° 00' 00" E
73	1,400.00'	S 89° 21' 00" W
74	1,400.00'	S 00° 00' 00" W
75	1,400.00'	S 89° 21' 00" E
76	1,400.00'	S 00° 00' 00" E
77	1,400.00'	S 89° 21' 00" W
78	1,400.00'	S 00° 00' 00" W
79	1,400.00'	S 89° 21' 00" E
80	1,400.00'	S 00° 00' 00" E
81	1,400.00'	S 89° 21' 00" W
82	1,400.00'	S 00° 00' 00" W
83	1,400.00'	S 89° 21' 00" E
84	1,400.00'	S 00° 00' 00" E
85	1,400.00'	S 89° 21' 00" W
86	1,400.00'	S 00° 00' 00" W
87	1,400.00'	S 89° 21' 00" E
88	1,400.00'	S 00° 00' 00" E
89	1,400.00'	S 89° 21' 00" W
90	1,400.00'	S 00° 00' 00" W
91	1,400.00'	S 89° 21' 00" E
92	1,400.00'	S 00° 00' 00" E
93	1,400.00'	S 89° 21' 00" W
94	1,400.00'	S 00° 00' 00" W
95	1,400.00'	S 89° 21' 00" E
96	1,400.00'	S 00° 00' 00" E
97	1,400.00'	S 89° 21' 00" W
98	1,400.00'	S 00° 00' 00" W
99	1,400.00'	S 89° 21' 00" E
100	1,400.00'	S 00° 00' 00" E



Civil Engineer
**ZUMWALT
HANSEN &
LAND SURVEYORS**

609 N. IRWIN ST.

HANFORD, CA. 93230

PH. (559) 582-1056

FILE NO. 0783511

ONE SHEET ONLY

**ANNEXATION NO. 160 PART 6
ANNEXATION TO THE CITY OF HANFORD
GEOGRAPHIC DESCRIPTION**

A portion of the Northwest Quarter of Section 1, Township 19 South, Range 21 East, MDB&M in the County of Kings, State of California described as follows:

Beginning at the point of intersection of the West line of said Northwest Quarter and the Westerly prolongation of the North line of the street adjacent to the North line of the Parcels shown on that certain Parcel Map recorded in Book 7 at Page 9, of Parcel Maps in the Office of the Kings County Recorder, said intersection being 216.92 feet, more or less, North of the Southwest corner of said Northwest Quarter and also being a point on the existing city limits of Hanford;

Thence along the existing boundary of the City of Hanford, being a description of the existing boundary of an unincorporated island within said City of Hanford, the following courses:


1. North 0°21'30" West, along said West line, of said Northwest Quarter, a distance of 1,102.89 feet, to the intersection with the Centerline of Thompson Drive as shown on a map of Thompson Colony recorded in Book 2, at Page 5, of Licensed Land Surveyors' Plats in the office of the Kings County Recorder;
2. Thence N 88°14'00" East, along last said centerline, a distance of 660.00 feet to the centerline of Jones Street as shown on said map of Thompson Colony;
3. Thence South 0°21'30" East, along said centerline of Jones street, a distance of 330.00 feet to the South line of Lot 39 of said Colony;
4. Thence N 88°14'00" East, along last said South line of lot 39, a distance of 330.00 feet to the Southeast corner of Said lot 39:
5. Thence North 0°21'30" West, along the East line of said lot 39, a distance of 330.00 feet to said Centerline of Thompson Drive;
6. Thence North 88°14'00" East, along last said centerline, a distance of 330.00 feet to the centerline of Harold Street as is shown on said map of Thompson Colony;
7. Thence South 0°21'30" East, along said centerline of Harold Street, a distance of 1,220.00 feet to the North line of lot 21 as said lot is shown on a map of South Gate Estates, recorded in Book 5, at Page 78, of Licensed Surveyors' Plats, in the Office of the Kings County Recorder;
8. Thence North 88°14'00" East, along said North line of lot 21, a distance of 6.86 feet to the Northeast corner thereof;
9. Thence South 0°21'30" East, along the East line of said lot 21, and its southerly prolongation, a distance of 100 feet to the Centerline of Hume Ave, as shown on said map of South Gate Estates;
10. Thence South 88°14'00" West, along the centerline of said Hume Ave, a distance of 834.00 feet to the intersection with the Southerly prolongation of the East line, of Parcel 4, as shown on a Parcel Map recorded on Book 6, at Page 60, of Parcel Maps in the Office of the Kings County Recorder;

11. Thence North $0^{\circ}21'30''$ West, along last said East line, a distance of 119.00 feet to the Northeast corner of said Parcel 4;
12. Thence South $88^{\circ}14'00''$ West, along The North lines of Parcels 3 and 4, as shown on last said Parcel Map, a distance of 165.00 feet, to the Northwest corner of said Parcel 3, also being a point on the East line of Parcel 4 as shown on the Parcel Map recorded in Book 7 at Page 9 in the Office of the Kings County Recorder;
13. Thence North $0^{\circ}21'30''$ West, along last said East line of Parcel 4 and its Northerly prolongation, a distance of 98.00 feet to the North line of the street shown thereon;
14. Thence South $88^{\circ}14'00''$ West, along last said North line, a distance of 330.00 feet to the Point of Beginning;

Containing 35.4 Acres more or less.

Exhibit F: Annexation 160, Part 7

LEGEND

-  UNIMPROVED
-  UNIMPROVED PERMITS TO BE CONSIDERED
-  EXISTING UTILITY NUMBER
-  ANTI-COLLISION MARKERS

LEGAL

A POWER OF ATTORNEY FOR THE PARTIALLY TO WHOLE QUARTER SECTION 20, TOWNSHIP 14N, RANGE 21E, SBM 12N34E AND A SUBDIVISION MAP IN COUNTY OF CALIFORNIA, SAN JOAQUIN COUNTY, DISTRICT 10, 1ST QUARTER, 20TH SECTION, 14TH TOWNSHIP, 21ST RANGE, SBM 12N34E.

CERTIFICATION OF COMPLETION

REFERRED TO AS MAP NO. _____
 I, _____
 REGISTERED AT THE BOARD OF PUBLIC WORKS ENGINEERS OF CALIFORNIA
 AT _____ COUNTY OF _____
 THIS DAY OF _____, 20____, HAVE REVIEWED THIS MAP AND CERTIFY THAT IT COMPLETES THE REQUIREMENTS OF THE SUBDIVISION MAP ACT, CHAPTER 322, CIVIL CODE, AS AMENDED.
 MY COMMISSION NO. _____
 MY EXPIRES DATE _____

CHL 080808
ZUMWALT
HANSEN &
LAND SURVEYORS

609 N. IRWIN ST.

HANFORD, CA. 93230

PH. (559) 582-1056

FILE NO. 0783511

ONE SHEET ONLY

**MAP OF TERRITORY
 ANNEXED TO THE
 CITY OF HANFORD**

APPROVED BY THE BOARD OF SUPERVISORS OF SAN JOAQUIN COUNTY, CALIFORNIA, AND A SUBDIVISION MAP NO. 0783511 BY THE DISTRICT CLERK OF SAID COUNTY, CALIFORNIA, ON _____, 20____.

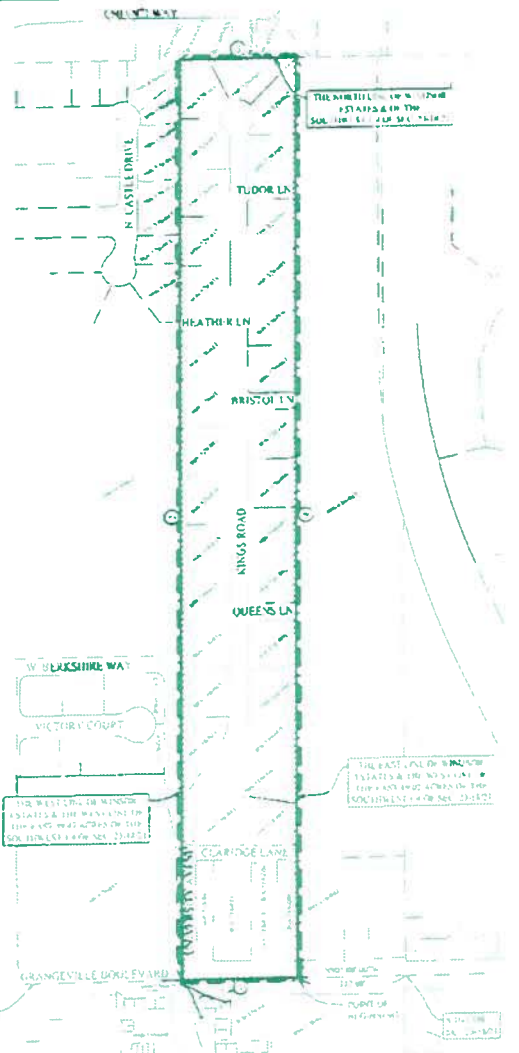
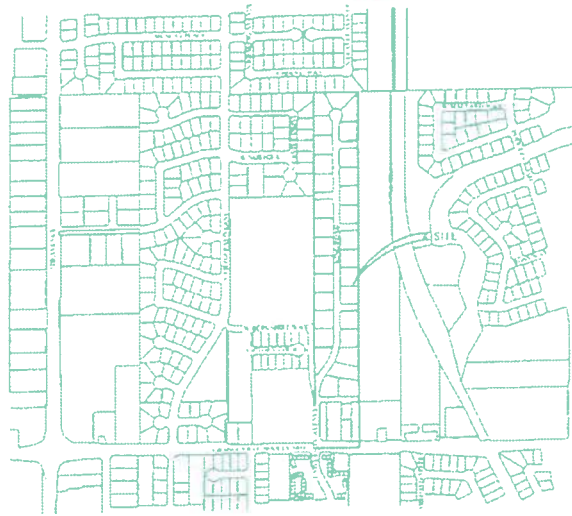
THIS MAP WAS PREPARED BY THE LAND SURVEYORS OF SAN JOAQUIN COUNTY, CALIFORNIA, AND A SUBDIVISION MAP NO. 0783511 BY THE DISTRICT CLERK OF SAID COUNTY, CALIFORNIA, ON _____, 20____.

PREPARED BY: _____



CIRCLE TABLE			
AREA	DIAMETER	CIRCUMFERENCE	AREA
100	11.28	35.42	3141.59
200	22.56	70.84	12566.37
300	33.84	106.26	28274.33
400	45.12	141.67	49088.41
500	56.40	177.08	75000.00

VICINITY MAP
 Not to Scale



**ANNEXATION NO. 160 PART 7
ANNEXATION TO THE CITY OF HANFORD
GEOGRAPHIC DESCRIPTION**

A portion of the Southwest Quarter of Section 23, Township 18 South, Range 21 East, MDB&M in the County of Kings, State of California described as follows:

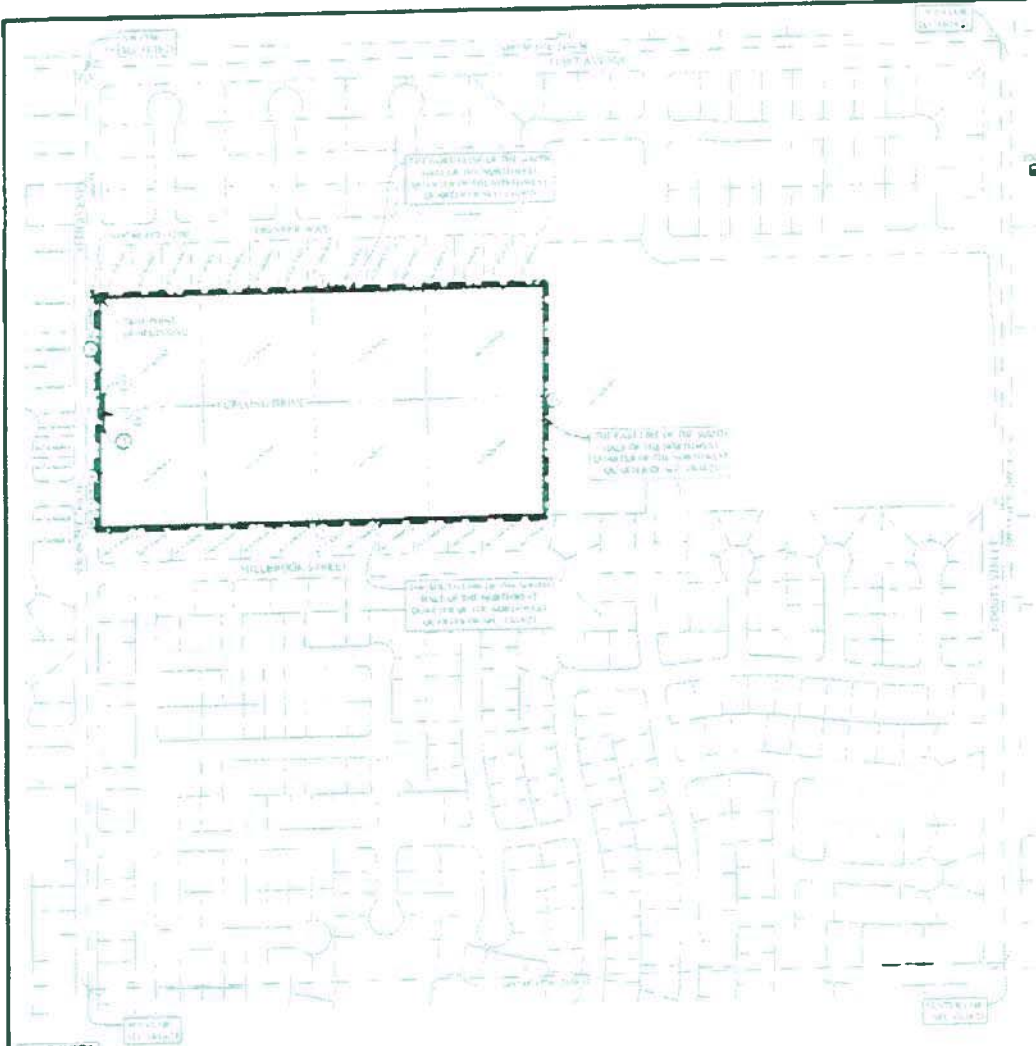
Beginning at the Southwest corner of the East 19.02 Acres of said Southwest Quarter, and also being a point on the existing city limits of Hanford;

Thence along the existing boundary of the City of Hanford, being a description of the existing boundary of an unincorporated island within said City of Hanford, the following courses:

1. Thence North 90°00'00" West, along the South line of said Southwest Quarter, a distance of 335.50 feet, to the Southwest corner of the East 39.47 Acres of said Southwest Quarter, also being at the intersection of the South line of said Quarter and the West line of Windsor Estates as shown on a map recorded in Volume 10, at Page 3, of Licensed Surveyors' Plats, in the Office of the Kings County Recorder;
2. Thence North 0°00'12" West, along the West line of said East 39.47 Acres, also being the West line of said Windsor Estates, a distance of 2,655.04 feet to the Northwest corner thereof;
3. Thence North 89°57'12" East, along the North line of said Quarter, also being the North line of said Windsor Estates, a distance of 335.50 feet to the Northwest corner of said East 19.02 Acres, also being the Northeast corner of said Windsor Estates;
4. Thence South 0°00'12" East, along the West line of said East 19.02 Acres, also being the East line of said Windsor Estates and its southerly prolongation, a distance of 2,655.31 feet to the Point of Beginning;

Containing 20.54 Acres more or less.

Exhibit G: Annexation 160, Part 8



LEGAL

THIS MAP WAS PREPARED BY THE SURVEYOR OF THE COUNTY OF KINGS, CALIFORNIA, AND IS A TRUE AND CORRECT COPY OF THE ORIGINAL RECORD MAP AS FILED IN THE OFFICE OF THE COUNTY CLERK OF SAID COUNTY, CALIFORNIA, ON THE 21ST DAY OF APRIL, 2009.

LEGEND
 --- UNIMPROVED LOT
 --- IMPROVED LOT
 --- UNIMPROVED LOT
 --- IMPROVED LOT

TABLE

TRACT	ACRES	AREA
1	0.125	5,400
2	0.125	5,400
3	0.125	5,400
4	0.125	5,400
5	0.125	5,400
6	0.125	5,400
7	0.125	5,400
8	0.125	5,400
9	0.125	5,400
10	0.125	5,400
11	0.125	5,400
12	0.125	5,400
13	0.125	5,400
14	0.125	5,400
15	0.125	5,400
16	0.125	5,400
17	0.125	5,400
18	0.125	5,400
19	0.125	5,400
20	0.125	5,400
21	0.125	5,400
22	0.125	5,400
23	0.125	5,400
24	0.125	5,400
25	0.125	5,400
26	0.125	5,400
27	0.125	5,400
28	0.125	5,400
29	0.125	5,400
30	0.125	5,400
31	0.125	5,400
32	0.125	5,400
33	0.125	5,400
34	0.125	5,400
35	0.125	5,400
36	0.125	5,400
37	0.125	5,400
38	0.125	5,400
39	0.125	5,400
40	0.125	5,400
41	0.125	5,400
42	0.125	5,400
43	0.125	5,400
44	0.125	5,400
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55	0.125	5,400
56	0.125	5,400
57	0.125	5,400
58	0.125	5,400
59	0.125	5,400
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71	0.125	5,400
72	0.125	5,400
73	0.125	5,400
74	0.125	5,400
75	0.125	5,400
76	0.125	5,400
77	0.125	5,400
78	0.125	5,400
79	0.125	5,400
80	0.125	5,400
81	0.125	5,400
82	0.125	5,400
83	0.125	5,400
84	0.125	5,400
85	0.125	5,400
86	0.125	5,400
87	0.125	5,400
88	0.125	5,400
89	0.125	5,400
90	0.125	5,400
91	0.125	5,400
92	0.125	5,400
93	0.125	5,400
94	0.125	5,400
95	0.125	5,400
96	0.125	5,400
97	0.125	5,400
98	0.125	5,400
99	0.125	5,400
100	0.125	5,400

MAP OF TERRITORY ANNEXED TO THE CITY OF HANFORD

THIS MAP WAS PREPARED BY THE SURVEYOR OF THE COUNTY OF KINGS, CALIFORNIA, AND IS A TRUE AND CORRECT COPY OF THE ORIGINAL RECORD MAP AS FILED IN THE OFFICE OF THE COUNTY CLERK OF SAID COUNTY, CALIFORNIA, ON THE 21ST DAY OF APRIL, 2009.



CERTIFICATION OF MAP

I, the undersigned, being duly qualified and sworn, do hereby certify that the foregoing map is a true and correct copy of the original map as filed in the office of the County Clerk of Kings County, California, on the 21st day of April, 2009.



CIVIL ENGINEER
**ZUMWALT
 HANSEN &
 LAND SURVEYORS**

609 N. IRWIN ST.

HANFORD, CA. 93230

PH. (559) 582-1056

FILE NO. 0783511

ONE SHEET ONLY

**ANNEXATION NO. 160 PART 8
ANNEXATION TO THE CITY OF HANFORD
GEOGRAPHIC DESCRIPTION**

A portion of the South half, of the Northwest Quarter of the Northwest Quarter, of Section 13, Township 18 South, Range 21 East, MDB&M, according to approved Government Township Plats thereof, in the County of Kings, State of California described as follows:

Beginning at the Northwest corner of said South half of the Northwest Quarter, of the Northwest Quarter of Section 13;

Thence North 89°40'43" East, along the North line of Said South half, a distance of 42.00 feet to the **True Point of Beginning**;

Thence along the existing boundary of the City of Hanford, being a description of the existing boundary of an unincorporated island within said City of Hanford, the following courses:

1. North 89°40'43" East, along the North line of said South half, a distance of 1,285.72 feet to the Northeast corner of Said South half;
2. Thence South 0°06'32" West, along the East line of said South half, a distance of 665.57 feet to the Southeast corner of said South half;
3. Thence South 89°43'16" West, along the South line of said South half, a distance of 1,286.26 feet, to a point 42.00 feet easterly of the Southwest corner of said South half;
4. Thence North 0°09'23" East, along a line parallel with and 42.00 feet Easterly of, the West line of said South half, a distance of 294.31 feet;
5. Thence North 89°42'00" East, a distance of 10.00 feet;
6. Thence North 0°09'23" East, along a line parallel with, and 52.00 feet Easterly of, the West line of said South half, a distance of 76.00 feet;
7. Thence South 89°42'00" West, a distance of 10.00 feet;
8. Thence North 0°09'23" East, along a line parallel with and 42.00 feet Easterly of the West line of said South half, a distance of 294.31 feet to the **True Point of Beginning**;

Containing 19.6 Acres more or less.

ORDINANCE NO. 21-07
PREZONE NO. 2021-01

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HANFORD PREZONING ANNEXATION 160, PART 1 AS R-L-12, LOW-DENSITY RESIDENTIAL, IN ACCORDANCE WITH THE GENERAL PLAN DESIGNATION FOR THE PROJECT SITE, LOW-DENSITY RESIDENTIAL. THE PROJECT IS LOCATED NORTH OF FARGO AVENUE AND SOUTH OF HIGHWAY 43 (APN 014-400-001 – THROUGH -012)

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

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

Annexation 160, Part 1 filed by the City of Hanford

FROM: County zoning of RR Rural Residential

TO: City zoning R-L-12 Low-Density Residential

On property described as follows:

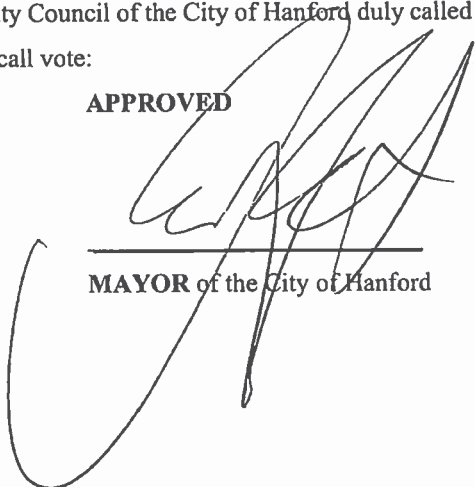
Approximately 32.44 acres generally located on the north of Fargo Avenue and southwest of Highway 43 (APN 014-400-001 through -012), as depicted in attached **Exhibit A**; and

Section 2: The Council does hereby find as a fact that this Ordinance has been recommended for passage by the Planning Commission of the City of Hanford after public hearing before the Planning Commission after notice required by Section 17.70.100 of the Hanford Municipal Code and Government Code Section 65854. The City Council that the Project is Categorically Exempt from the California Environmental Quality Act (CEQA), per Categorical Exemption Class 19 (Annexation of areas containing existing public or private structures developed to the density allowed by the current prezoning) and because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment per CEQA Guidelines Section 15061(b)(3). The City Council hereby finds that the prezoning is required to achieve the objectives of the zoning regulations as set forth in Section 17.06.010 of the Hanford Municipal Code, and that this Ordinance has been introduced by the City Council after public hearing held on the 2nd day of November, 2021 at 7:00 p.m. of said day after notice required under the provisions of Section 65856 of the Government Code.

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

Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on the 16 day of November, by the following roll call vote:

APPROVED



MAYOR of the City of Hanford

ATTEST:

heoral

Natalie Corral
CITY CLERK

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

I, **NATALIE CORRAL**, City Clerk of the City of Hanford, do hereby certify the foregoing ordinance was duly introduced at a regular meeting of the City Council of the City of Hanford on the 2nd day of November, 2021 and it was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 16 day of November, 2021.

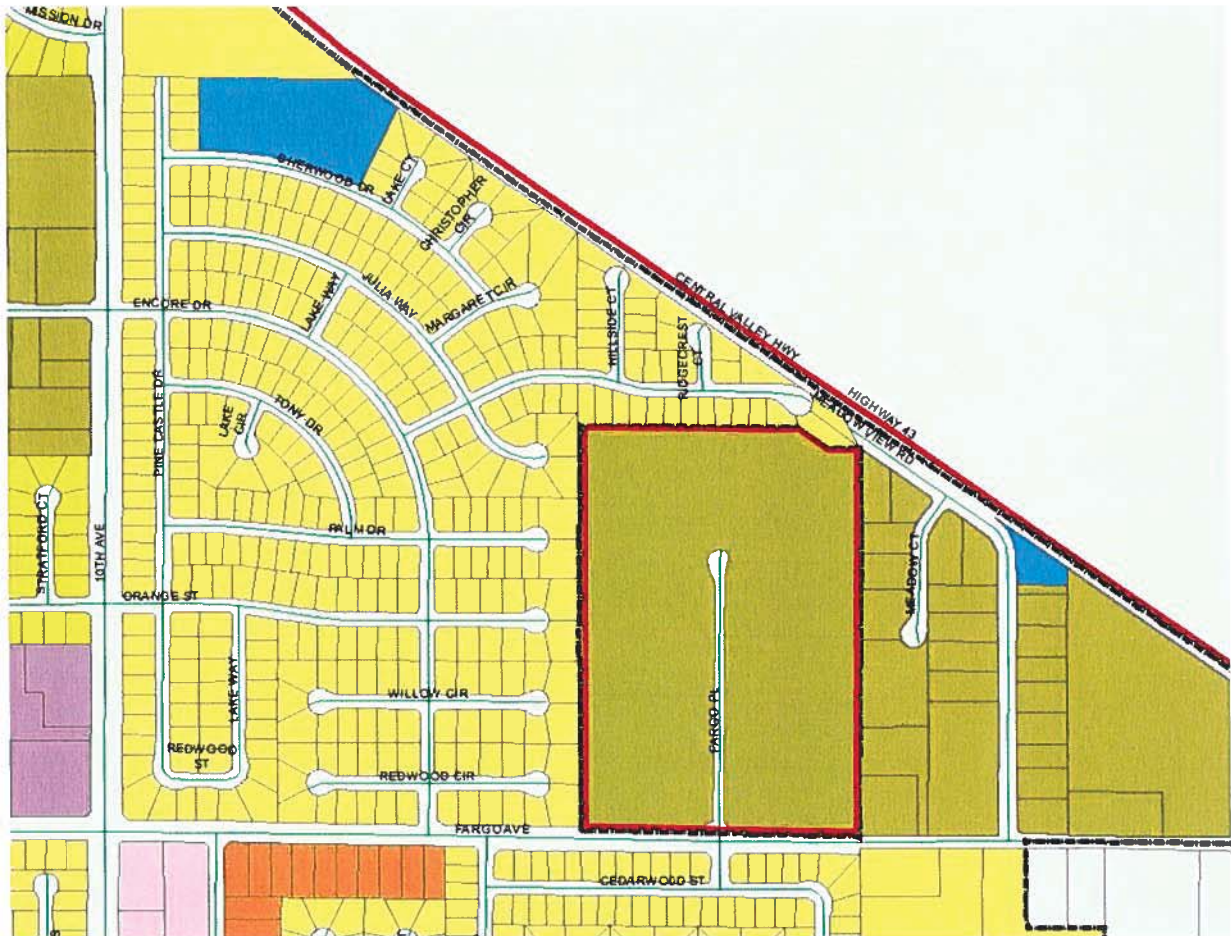
Dated:

11/16/21

heoral

Natalie Corral
City Clerk

Prezone 2021-01
General Plan Designation – Low Density Residential
Prezoning to (R-L-12) Low Density Residential, 12,000 sq ft. min.



ORDINANCE NO. 21-08
PREZONE NO. 2021-02

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HANFORD PREZONING ANNEXATION 160, PART 2 AS R-M MEDIUM-DENSITY RESIDENTIAL, IN ACCORDANCE WITH THE GENERAL PLAN DESIGNATION FOR THE PROJECT SITE, MEDIUM-DENSITY RESIDENTIAL. THE PROJECT IS LOCATED EAST OF 10TH AVENUE, NORTH OF CRASS AVENUE.

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

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

Annexation 160, Part 2 filed by the City of Hanford

FROM: County zoning of R-1-6 and CN

TO: City zoning R-M Medium-Density Residential

On property described as follows:

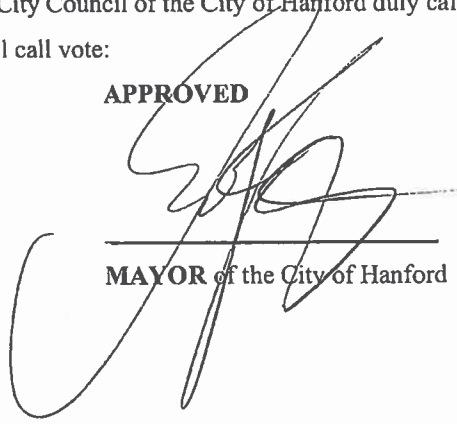
Approximately 13.70 acres generally located on the east of 10th Avenue, north of Crass Avenue, as depicted in attached **Exhibit A**; and

Section 2: The Council does hereby find as a fact that this Ordinance has been recommended for passage by the Planning Commission of the City of Hanford after public hearing before the Planning Commission after notice required by Section 17.70.100 of the Hanford Municipal Code and Government Code Section 65854. The City Council that the Project is Categorically Exempt from the California Environmental Quality Act (CEQA), per Categorical Exemption Class 19 (Annexation of areas containing existing public or private structures developed to the density allowed by the current prezoning) and because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment per CEQA Guidelines Section 15061(b)(3). The City Council hereby finds that the prezoning is required to achieve the objectives of the zoning regulations as set forth in Section 17.06.010 of the Hanford Municipal Code, and that this Ordinance has been introduced by the City Council after public hearing held on the 2nd day of November, 2021 at 7:00 p.m. of said day after notice required under the provisions of Section 65856 of the Government Code.

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

Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on the 16 day of November, by the following roll call vote:

APPROVED



MAYOR of the City of Hanford

ATTEST:



Natalie Corral
CITY CLERK

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

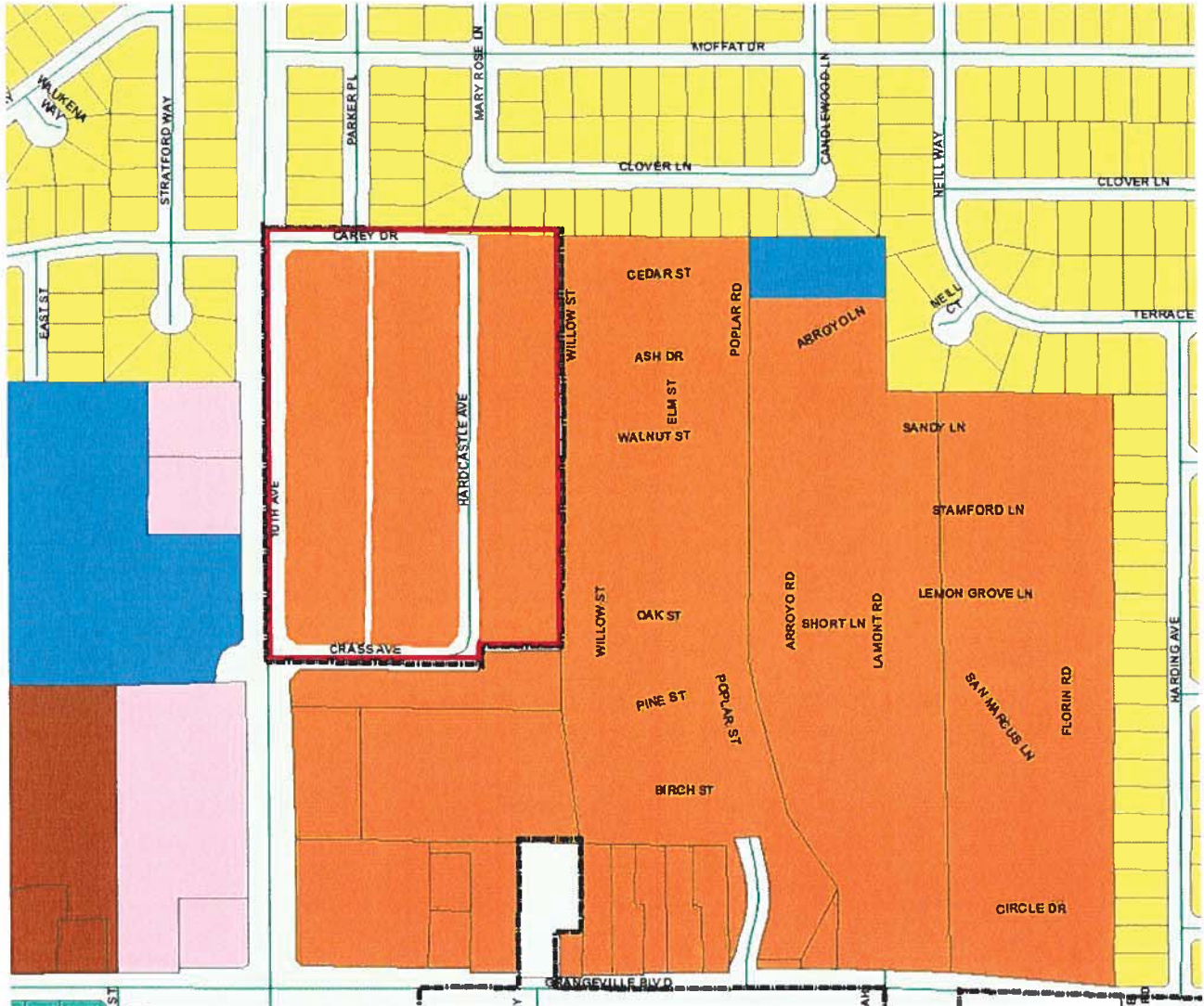
I, **NATALIE CORRAL**, City Clerk of the City of Hanford, do hereby certify the foregoing ordinance was duly introduced at a regular meeting of the City Council of the City of Hanford on the 2nd day of November, 2021 and it was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 16 day of November, 2021.

Dated: 11/16/21



Natalie Corral
City Clerk

Prezone 2021-02
General Plan Designation – Medium-Density Residential
Prezoning to R-M Medium-Density Residential



ORDINANCE NO. 21-09
PREZONE NO. 2021-03

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HANFORD PREZONING ANNEXATION 160, PART 3 AS R-L-5 LOW-DENSITY RESIDENTIAL, R-M MEDIUM-DENSITY RESIDENTIAL, MX-C CORRIDOR MIXED USE, AND P-F PUBLIC FACILITY, IN ACCORDANCE WITH THE GENERAL PLAN DESIGNATION FOR THE AREA. THE PROJECT IS GENERALLY LOCATED EAST OF 10TH AVENUE, SOUTH OF GRANGEVILLE BOULEVARD.

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

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

Annexation 160, Part 3 filed by the City of Hanford

FROM: County zoning of CN, RRE, RM-2, R-1-6, and PF
TO: City zoning R-L-5 Low-Density Residential, R-M Medium-Density Residential, MX-C Corridor Mixed Use, and PF Public Facility.

On property described as follows:

Approximately 97.8 acres generally located on the east of 10th Avenue, south of Grangeville, as depicted in attached **Exhibit A**; and

Section 2: The Council does hereby find as a fact that this Ordinance has been recommended for passage by the Planning Commission of the City of Hanford after public hearing before the Planning Commission after notice required by Section 17.70.100 of the Hanford Municipal Code and Government Code Section 65854. The City Council that the Project is Categorically Exempt from the California Environmental Quality Act (CEQA), per Categorical Exemption Class 19 (Annexation of areas containing existing public or private structures developed to the density allowed by the current prezoning) and because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment per CEQA Guidelines Section 15061(b)(3). The City Council hereby finds that the prezoning is required to achieve the objectives of the zoning regulations as set forth in Section 17.06.010 of the Hanford Municipal Code, and that this Ordinance has been introduced by the City Council after public hearing held on the 2nd day of November, 2021 at 7:00 p.m. of said day after notice required under the provisions of Section 65856 of the Government Code.

Section 3: This Ordinance shall take effect thirty (30) days after its passage, and shall be published once in the Hanford Sentinel within fifteen (15) days after its passage, and the zoning will apply to such

property in the event of subsequent annexation to the City under the provisions of Section 65859 of the Government Code.

Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on the 16 day of November by the following roll call vote:

APPROVED



MAYOR of the City of Hanford

ATTEST:

heomal

Natalie Corral
CITY CLERK

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

I, **NATALIE CORRAL**, City Clerk of the City of Hanford, do hereby certify the foregoing ordinance was duly introduced at a regular meeting of the City Council of the City of Hanford on the 2nd day of November, 2021 and it was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 16 day of November, 2021.

Dated: 11/16/21

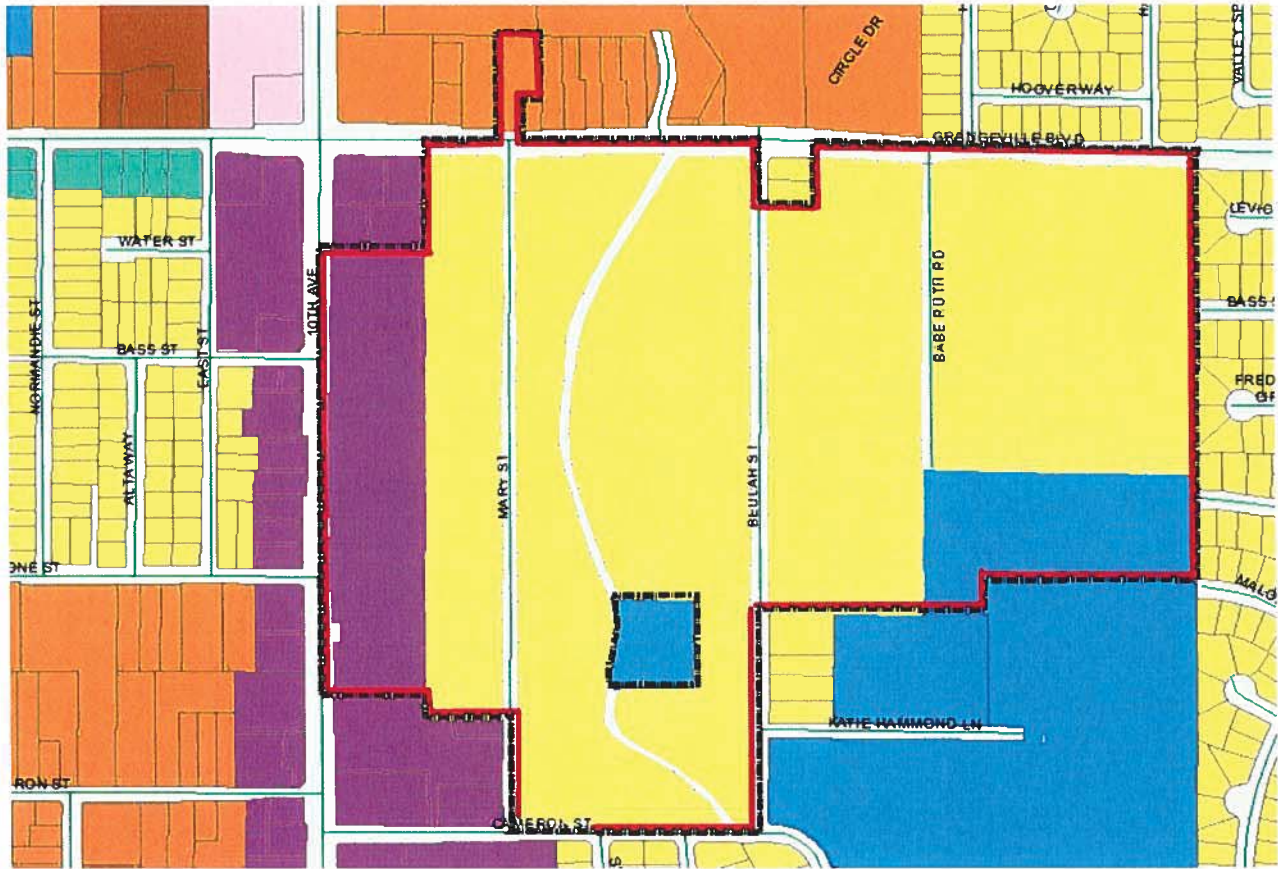
heomal

Natalie Corral
City Clerk

Prezone 2021-03

General Plan Designation – Medium-Density Residential, Corridor Mixed Use, Low-Density Residential, and Educational Facilities

Prezoning to R-M Medium-Density Residential, MX-C Corridor Mixed Use, R-L-5 Low-Density Residential, and PF Public Facilities



ORDINANCE NO. 21-10
PREZONE NO. 2021-05

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HANFORD PREZONING ANNEXATION 160, PART 5 AS MX-C CORRIDOR MIXED, IN ACCORDANCE WITH THE GENERAL PLAN DESIGNATION FOR THE AREA. THE PROJECT IS GENERALLY LOCATED EAST OF 10TH AVENUE, SOUTH OF LACEY BOULEVARD.

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

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

Annexation 160, Part 5 filed by the City of Hanford

FROM: County zoning of CS, IL, and IH
TO: City zoning MX-C Corridor Mixed Use

On property described as follows:

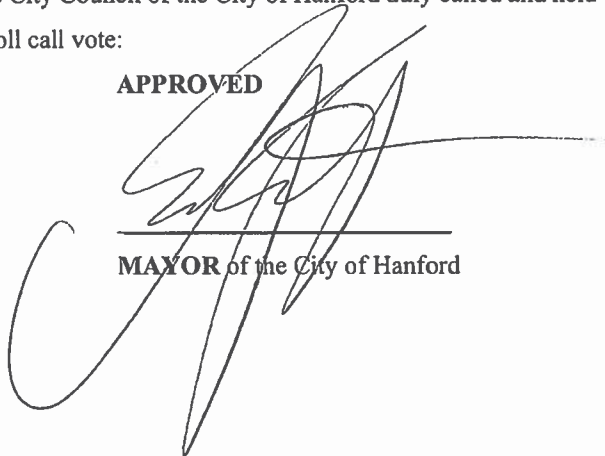
Approximately 56.6 acres generally located on the east of 10th Avenue, south of Lacey Boulevard, as depicted in attached **Exhibit A**; and

Section 2: The Council does hereby find as a fact that this Ordinance has been recommended for passage by the Planning Commission of the City of Hanford after public hearing before the Planning Commission after notice required by Section 17.70.100 of the Hanford Municipal Code and Government Code Section 65854. The City Council that the Project is Categorically Exempt from the California Environmental Quality Act (CEQA), per Categorical Exemption Class 19 (Annexation of areas containing existing public or private structures developed to the density allowed by the current prezoning) and because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment per CEQA Guidelines Section 15061(b)(3). The City Council hereby finds that the prezoning is required to achieve the objectives of the zoning regulations as set forth in Section 17.06.010 of the Hanford Municipal Code, and that this Ordinance has been introduced by the City Council after public hearing held on the 2nd day of November, 2021 at 7:00 p.m. of said day after notice required under the provisions of Section 65856 of the Government Code.

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

Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on the 16 day of November by the following roll call vote:

APPROVED



MAYOR of the City of Hanford

ATTEST:



Natalie Corral
CITY CLERK

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

I, **NATALIE CORRAL**, City Clerk of the City of Hanford, do hereby certify the foregoing ordinance was duly introduced at a regular meeting of the City Council of the City of Hanford on the 2nd day of November, 2021 and it was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 16 day of November, 2021.

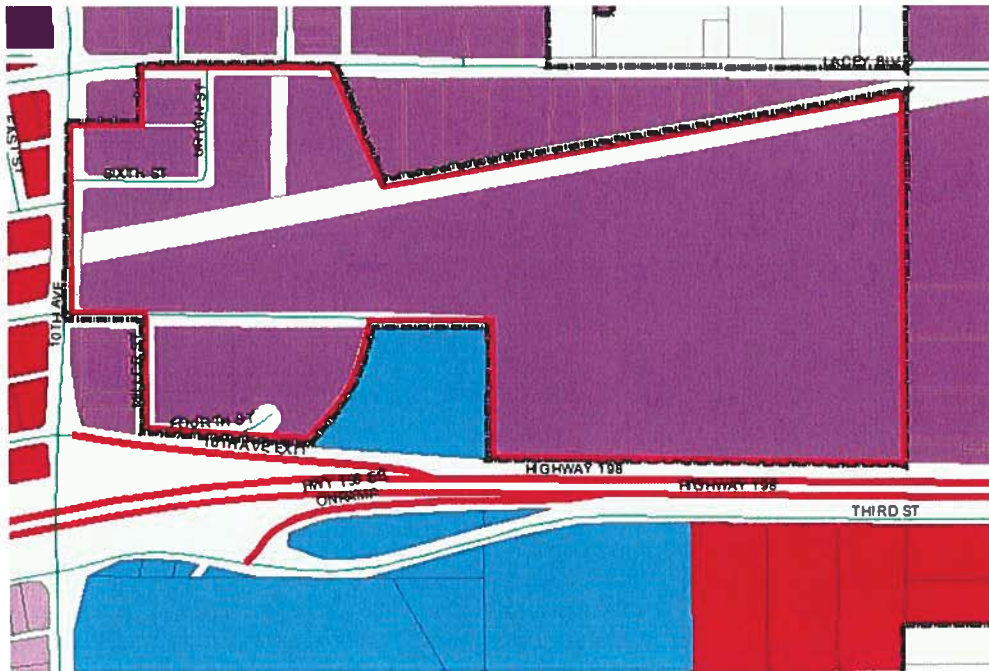
Dated: 11/16/21



Natalie Corral
City Clerk

Prezone 2021-05
General Plan Designation – Corridor Mixed Use

Prezoning to MX-C Corridor Mixed Use



ORDINANCE NO. 21-11
PREZONE NO. 2021-06

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HANFORD PREZONING ANNEXATION 160, PART 6 AS R-L-5 LOW-DENSITY RESIDENTIAL AND R-M MEDIUM-DENSITY RESIDENTIAL, IN ACCORDANCE WITH THE GENERAL PLAN DESIGNATION FOR THE AREA. THE PROJECT IS GENERALLY LOCATED EAST OF 11TH AVENUE, BETWEEN THOMPSON DRIVE AND HUME AVENUE.

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

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

Annexation 160, Part 6 filed by the City of Hanford

FROM: County zoning of RM-2 and R-1-6

TO: City zoning R-M Medium-Density Residential and R-L-5 Low-Density Residential

On property described as follows:

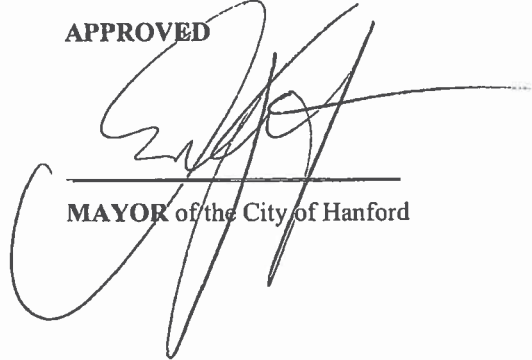
Approximately 35.4 acres generally located east of 11th Avenue, between Thompson Drive and Hume Avenue, as depicted in attached **Exhibit A**; and

Section 2: The Council does hereby find as a fact that this Ordinance has been recommended for passage by the Planning Commission of the City of Hanford after public hearing before the Planning Commission after notice required by Section 17.70.100 of the Hanford Municipal Code and Government Code Section 65854. The City Council that the Project is Categorically Exempt from the California Environmental Quality Act (CEQA), per Categorical Exemption Class 19 (Annexation of areas containing existing public or private structures developed to the density allowed by the current prezoning) and because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment per CEQA Guidelines Section 15061(b)(3). The City Council hereby finds that the prezoning is required to achieve the objectives of the zoning regulations as set forth in Section 17.06.010 of the Hanford Municipal Code, and that this Ordinance has been introduced by the City Council after public hearing held on the 2nd day of November, 2021 at 7:00 p.m. of said day after notice required under the provisions of Section 65856 of the Government Code.

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

Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on the 16 day of November by the following roll call vote:

APPROVED



MAYOR of the City of Hanford

ATTEST:



Natalie Corral

CITY CLERK

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

I, **NATALIE CORRAL**, City Clerk of the City of Hanford, do hereby certify the foregoing ordinance was duly introduced at a regular meeting of the City Council of the City of Hanford on the 2nd day of November, 2021 and it was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 16 day of November, 2021.

Dated: 11/16/21

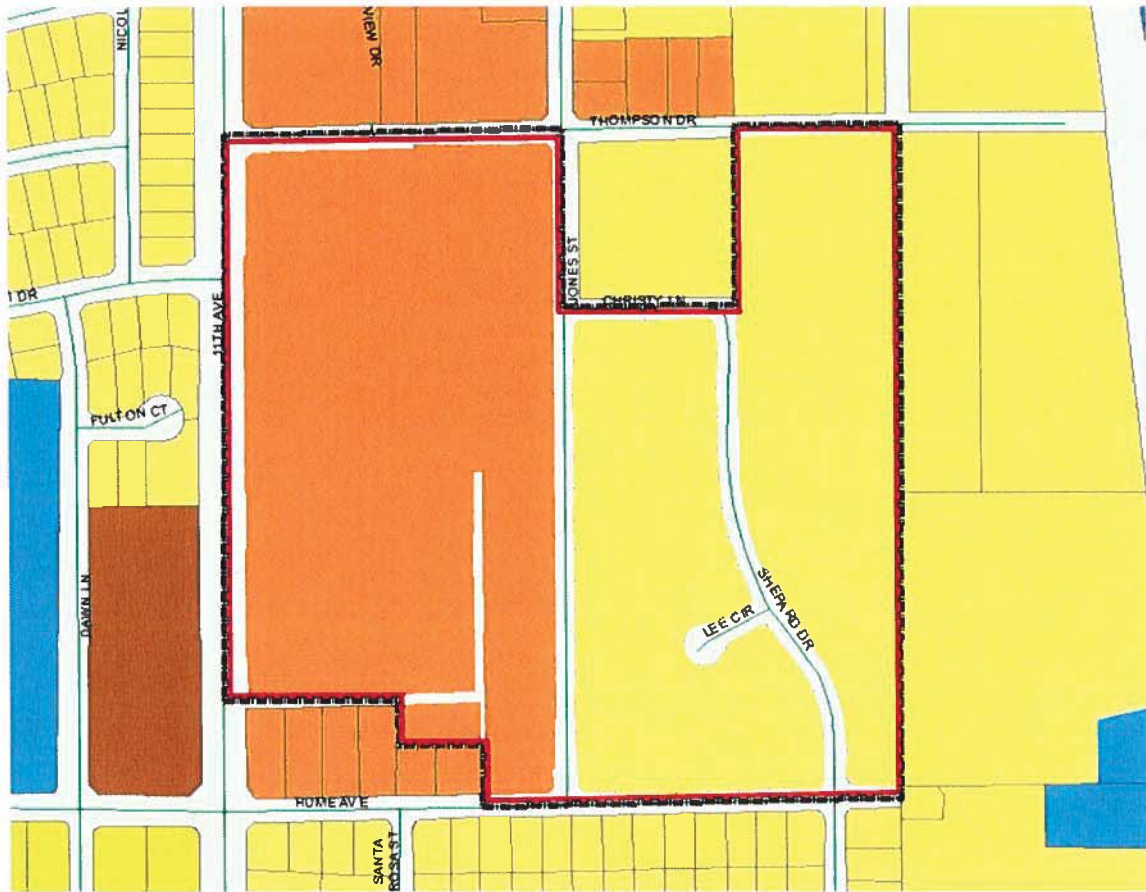


Natalie Corral

City Clerk

Prezone 2021-06
General Plan Designation – Medium- and Low-Density Residential

Prezoning to R-M Medium-Density Residential and R-L-5 Low-Density Residential



ORDINANCE NO. 21-12
PREZONE NO. 2021-07

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HANFORD PREZONING
ANNEXATION 160, PART 7 AS R-L-12 LOW-DENSITY RESIDENTIAL, IN
ACCORDANCE WITH THE GENERAL PLAN DESIGNATION FOR THE AREA. THE
PROJECT IS GENERALLY LOCATED ON KINGS ROAD, NORTH OF GRANGEVILLE
BOULEVARD.**

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

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

Annexation 160, Part 7 filed by the City of Hanford

FROM: County zoning of R-1-20 and RM-3

TO: City zoning R-L12 Low-Density Residential

On property described as follows:

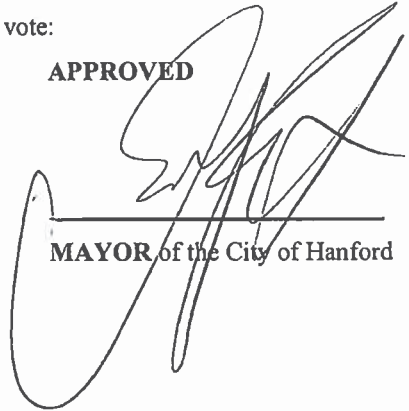
Approximately 20.54 acres generally located along Kings Road, north of Grangeville Boulevard, as depicted in attached **Exhibit A**; and

Section 2: The Council does hereby find as a fact that this Ordinance has been recommended for passage by the Planning Commission of the City of Hanford after public hearing before the Planning Commission after notice required by Section 17.70.100 of the Hanford Municipal Code and Government Code Section 65854. The City Council that the Project is Categorically Exempt from the California Environmental Quality Act (CEQA), per Categorical Exemption Class 19 (Annexation of areas containing existing public or private structures developed to the density allowed by the current prezoning) and because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment per CEQA Guidelines Section 15061(b)(3). The City Council hereby finds that the prezoning is required to achieve the objectives of the zoning regulations as set forth in Section 17.06.010 of the Hanford Municipal Code, and that this Ordinance has been introduced by the City Council after public hearing held on the 2nd day of November, 2021 at 7:00 p.m. of said day after notice required under the provisions of Section 65856 of the Government Code.

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

Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on the 16 day of November by the following roll call vote:

APPROVED



MAYOR of the City of Hanford

ATTEST:




Natalie Corral
CITY CLERK

Natalie Corral
CITY CLERK

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

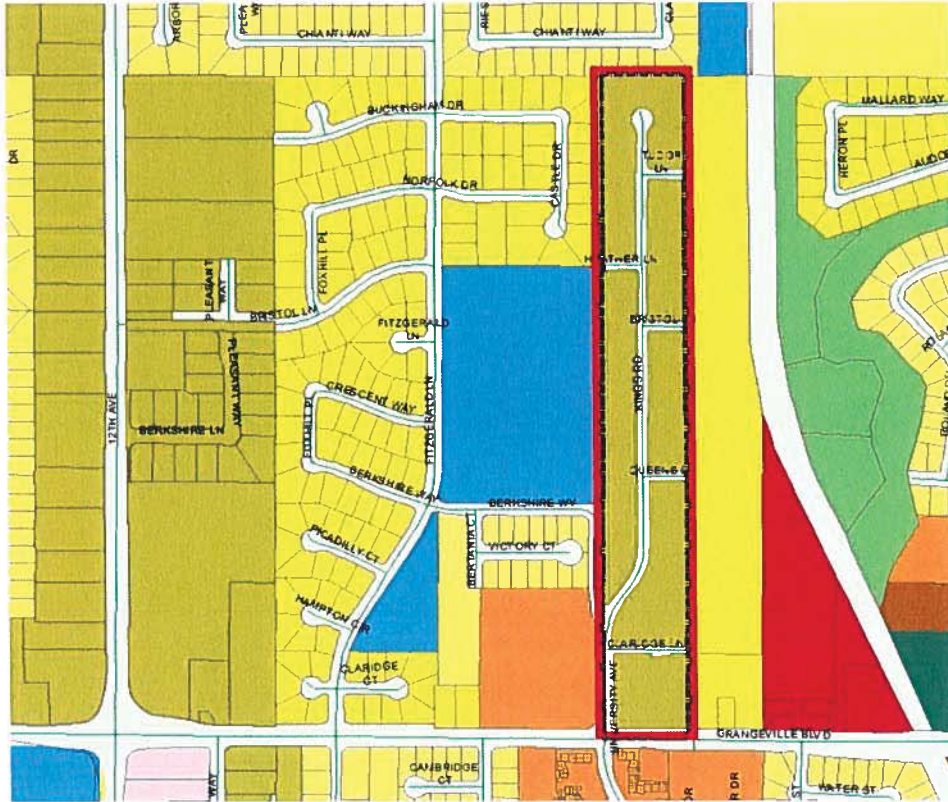
I, **NATALIE CORRAL**, City Clerk of the City of Hanford, do hereby certify the foregoing ordinance was duly introduced at a regular meeting of the City Council of the City of Hanford on the 2nd day of November, 2021 and it was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 16 day of November, 2021.

Dated: 11/16/21



Natalie Corral
City Clerk

Prezone 2021-07
General Plan Designation – Low-Density Residential
Prezoning to R-L-12 Low-Density Residential



ORDINANCE NO. 21-13
PREZONE NO. 2021-08

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HANFORD PREZONING
ANNEXATION 160, PART 8 AS R-L-12 LOW-DENSITY RESIDENTIAL, IN
ACCORDANCE WITH THE GENERAL PLAN DESIGNATION FOR THE AREA. THE
PROJECT IS GENERALLY LOCATED ALONG FULONG DRIVE, EAST OF 11TH AVENUE,
AND SOUTH OF FLINT AVENUE.**

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

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

Annexation 160, Part 8 filed by the City of Hanford

FROM: County zoning of RRE Rural Residential

TO: City zoning R-L-12 Low-Density Residential

On property described as follows:

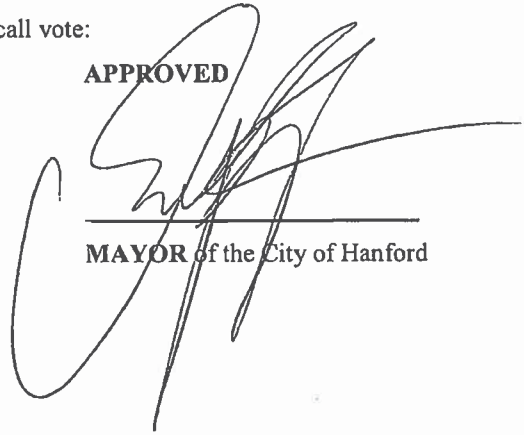
Approximately 19.6 acres generally located along Furlong Drive, east of 11th Avenue and south of Flint Avenue, as depicted in attached **Exhibit A**; and

Section 2: The Council does hereby find as a fact that this Ordinance has been recommended for passage by the Planning Commission of the City of Hanford after public hearing before the Planning Commission after notice required by Section 17.70.100 of the Hanford Municipal Code and Government Code Section 65854. The City Council that the Project is Categorically Exempt from the California Environmental Quality Act (CEQA), per Categorical Exemption Class 19 (Annexation of areas containing existing public or private structures developed to the density allowed by the current prezoning) and because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment per CEQA Guidelines Section 15061(b)(3). The City Council hereby finds that the prezoning is required to achieve the objectives of the zoning regulations as set forth in Section 17.06.010 of the Hanford Municipal Code, and that this Ordinance has been introduced by the City Council after public hearing held on the 2nd day of November, 2021 at 7:00 p.m. of said day after notice required under the provisions of Section 65856 of the Government Code.

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

Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on the 16 day of November by the following roll call vote:

APPROVED



MAYOR of the City of Hanford

ATTEST:



Natalie Corral

CITY CLERK

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

I, **NATALIE CORRAL**, City Clerk of the City of Hanford, do hereby certify the foregoing ordinance was duly introduced at a regular meeting of the City Council of the City of Hanford on the 2nd day of November, 2021 and it was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 16 day of November 2021.

Dated: 11/16/21



Natalie Corral

City Clerk

Prezone 2021-08
General Plan Designation – Low-Density Residential
Prezoning to R-L-12 Low-Density Residential

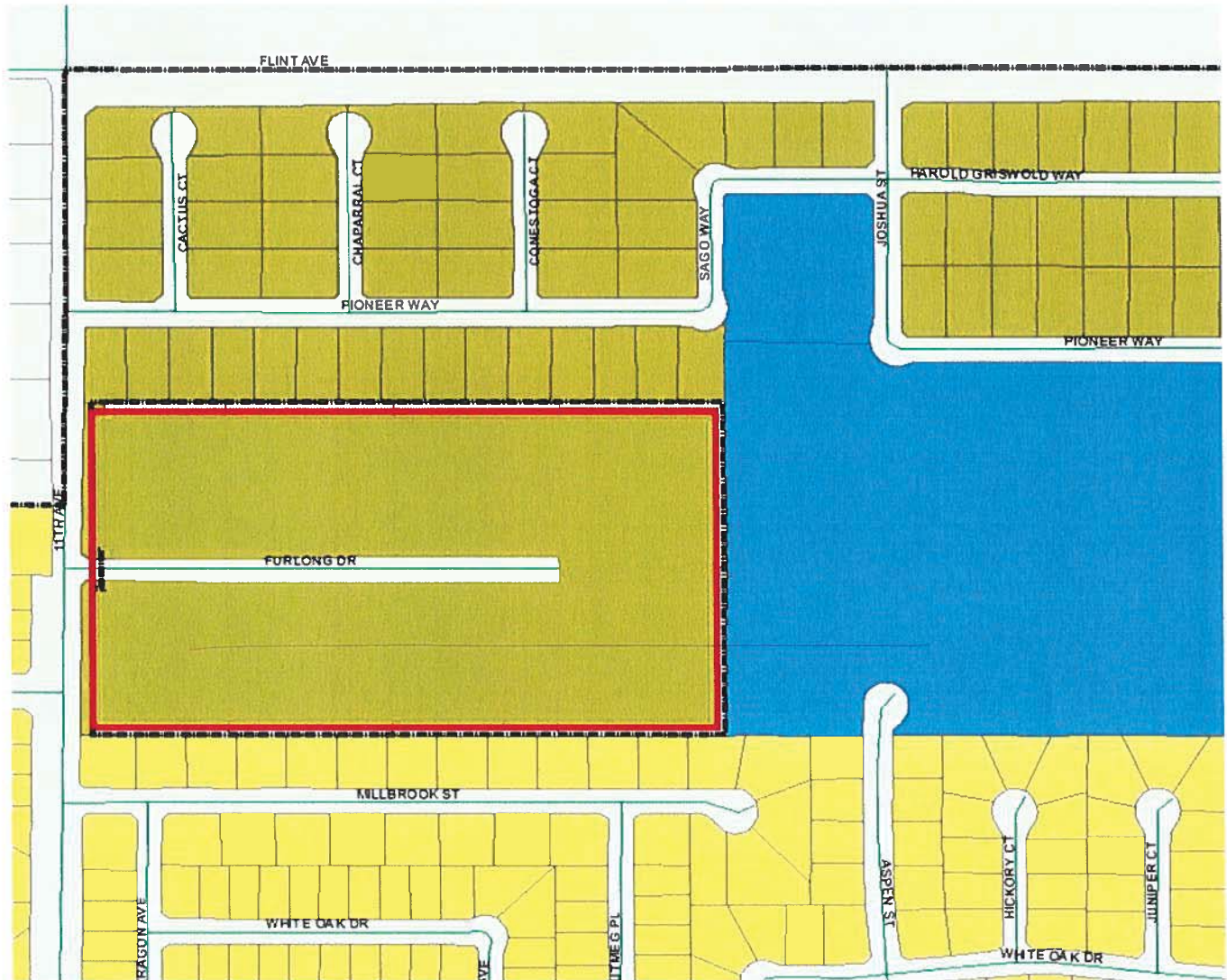


Exhibit "B"

SECTION 4 - CITY OF HANFORD SERVICE REVIEW

4.1 - Present and Planned Capacity of Public Facilities and Adequacy of Public Services, Including Infrastructure Needs or Deficiencies

The purpose of this section is to evaluate the infrastructure needs and deficiencies of the City of Hanford in terms of availability of resources, capacity to deliver services, condition of facilities, planned improvements, service quality, and levels of service.

LAFCo is responsible for determining that an agency requesting an SOI amendment is reasonably capable of providing needed resources and basic infrastructure to serve areas within the City and its SOI. It is important that these findings of infrastructure and resource availability are made when revisions to the SOI and annexations occur. LAFCo accomplishes this by evaluating whether resources and services are being expanded in line with increasing demands.

4.1.1 - CAPITAL IMPROVEMENT PLAN (FISCAL YEARS 2020 TO 2024)

The City's five-year Capital Improvement Plan (CIP) involved collaboration by the Engineering and Community Development Departments to evaluate the City's capital improvement needs to accommodate the community both now and in the future. The five-year CIP is reviewed annually and includes projects from nine categories: Airport, Industrial Park, Facilities and General Projects, Parks and Recreation, Transportation, Storm Drainage, Wastewater, Water, and Downtown Projects. The largest contribution of funds for Fiscal Year 2019-2020 goes to water projects (approximately \$3.48 million or 34 percent of total CIP budget)(City of Hanford, 2020).

**Table 4-1
Capital Improvement Plan Funding Breakdown by Category**

Project Category	Project Funding	Overall Percentage
Facilities and General Projects	\$972,500	9%
Parks & Recreation Projects	\$662,000	6%
Transportation Projects	\$2,965,000	29%
Storm Drainage Projects	\$560,950	6%
Wastewater Projects	\$220,000	2%
Water Projects	\$3,480,000	34%
Downtown Projects	\$140,000	1%
Airport Projects	\$1,160,000	11%
Industrial Park Projects	\$175,000	2%
Total	\$10,335,450	100%

Source: City of Hanford - Capital Improvement Plan - Fiscal Years 2020 to 2024

Current and potential projects are listed by project title and funding source. In the event of budget shortfalls, there is not a guiding policy that indicates how priorities would be derived. The development of clear policies and quantifiable goals for the CIP would aid in its development of clear, justified projects and allow for year to year evaluation to determine the effectiveness of the CIP for staff, elected officials, and the public. The City has adopted some policies for the general budgeting process as well as adopted some visioning principles in the General Plan. The establishment of benchmarks and/or performance indicators would allow for the City to hold itself accountable on its progress and implementation of the adopted CIP.

Determinations

Determination 4.1.1-1 – The City annually adopts a Capital Improvement Plan that identifies key capital projects that are needed to enhance services to residents.

Determination 4.1.1-2 – The Capital Improvement Plan could include milestones, performance indicators and/or specific goals consistent with the visioning principles of the General Plan to benchmark its progress in achieving specific levels of service for its residents.

4.1.2 - WATER

Summary of Prior MSR Findings

The 2007 MSR identified that Hanford relies completely upon groundwater for its domestic use, and the City was operating 19 groundwater wells. The groundwater basin underlying the City is the Tulare Lake Basin, which is part of the Tulare Hydrologic Region within the San Joaquin Valley. The total storage capacity of the subbasin is 17,100,000 acre-feet to a depth of 300 feet and 82,500 acre-feet to the base of fresh groundwater.

At the time of the previous MSR, the City had just updated the Water Master Plan in February 2006. That Master Plan identified the 1995 Level Overdraft for the Tulare Lake Region at 820,000 acre-feet. According to the Master Plan, groundwater overdraft is expected to decline to 670,000 acre-feet during the 2020 average and drought years.

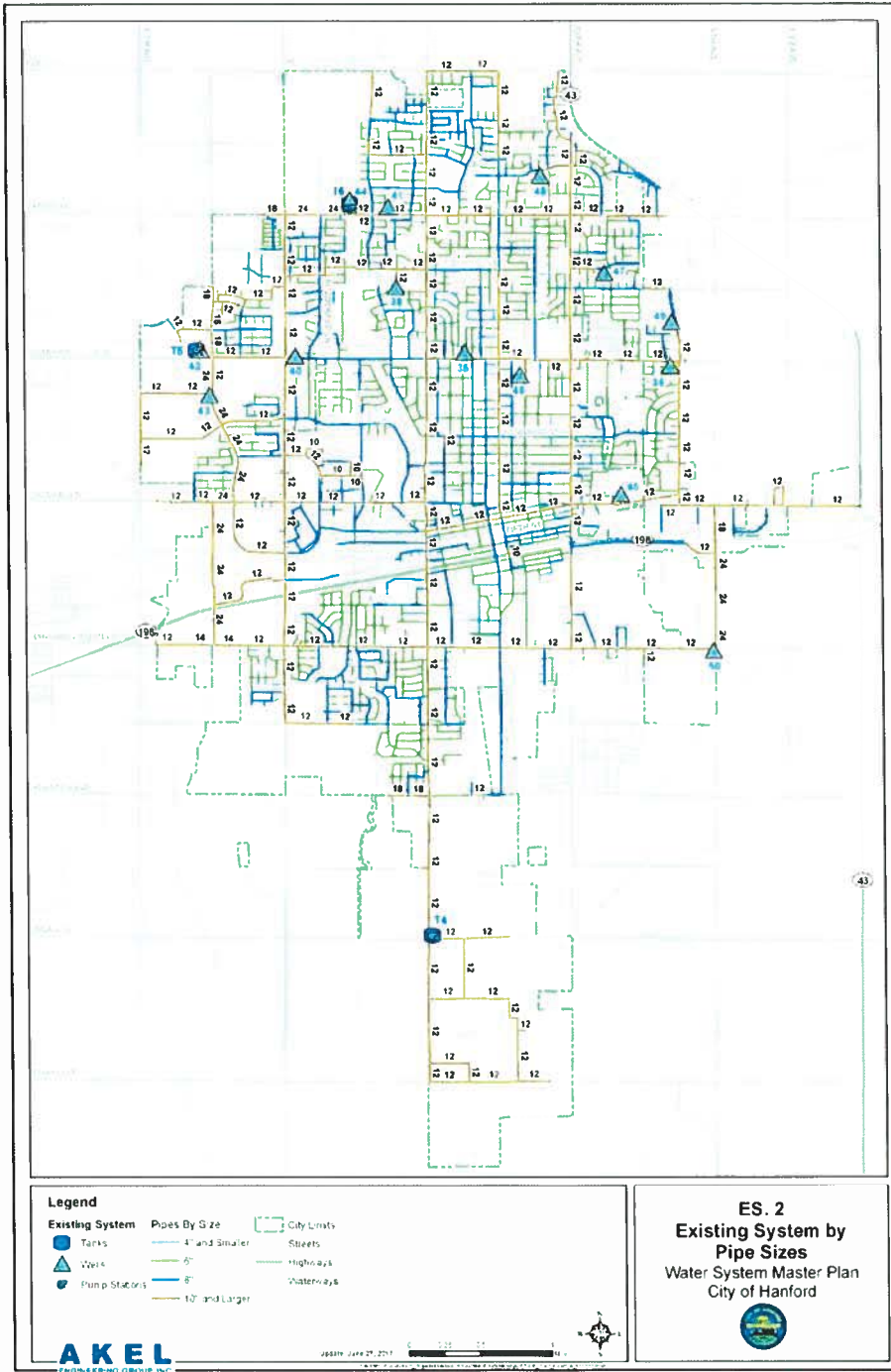
The Federal Arsenic Minimum Containment Level of 0.010 milligrams per liter was established by the United States Environmental Protection Agency (EPA) and went into effect in January of 2006. At that time of the previous MSR, the City of Hanford had received a Notice of Violation from the California Department of Health Services informing the City that five of their wells do not comply with the new Federal Arsenic MCL. The non-compliance notice did not require termination of the use of the identified wells but did require the City to provide quarterly monitoring reports and public notice of non-compliance. When the previous MSR was published, the City's water system and water quality were in compliance with the new Federal Standards. The City implemented a plan for reducing arsenic in its groundwater supply system.

The City's municipal water system pumping capacity was 24,455 gallons per minute or 35.2 million gallons a day according to the 2005 Urban Water Management Plan. The total storage capacity was 2.8 million gallons (Kings County LAFCo, 2007).

Current Conditions

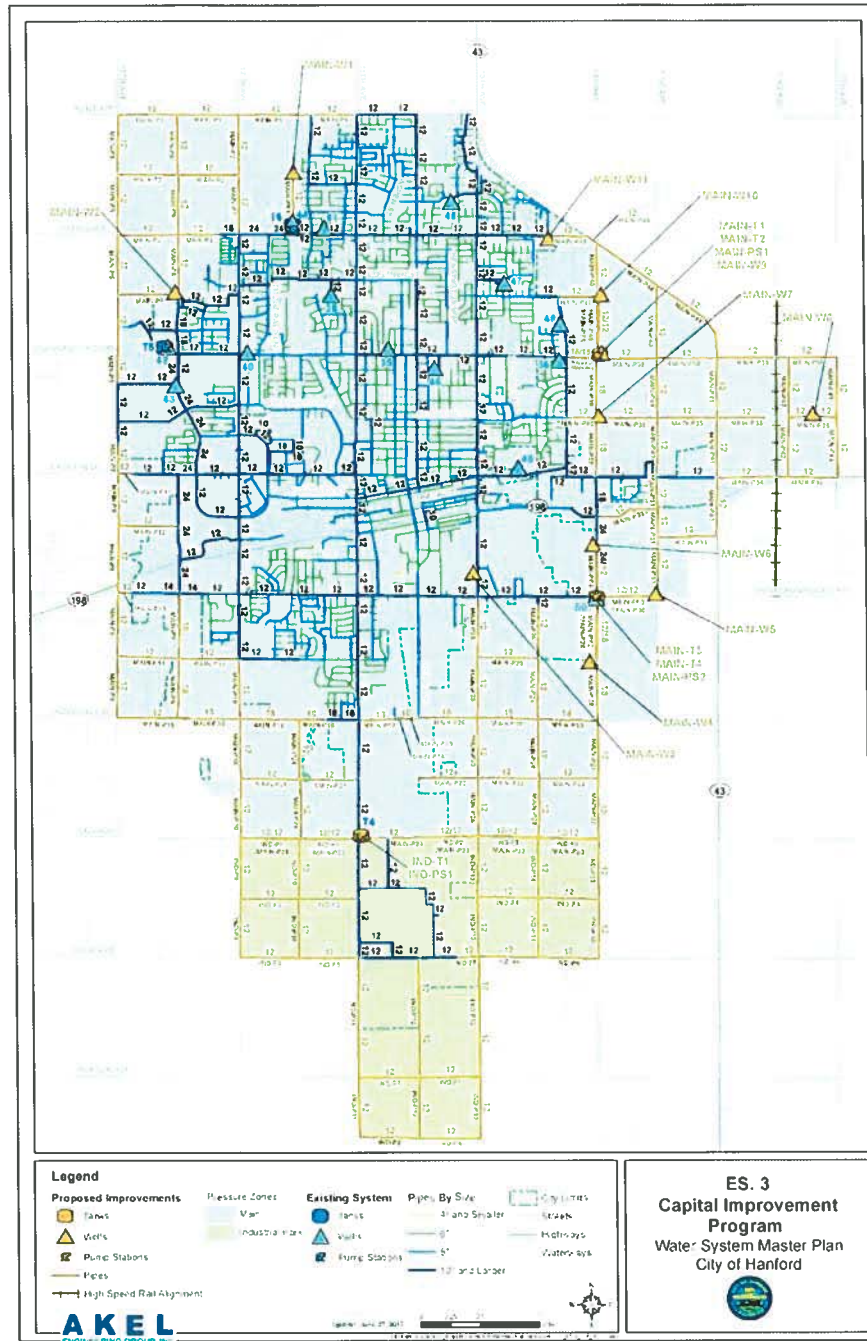
The City completed an updated Water System Master Plan in 2017 that updated much of the information identified in the prior 2007 MSR. Figure 4-1 shows the extent of the existing water system. Figure 4-2 shows the planned system intended to serve the entire area planned for growth in the General Plan.

The City's municipal water system currently consists of 14 active groundwater wells, three storage reservoirs that have a cumulative capacity of 3.5 million gallons, 217 miles of distribution pipelines, and fire hydrants (City of Hanford, 2017). The City's generally flat topography slopes from the northeast to the southwest from approximately 255 feet in the northeast to approximately 225 feet in the southwest. With this generally flat topography, the City operates two pressure zones, with the primary pressure zone covering areas north of the Kings Industrial Park and the remaining pressure zone serving the Kings Industrial Park, located south of Iona Avenue.



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Figure 4-1
Hanford Existing Water System



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Figure 4-2
Hanford Proposed Buildout of Water System

The City continues to use groundwater as the sole source of water supply. The City's current total rated supply is 34.9 million gallons per day (mgd). Consistent with the system performance and design criteria the firm capacity was calculated as the capacity with the largest well out of service and is equal to 32 mgd. Each tank is briefly discussed in the following:

- Tank 4 is a 0.5 MG ground level steel storage tank at the intersection of 11th Avenue and Iona Avenue that serves the Industrial Park to satisfy normal domestic demands plus fire flows. The tank is filled from the Main Pressure Zone through an altitude valve connected to a 12-inch pipeline on 11th Avenue. Booster pumps supply the Industrial Park Pressure Zone from the tank, maintaining a downstream pressure of approximately 80 psi. The tank can be bypassed to serve the Industrial Park Pressure Zone in the event of an emergency or for normal tank maintenance.
- Tank 5 is composed of two interconnected 1.0 MG ground level steel storage tanks at the intersection of Grangeville Boulevard and Centennial Drive that serve the Main Pressure Zone to satisfy normal domestic demands. The tanks are directly filled from Wells 40, 42, 43, which are controlled by SCADA to maintain set levels within the tanks. Booster pumps supply the Main Pressure Zone from the tanks and are controlled by SCADA to turn on and off based on specific downstream pressures.
- Tank 6 is a 1.0 MG ground level steel storage tank at the intersection Fargo Avenue and the BNSF railroad that serves the Main Pressure Zone to satisfy normal domestic demands. The tank is filled from wells 41 and 44, which are controlled by SCADA to maintain set levels within the tanks. Booster pumps supply the Main Pressure Zone from the tanks and are controlled by SCADA to turn on and off based on specified downstream pressures.

Future storage requirements were identified based on the City's anticipated development through the horizon of the Master Plan. The Master Plan describes future domestic water demands and identifies operational fire storage requirements for each zone. The total required storage for future domestic water demand is 6.1 million gallons; the total capacity is currently 5.84 million gallons. The Water Master Plan describes three proposed storage reservoirs (Northeast Storage Facility, Southeast Storage Facility, and the Industrial Park Storage Expansion) that are planned to increase storage capacity to meet the future demand.

The 2013 maximum day and peak hour demands at 100 percent occupancy are calculated at 21.1 mgd and 30.2 mgd, respectively. The projected total maximum day demand and peak hour demand for the buildout of the Planned Area Boundary at 100 percent occupancy are 38.5 mgd and 55.0 mgd, respectively. Water demands vary with time of day and by account type according to the land use designation. These fluctuations were accounted for in the modeling effort and evaluation of the water distribution system. Daytime demand patterns affect the water levels in storage reservoirs and amount of flow through distribution mains. A daytime curve was used to model the demand patterns of existing customers. The peaks in the daytime pattern match the peaking factors recommended in the Master Plan.

The costs identified within the Water Master Plan are described in the Capital Improvement Program. In total, the CIP includes approximately 70 miles of pipeline improvements, 11 new wells, five new storage reservoirs, and three new booster stations, with a project cost totaling over \$95.2 million (City of Hanford, 2017).

As described in the last MSR, the City's groundwater supply has one water quality constituent that has historically required mitigation measures to ensure the supply is not limited, which is arsenic. Arsenic is concentrated in the clay strata beneath the City, and hydrogen sulfide, which may cause discoloration, adverse taste, and a smell typically compared to rotten eggs. The City has implemented a chlorination program for the water supply, and hydrogen sulfide is no longer considered a water constituent of concern.

Through the preparation of several studies, the City has determined the best methods for reducing the levels of arsenic in their water supply. The City has considered different methods to reduce arsenic concentrations below the maximum contaminant level. Considerations included:

- Abandon high arsenic wells and drill replacement wells with lower concentrations;
- Blend water from wells with higher concentrations with wells of lower concentrations;
- Install well head treatment; and
- Rehabilitate wells that produce water with high arsenic concentrations to a block of strata with low concentrations, producing water low in arsenic.

A non-treatment-based approach was determined to be the most cost effective for the City and was comprised of the following three improvement projects:

- Abandon six shallow wells with low production and high arsenic concentration. Replace the abandoned wells with two wells of a higher production capacity and lower arsenic concentration;
- Abandon and replace three wells that could not be rehabilitated with new wells with higher production capacities and acceptable arsenic conditions; and
- Rehabilitate three deep wells to ensure they only extract groundwater from a zone with lower arsenic concentrations.

Upon the implementation of these arsenic improvement projects, The City's water supply can reliably produce water below the maximum contaminant level for arsenic. Based on the current arsenic levels the long-term reliability of the City's water supply is not affected.

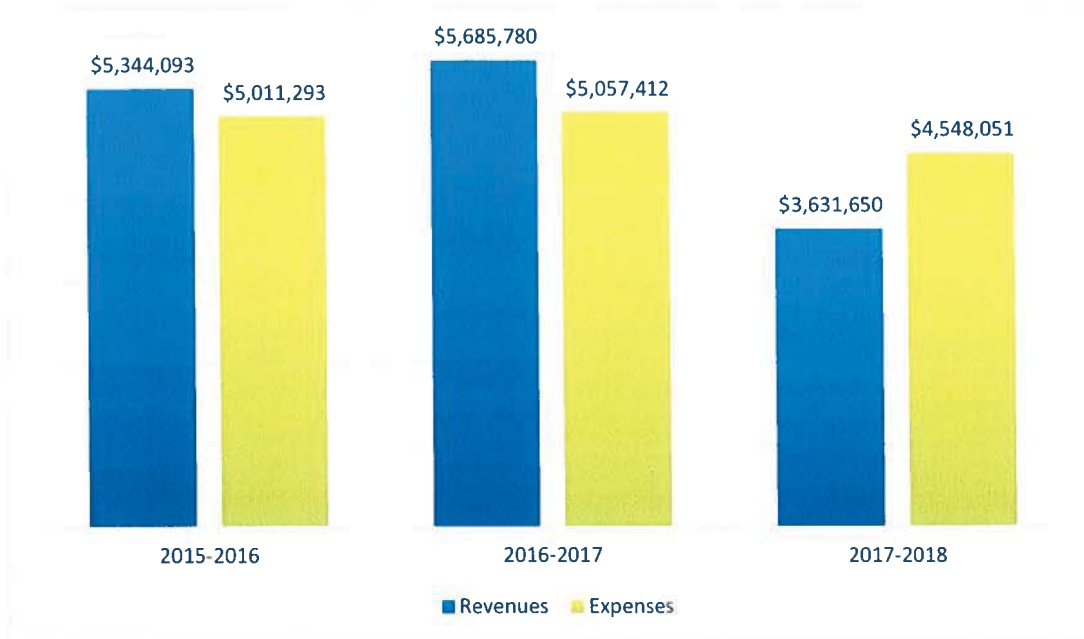
WATER DEPARTMENT FUNDING

Within Public Works, the Water Department revenues are comprised of enterprise funds collected through user fees. As an enterprise fund, this service typically does not impact the General Fund as it generates revenues that can only be used to provide the identified service, in this case water delivery and supply. Revenue budgeted for water utility related activities

total \$5.61 million in 2018-19, a decrease of approximately 1.3 percent under the prior year’s actual revenues.

As shown in Chart 4-1, the revenues of the department often outpace expenses in order to fund capital projects. Since the water utility operates as an enterprise fund, the department is not dependent on General Fund and special revenues (City of Hanford, 2020).

**Chart 4-1
Water Department Revenues and Expenditures (Maintenance and Operations)¹**



SOURCE: CITY OF HANFORD 2020 ABILITY TO SERVE ANNEXED POPULATION

The City currently supplies and distributes water to six of the eight County islands proposed to be annexed. The population of the other two islands that currently use private wells is 57. Were the City to annex the islands, it would need to strategize a way to provide water to 57 more residents.

The City’s Water System Master Plan sought to plan for the future population of Hanford, with an anticipated 2035 population of 90,000 (City of Hanford, 2017). The predicted 2018 population according to the Master Plan was 60,538, which is 3,628 more than the actual population according to the American Community Survey. Given the difference between planned and actual population, the addition of the 57 residents to the water system is more

¹ The values illustrated in the chart are the gross values from the FY 2019-2020 Budget. These values represent an accurate portrayal of the departments solvency due to the municipality balancing the department’s budget, also known as a “zero sum budget”. All other charts in this document follow this same format.

than feasible if the City achieves the proposed goals of the Water System Master Plan to account for its anticipated future population.

Determinations

Determination 4.1.2-1 – The City operates a municipal water enterprise that services its residents.

Determination 4.1.2-2 – The City has completed and adopted a Water System Master Plan in September 2017 to better identify and improve operations of the water system and plan for future needs of the City in accordance with population projects.

Determination 4.1.2-3 – The City should monitor the well efficiencies on a frequent basis to adequately manage the groundwater supply.

Determination 4.1.2-4 – The City would be able to adequately serve the increased population of 57 residents, were the City to annex the County islands.

4.1.3 - WASTEWATER

Summary of Prior MSR Findings

The 2007 MSR identified that the City has the ability to discharge up to eight million gallons per day of treated wastewater effluent. The Wastewater Treatment Facility (WWTF) is a two-stage trickling filter and extended aeration facility that was originally constructed in 1948 (Kings County LAFCo, 2007). Five upgrades and expansions have occurred since then, the most recent of which was in 2004.

The City initiated a program to ensure long-term reuse for treated disinfected wastewater for agricultural purposes and recharge of groundwater supplies for agriculture. The City has obtained a "Master Reclamation Permit" from the California Regional Water Quality Control Board for this purpose. Approximately 70 to 80 percent of the influent to the wastewater facility is reused for agricultural irrigation as allowed under the Regional Water Quality Control Board's Master Reclamation Permit. Effluent is used to irrigate crops on privately owned land.

Hanford's system includes 8" to 30" pipes with 12" mains laid out on an approximate one-mile grid. Expansion will involve continued looping of lines and expansion of fire flow response facilities. The City has determined that there are few system constraints for future development.

Current Conditions

The City most recently updated their Sewer System Master Plan in 2017. The planning boundary and horizon for the Master Plan were developed in accordance with the City's recently adopted General Plan. The Master Plan takes into consideration the population growth of the city, and documents growth assumptions and known future developments (City of Hanford, 2017).

The City's wastewater treatment plant treats nearly 1.9 billion gallons of sewage each year. The most recent expansion upgrade in 2004 increased the treatment capacity from 5.5 to 8.0 million gallons a day, allowing the plant to serve the equivalent of over 8,000 new single-family dwellings. The expansion included a new influent pump station, head works, grit removal, oxidation ditch, and irrigation pump station, as well as several modifications to existing buildings and structures (City of Hanford, 2017).

The new irrigation pump station allows the City to discharge secondary treated disinfected effluent to Lakeside Ditch Company for crop irrigation of over 10,000 acres through a reclamation permit issued by the Regional Water Quality Control Board. City staff is currently in the process of developing a new long-term reclamation project agreement with Lakeside Ditch Company.

In an effort to control the high cost of effluent sludge storage and disposal, the City has budgeted to purchase a solid dewatering system, otherwise known as a centrifuge unit. This

facility will reduce the need for additional drying beds in the future. Drying time and processing the sludge will be reduced by removing liquid before final drying in the existing sludge beds. This process will allow the City to produce a Class A sludge for disposal at a licensed composting facility (City of Hanford, 2017).

The City completed an updated Sewer System Master Plan in 2017 that addressed many of the action items identified in the prior 2007 MSR. Figure 4-3 shows the extent of the existing system. Figure 4-4 shows the planned expansion in the Master Plan and will service the growth anticipated in the General Plan.

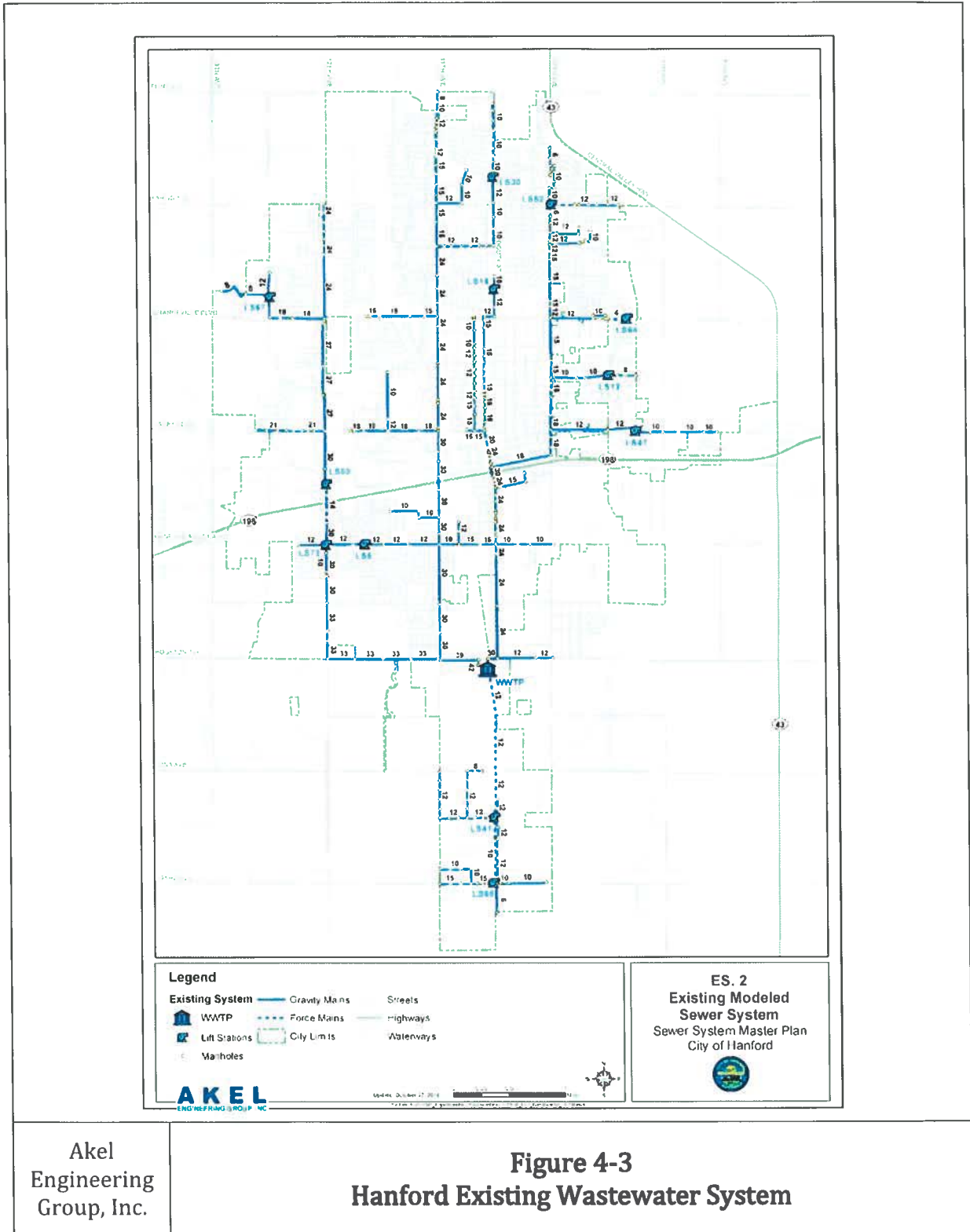
The City's sewer system services residential and non-residential lands within the service area. This service area includes:

- 6,059 acres of developed lands inside the city limits,
- 2,765 acres of undeveloped lands inside the city limits, and
- 265 acres of underutilized lands inside the city limits that are expected to redevelop.

The capacities of pump stations are evaluated and designed to meet the peak wet weather flows with one standby pump having a capacity equal to the largest operating unit. The standby pump provides a safety factor in case the duty pump malfunctions during operations and allows for maintenance.

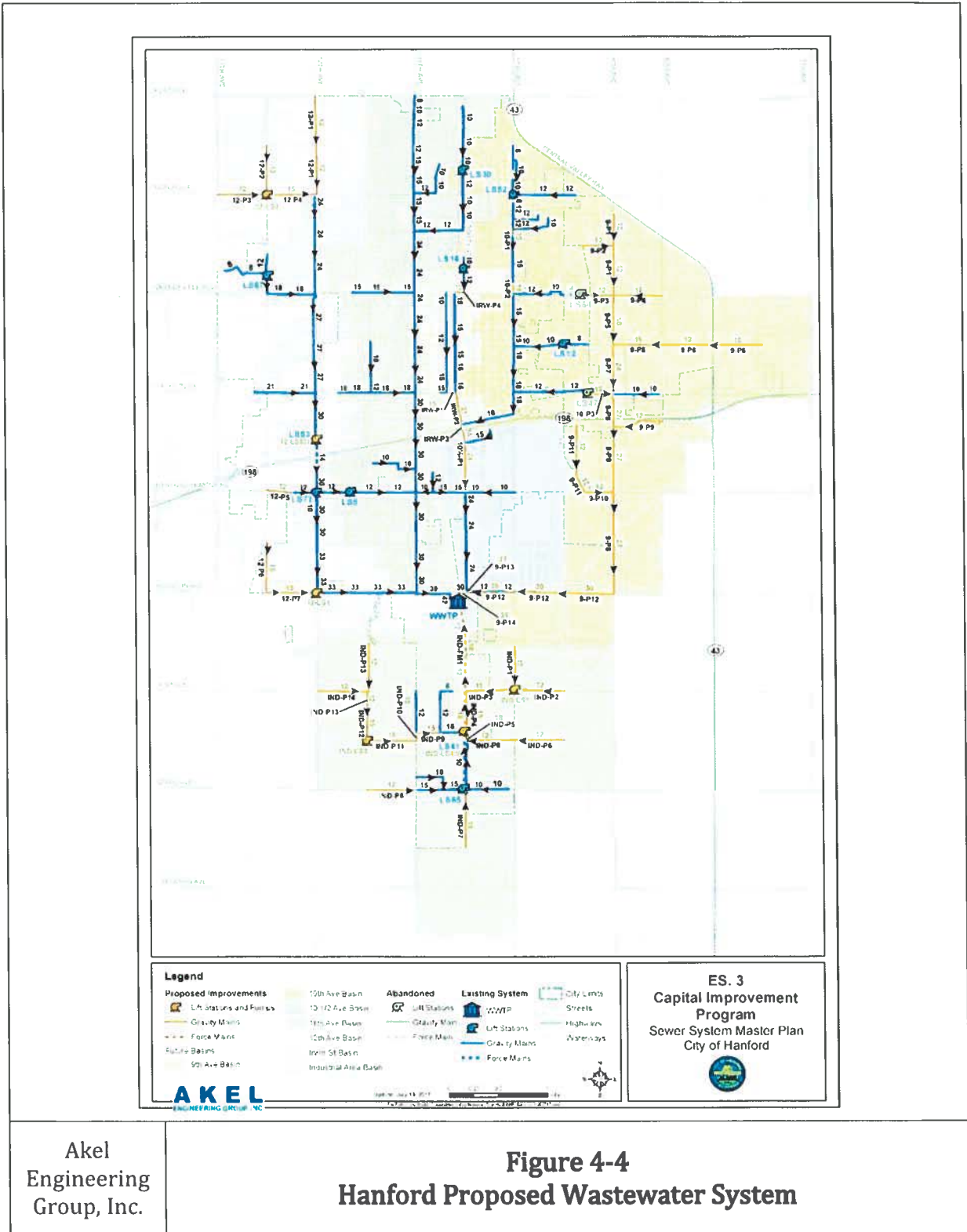
Based on the City's topography, the sewer system is divided into six separate dendritic sewer collection basins, each defining the boundaries of a sewer collection trunk system. The following are the six major wastewater collection basins:

- The 10th Avenue Collection Basin encompasses 3,023 acres in the northeast portion of the City. This basin collects flows along 10th Avenue, starting at Encore Drive, where a 10-inch trunk conveys flow south to Lift Station 52, at the Fargo Avenue. Flows are pumped through a 6-inch force main to a 12-inch trunk beginning at Birch Avenue, where flow continues south to Lakewood Drive, where it continues as a 15-inch south to Florinda Street. At Florinda Street, the 15-inch trunk increases in size to an 18-inch trunk and continues along 10th Avenue to Fourth Street, where it turns west and continues on Fourth Street before joining the 30-inch trunk in Irwin Street.
- The 10 ½ Avenue Collection Basin encompasses 2,954 acres in the east-central part of the City. This basin collects flows generally east of 10 ½ Avenue, between Highway 198 and Houston Avenue. The main trunk begins at the intersection of Fourth Street and Irwin Street, where a 30-inch trunk crossing Highway 198 conveys flow south to a 24-inch trunk at Third Street. The pipe continues south along 10 ½ Avenue until reaching Houston Avenue where it connects a 30-inch trunk. This 30-inch trunk then conveys flow west along Houston Avenue, increasing in size to 36 inches. The 36-inch trunk then increases to a 48-inch diameter trunk at the WWTP property prior to discharge at the headworks.



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Figure 4-3
Hanford Existing Wastewater System



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Figure 4-4 Hanford Proposed Wastewater System

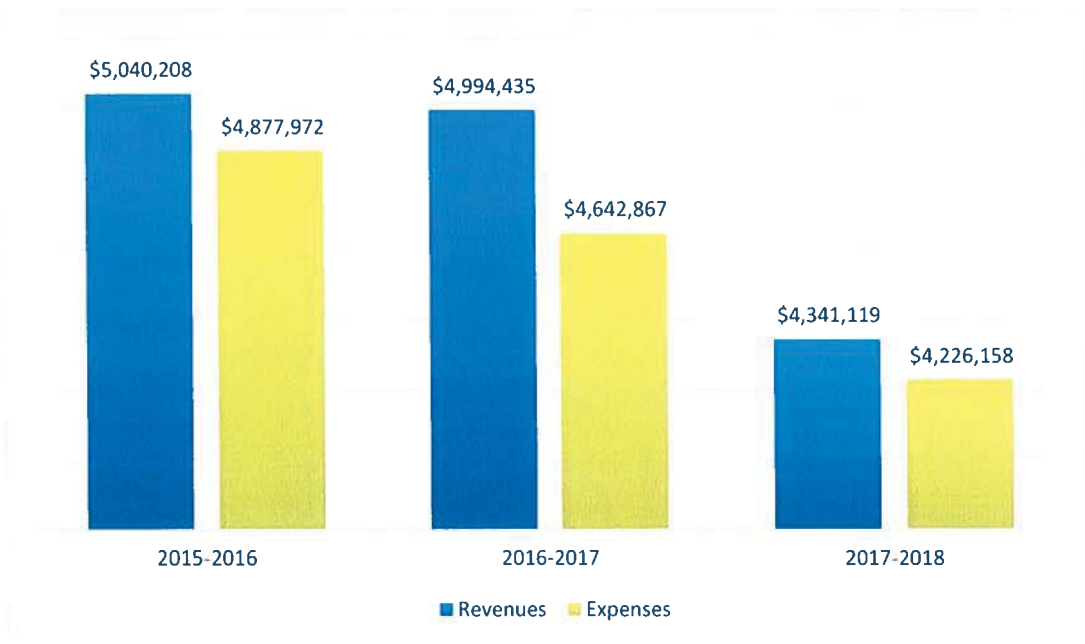
- The 11th Avenue Collection Basin encompasses 3,243 acres in central and north-central Hanford. This basin collects flow generally between 12th Avenue and 10th Avenue, starting at Flint Avenue and conveying flow south to Houston Avenue. Starting at Flint Avenue, flow is collected along 11th Avenue in 8-inch, 10-inch, and 12-inch pipelines before entering a 15-inch at Pepper Drive. Flow continues south in a 15-inch pipeline before increasing in size to a 24-inch trunk at Corner Street. Flow continues south along 11th Avenue before increasing in size to a 30-inch trunk at Lacey Boulevard, where it continues until joining a 39-inch trunk at Houston Avenue, where it continues to the WWTP.
- The 12th Avenue Collection Basin encompasses 4,218 acres in the western part of the City. This basin flows generally between 13th Avenue and 12th Avenue, starting at Fargo Ave and continuing south until the City WWTP. Starting at Fargo Avenue flow is collected along a 12th Avenue in a 24-inch trunk before increasing in size to a 27-inch trunk at Grangeville Boulevard. Flow continues in a 27-inch trunk south along 12th Avenue until increasing in size to a 30-inch trunk at Lacey Boulevard, where it continues to Lift Station 52 at Glendale Avenue. Flows are pumped through a 14-inch force main to Hayden Avenue, where it transitions to gravity flow in a 30-inch trunk and continues south to Hume Avenue. From Hume Avenue, flows continue south along 12th Avenue in a 33-inch trunk before turning west at Houston Avenue, where it continues to 11th Avenue. At 11th Avenue, the trunk diameter increases in size to a 39-inch, before continuing to the WWTP.
- The Irwin Collection Basin encompasses 670 acres in the central portion of the City. It is bound to the north by Terrace Drive and to the south by Third Street. The basin is generally bound to the east and west by the 10th Avenue and 11th Avenue, respectively. Starting at Terrace Drive flow is collected in a 12-inch trunk before increasing in size to a 15-inch trunk at Grangeville Boulevard. Flow continues south along Irwin Street in a 16-inch trunk at Ivy Street, which continues south to Lacey Boulevard. At Lacey Boulevard, the trunk diameter increases to a 20-inch for a short distance, before once again increasing in size to a 24-inch trunk north of Sixth Street. Flows continue south and combine with the 10 ½ Avenue collection basin at Fourth Street.
- The Industrial Area Collection Basin encompasses 4,131 acres in the southern portion of the City. This basin is bound to the north by Houston Avenue and to the south by Jackson Avenue, respectively. 12th Avenue and 9th Avenue serve as the western and eastern limits of this basin. Flows are generally conveyed by gravity along Idaho Avenue in 8-inch, 10-inch, and 15-inch gravity trunks before being conveyed to Lift Station 65, where they are pumped through a 10-inch force main to Lift Station 41. Additional flows are collected along Industry Avenue and BNSF railway and conveyed by gravity in 10-inch, 12-inch, and 15-inch trunks to Lift Station 41. Flows from tributary to Lift Station 41 and pumped from Lift Station 65 are combined at Lift Station 41, where they are pumped through a 12-inch force main to the WWTP.

The City currently maintains 21 lift stations in the sewer collection system. The oldest lift station was built in 1959, and the most recent station was built in 2004. The lift stations are operated to turn “on” or “off” based on the levels in their wet wells.

SEWER DEPARTMENT FUNDING

Within Public Works, the Sewer Department revenues are comprised of enterprise funds collected through user fees. As an enterprise fund, this service typically does not impact the General Fund as it generates revenues that can only be used to provide the identified service, in this case sewer service. Revenue budgeted for wastewater utility related activities total \$4.41 million in 2018-19, an increase of approximately 41.9 percent over the prior year’s actual revenues.

**Chart 4-2
Sewer Department Revenues and Expenditures**



Source: City of Hanford 2020

As shown in Chart 4-2, the department revenues have outpaced expenses in the past. The department is aware of the decline in revenue, however, the department is expecting to have sufficient funds to meet their expenditures going forward, which is supported by a solvent rate structure. Since the wastewater utility operates as an enterprise fund, the department is not dependent on General Fund and/or special revenues (City of Hanford, 2020).

ABILITY TO SERVE ANNEXED POPULATION

The City currently provides wastewater collection service to five of the eight County islands proposed to be annexed and provides wastewater disposal to seven of the eight County islands proposed to be annexed. The population of the three islands that have private wastewater collection is 367, and the population of the one island with private wastewater disposal is 109. If the City were to annex the islands, it would need to strategize a way to provide wastewater collection and disposal for an additional 476 persons.

The City's Sewer System Master Plan sought to plan for the future population of Hanford, with an anticipated 2035 population of 90,000 (City of Hanford, 2017). The predicted 2018 population according to the Plan was 60,538, which is 3,628 more than the predicted population per American Community Survey. Given the difference in estimated population, the addition of 476 residents for wastewater collection and disposal is feasible if the City achieves the proposed goals of the Sewer System Master Plan.

Determinations

Determination 4.1.3-1 – The City operates a municipal sewer enterprise that services its residents.

Determination 4.1.3-2 – The City has completed and adopted a Sewer System Master Plan in September 2017 to better identify and improve operations of the water system and plan for future needs of the City in accordance with population projects.

Determination 4.1.3-3 – The City would be able to adequately serve the increased population of 476 residents who do not already receive either wastewater collection or disposal services from the City were the City to annex the County islands. The level of service will be adequate if the City achieves its proposed goals of the Sewer System Master Plan.

4.1.4 - FIRE PROTECTION**Summary of Prior MSR Findings**

Fire suppression services were reviewed by LAFCo in 2007 as part of the comprehensive MSR. The City of Hanford provides fire protection services to all the incorporated area. Since the adoption of the last MSR, a new fire station was built in 2019. The previous MSR described future capital improvements to include the construction of two additional fire stations (Stations 3 and 4 on the western portion of Hanford, and the addition of 18 fire personnel and equipment.

The previous MSR described some benefit in incorporating various departments under one “government center” to facilitate with administrative tasks and coordination. The City coordinates very closely between law enforcement and fire protection.

Current Conditions

The Hanford Fire Department provides emergency and fire protection services for residents and buildings within the city limits. Emergency services provided by the Fire Department include technical rescue, hazardous materials response, emergency medical services, and emergency disaster management.

The mission statement of the Hanford Fire Department is “to protect residents and visitors of Hanford from conditions that would pose a threat of life, environment, and property by utilizing aggressive prevention techniques and, when needed, respond to all emergencies in a safe, swift, and efficient manner” (City of Hanford, 2020). The total call volume for 2018 was 6,378. This includes medical, fire, mutual aids, and other emergency responses. The Hanford Fire Department has a total of 33 personnel (Hanford, 2020).

The General Plan does not establish a goal for a minimum fire insurance services organization (ISO) rating. The Fire ISO rating appraises cities and counties on their fire protection services (ISO rating is on a scale of 1 to 10, with 1 being best). The level of fire protection according to Insurance Services Office Inc., is 2 (The Sentinel, 2016).

FACILITIES AND INFRASTRUCTURE

The City has three fire stations. Station 1 is located at 350 W. Grangeville Boulevard, Station 2 at 10553 Houston Avenue, and Station 3 at 1070 South 12th Street. Station 3 is the most recent one, built in 2019. Hanford owns an additional two sites designated for future fire stations. The first future station is planned at Centennial Drive and Berkshire Lane in the city’s northwest quadrant. An eastside fire station is also planned at 9 ¼ Avenue and Florinda street.

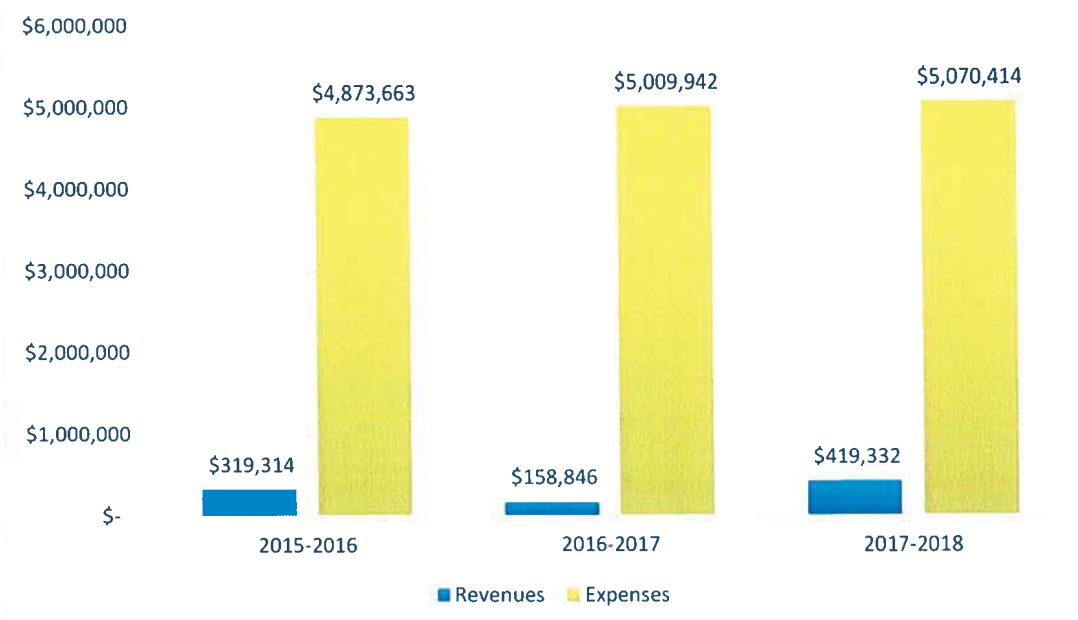
The current facilities were not identified as having any deficiencies during the last MSR cycle that reviewed the Fire Department infrastructure. In the Fiscal Year (FY) 2020-24 Capital

Improvement Plan (CIP) Budget, the CIP did not identify any major projects pertaining to the Fire Department facilities and its needs.

FIRE DEPARTMENT FUNDING

The Fire Department revenues are comprised of the General Fund, Grants, and Fire Department Service Fees, among other miscellaneous things. Ninety-seven percent of the budget of the Fire Department is for Fire Administration, and three percent is for Fire Prevention (City of Hanford, 2020). Revenue budgeted for the Fire Department totals \$530,500 in 2018-19, an increase of approximately 26.5 percent over the prior year’s budget.

**Chart 4-3
Fire Department Revenues and Expenditures**



Source: City of Hanford 2020

As shown in Chart 4-3, the department is not a revenue generating department and is largely dependent on General Fund and special revenues. Of all expenditures citywide, the Fire Department comprises 7.4 percent of total expenditures (California State Controller's Office, 2018).

ABILITY TO SERVE ANNEXED POPULATION

The County is currently responsible for emergency and fire protection of the eight County islands proposed to be annexed. The population of these islands is 1,293. Were the City to

annex the islands, it would need to strategize a way to provide emergency and fire protection to the 1,293 new residents.

The City's current ISO rating is 2 (ISO rating is on a scale of 1 to 10, with 1 being best). Due to the City's ability to provide such services to its current population, there is no evidence indicating that the addition of 1,293 residents would be too great for the City to adequately serve. According to the Memorandum of Understanding, signed between the City of Hanford and the County of Kings in 2019, the mutual aid agreement between the fire services executed by the City and the County will not be amended. The City continues to be able to use the County's fire services in times of need, therefore the overall fire service capacity will not be affected.

Determinations

Determination 4.1.4-1 – The Hanford Fire Department provides emergency and fire protection services for residents and buildings within the city limits. Emergency services provided by the Fire Department include technical rescue, hazardous materials response, emergency medical services, and emergency disaster management.

Determination 4.1.4-2 – The City provides fire services through the use of General Fund, service fees, and other miscellaneous funds.

Determination 4.1.4-3 – The City did not have any facility upgrade projects listed in the most recently CIP.

Determination 4.1.4-4 – The City should continue to program repairs to existing facilities and continue plans for the construction of a fourth and fifth fire station in order to meet the needs of staff in order to provide a level of service acceptable to residents.

Determination 4.1.4-5 – The City should establish, maintain, and monitor a set of level-of-service criteria for fire protection services as a tool to assess the ability of the City to service growth.

Determination 4.1.4-6 – The City would be able to adequately serve the increased population of 1,293 residents, were the City to annex the County islands, due to the continued mutual aid agreement with the County.

4.1.5 - LAW ENFORCEMENT

Summary of Prior MSR Findings

Police and law enforcement services were reviewed by LAFCo in 2007 as part of the comprehensive MSR. At the time of the last MSR, the City of Hanford Police Department consisted of 71 full time personnel including forty-nine uniformed officers, and 22 non-sworn personnel. Most crimes in the City are property-oriented (i.e. theft and vandalism). The City standard for police per population is 1.5 officers per 1,000 populations. Indicator of service levels and the need for new personnel and facilities are provided by analysis of the number of service calls, response times, and population growth.

At the time of the last MSR the department provided police services to the City with 22 full time officers patrolling 29.5 square mile area 24 hours a day, seven days a week. In 2002, the department reorganized its command staff, and this change was considered to help facilitate supervision, customer service, and program accountability. At the time of this MSR there were no plans for capital improvements for additional services. The City was planning for a new police station by 2010.

Current Conditions

According to the City's General Plan Background Report, the Hanford Police Department's actual average response times are 6:30 minutes for Priority 1 Incidents with an average of 32 Priority 1 Incidents per day and a response time of 17:19 minutes for all incidents with an average of 144 incidents per day. The department seeks to maintain a response time of less than 2:30 minutes. The Hanford Police Department dispatches both for police and fire services (City of Hanford, 2014).

The new police station that the last MSR described has not yet been built. The current 8,600-square foot police station on Irwin Street was built in 1976, with a projected 20-year life span. It is now in its 44th year. The Hanford Police Department has had to expand its operation into several vacant buildings that required renovations. Buildings added to the City of Hanford's Police Department are the new Records Building, the Specialty Units Building, the Evidence Building, the two-story investigations building, and a new national guard armory that will house special police unit equipment. These expansions have all occurred in that last 10 years, according to the Police Department Chief Parker Sever (Sever, 2020). Considering these expansions, the Police Department does not forecast the acquisition and development of a new police station. Additionally, the department faces increased calls for service caused in part by AB-109 prison realignment and growing problems with gangs and drugs. Hanford's population continues to grow, as does the calls for service. In 2013, despite the growing need, the number of sworn officers was reduced from 57 to 55 (City of Hanford, 2014).

In 2020, the number of sworn officers is 62 which makes for a ratio of 1.09 police officers per 1,000 residents (assuming a total population of 56,910 residents per the American Community Survey of the U.S. Census). According to the City's General Plan, for cities with a

population the size of Hanford that are no surrounded by larger urban areas, a ratio of 1.1 to 1.2 sworn officers per 1,000 residents is typically employed.

FACILITIES AND INFRASTRUCTURE

The Police Department facility maintains its location at 425 North Irwin Street. This facility is also in close proximity to the Hanford Civic Auditorium and the Veteran's Memorial Building.

As stated before, the Hanford Police Department has identified upgrades to its police station. In the FY 2020-2024 Capital Improvement Plan (CIP) Budget, the CIP identified a "Police Department Parking Lot Expansion" project, with a budget of \$30,000. The source of the funding is the Police Department impact fee (City of Hanford, 2019).

CRIME STATISTICS

Crime statistics for the City were obtained from the Federal Bureau of Investigation, Crime in the United States database and are shown in Table 4-2 below.

**Table 4-2
Number of Crimes Known by Hanford Police Department**

Category	2015	2016	2017	2018
Violent Offenses	315	266	284	274
Murder	1	2	2	2
Rape	23	21	28	32
Robbery	58	44	54	41
Aggravated Assault	233	199	200	199
Property Crime	2,012	1,496	1,359	1,264
Burglary	275	222	197	145
Larceny Theft	1,504	1,059	916	945
Motor vehicle Theft	233	215	246	174
Arson	5	7	21	7
Total	4,659	3,531	3,307	3,083

Source: Federal Bureau of Investigation, Crime in the United States,
<https://ucr.fbi.gov/crime-in-the-u.s>

Despite the growing population of the City, the total number of crimes has been going down in number since 2015. In comparison with California as a whole in 2018, violent crimes are about the same as the State average, and property offenses in Hanford are actually slightly lower than the State average (per 1,000 residents).

**Table 4-3
Comparison of Crimes per 1,000 Residents (2018)**

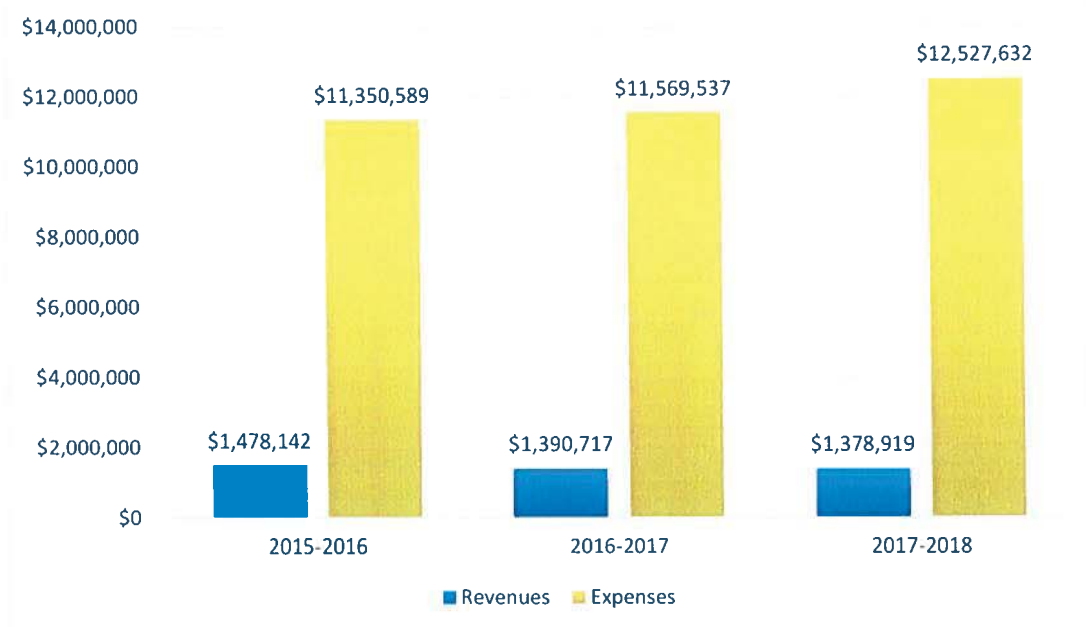
Category	Hanford	California
Violent Offenses per 1,000 residents	4.2	4.5
Property Offenses per 1,000 residents	22.2	23.8

Source: Federal Bureau of Investigation, Crime in the United States, <https://ucr.fbi.gov/crime-in-the-u.s>

POLICE DEPARTMENT FUNDING

The Police Department revenues are comprised mostly of General Fund. Some other sources of revenue are various grants, court fines, and “miscellaneous revenue” as defined in the budget (City of Hanford, 2020). Expenses for police programs in 2018-19 was approximately \$13.0 million. There has not been a large increase or decrease in Police Department expenses and revenues for the past few years.

**Chart 4-4
Police Department Revenues and Expenditures**



Source: City of Hanford 2020As shown in Chart 4-4, the department is not a revenue generating department and is largely dependent on General Fund. Of all expenditures citywide, the Police Department comprises of approximately 66.2 percent of the public safety

expenditures, and approximately 17.6 percent of total expenditures (California State Controller's Office, 2018).

ABILITY TO SERVE ANNEXED POPULATION

The department's current staffing ratio is just shy of what the General Plan determines as adequate. The current ratio is 1.09 officers per 1,000 residents while the General Plan Background Report suggests a ratio of 1.1 to 1.2 is appropriate for similar cities of the size of Hanford. Annexation of the County islands will result in an increase in population of 1,293 persons who will need to be served by the City's Police Department. This would increase the total population to 58,203. The ratio will then be 1.06 officers per 1,000 residents. The Police Department would need to increase its total officers to 65 (hire 3 new officers) to have ratio of 1.1 officers per 1,000 residents.

According to the Memorandum of Understanding between the City of Hanford and County of Kings established in 2019, The County Sheriff's Office will provide police services to the County islands for a two-year period beginning on the date of annexation of the County islands, after which time, the City will be responsible for providing such services in perpetuity. This two-year period gives the City time to hire additional officers to meet the ratio goal of sworn officers to residents.

Determinations

Determination 4.1.5-1 – The City utilizes a variety of financing sources in order to offset the expenditures utilized by law enforcement.

Determination 4.1.5-2 – The Police Department has identified upgrades to its police station and making additions as funding becomes available.

Determination 4.1.5-3 – The City should monitor crime statistics in years immediately following 2018 to determine if there is a need for additional patrol personnel to curtail the increase in crimes.

Determination 4.1.5-4 – The City's current ratio of sworn officers to residents is slightly below the ratio of 1.1 officers per 1,000 population and would be further below this ratio with the increase in population of the annexed areas. The City may need to hire additional officers or employ other strategies to achieve acceptable levels of service in conjunction with an expansion of its service area with the annexation of the eight County islands within the next two years.

4.1.6 - PARKS AND COMMUNITY SERVICES

Summary of Prior MSR Findings

According to the previous MSR, in 2007 the City of Hanford owned and operated 18 neighborhood parks comprising a total of 36.8 acres. The City's Recreation Department and Parks Division is responsible for operations and maintenance of the City owned parks. Eleven of the City's parks were developed in 2007. The City had three community parks (Centennial Park, Youth Athletic Complex, and Hidden Valley Park). Community parks and sports fields occupy approximately 94.2 acres within the City.

Each of the park sites contained various types of facilities, which are based on the needs of the residents served by the park, park size, and geographic characteristics. Specialized recreational facilities (e.g., tennis courts, swimming pool, ball fields) exist at seven of the City's facilities. The most common specialized facilities are lighted ballfields.

Current Conditions

According to the Human Resources Department in 2020, the Hanford Parks and Recreation Department is comprised of 26 full-time employees and 42 part-time employees. These numbers include Parks and Community Services Department employees. The departmental responsibilities include maintaining the aesthetic and recreational value of over 229.17 acres of property including parks, landscaped street medians, athletic fields, the City's urban forest, and other landscaped areas; constructing streetscape enhancement improvements within the downtown area; coordinating the City's annual Tree City U.S.A. recertification program; administering contracts and inspecting maintenance for 40 landscape assessment districts; and performing playground safety inspections and upgrading existing playgrounds. (City of Hanford, 2020).

According to the Hanford Parks, Recreation, and Open Space Master Plan of 2020, the City has 299.70 acres of parkland. This consists of approximately 154 acres of City owned parkland, 40 acres of sports complex provided at Soc-Com, and 50 percent of the 210 acres of school parks provided by the Hanford Joint Union High School District and the Hanford Elementary School District (105 acres).

The National Recreation and Park Association (NRPA) provides a template of typical park classifications, number of acres a system should have, and recommended service levels based on population. For a public park provider the NRPA guidelines suggest, "A park system, at a minimum, should be comprised of a 'core' system of park lands, with a total of 9.9 acres of developed parkland per 1,000 population" (National Recreation and Park Association, 2020).. According to the 2020 Parks Master Plan, the City has 5.06 park acres per 1,000 residents. If the NRPA guidelines were being met, Hanford should have approximately 563 acres of park land. The park inventory deficiency would be 263 acres. The shortfalls do not take into consideration church properties, private schools, or those outside the boundaries of the City of Hanford.

**Table 4-4
Parkland within Hanford by Type (City of Hanford, 2020)**

Category	Acres
Mini Parks	15.6
Neighborhood/School Parks	19.2
Sports Complex	57.2
Community Parks	54.9
Special Use Parks	7.1
Indoor Facility	0.52
School Playfield	136.5 ²
Developed Parkland	309.9

Note: This inventory consists of parkland only provided by the City of Hanford

According to the General Plan, the calculation for the parkland ratio has been updated. When determining the parkland ratio of acres per 1,000 population, City policy is to include the acreage of city-owned mini, neighborhood, community, regional, special use, and stormwater basin parks, along with 50 percent of the acreage of school playgrounds and play areas within the Planned Area Boundary (City of Hanford, 2017). All school sites have limited public access since their primary purpose is to support their educational mission. These facilities are sometimes accessible to the public after school hours. According to the General Plan, there are 210 acres of school playfields in the City, of which 105 acres, or 50 percent of 210 acres, is calculated in the total developed parkland of the City. By using this calculation as outlined in the General Plan, the City's current park ratio is 5.06 acres per 1,000 residents. This ratio is still below the NRPA's goal of 9.9 but it does meet the City's goal set in their General Plan, which is 3.5 acres per 1,000 residents.³

According to the California Department of Parks and Recreation, the City currently has approximately 63 percent of its residents living more than a half mile from park facilities (California Department of Parks and Recreation, 2015). A half-mile walking radius is considered the maximum distance for viable walkable access to facilities, according to the American Planning Association. Additionally, the State also states that 75 percent of the City's residents live in areas with less than three acres of parks or open space per 1,000 residents. As a result, it would appear that most of the City may be somewhat inconsistent with the General Plan policy for providing park space at a ratio of 3.5 acres per 1,000 residents within a half mile, however, the State did not take into consideration the 105 acres of school playfield space that the City considers in its parkland ratio calculation. Lastly, the

² School Playfield parkland was calculated by taking 50% of the acreage of school playgrounds and play areas within the Planned Area Boundary. This calculation was originally established in the General Plan

³ According to the General Plan, Goal 09 of Section 5.7 (Parks and Recreation), Parks are to be provided at a combined ratio of 3.5 acres per 1,000 residents.

General Plan policy is applied citywide and is found to be in compliance, but, the City could strive to more evenly distribute park and open space areas to increase access throughout the City to residents, as shown by the California Department of Parks and Recreation statistics.

FACILITIES AND INFRASTRUCTURE

The City currently operates and maintains the following park facilities (City of Hanford, 2014):

- Mini-Park
 - Airport Park
 - Encore Park
 - Gateway Park
 - Glacier Park
 - Hye Park
 - Lakewood Park
 - Quail Run Estates
 - Quail Park
 - Sherwood Park
 - Vineyard Park
- Neighborhood Parks
 - Coe Park
 - Earl F. Johnson Park
 - Lacey Park
 - Redwood Park
 - Vineyard Park
 - Independence Park
 - Silver Oaks Park
- Community/Special Use Park
 - Bob Hill Youth Athletic Complex
 - Centennial Park
 - Civic and Courthouse Grounds
 - Freedom Park
 - Hidden Valley Park
- Regional/Special Use Park
 - Hanford Joint Use Softball Complex
 - BMX Track
 - Hanford Adult Learning Center/Softball Complex
 - Harris Street Ball Park
 - The Plunge and Ford Hill Skate Park
 - Rotary Field
- Indoor Facility
 - Civic Center
 - Coe Hall
 - Goodwill Senior Center
 - Longfield Center
 - Old Courthouse
 - St. Brigids' Teen Center
 - Veterans-Senior Center

Within these facilities, the City also maintains additional recreational facilities, such as basketball courts, soccer and baseball/softball fields, and tennis and volleyball courts.

In the FY 2020-24 Capital Improvement Plan (CIP) Budget, the CIP identified 11 projects for the Parks and Recreation Department for five years (City of Hanford, 2020). The total cost of all the projects is \$8,932,000. The three funding sources for the projects are park impact fees, accumulated capital outlay, and refuse capital. Eight projects are planned to be achieved in the 2020/2021 fiscal year. These improvements are described below:

- Park Development Oversizing Requirements (\$150,000 per year for five years)
 - These funds will be used to reimburse developers for costs associated with park construction in excess of their park impact fee assessment.

- ADA Parks/Recreation Modifications (\$35,000 per year for five years)
 - These funds will be used to upgrade the parks and recreation facilities to conform with ADA requirements. Improvements will include modifications to restroom and playground facilities, installation of concrete pathways to various facilities and purchase of handicap accessible picnic equipment and tables.
- Park Refuse Enclosures – Civic Park (\$42,000)
 - Construction of a concrete block trash enclosure at the Old Courthouse Parking Lot, which is currently an old dilapidated wooden enclosure.
- Street Median Landscape Renovation (\$150,000 in 2020 and 2022 - \$300,000 total)
 - Remove the existing landscaping and terminate the irrigation to install stamped concrete in the turn pockets until the width of the landscape area is a minimum of 8 feet in width. Project will upgrade portions of median islands as funding allows with new plant materials and landscape bark.
- New Pocket Park (\$390,000)
 - Design and construct a new small park at the site of the Old Fire Station located at Lacey Boulevard and Kaweah Street.
- Centennial Park Pathway Construction Project (\$230,000)
 - Upgrade and construct an all connecting eight (8') foot wide concrete sidewalk/pathway and address ADA accessibility from Hanford-Armona Road into the park and connect to all amenities to include picnic arbors, splash pad, playgrounds, dog facilities, and restrooms.
- New Playground at Civic Park (\$285,000)
 - Design and construct a new playground adjacent to the Carousel at the Civic Park to increase activity within the Park

PARKS AND COMMUNITY SERVICES DEPARTMENT FUNDING

The Parks and Recreation Department revenues are comprised of General Fund, various grants, and donations. Total expenditures for each year are based on maintenance of parks, facilities management, youth and adult services, and construction of new parks (City of Hanford, 2020).

**Chart 4-5
Parks and Recreation Department Revenues and Expenditures**



Source: City of Hanford 2020

As shown in Chart 4-5, the department generates a small percent of the revenues needed for department and is still dependent on General Fund revenues and grants. Of all expenditures citywide, the Parks and Recreation Department comprised 6.07 percent of total expenditures (California State Controller's Office, 2018).

ABILITY TO SERVICE ANNEXED POPULATION

The County islands proposed to be annexed are not served by the City regarding parkland. Parks are a more difficult service to analyze, as the residents of the County islands already have access to the parks, as they are all public parks. The addition of the 1,293 persons to the City will, however, decrease the parkland ratio of acres per 1,000 population.

Determinations

Determination 4.1.6-1 – The City actively maintains parks and provides recreational services to the residents of Hanford.

Determination 4.1.6-2 – Parks and recreational facilities within the City amount to approximately 309.9 acres of land. This amounts to a ratio of roughly 5.4 acres per 1,000 persons (based on 2020 population estimate of 56,910), which meets the standard identified in the City's Parks and Recreation Master Plan.

Determination 4.1.6-3 – The City utilizes the Capital Improvement Plan to maintain and repair its numerous recreational facilities within the city limits to promote an active lifestyle to its residents.

Determination 4.1.6-4 – The City’s General Plan and Parks Master Plan both identified a need for additional park and recreation space to serve residents of the City.

Determination 4.1.6-5 – The City’s current parkland ratio of acres per 1,000 population is below the NRPA’s guidelines and will be even more so with the addition of the population of the eight County islands.

Determination 4.1.6-6 - The City may need to employ strategies such identification of new parks in the Capital Improvement Program or obtaining grant funds for additional facilities to achieve adopted levels of service in conjunction with an expansion of its service area with the annexation of the eight County islands in order to reach the goals of the General Plan.

Determination 4.1.6-7 – The City should strive to improve proximity and distribution of parks and open space throughout the City so that all areas of the City meet the General Plan goal of 3.5 acres per 1,000 residents.

4.1.7 - ROAD MAINTENANCE

Summary of Prior MSR Findings

Road Maintenance was not reviewed by LAFCo in 2007 as part of the Roads and Circulation section of the comprehensive MSR.

Current Conditions

The Hanford Public Works Department is responsible for maintaining the City's roads through its Street Division. The Street Division provides maintenance of more than 207 centerline miles of roadway and all of the curb, gutter, and sidewalk within the City's jurisdiction (City of Hanford, 2020). The Street Maintenance Division performs nearly 500,000 square feet of cape seal treatment, 325,000 square feet of residential slurry seal treatment, 30,000 square feet of deep patching, and applies more than 200,000 pounds of crack seal each fiscal year. In addition to traditional roadway improvements, the Street Maintenance Division installs approximately 1500 linear feet of curb and gutter and 30,000 square feet of sidewalk each year. The division has two more specific programs:

Street Sweeping Program

The City sweeps the residential streets once a week and the downtown area on a five-day-a-week basis. Each year approximately 30,000 centerline miles of streets are swept (City of Hanford, 2020). This program also assists in the implementation of the Stormwater Management Plan by keeping dirt and debris out of the City's basins and canals.

FACILITIES AND INFRASTRUCTURE

The FY 2020-24 Capital Improvement Plan (CIP) Budget includes several projects that would provide upgrades to existing road infrastructure and help plan for future projects (City of Hanford, 2020). Funding sources for these projects include: Gas Taxes; Transportation Impact Fees; Storm, Wastewater, and Water Capital; and Congestion Mitigation and Air Quality. These improvements are described below:

- Sidewalk and Miscellaneous Concrete Repairs (\$40,000/year for all five years)
 - These funds will be used to repair sidewalks, drive approaches, and other concrete improvements where City crews will be completing street reconstruction projects or in areas where the improvements are damaged by tree roots.
- New Sidewalk and ADA Improvements (\$50,000/year for all five years)
 - These funds will be used to install sidewalks and other concrete improvements in areas currently void of such improvements.

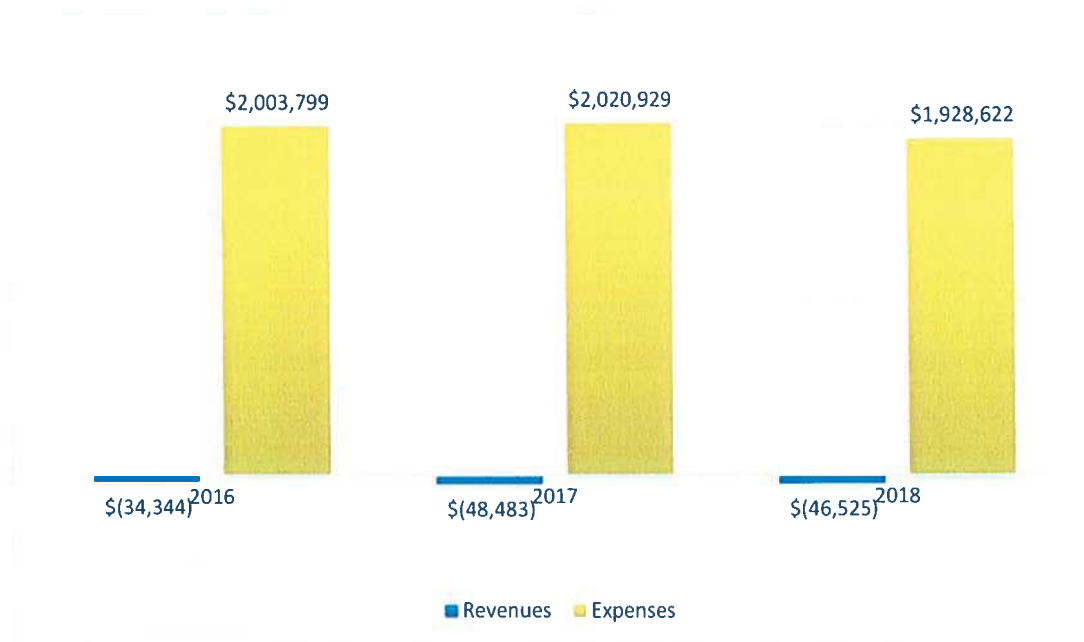
- Street Division Maintenance (\$450,000/year for all five years)
 - Street maintenance is performed by the Public Works Street Maintenance Division through the City's General Fund. This project account is established to record that portion of annual street maintenance which will be allocated to gas tax funds.
- Unscheduled Arterial Upgrades & Traffic Signal Installation (\$200,000/year for all five years)
 - This fund will be used to reimburse developers who are required to construct qualifying arterial street improvements that exceed their project's transportation mitigation impact fee share.
- Survey Monumentation/Mapping (\$15,000/year for all five years)
 - These funds will be used to re-establish survey monumentation on street re-surfacing projects and to update the survey benchmark datum and mapping
- Pavement Resurfacing Treatment (\$1,200,000 in 2020, \$950,000 2021-2024)
 - Pavement Resurfacing Treatment is a surface protection and pavement preservation treatment for City streets. The treatments will extend the useful life of asphalt concrete pavement surfaces thereby reducing street maintenance costs. The project will provide surface treatment for approximately seven miles of roadways.
- East Lacey Boulevard Widening/Reconstruction, 10th Avenue to Sierra Drive (\$9,610,000)
 - This project will involve the widening and reconstruction of East Lacey Boulevard, between 10th Avenue and Sierra Drive, to facilitate two lanes in each direction of travel plus turn lanes. This project will improve traffic flow capacity and safety by providing additional travel lanes and a protected left turn lane and the installation of a traffic signal system at the intersection of East Lacey Boulevard/Ninth Avenue.
- 12th Avenue Widening, Springcrest St. to 500 feet south – West side (\$290,000)
 - This project will involve the installation of curb, gutter, sidewalk, and roadway widening along 12th Avenue (west side), from Springcrest Street to a point approximately 500 feet south of Springcrest Street. This project will improve traffic flow capacity and safety by providing an additional travel lane and installing curb, gutter, sidewalk, and street lighting improvements
- Traffic Signal at 12th Avenue and Hume Avenue (\$453,000)

- This project will consist of the installation of a traffic signal system at the intersection of 12th Avenue and Hume Avenue. This project will increase traffic flow efficiency and reduce intersection congestion by allowing more free flow traffic movements through the intersection.

ROAD MAINTENANCE FUNDING

Road maintenance is generally funded and scheduled through the City’s CIP. Street maintenance revenues are comprised of the General Fund and special revenues. The actual revenue budgeted for streets totaled \$54,830 in 2018-19, an increase of approximately 17 percent over the prior year’s actual revenue. This increase is the result of planned capital and infrastructure projects.

**Chart 4-6
Street Division Revenues and Expenditures**



Source: City of Hanford 2020

As shown in Chart 4-6, the department generates all the revenues needed for street services through special revenues. Of all expenditures citywide, the Street Services Division comprises 2.9 percent of total expenditures (California State Controller’s Office, 2018).

ABILITY TO SERVE ANNEXED POPULATION

The County islands proposed to be annexed are currently not served by City street maintenance. The City’s Street Division of the Public Works Department has been adequate for many years, with a balanced budget and adequate funding for the Capital Improvement

Programs. Due to the City's ability to provide such services to its current population, there is no evidence indicating that the addition of 1,293 residents would be too great for the City to adequately serve.

Additionally, according to the Memorandum of Understanding between the City of Hanford and County of Kings established in 2019, the County will request that the Kings County Association of Governments (KCAG) annually allocate \$125,000 in regional transportation funding, which would normally be transferred to the County, to the City for a period of two years. The total cumulative amount allocated to the City shall not exceed \$250,000. The City shall use the Annual Payments, if so, allocated by KCAG, for road maintenance costs within the County islands. This will help with any previously unknown costs associated with the addition of such roadways.

Determinations

Determination 4.1.7-1 – The City actively maintains the existing road systems and provides street sweeping within the city limits.

Determination 4.1.7-2 – The City utilizes a Capital Improvement Plan and reimbursements from the Gas Tax to aid in the repair and maintenance of existing roadways within the city limits.

Determination 4.1.7-3 – The City would be able to adequately serve the increased population of 1,293 residents, were the City to annex the County islands.

4.1.8 - FLOOD CONTROL/DRAINAGE

Summary of Prior MSR Findings

The 2007 MSR identified that stormwater drainage is accomplished in the City through a system of curbs and gutters, and a limited number of stormwater collection lines and stormwater drainage basins. Controlled discharge from drainage basins are allowed into designated canals owned and operated by People’s Ditch Company irrigation canal. Hanford has relied on surface drainage systems to contain and transport stormwater run-off. During normal storm events drainage systems function at an acceptable level of service. The City’s Planning Area lies outside any major flood prone areas, per the Federal Emergency Management Agency (FEMA). There are small localized areas within the Planning Area where it is shown within the 100-year flood plain.

Flood inundation from potential dam failure could result from Terminus Dam, Success Lake Dam, and Pine Flat Dam (located in the Sierra Nevada east of the valley floor on the Kaweah, Tule, and Kings River). Additional improvements made to other flood control facilities in the Kings County area, have significantly reduced local natural flood hazards.

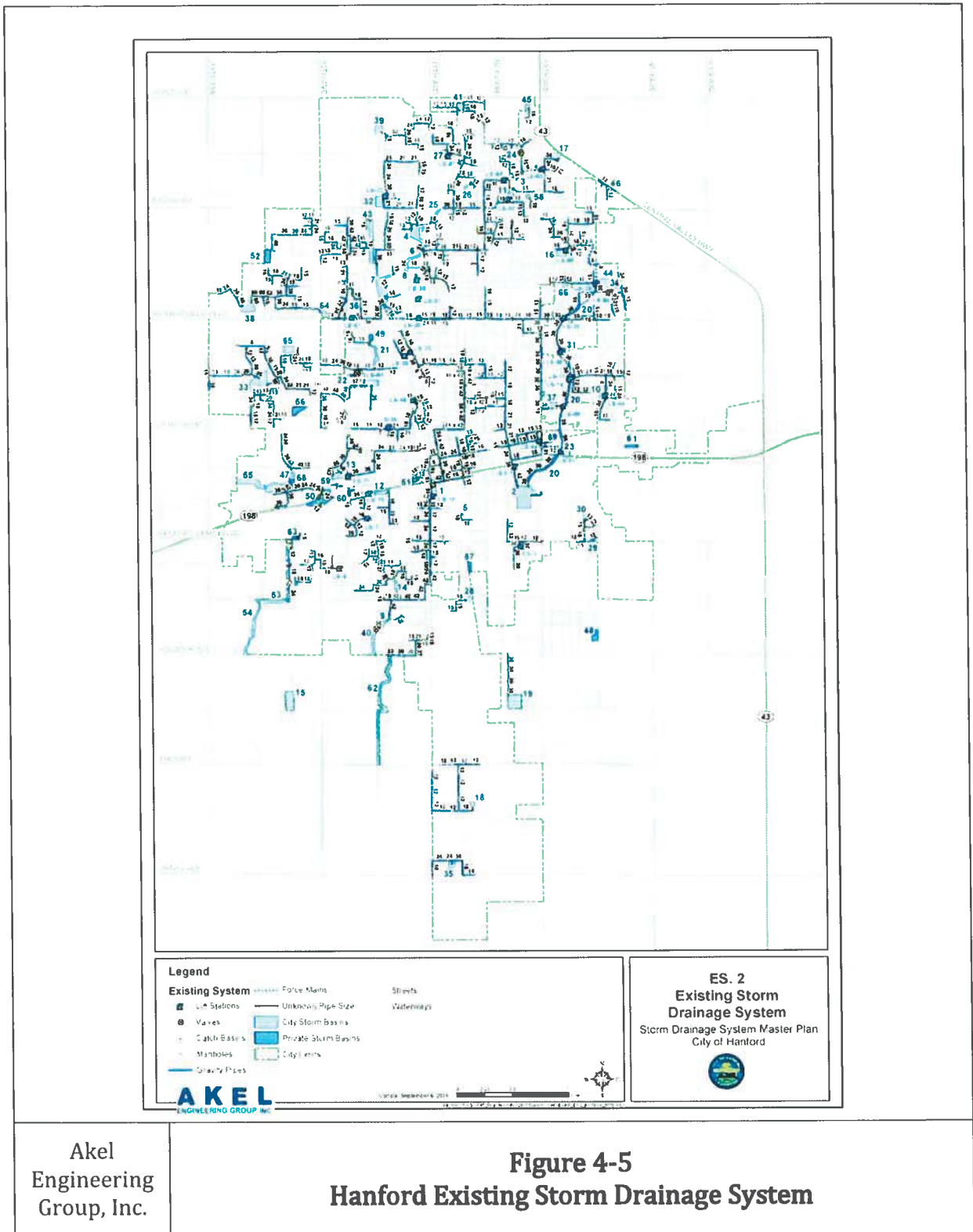
According to the Army Corps of Engineers inundation maps for Kings County, a breach by any of the dams listed above will not affect the City of Hanford. Through the City’s General Plan, the City Council has adopted runoff/discharge policies that have strict controls to meet the National Pollution Discharge Elimination system for development projects.

Current Conditions

According to the City’s website, the storm drainage system consists of 30 pump stations, 56 miles of pipelines ranging in size from six inches to 60 inches, 138 inverted siphons, 974 drainage inlets, and 181 acres of drainage basins and drainage ditches. The storm drainage system removes rainfall from surface streets and disposes the accumulated stormwater in drainage basins (City of Hanford, 2020).

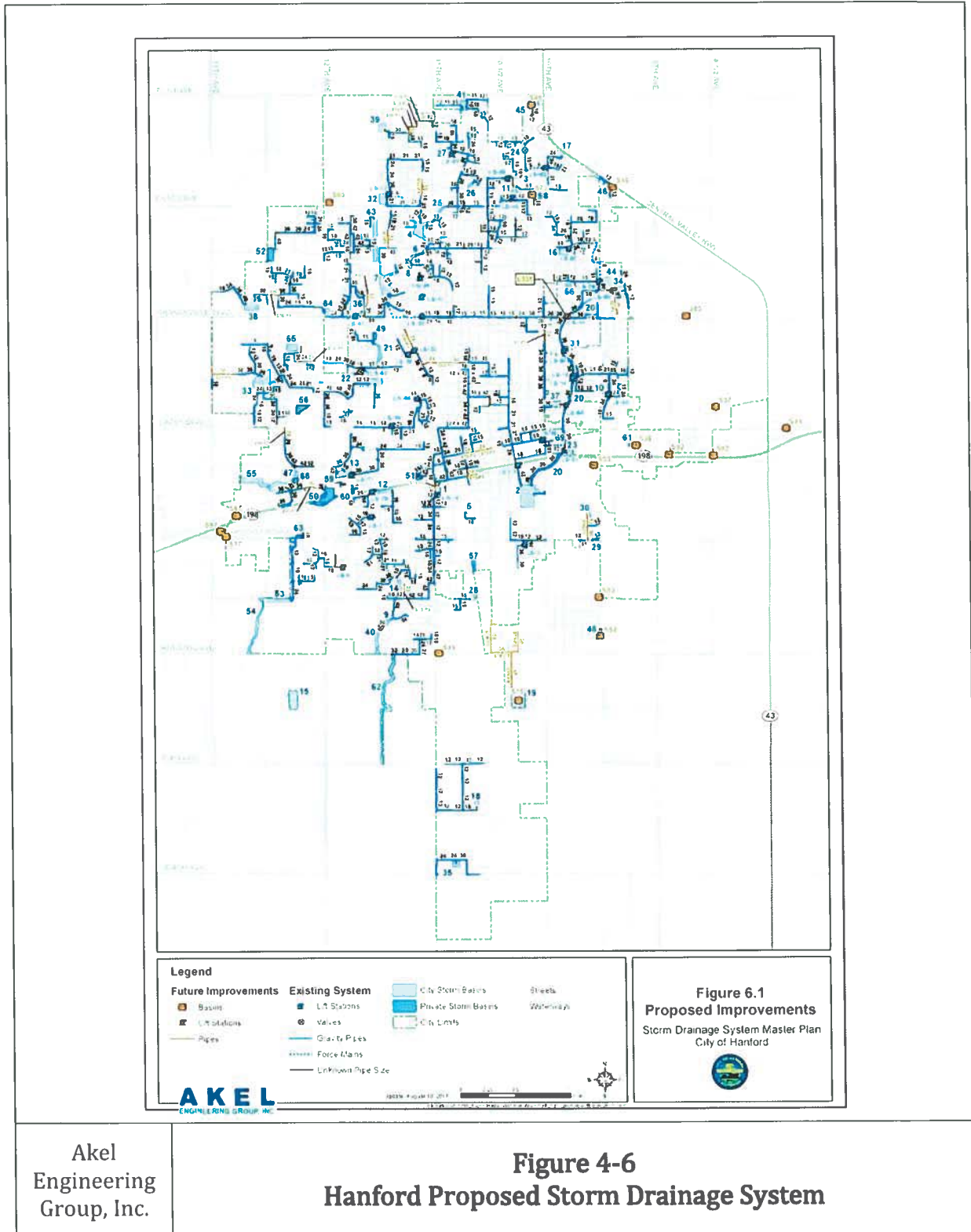
The City completed an updated Storm Drainage Master Plan in 2017 that updated much of the information identified in the prior 2007 MSR. The City’s water system services residential and non-residential lands within the city limits. The service area includes 6,059 net acres of developed lands, 2,765 net acres of undeveloped lands, and 265 net acres of underutilized lands inside the city limits (City of Hanford, 2017). The City’s General Plan anticipates approximately 16,900 net acres of residential and non-residential development at ultimate buildout of the Planned Area Boundary. A map of the existing storm drainage system is shown in Figure 4-5. The Master Plan to service the area planned for development in the General Plan is shown in Figure 4-6.

The modeled storm drainage system includes approximately 65 miles of stormwater conveyance to local retention systems or ditches. Pipes range from 8 inches to 60 inches in diameter. The storm conveyance system is predominantly composed of 12-, 15-, and 18-inch pipelines (City of Hanford, 2017).



Akel
Engineering
Group, Inc.

**Figure 4-5
Hanford Existing Storm Drainage System**



Akel Engineering Group, Inc.

Figure 4-6
Hanford Proposed Storm Drainage System

The City currently operates approximately 60 detention and retention basins. These facilities include slough remnants. The other basins located within the existing service area are man-made detention and retention facilities, and serve as dedicated stormwater receiving facilities, or dual-purpose park facilities, that can fill with excess stormwater runoff during the wet season. These drainage basins range in size from approximately 3.5 acre-feet (AF) to 94 AF (City of Hanford, 2017).

The City currently owns and operates 30 pump stations within the city limits. The pump stations vary in size and discharge to varying locations, which include canals, pipelines, and other conveyance facilities located throughout the City (City of Hanford, 2017).

Some facilities were identified as needing improvements in the Storm Drainage System Master Plan. After evaluation of the system, 12 basins were identified as needing new pipes, four existing retention basins needed to be expanded, and one lift station needed to be replaced. The future system improvements identified were 14 new pipes and 14 new retention basins (City of Hanford, 2017).

In the FY 2020-2024 Capital Improvement Plan (CIP) Budget, the CIP identified 11 projects that would provide some upgrades to existing facilities. The funding for these projects will come from the City's storm drainage capital and storm drainage impact fees. Total cost of all the projects for the five-year period is \$2,431,450, which will be entirely funded by the capital and impact fees mentioned above (City of Hanford, 2020).

These improvements are described below:

- Curb and Gutter Installation (\$20,000/year for all five years)
 - Installation of new or replacement of concrete curb & gutter to facilitate proper street drainage. Projects may include replacement of existing dilapidated curbs & gutter or installation of new curb & gutter in existing developed areas currently void of these improvements.
- Increase Flow Capacity of Main Branch of People's Ditch (\$25,000/year for all five years)
 - The City has drainage rights with People's Ditch Company which allows discharge in People's Ditch under certain parameters. Projects would be performed in cooperation with People's Ditch Company and would include culvert repair/enlargements, ditch realignment and piping, turn-out basins, control structure modifications, and additional ditch maintenance.
- Storm Drainage System Oversizing Requirements (\$50,000/year for all five years)
 - The City reimburses developers are that required to upsize their storm drainage improvements to provide additional capacity in compliance with the Storm Drainage Master Plan.

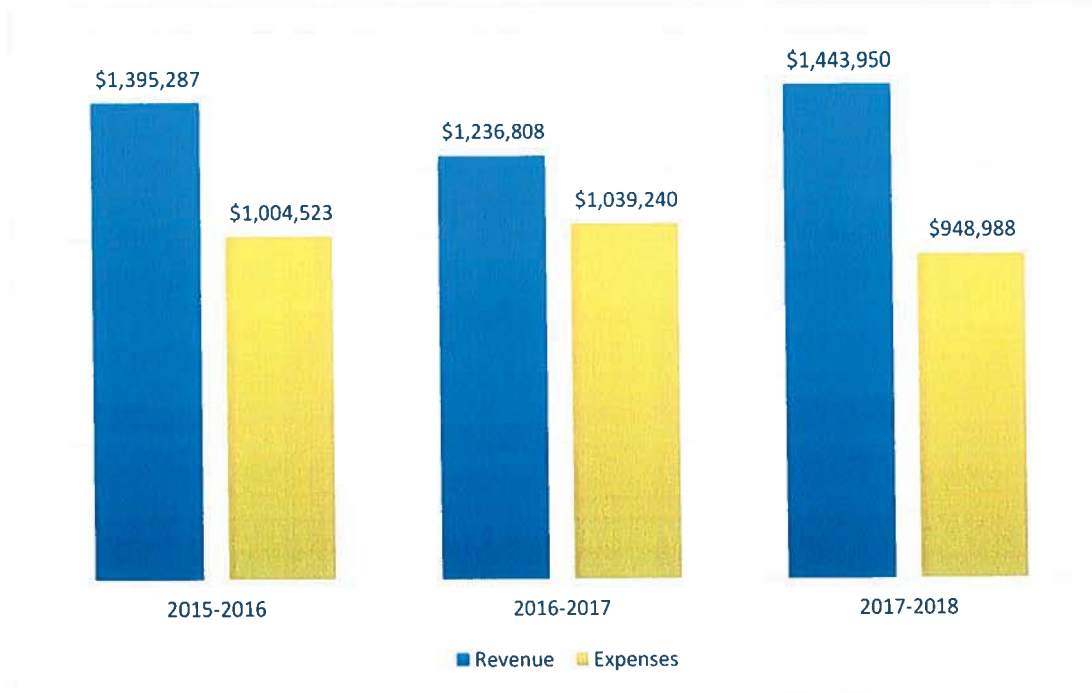
- Gate Crossing Security/Locks (\$18,450)
 - The City is responsible for all crossings and intersections between any City street or other ditch crossing, including fences, bridges, pipelines, or other appurtenances. The proposed tamper proof locks will prevent the cutting of locks along the ditch line and greatly reduce liability for the City of Hanford.
- Bonneyview Basin – Sand Slough Basin (\$262,500)
 - The Bonney View Estates Basin is inter-connected with the Sand Slough Basin to the north and the Live Oak Basin to the south and ultimately to the Houston/Iona Basin. This project is necessary to increase system reliability and increase the amount of storm runoff water that can be captured by both rainfall and diversions from People’s Ditch.
- Tree Trim/Removal Program (\$690,000)
 - Many of the ponding basins have trees which prohibit the maintenance of the basin slopes and bottoms. The National Pollution Discharge Elimination System requires certain maintenance and testing. This program, implementing over the next couple of years, will remove trees to allow proper maintenance and prevent future growth.
- Mussel Slough/Laura Ln. Pump Installation (\$187,500)

This project consists of equipping the YMCA Basin with an electrical service, control panel, pump, diversion gates, and connection to existing piping for dewatering the basin to accommodate additional development and routine maintenance. This project will provide for dewatering of the basin and installation of new diversion gates to provide routine maintenance, assist in mosquito abatement activities, and increase storage capacity.

FLOOD CONTROL/DRAINAGE DEPARTMENT FUNDING

The Storm Drainage Operations is a division of the Public Works Department. Revenues are comprised of service fees. Fiscal Year 2016-17 saw a slight increase in expenditures. This is due to a slight increase in Personnel Services, according to the budget (City of Hanford, 2020).

**Chart 4-7
Storm Drainage Operations Revenues and Expenditures**



Source: City of Hanford 2020

As shown in Chart 4-7, the department revenues outpace expenses in order to fund capital projects. Since the Flood Control Department does operate as an enterprise fund, the department is not solely dependent on General Fund and special revenues. In the proposed budget for 2018-19, Storm Drainage expenditures comprised approximately 3.4 percent of the City’s budget, which is an increase from approximately 1.5 percent in 2017-18 (City of Hanford, 2020). This is likely due to the number of projects in the CIP for the year 2020. The storm drain projects account for 6 percent of the total Capital Improvement Projects in FY 2019-2020.

ABILITY TO SERVE ANNEXED POPULATION

The County is currently responsible for stormwater drainage in the eight County islands proposed to be annexed. Were the City to annex the islands, it would provide storm drainage services to the 1,293 new residents.

According to the City’s Storm Drain Master Plan, the Plan anticipates necessary growth of the system due to the growth of the City. One of the tasks of the Plan was to document growth planning assumptions and known existing neighborhoods, such as the islands, and future developments (City of Hanford, 2017). The planning boundary and horizon for the Master Plan were developed in accordance with the City’s recently adopted General Plan. Based on General Plan population projections, the addition of the 1,293 residents to the stormwater

residents is feasible as long as the City achieves the proposed goals of the Storm Drainage Master Plan in order to account for its anticipated future population.

Determinations

Determination 4.1.8-1 – The City provides municipal storm drainage services for its residents.

Determination 4.1.8-2 – The City has completed and adopted a Storm Drainage Master Plan in 2017 to better identify and improve operations of the storm drainage system and plan for future needs of the City in accordance with population projections.

Determination 4.1.8-3 – The City would be able to adequately serve the increased population of 1,293 residents, were the City to annex the County islands, as long as the City achieves its proposed goals of the Storm Drainage Master Plan.

4.1.9 - PUBLIC TRANSPORTATION

Summary of Prior MSR Findings

Transit services were reviewed by LAFCo in 2007 as part of the Roads and Circulation section of the comprehensive MSR.

According to the previous MSR, the City of Hanford and surrounding areas provide and are served by a number of public, private, and social service transportation organizations. The social service transportation organizations were not discussed in the 2007 MSR.

Kings Area Rural Transit (KART) is the largest provider of public transit services within Kings County. KART serves the transit needs throughout Kings County and parts of adjacent counties. The fixed route provides transit service between the cities of Avenal, Armona, Lemoore, Naval Air Station Lemoore, Visalia, Corcoran, Stratford, Kettleman City, and Hanford, which is the KART hub for the County. At the time of the previous MSR (2007), KART was estimated to serve 47,000 riders per month (Kings County LAFCo, 2007).

KART also provides Dial-A-Ride services for residents traveling more than a half mile from an existing bus route for those riders certified by KART as disabled. Dial-A-Ride (door to door) service is available Monday through Friday between 11:00 a.m. and 1:30 p.m. All rides from home must be scheduled one day in advance.

Private transit Services are provided in Hanford by three taxi-cab services (Hanford taxi, Marathon Cab, and Central Valley Cab). Orange Belt States provide east/west bus services and offers a daily scheduled bus service four times a day to Goshen and Visalia, one bus per day to Paso Robles and Fresno. Greyhound provides the link to the coastal communities and northern and southern destinations.

Current Conditions

The largest single provider of public transportation within Kings County is operated by Kings County Area Public Transit Agency (KCAPTA), a Joint Powers Agency comprised of the County and the cities of Hanford, Lemoore, and Avenal. KCAPTA oversees the operation of the Kings Area Rural Transit (KART) system. KCAPTA establishes the operating policies and defines the services to be provided by KART including service hours and days, fares, and routes (Tulare County Association of Governments, 2018). KART provides transportation services to Armona, Avenal, Corcoran, Grangeville, Hardwick, Hanford, Kettleman City, Laton, Lemoore, Naval Air Station Lemoore, and Stratford. KART Paratransit is available to eligible certified ADA passengers. In addition, KART provides regular transportation service to Fresno and Visalia (Kings Area Rural Transit, 2020).

KART provides Hanford with six interconnected half hours routes, regular service to most other communities in the County and weekday service to Visalia. Dial-A-Ride (demand response) service is available for only those residents of Hanford, Lemoore, Armona, and Avenal traveling more than half of a mile from an existing fixed bus route or for those riders

certified by KART as disabled. There is also a Hanford-Fresno fixed route within fourteen vehicles that runs every Monday, Wednesday, and Friday, with limited service on Saturdays.

FACILITIES AND INFRASTRUCTURE

The existing KART Transit Station in Hanford is located adjacent to the Hanford Amtrak Station. Approximately 2,000 riders access the station each day (Mott Macdonald, 2018). All but two KART bus routes service the station and are all timed to meet the station in 30-minute loops. There are currently nine fixed routes that circulate throughout Hanford. At least four commuter routes to outlying areas, including intercounty services, also circulate through the KART terminal. The scheduled bus service operates Monday through Friday from 6:30 a.m. to 9:45 p.m. with partial Saturday service.

Facility and infrastructure were not discussed during the last MSR cycle that reviewed Public Transportation. The Kings County Area Public Transit Agency has considered constructing a new larger transit station in downtown Hanford. An Initial Study/Mitigated Negative Declaration for this project was released in November of 2019.

Hanford is also one city of multiple cities (and the County) that contribute to the operation of KART. KART or public transportation were not included in the FY 2019/2020 budget. The City's General Plan describes two public transit goals and seven policies pertaining to public transit. The two goals are:

1. A citywide and regional transportation system that has the downtown as its hub; and
2. A convenient and efficient transit system that serves as an alternate to automobile travel and meets basic transportation needs of the transit dependent.

The policies in the General Plan pertaining to public transportation are:

- Adequate Transit Service Availability
 - Maintain a proactive working partnership with KART to ensure that adequate public transit service is available.
- KART Expansion
 - Pursue improvements and funding to increase transit ridership, increase transit frequencies on key corridors, and expand regular transit service in portion of Hanford that currently have no public transit.
- Transit Stops
 - Where right-of-way allows, arterial and major collector streets shall be designed to allow transit vehicles to pull out of the travel land when stopping.

- Improve Access to Transit Stops
 - Remove physical barriers to improve access to transit facilities for the elderly, disabled, and other transit-dependent groups.
 - Long Range Transit Plan
 - Coordinate and collaborate with KART and KCAG on development of long-range transit plan that considers special emphasis on new or enhanced transit services and amenities in the downtown core, and service to identified mixed use neighborhoods and corridors.
 - Vanpool Programs
 - Support the KART vanpool program for the area's farmworkers and other commuters.

TRANSIT FUNDING

The City of Hanford's FY 2019/2020 budget did not include funds for public transportation. According to KART's 2019-2020 budget, most of the funding for KART comes from fares, collection of local taxes and federal funds. The City of Hanford is not listed as a source of revenue.

ABILITY TO SERVE ANNEXED POPULATION

The City will not need to serve the newly annexed population with regard to public transportation, as public transportation is currently provided to the City by the County, through the KART system. The County islands will continue to be served by the KART system.

Determinations

Determination 4.1.9-1 – The City, in conjunction with other cities and Kings County, provides fixed route and dial-a-ride service to its residents within the city limits and urban area boundary through the Kings Area Rural Transit (KART) system.

Determination 4.1.9-3 – The City's transit capital and service goals and policies are identified in the City of Hanford General Plan.

Determination 4.1.9-3 – The City will continue to utilize the public transportation system provided by the County through KART and will not have an increased number of persons served with the annexation of the County islands.

4.1.10 - SOLID WASTE DISPOSAL

Summary of Prior MSR Findings

Solid waste services were reviewed by LAFCo in 2007 as part of the comprehensive MSR. At the time of the previous MSR (2007), there were no active solid waste disposal facilities within the Planning Area. The Kings Waste Management Authority (KCWMA) was formed in September 1998 by agreement between the cities of Hanford, Lemoore, Corcoran, and the County of Kings in order to provide a regional approach to all waste management activities in Kings County. Solid waste from the City of Hanford is transported to the Kings Waste and Recycling Authority (KWRA) Materials Recovery Facility in Hanford.

The existing KWRA landfill southeast of the City of Hanford was closed in 1998. The KWRA does not operate an active landfill. Waste is hauled by transfer trucks from the Material Recover Facility (MRF) to the State permitted Chemical Waste Management Landfill site in Kettleman Hills (45 miles southwest of the MRF).

The landfill is inspected on a monthly basis. The permitted capacity is 4,200,000 million cubic yards and remaining capacity is 1,901,860 million cubic yards. The permitted throughput tons/day and the estimated closure date of the landfill was 2010. Residential customers pay a flat rate for services, and commercial rates are based on size of pickups per week.

Current Conditions

The City continues to provide refuse collection, along with segregated green waste and recyclable collection within the incorporated limits of the City and in designated County areas. Hanford still participates in the Kings Waste and Recycling Authority. The Authority has a five-member Board, which has one representative from each of the City Council and two representatives of the Kings County Board of Supervisors. The Authority also has seven staff members.

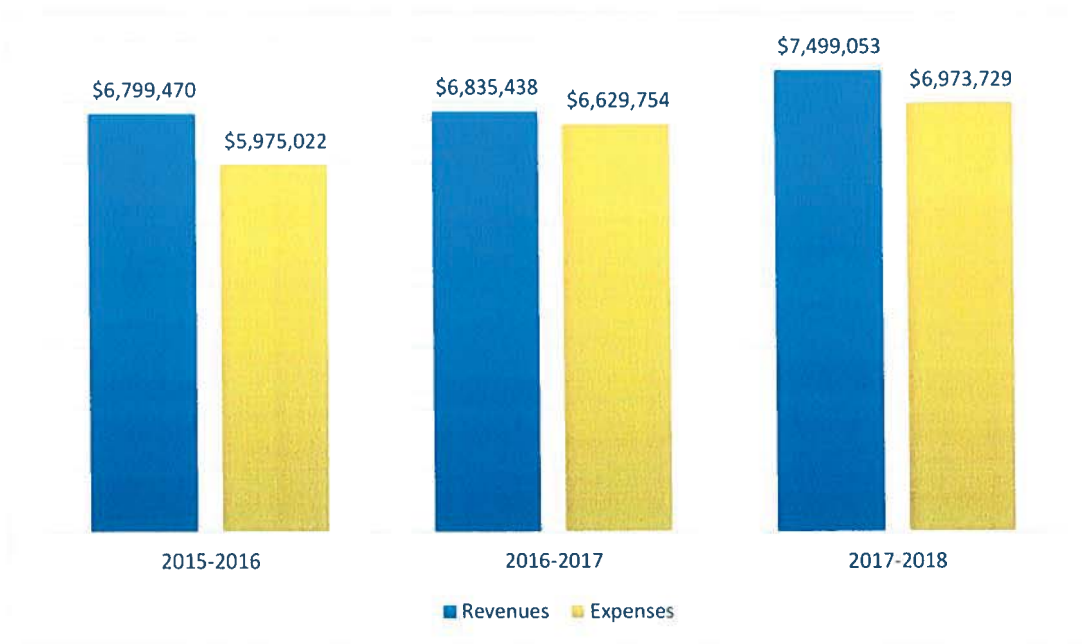
FACILITIES AND INFRASTRUCTURE

The facility that was described in the previous MSR as needing to be closed in 2010 was instead expanded. The facility's permit was modified in 2014 to allow for the construction and operation of Landfill B-18 Phase III. On August 27, 2019 the EPA proposed an approval (permit) for the Kettleman Hill Facility to be able to store, treat for disposal, and dispose of polychlorinated biphenyl (PCB) waste (United States Environmental Protection Agency, 2020).

SOLID WASTE DISPOSAL FUNDING

The Refuse Operation Fund is an enterprise fund primarily funded by user fees. Waste Disposal Department budgeted expenditures totaled \$7.51 million in 2018-19, up 7.66 percent from 2017-18.

**Chart 4-8
Refuse Operations Revenues and Expenditures**



Source: City of Hanford 2020

As shown in Chart 4-8, refuse operations had a surplus in revenue in years 2015 to 2018. Expenditures have been increasing from Year 2015 to 2018 illustrates an increase in expenditures, resulting in the department to add \$335,473 of contributions from its cash reserve in order to zero out the 2017 to 2018 budget. The projected budget increased 15 percent from 2016 to 2017 and then another 15 percent from 2017 to 2018. According to the FY 2019/2020 budget, the increase is likely due to personnel services (City of Hanford, 2019).

ABILITY TO SERVE ANNEXED POPULATION

Solid waste collection in the County island is currently optional. Due to the Kings Waste and Recycling Authority’s Joint Power Authority, there will be no change in service for the County or the City.

Determinations

Determination 4.1.10-1 – The City provides residents and commercial properties with solid waste collection and disposal through a JPA with Kings Waste and Recycling Authority.

Determination 4.1.10-2 – The City’s Refuse Operations revenues and expenditures have been balanced.

Determination 4.1.10-3 – The City should continue to participate in the joint powers authority and review the rates established to ensure they provide equal levels of service to throughout the service area.

Determination 4.1.10-3 – The City will continue to utilize the Joint Power Authority with the Kings Waste and Recycling Authority, and there will be no change of service by the County or City with the annexation of the County islands.

4.1.11 - PLANS FOR FUTURE SERVICES

The City's General Plan has calculated growth rate projections. The growth rate projection has major implications on the amount of land that will be designated for future growth and the ability for current services to accommodate that growth. The General Plan quantified a few methods to anticipate Hanford's future population.

The first method was the Straight-Line Growth Rate Method, which estimated the population of Hanford to be 107,100 or 102,4000 in the year 2035. The second method was the Proportion of Projected County Growth Method, which estimated the population of Hanford to be 83,500 in 2035 with an annual growth rate of 1.8 percent. As the two methods provided varying population projections, it was decided that the General Plan would plan for a future population of 90,000 people in 2035, which translates roughly into a 2.1 percent average annual growth rate (City of Hanford, 2014).

The Water, Sewer, and Storm Drain Master Plans also utilized these population projections of the General Plan when accounting for the anticipated future level of service. Therefore, implementation of these Master Plans would properly provide the adequate extension of services to the growth areas of the City, namely the additional population of the County islands and the areas in the proposed Sphere of Influence.

One of the policies of the General Plan (Policy L16) is to consider the initiation of annexation of land into the City of Hanford when the following criteria are met (City of Hanford, 2014):

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

In all, the City has done ample infrastructure planning to accommodate growth projections in the City. The infrastructure documents mentioned above also include improvements and recommendations needed to improve any possible deficits in water, sewer, and storm drainage capacity within the existing systems.

Determinations

Determination 4.1.11-1 – The City's General Plan and subsequent Water, Sewer, and Storm Master Plans have calculated and planned for service accommodation for the future population of the City.

Determination 4.1.11-2 - Present needs for public facilities and services are currently being met. Probable needs for public facilities and services are not currently anticipated to vary from present needs, as future demands are expected to remain relatively the same.

Population increases are not currently anticipated to affect the City's ability to provide of services as growth is anticipated within the General Plan.

Determination 4.1.11-3 – Implementation of Master Plans would properly provide the adequate extension of services to the County islands, were they to be annexed.

4.2 - Financial Ability to Provide Services

This section analyzes the financial structure and health of the City of Hanford with respect to the provision of services. Included in this analysis is the consideration of rates, service operations, and the like, as well as other factors affecting the City's financial health and stability, including factors affecting the financing of needed infrastructure improvements and services.

An examination of financing includes an evaluation of the fiscal impacts of potential development, and probable mechanisms to finance needed improvements and services. Evaluating these issues is important to ensure new development does not excessively burden existing infrastructure and the ability of the City to fund existing improvements and services.

An examination of rate restructuring should identify impacts on rates and fees for services and facilities and recognize opportunities to positively impact rates without decreasing service levels. The focus of this required element of the MSR is whether there are viable options to increase the city's efficiency through rate restructuring prior to any city limit or SOI adjustment.

Annual audit reports and financial statements for the City were reviewed in accordance with the MSR Guidelines. The purpose of this review is to determine fiscal viability, suitability of current funding practices, and potential fiscal impacts resulting from new legislation.

4.2.1 - CITY BUDGET

The FY 2019-2020 Budget reflects the City Council's goals and continues funding sufficiently to maintain basic service levels. The budget is built upon guiding policies and is prepared in stages by fund type, allowing each fund's budget to be presented to City Council and discussed individually. The City's projected revenue for all funds in 2020 is \$70.9M. The projected expenditures in 2020 total \$65.46M (City of Hanford, 2019). The surplus in 2020 is likely to compensate for the deficit of the budget in 2019 (\$68.56 revenues and \$74.07 expenditures). The surplus in 2020 and the deficit in 2019 are quite similar, rounding to \$5.5 million each.

The City did not identify any major factors and obstacles affecting the FY 2019-2020 budget. The City did, however, list a series of budget strategies and fiscal policies, including flexible and cost-effective responses, contingency reserves, appropriation control, debt management, and fees.

Exhibit "C"

Roger and Jana Dudley

RE: FURLONG ANNEXATION PROPOSAL

10990 Furlong Drive

Hanford, CA 93230

To Members of LAFCO and the Kings County Board of Supervisors:

In 2007, we started looking for a parcel of land big enough to house a shop. Roger was not so worried about the condition of the house, but I was! We looked at three other properties before touring our current home on Furlong. We fell in love with the property, the home, and even the 47 walnut trees! It was perfect because the homes were not too close and it felt like the country, calm and peaceful. We were disappointed that the City had already carved out a portion of the property for "air" space. There was also a row of walnut trees that became victims to the deal with the City. Even though the area next to the sidewalk belongs to the City in 14 years they have never maintained it (weeding, gopher holes, water leaks under the sidewalk). We have always taken on that job.

Now we are being told that the City wants to annex our neighborhood. We can retain our own wells because the City does not want to give us as much water as we would need to maintain our properties. We have a walnut crop in the ground and do not want Hanford water on them because of the contents of the water. In addition, we maintain the roads and have our own septic systems. Since each family unit is functioning independently, why then do we need to be annexed? What is the advantage for us or is there one? We understand the rules and regulations that we will follow now, but what happens in the future if the personnel changes, do the rules change then as well? Is there a guarantee that can be given to us that the items you are promising now will not change in the future as well? Our concerns then become one of uncertainty and what happens in the future with our properties.

The proposal, as currently arranged, will evidently restrict our rights as property owners as the land we purchased with the explicit intent to operate within Kings County ordinance and not that of the City. Our wants, needs and abilities as County landowners are very different than those afforded to the City population. We enjoy all of the aspects of being a County property owner, many of which may not have been possible in the City. As such, we reserve all rights as to additional review and/or pursue action against the relevant authoring and approving parties to the proposal, based upon our lack of interest in a situation that would plainly restrict our rights as property owners.

We were not pleased to hear that the City Council made a "deal" with the State that if all the properties were not all annexed that the Council would not be able to annex in the future. I am not sure why we have to be collateral damage for a future deal that may or may not become a reality. Would we have bought this property knowing that our peace of mind and rights would be violated in the near future? Probably not. Would you like your property to be involved in this kind of situation? We think not...

Thanks for listening and giving us the chance to be heard,

Green Blessings,

Roger and Jana Dudley

A handwritten signature in black ink that reads "Roger and Jana Dudley". The signature is written in a cursive, flowing style.

Lyman and Patty Gorrell
10840 Furlong Drive
Hanford, CA 93230

Filed with the Kings County
Clerk of the Board

MAR 24 2022

Received by _____

March 21, 2022

To Members of LAFCO, the Kings County Board of Supervisors, and the Hanford City Council,

In the late 1960's and early 1970's we and a group of our friends wanted to move out of the confines of the City. We studied the area and purchased a 20-acre piece of property to divide into eight 2.5 acre parcels on which we could build our homes and provide a country atmosphere for our children so they could ride horses and have some space to do this. During the ensuing years we were able to have horses, steers, pigs, and other animals. We wanted our own water supply to escape the smell and addition of chemicals which Hanford added to their water. Who could forget the black city water with its horrible smell in the 60's?

Because of our plan to have horses, Kings County named our private road Furlong Drive (which we felt was very appropriate). We installed our own wells and septic systems, installed the paved road and built fencing with a riding path around our little community property. We even cooperated with the County by installing a huge underground cement pipe conduit (at our expense) through the middle of Furlong to retain the ability of the surrounding farmers to the North and South of us to run ditch water to their agricultural land for irrigation.

This atmosphere of country living provided experiences our children and grandchildren (and now great-grandchildren) delighted in and cherished, and every one of them have memories that will never be forgotten. At family gatherings we reminisce and talk about how things were BEFORE the City surrounded us.

The City encroached upon us without any notification or input from our Furlong Drive community. That in itself impacted our country living lifestyle. We were now surrounded on all sides with homes. The kids could no longer ride their horses in the open spaces. They could no longer ride along 11th Avenue because of the traffic. Soon afterwards the "City Folk" began to complain about our animals. A ponding basin was built adjacent to our property, attracting fox, rats, and other creatures that became a threat to our animals.

We are being told that annexation will have no impact on us. No problem. "You can keep your wells and your septic systems. You can keep your horse(s), goat or lamb (if you already have one), but if it dies or goes lame, you can't get another to replace it and no more than ONE." In other words, we can forget about our kids, grandkids, or great grandkids raising a 4H animal or having a FFA animal on our property.

Furlong Drive was developed outside of the city limits so we could have these freedoms---AND NOW YOU WANT US TO BECOME CITY FOLK AND TAKE THAT AWAY FROM US. Keep in mind, our parcels were divided into 2.5 acre lots so we could have these freedoms and perks. Next, will the City take away our freedom to run a tractor to plow our property or operate equipment in our shops? Will we lose our freedom to house large gatherings because it might disturb our surrounding neighbors? Will you prohibit us from having chickens because they might make noise?

We built and maintain our road at our expense---will the City, if we are annexed, assume responsibility for maintaining and resurfacing it? Will the City make us put up a community mailbox away from our property? Will we have to run lines for water and sewer lines to each property at our expense? Will additional taxes be levied on our property tax bills?

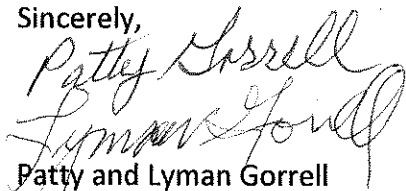
PLEASE RECONSIDER this proposal. Put yourselves in our shoes and let us continue to enjoy our "country lives". We all chose to live here for the reasons mentioned above. Please don't take that away from us. If we should decide to sell to someone else who wishes to enjoy our present lifestyle, the CITY factor and its restrictions will reduce the appeal and value of our property.

Fast forward, the plan is already in the works to annex Furlong Drive into the City. The Hanford City Council has put their stamp of approval on this---again without consideration of our unique situation. We have been told that LAFCO will need to finalize the annexation.

And now we will have a **three-story, 72-unit apartment** complex plus offices that will be constructed less than a mile away from us which will create more traffic and other problems. What input did the Planning Commission, Fire Department, Police Department, and the community have in regards to this? It appears that no one thinks of the consequences of these actions.

We are being told that the State of California is forcing these irrational edicts upon you. Take a stand and **don't let this happen**. The State and special interests (UPHOLDINGS and others) have no understanding of our situation nor do they care. We have elected our local leaders to stand up, protect us, listen to our input on these matters, and base their decisions on our needs and wishes.

Sincerely,



Patty and Lyman Gorrell
10840 Furlong Drive
Hanford, CA 93230

Palgor@comcast.net

Phone: (559) 707-1266

Yarbrough, Terri

From: Shireen Freitas <shireenfreitas@yahoo.com>
Sent: Saturday, March 26, 2022 6:33 PM
To: Yarbrough, Terri
Subject: Furlong Annexation

Hello Terri,

My name is Shireen Freitas. My husband Joseph Freitas and I bought a house on Furlong Drive about 5 and half years ago. We spent a couple of years looking for the ideal location for raising our two sons while giving them the country life that both he and I had grown up with. Throughout our search we found that many of the areas we looked at were going to have the High Speed rail going through them or very close nearby. We have many friends who had their property taken by the state via Eminent Domain and that was a situation we did not want to find ourselves in. Now it's been almost six years living at our property and come to find out the city has decided, without consulting with any of the hardworking home owners in the area, to place a three story housing development for homeless and various other at risk population right in the middle of the neighborhood. When we as home owners found out, the response made it seem like it was pretty much a done deal and there wasn't anything we as property owners in the surrounding areas could do about it. This seems to be a theme these days in California, whether it's taking away our water to farm, my children who were forced to wear a mask for two years and the district told us parents there was nothing we could do about it because of the state mandate or our city officials throwing in this new "housing" development that we have to deal with. Now, here we are regarding the annexation of our street into the city which NOT ONE of us homeowners on Furlong Drive are wanting any part of. Other than, money which seems to be the driving factor for all of the decisions being made FOR us, there is no reason for us to have to lose the perks of being a county road which was one of the reasons we bought this property in the first place. I have heard the excuse that they need to include our street for the purpose of emergency services being able to get to our street in a timely manner which has never been an issue and seems to be something to try to sell us into believing it's best for our street. It's beginning to feel that all of our rights as property owners are being taken away...our ability to choose what is in our surrounding areas are being decided for us and now even our quiet little county road and the freedoms that it allows us are on the chopping block. At what point are our elected officials going to actually consider what the people want? We do not want this new housing community and we DO NOT want this annexation to go through. Thank you for your time and I hope that the city actually considers what the people want in this situation and do the right thing and vote no on annexing Furlong Drive.

Thank you,

Shireen Freitas

10895 Furlong Dr.

Hanford, CA 93230

(559)696-9164

Carl and Denise Domingos
10775 Furlong Drive
Hanford, California 93230

Re: Furlong Annexation Proposal

To Members of LAFCO and the Kings County Board of Supervisors:

We have lived on Furlong Drive for nearly 20 years. We purchased our property in 2002. We chose this property because we were looking for a home on enough land to provide a country feel to raise our children and provide them with space to have animals and learn about growing trees and other small crops. We wanted them to be able to raise animals and crops for 4-H and FFA projects like we did when we were children. It wasn't just for them, we also wanted to have space to have our own animals and garden and farm a little bit of land. Before we purchased the property we made sure that we would be able to have all of those things. If we weren't able to have the animals we didn't want to purchase the property.

When we moved in, in 2002, the home and land needed much work. We have worked in the evenings, and on the weekends around our children's school and extra-curricular activities, as well as around our own work schedules. It was a labor of love in which our children "worked" a long side of us. We have spent most of our free time improving our home and our property. Our children have wonderful memories of this and talk about having their children raise animals here for their 4H and FFA projects. Now, all of this is threatened by this annexation proposal. We can't even begin to tell you how this makes us feel as we were basically told we have no say in the matter. How it felt to find out that other people were making decisions about the property we purchased and have spent the last 20 years of our life working on. It doesn't even seem real that someone else can take away our rights to do what we want on our own property-to change our way of life.

We are being told that we can currently keep our well, and the animals we currently have. There isn't any certainty in the future of how we can use our own property if this annexation takes place. As time goes by, and new people take on your roles, and have no idea of what we were told or how we felt about becoming a part of the city that we didn't want to do. To say we are unhappy, emotionally drained, frustrated, and in disbelief just doesn't cover it. We have set down numerous times to write this letter and have walked away as it became so difficult to think about and put into words. To think we are in a position to ask other people to please let us do what we want to do with our own property. Please put yourselves in our shoes and think how you would feel if you were told you could no longer do what you want with your property and that you had to become a part of the city. Please reconsider the annexation of Furlong Drive.

Thanks for taking the time to read this letter,

Sincerely,

Carl and Denise Domingos

March 29, 2021

To:
Chuck Kinney
Executive Director
LAFCO of Kings County
Chuck.Kinney@co.kings.ca.us

From:
Sean McGinn & Tamara Ravalin
10900 Furlong Drive
Hanford, Ca 93230

RE: Public Hearing Comments LAFCO Case No. 21-03- City of Hanford
Reorganization No. 160.

The Purpose of this letter is to protest and stop the annexation of our property at the address noted above from the County to the City. As we are all aware, before the Government code noted below was enacted, Citizens like us, were allowed to protest and stop proposed annexations.

However, section 56375 of the Government code removed our right to protest.

56375

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

It is my understanding that the purpose for the annexation is to localize and therefore improve the efficiency of public services, such as, Fire and Police. Your asking us to give up our property rights and our right to protest the annexation when there are already existing mutual aid agreements in force between the agencies.

Furthermore, the City Council of Hanford has not addressed by the following issues in policy and by vote; the financial loss or property right loss associated with the following issues:

THE Change in: (A) Residential Zoning Districts Land Use Regulations
 (B) Water Utility
 (C) Sewage utilities

We oppose the annexation LAFCO case No. 21-03 City of Hanford Reorganization No. 160.

Sincerely,

Sean McGinn
Tamara Ravalin

**BEFORE THE LOCAL AGENCY FORMATION COMMISSION
COUNTY OF KINGS, STATE OF CALIFORNIA**

* * * * *

IN THE MATTER OF APPROVING)
HANFORD REORGANIZATION NO.)
160)

Resolution No. 22-03

Re: LAFCO Case No. 21-03

WHEREAS, on December 22, 2021, a complete application was accepted for filing by the City of Hanford with the Executive Officer, to annex certain territory to the City of Hanford and detach the same territory from the Kings River Conservation District and Excelsior-Kings River Conservation District; and

WHEREAS, the City is requesting annexation proceedings of seven separate unincorporated islands without protest proceedings under Government Code Section 56375.3; and

WHEREAS, on March 30, 2022, this Commission held a duly noticed public hearing and considered the proposed reorganization and continued Island Area No. 7 to a future meeting when staff could confirm who would maintain the road; and

WHEREAS, on April 27, 2022, this Commission held a duly noticed public hearing and considered the proposed reorganization; and

WHEREAS, the Executive Officer's report, with recommendations, was forwarded to officers, persons, and public agencies as prescribed by law and was reviewed at said public hearing; and

WHEREAS, the Commission has duly considered the Executive Officer's Report, public testimony, and the proposal; and

WHEREAS, on November 16, 2021, the City of Hanford found that the project (Hanford Reorganization No. 160) is Categorically Exempt from the California Environmental Quality Act (CEQA), per Categorical Exemption Class 19, for the reorganization.

**NOW, THEREFORE, THE LOCAL AGENCY FORMATION COMMISSION OF
KINGS COUNTY RESOLVED AS FOLLOWS:**

1. The Commission finds that:
 - a) It is a Responsible Agency under the California Environmental Quality Act Guidelines, Section 15096.
 - b) The reorganization is being taken pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

- c) The distinctive short form designation of the reorganization is "Hanford Reorganization No. 160".
 - d) The City requested annexation of seven unincorporated islands to proceed under Government Code Section 56375.3, with waiver of all protest proceedings.
 - e) All required findings, pursuant to Government Code Section 56375.3, can be made as follows:
 - 1) The total annexation for each island area does not exceed 150 acres in size.
 - 2) The territory constitutes a reorganization containing seven separate unincorporated islands.
 - 3) The territory is surrounded by the City of Hanford.
 - 4) The territory is substantially developed or developing.
 - 5) The territory is not prime agricultural land.
 - 6) The territory will benefit by being allowed to receive municipal services from the City of Hanford.
 - f) The proposed annexation conforms to the adopted sphere of influence for the City of Hanford.
 - g) The subject territory is inhabited.
 - h) All property owners and registered voters within the subject territory and within a 300 foot radius were duly noticed of the public hearing
 - i) All of the factors required by Government Code Section 56668 have been considered by the Commission before rendering a decision.
 - j) The regular county assessment roll will be utilized for this annexation.
 - k) The affected territory will not be taxed for existing general bonded indebtedness.
2. The Commission relies upon the determination by the City of Hanford that the project is Categorically Exempt from CEQA pursuant to the Categorical Exemption Class 19 for the project.
3. That the Commission approve Island Area No. 7 of LAFCO Case No. 21-03, Hanford Reorganization No. 160 by adopting Resolution No. 22-03 and order the annexation to the City of Hanford and detachment from the Kings River Conservation District and the Excelsior-Kings River Conservation District, subject to the following conditions:
- a) The Kings County Local Agency Formation Commission be designated as the conducting authority for the "Hanford Reorganization No. 160" and be authorized to proceed with legal steps necessary to complete the annexation without notice, hearing or election.
 - b) The City prepare a final map for recordation with an accompanying legal description that meets Board of Equalization Standards.

4. The legal description of Island Area No. 7 for the reorganization to the City of Hanford is attached as Exhibit A, and the same area would be removed from the Kings River Conservation District and Excelsior-Kings River Conservation District.

The foregoing Resolution was adopted upon a motion by Commissioner _____, seconded by Commissioner _____, at a regular meeting held April 27, 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

**LOCAL AGENCY FORMATION
COMMISSION OF KINGS COUNTY**

Joe Neves, Chairman

WITNESS, my hand this ____ day of _____, 2022.

Chuck Kinney, Executive Officer

cc: City of Hanford
Kings River Conservation District
Excelsior-Kings River Conservation District

Exhibit "A"

Island Area No. 7

ANNEXATION NO. 160 PART 8
ANNEXATION TO THE CITY OF HANFORD
GEOGRAPHIC DESCRIPTION

A portion of the South half, of the Northwest Quarter of the Northwest Quarter, of Section 13, Township 18 South, Range 21 East, MDB&M, according to approved Government Township Plats thereof, in the County of Kings, State of California described as follows:

Beginning at the Northwest corner of said South half of the Northwest Quarter, of the Northwest Quarter of Section 13;

Thence North 89°40'43" East, along the North line of Said South half, a distance of 42.00 feet to the **True Point of Beginning**;

Thence along the existing boundary of the City of Hanford, being a description of the existing boundary of an unincorporated island within said City of Hanford, the following courses:

1. North 89°40'43" East, along the North line of said South half, a distance of 1,285.72 feet to the Northeast corner of Said South half;
2. Thence South 0°06'32" West, along the East line of said South half, a distance of 665.57 feet to the Southeast corner of said South half;
3. Thence South 89°43'16" West, along the South line of said South half, a distance of 1,286.26 feet, to a point 42.00 feet easterly of the Southwest corner of said South half;
4. Thence North 0°09'23" East, along a line parallel with and 42.00 feet Easterly of, the West line of said South half, a distance of 294.31 feet;
5. Thence North 89°42'00" East, a distance of 10.00 feet;
6. Thence North 0°09'23" East, along a line parallel with, and 52.00 feet Easterly of, the West line of said South half, a distance of 76.00 feet;
7. Thence South 89°42'00" West, a distance of 10.00 feet;
8. Thence North 0°09'23" East, along a line parallel with and 42.00 feet Easterly of the West line of said South half, a distance of 294.31 feet to the **True Point of Beginning**;

Containing 19.6 Acres more or less.

Local Agency Formation Commission OF KINGS COUNTY

CHUCK KINNEY, EXECUTIVE OFFICER

MAILING ADDRESS: 1400 W. LACEY BLVD., HANFORD, CA 93230

OFFICES AT: ENGINEERING BUILDING, KINGS COUNTY GOVERNMENT CENTER, HANFORD
(559) 852-2670 • FAX: (559) 584-8989 • WWW.KINGSLAFCO.COM

TO: LAFCO Commissioners
FROM: Chuck Kinney, Executive Officer
DATE: April 27, 2020
SUBJECT: 2022-2023 Proposed Budget Review

I. INTRODUCTION:

Attached is the summary review of the proposed budget recommended by the Executive Officer for Fiscal Year 2022-2023. This proposed Budget includes all the updated costs related to other County Departments. The requested budget of \$76,193 is an increase of \$43 more than last year's request, a 0.06% increase. The requested amount covers LAFCO's general activities as required by Assembly Bill 2838, the Cortese – Knox – Hertzberg Act, and continued involvement with CALAFCO to keep current on legislative and procedural changes. The net result of all of the budget changes resulted in the budget with an increase of \$266. Revenues are projected at \$40,096. This amount includes the estimated LAFCO Application Fees of \$4,000 and City shares for half of the remaining LAFCO budget. The County covers the remaining half of the LAFCO Budget share of \$36,096, which is an increase of \$266 from last FY. The total budget estimate is \$76,193.

II. LAFCO 2022-2023 FISCAL YEAR OBJECTIVES

The primary objectives for the 2022-2023 Fiscal Year Budget will center on continued training for LAFCO staff on operational procedures and processes, timely processing of reorganization and extension of service applications, processing of all spheres of influence amendments for the cities, communities, and special districts in Kings County, and preparing resources for the next required update. Staff will also review and assist Cities and Districts with the preparation of detailed MSRs for any Sphere of Influence Amendment application submitted to LAFCO to ensure compliance with Government Code Section 56430. As LAFCO staff is often relied upon by Cities to advise their prospective development applicants on annexation processes, staff needs to remain current on LAFCO processes, procedures, issues and implementation strategies. Continuing Legislative changes to LAFCO processes and procedures also necessitates staff's need for continual update through CALAFCO legislative review activities. LAFCO staff has remained actively involved with CALAFCO workshops and other training venues to fulfill that need. The two annual CALAFCO training events are organized by LAFCO volunteers to keep all LAFCOs current on issues and implementation strategies.

III. SUMMARY OF RECOMMENDATION:

The recommended draft budget for FY 2022-2023 will require a budget of approximately \$76,193. After applying the estimated \$4,000 in fee revenue, the County’s share is \$36,096. The Cities share is also \$36,096. An estimated summary of individual City shares based on population (not including prison populations) is provided in the chart below. The Executive Officer recommends that the Commission open the public hearing to receive public comment and testimony on the proposed LAFCO Budget and continue the public hearing to the May 25, 2022, Commission meeting. A copy of the detailed line item Budget for the proposed LAFCO Expenditures and Revenues is attached.

**2010 City/County Population Percentages for LAFCO Budget
April 20, 2022**

County/City	Population 4/1/2010	Percentage of Population	City Share Percentage	LAFCO Cost
KINGS COUNTY POP.	152982			
AVENAL	9083	5.94%	9.06%	\$3,270.30
CORCORAN	12697	8.30%	12.66%	\$4,569.75
HANFORD	53967	35.28%	53.82%	\$19,426.87
LEMOORE	24531	16.04%	24.46%	\$8,829.08
CITY SUB TOTAL	100278	65.55%	100.00%	\$36,096
Prison Population	18538	12.12%		
Federal Territories	7799	5.10%		
UNINCORPORATED	26367	17.24%		\$36,096
		100.00%		\$72,192.00

Prepared by: LAFCO of Kings County, April 20, 2022

LOCAL AGENCY FORMATION COMMISSION OF KINGS CO.

UNIT NUMBER:	280000
UNIT TITLE:	LAFCO
FUNCTION:	Pub. Safety
ACTIVITY:	Other Protect.

Fiscal Year 2022-2023

Department: Local Agency Formation Commission of Kings County (LAFCO)

Run date:

ACCOUNT DESCRIPTION	ACCT. NO.	Budget 21-22	To Date 3/31/22	Difference 3/31/22	% of Bud. Expended to Date	3/31/22 Estimated 21-22	DEPT. REQ'T 2022-20223	Change 21-22 to 22-23 20-21	% Change 21-22 to 22-23 20-21	
SALARIES & BENEFITS:										
Regular Employees	91000	82-1010	\$ -	\$ -	\$ -	NA	\$ -	\$ 0	\$ -	N/A
Extra Help	91001	82-1020	\$ -	\$ -	\$ -	NA	\$ -	\$ 0	\$ -	N/A
Overtime	91002	82-1030	\$ -	\$ -	\$ -	NA	\$ -	\$ 0	\$ -	N/A
O.A.S.D.I.	91005	82-1100	\$ -	\$ -	\$ -	NA	\$ -	\$ 0	\$ -	N/A
Retirement	91007	82-1110	\$ -	\$ -	\$ -	NA	\$ -	\$ 0	\$ -	N/A
Health Insurance	91008	82-1120	\$ -	\$ -	\$ -	NA	\$ -	\$ 0	\$ -	N/A
Unemployment Insurance	91010	82-1122	\$ -	\$ -	\$ -	NA	\$ -	\$ 0	\$ -	N/A
Insurance-Work Comp.	91011	82-1123	\$ -	\$ -	\$ -	NA	\$ -	\$ 0	\$ -	N/A
Management Benefits	91012	82-1140	\$ -	\$ -	\$ -	NA	\$ -	\$ 0	\$ 0	N/A
TOTAL LABOR:			\$ -	\$ -	\$ -	N/A	\$ -	\$ 0	\$ 0	N/A

SERVICES & SUPPLIES:										
ACCOUNT DESCRIPTION	ACCT. NO.	Budget 21-22	To Date 3/31/22	Difference 3/31/22	% of Bud. Expended to Date	3/31/22 Estimated 21-22	DEPT. REQ'T 2022-20223	Change 21-22 to 22-23 20-21	% Change 21-22 to 22-23 20-21	
Communications	92006	82-212000	\$ 80	\$ 50	\$ 30	63.04%	\$ 67	\$ 80	\$ -	0.00%
Office Expenses	92018	82-222000	\$ 250	\$ 46	\$ 204	18.40%	\$ 62	\$ 250	\$ -	0.00%
Memberships	92027	82-220000	\$ 3,158	\$ 3,158	\$ -	100.00%	\$ 3,261	\$ 3,313	\$ 155	4.91%
Record Storage Charges	92032	82-222015	\$ 293	\$ 293	\$ -	100.00%	\$ 316	\$ 288	\$ (5)	-1.71%
Postage & Freight	92033	82-222030	\$ 95	\$ 2	\$ 93	2.18%	\$ 400	\$ 11	\$ (84)	-88.42%
Offset Printing/Stores	92035	82-222040	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!
Legal Expenses	92038	82-223005	\$ 8,000	\$ 454	\$ 7,546	5.68%	\$ 607	\$ 11,000	\$ 3,000	37.50%
Publi. and Legal Notices	92056	82-224000	\$ 1,050	\$ 216	\$ 834	20.61%	\$ 289	\$ 1,050	\$ -	0.00%
Rents & Leases - Equipment	92057	82-225000	\$ 1,215	\$ 830	\$ 385	68.31%	\$ 1,110	\$ 1,215	\$ -	0.00%
Purchasing Charges	92068	82-228200	\$ 123	\$ 82	\$ 41	66.54%	\$ 109	\$ 81	\$ (42)	-34.15%
Bd. & Comm. Mem. Expenses	92069	82-228205	\$ 3,064	\$ -	\$ 3,064	0.00%	\$ -	\$ 3,064	\$ -	0.00%
Travel & Expenses	92069	82-229010	\$ 6,700	\$ (720)	\$ 7,420	-10.75%	\$ (963)	\$ 6,700	\$ -	0.00%
Motor Pool Serv.	92089	82-229000	\$ -	\$ -	\$ -	N/A	\$ -	\$ -	\$ -	N/A
Utilities	92094	82-230000	\$ 600	\$ 338	\$ 262	56.31%	\$ 452	\$ 600	\$ -	0.00%
CAP Charges	93038	82-314060	\$ 2,625	\$ 1,969	\$ 656	75.00%	\$ 2,632	\$ 850	\$ (1,775)	-67.62%
Information Tech Services	93048	82-314050	\$ 1,031	\$ -	\$ 1,031	0.00%	\$ -	\$ 1,031	\$ -	0.00%
Administrative Allocation	93057	82-314000	\$ 47,508	\$ 5,175	\$ 42,333	10.89%	\$ 6,919	\$ 46,287	\$ (1,221)	-2.57%
Utility Bond	98001	82-8100010	\$ 358	\$ 256	\$ 102	71.37%	\$ 342	\$ 373	\$ 15	4.19%
Consultant Expense		82-223060	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	\$ -	0.00%
TOTAL SERV/SUPP:			\$ 76,150	\$ 12,149	\$ 64,001	15.95%	\$ 15,604	\$ 76,193	\$ 43	0.06%

REVENUE:										
ACCOUNT DESCRIPTION	ACCT. NO.	Budget 21-22	To Date 3/31/22	Difference 3/31/22	% of Bud. Expended to Date	3/31/22 Estimated 21-22	DEPT. REQ'T 2022-20223	Change 21-22 to 22-23 20-21	% Change 21-22 to 22-23 20-21	
INTERGOV'T REVENUE										
Cities-LAFCO Shares	80008	81-540012	\$ 35,820	\$ -	\$ (35,820)	0.00%	\$ -	\$ 36,096	\$ 276	0.77%
CHARGES FOR SERVICES										
LAFCO Fees	87095	81607025	\$ 4,500	\$ 5,000	\$ 500	111.11%	\$ 6,685	\$ 4,000	\$ (500)	-11.11%
LAFCO MSR/SOI Fees			\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	\$ -	0.00%
TOTAL REVENUE:			\$ 40,320	\$ 5,000	\$ (35,320)	12.40%	\$ 6,685	\$ 40,096	\$ (224)	-0.6%

TOTALS										
ACCOUNT DESCRIPTION	ACCT. NO.	Budget 21-22	To Date 3/31/22	Difference 3/31/22	% of Bud. Expended to Date	3/31/22 Estimated 21-22	DEPT. REQ'T 2022-20223	Change 21-22 to 22-23 20-21	% Change 21-22 to 22-23 20-21	
SALARIES & BENEFITS:			\$ -	\$ -	\$ -	N/A	\$ -	\$ 0	\$ 0	N/A
SERVICES & SUPPLIES:			\$ 76,150	\$ 12,149	\$ 64,001	15.95%	\$ 15,604	\$ 76,193	\$ 43	0.06%
FIXED ASSETS:	824500		\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0.00%
GROSS EXPENDITURES:			\$ 76,150	\$ 12,149	\$ 64,001	15.95%	\$ 15,604	\$ 76,193	\$ 43	0.06%
REVENUE:			\$ 40,320	\$ 5,000	\$ 35,320	12.40%	\$ 6,685	\$ 40,096	\$ (224)	-0.55%
COST APPLIED:	98000	825380	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0.00%
GEN. FUND CONTRIBUTION:			\$ (35,830)	\$ (7,149)	\$ (28,681)	19.95%	\$ (8,919)	\$ (36,096)	\$ (266)	0.74%