

Local Agency Formation Commission OF KINGS COUNTY

CITY MEMBERS

Sid Palmerin

Alvaro Preciado

Patricia Matthews, Alternate

COUNTY MEMBERS

Joe Neves

Doug Verboon

Richard Valle, Alternate

PUBLIC MEMBERS

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 DATE AND TIME:

Wednesday, September 27, 2023 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 Chanda.Jackson@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 August 23, 2023 Minutes

II. OLD BUSINESS

A. Annexation No. 23-02 (Island #4 of Hanford Reorganization No. 160)

1) Executive Officer's Report

2) Public Hearing

3) Consideration of LAFCO Resolution No. 23-02

III. NEW BUSINESS

None

IV. LEGISLATION

None

V. MISCELLANEOUS

A. Correspondence –

B. Items from the Commission -

C. Staff Comments –

VII. ADJOURNMENT

A. Next Scheduled Meeting – October 25, 2023 at 1:00 p.m.

LOCAL AGENCY FORMATION COMMISSION MINUTES

CITY MEMBERS

Sid Palmerin
Alvaro Preciado
Patricia Matthews - Alternate

COUNTY MEMBERS

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

PUBLIC MEMBERS

Martin Devine - Alternate

CALL TO ORDER: A special meeting of the Local Agency Formation Commission of Kings County was called to order by Chairman, Joe Neves, at 1:00 p.m., on August 23, 2023, in the Hanford Civic Auditorium, located at 400 N. Douty Street, in Hanford, California. Commissioner Patricia Matthews arrived at 1:17 p.m.

COMMISSIONERS PRESENT:

Joe Neves, Doug Verboon, Sid Palmerin,
Martin Devine, Patricia Matthews

COMMISSIONERS ABSENT:

None

STAFF PRESENT:

Chuck Kinney – Executive Officer;
Alex Hernandez – Assistant Executive Officer;
Chanda Jackson – Clerk
Erik Ramakrishnan – Legal Counsel (virtually)

VISITORS PRESENT:

Onan Champi, David Munsey, Ronald Jones

UNSCHEDULED APPEARANCES:

None

APPROVAL OF MINUTES:

A motion was made and seconded (Palmerin/Devine) to approve the minutes of the May 24, 2023 meeting. Motion carried unanimously with four in favor. Matthews not yet present.

OLD BUSINESS:

None

NEW BUSINESS

A. Annexation No. 23-02 (Island #4 of Hanford Reorganization No. 160) – Mr. Kinney provided the Executive Officer Report. He discussed the proposal to annex a separate County Island into the City of Hanford and detach the same from the Kings River Conservation District, and the Excelsior-Kings River Conservation District. Island Area No. 4 consists of 172 parcels (93.2 acres). The area of this island is less than 150 acres and the City is proposing to annex this territory under Government Code Section 56375.3 which waives all protest proceedings. Island Area No. 4 is a completely surrounded unincorporated island and is located generally northeast of the intersection of 10th Avenue and Lacey Blvd. 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 Case 23-02 occurs in accordance with City standards. The City has pre-zoned all the proposed annexation territory which is consistent with the Hanford General Plan. The City of Hanford found that the project is 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).

Mr. Kinney stated according to the findings for the proposed annexation, he recommended the Commission hold the public hearing and thereafter approve Annexation No. 23-02 by adopting Resolution 23-02.

Chairman Neves queried if there were any questions or comments by Commissioners. There were no questions or comments.

Chairman Neves opened the public hearing for comment.

Mr. Kinney read correspondence received from Kurt Lavenson and Lesly Avedisian in favor of Annexation No. 23-02 during the Executive Officer Report.

Onan Champi expressed concerns regarding zoning conflicts and expenses to property owners as a result of sycamore trees which were planted along the sidewalks by the City of Hanford. He stated the trees have damaged the sidewalk and were not maintained. He stated the cleanup of the trees and repair of the sidewalk should be the City's responsibility and not the property owners'.

Commissioner Palmerin asked Mr. Champi to clarify which parcels/properties belong to him. Mr. Champi explained which parcels were his and where they are located. Commissioner Palmerin asked who planted the trees. Mr. Champi stated they were under City contract when the road was reconstructed.

Chairman Neves, seeing there were no further comments, proceeded to close the public hearing.

Commissioner Verboon asked for clarification on responsibility of the street. Mr. Kinney explained there was an agreement between the City and the County, allowing the City to do an expansion of the street, however, Mr. Kinney was unclear whether the City purchased the right of way to allow for the widening of the road. Commissioner Verboon and Mr. Kinney discussed whether the County put in the curb gutters and sidewalks and the responsibility between Mr. Champi and the City.

Chairman Neves asked Mr. Champi if he knew if the City took ownership of the property when they widened the road. Mr. Champi explained Lue Camara negotiated property purchases for his family's frontage properties and at that time the City did purchase the property and the City took ownership. He also stated the City did not resurvey or reconvey any of the property. He stated the sidewalk, curb gutter and 8 feet behind the curb belong to the City, and the City paid his family for the property.

Mr. Kinney stated if this is the case, then the City may have the responsibility of the improvements going forward from the time when they purchased it. He stated this information can be further reviewed and brought back before the Commission for their consideration.

A motion was made and seconded (Verboon/Devine) to continue Annexation No. 23-02 and Resolution 23-02 until the September 27, 2023 meeting to allow the Commission to gather clarity on the ownership of the sidewalk, and to allow the City and property owners to resolve amongst themselves. Motion carried unanimously with five in favor.

B. City/County Memorandum of Understanding – Mr. Kinney provided the background for a proposed Memorandum of Understanding between the City of Hanford and County of Kings. He stated in 2015, Kings LAFCO conducted an island study to determine where unincorporated islands and substantially surrounded areas existed within each of the four incorporated Cities within Kings County. Resulting from that Study the Commission directed staff to begin a dialogue with the Cities to encourage annexation of said islands and substantially surrounded areas to help promote a more efficient way of providing services to those areas. In 2022 the City of Hanford annexed all but one remaining unincorporated island and that last unincorporated island was up for consideration in this LAFCO meeting on August 23, 2023.

In an effort to continue the work to clean up the Cities boundaries the City of Hanford has drafted a Memorandum of Understanding in which they desire to enter into with the County of Kings, which would establish parameters for the annexation of the five remaining unincorporated substantially surrounded areas. With these areas annexed the City of Hanford's boundaries would no longer have any areas left which fall under the island and substantially surrounded lands as defined by the Cortese Knox Hertzberg Act.

Mr. Kinney stated the City of Hanford has requested that the Commission review the draft Memorandum of Understanding to provide any feedback concerning the terms listed within the MOU. He stated he has reviewed it and explained the surrounded areas being considered and described the map included with the draft MOU copy provided to the Commissioners.

Mr. Kinney recommended that the LAFCO Commission review the draft Memorandum of Understanding and provide any feedback desired. Furthermore, since the City is pursuing annexation of these last unincorporated areas which are surrounded by the City, in good faith of their efforts, Mr. Kinney recommended the Commission direct staff to continue processing of all annexation applications submitted by the City in a timely manner provided that the conditions of the MOU are met.

Chairman Neves queried if there were any questions or comments by Commissioners. Commissioner Verboon asked if the MOU would cover the remaining parts of the annexations. Mr. Kinney explained the previous MOU for previous annexations and that the proposed MOU was for the upcoming or future annexations shown on the map, which would clean up the remaining boundaries of the City of Hanford.

Mr. Ramakrishnan advised that LAFCO could only make a recommendation on this matter.

Recommendation was made and seconded (Verboon/Neves) for LAFCO Commission to recommend the draft Memorandum of Understanding. Recommendation agreed upon unanimously.

C. Annexation No. 23-03 (Hanford Annexation No. 159) – Mr. Kinney provided the Executive Officer's Report. He described the proposal to annex a substantially surrounded parcel of land into the City of Hanford and detach the same from the Kings River Conservation District, and the Excelsior-Kings River Conservation District. The proposed parcel for annexation (APN: 018-242-019) consists of 12.64 acres. Since the area proposed for annexation is less than 150 acres and is substantially surrounded by the City on three sides it is being proposed to annex this territory under Government Code Section 56375.3 which waives all protest proceedings. 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. The City of Hanford submitted as their resolution of

application a signed copy of City of Hanford Resolution No. 2022-48-R, adopted December 20, 2022.

Mr. Kinney stated according to the findings for the proposed annexation, he recommends the Commission approve Annexation No. 23-03, Hanford Annexation No. 159, by adopting Resolution No. 23-03 and order the annexation to the City of Hanford and detachment from the Kings River Conservation District, and Excelsior-Kings River Conservation District.

Chairman Neves queried if there were any questions or comments by Commissioners. There were no questions or comments.

Chairman Neves opened the public hearing for comment.

David Munsey stated he is a neighbor to Pittman Family Farms. He stated there's potholes and at times 60 plus trucks on the road. He expressed concern about the noise and what plans are in place for the property being annexed, as well as maintenance of the property.

Ronald Jones, 219 North Douty in Hanford, attorney speaking as representation for Pittman Family, stated the annexation satisfies the requirements of the City, County, and State. He stated it was put on hold due to the Hanford City Council considering what would happen to other properties adjacent to the proposed property for annexation. He explained the annexation does not negate or exacerbate Mr. Munsey's complaints. He recommended the Commission approve the annexation.

Chairman Neves, seeing there were no further comments, proceeded to close the public hearing.

A motion was made and seconded (Verboon/Palmerin) to adopt LAFCO Resolution 23-03 and approve Annexation No. 23-03. Motion carried unanimously with five in favor.

D. 2023 CALAFCO Conference – Mr. Kinney described the upcoming annual CALAFCO Conference which will be October 18-20, 2023 in Monterey, California. He stated the LAFCO budget includes funds for the Executive Officer and a Commissioner. Mr. Kinney requested LAFCO Commission authorization to attend the 2023 CALAFCO Conference and designate the LAFCO voting delegate.

A motion was made and seconded (Verboon/Devine) to authorize attendance and designate voting delegation at the 2023 CALAFCO Conference to Chuck Kinney, Executive Officer.

LEGISLATION

None

MISCELLANEOUS

A. Correspondence – None

B. Items from the Commission – Commissioner Matthews stated Dad's Cookies has opened in Lemoore. She also stated Lions Brewfest is an upcoming event. Commissioner Palmerin stated Corcoran will have a coronation meeting and also an upcoming Farmer's Market. Chairman Neves inquired if Mr. Devine is still an alternate, to which Mr. Kinney responded the matter is being resolved.

C. Staff Comments – Mr. Kinney stated his only comment was Annexation 23-02 will be brought back to the Commission on September 27, 2023.

ADJOURNMENT – With no further business before the Commission, the meeting was adjourned at 1:55 p.m.

A. A meeting is scheduled for September 27, 2023 at 1:00 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 September 27, 2023

EXECUTIVE OFFICER'S REPORT

**LAFCO CASE NO. 23-02
ISLAND #4 of HANFORD
REORGANIZATION
No. 160**

BRIEF UPDATE:

At the August 23, 2023 LAFCO meeting concerns were raised dealing with responsibility of repairs to public improvements adjacent to properties being proposed for annexation into the City of Hanford and this item was continued until the next regularly scheduled meeting so that LAFCO Staff could further research the issue and bring it back to the Commission. Since that time Staff have researched the properties which are proposed in the annexation and spoken with the City of Hanford to investigate the concern. In speaking with the City of Hanford LAFCO Staff were informed that the City regulations which state that the adjacent property owner next to the sidewalk is responsible for maintaining the public improvements is based upon State law, specifically Streets and Highways Code 5610 which states "*The owners of lots or portions of lots fronting on any portion of a public street or place when that street or place is improved or if and when the area between the property line of the adjacent property and the street line is maintained as a park or parking strip, shall maintain any sidewalk in such condition that the sidewalk will not endanger persons or property and maintain it in a condition which will not interfere with the public convenience in the use of those works or areas save and except as to those conditions created or maintained in, upon, along, or in connection with such sidewalk by any person other than the owner, under and by virtue of any permit or right granted to him by law or by the city authorities in charge thereof, and such persons shall be under a like duty in relation thereto.*" That being said the City also informed LAFCO Staff that the City does plan to replace the trees that have died along 10th Avenue this fall. LAFCO Staff has communicated this information to Mr. Champi whom had brought the concern before the LAFCO Commission at their meeting in August. Since it appears that the City of Hanford is acting in accordance with State law it is the Executive Officers opinion that no further research is needed to look into this concern.

I. BRIEF OVERVIEW OF PROPOSAL:

The proposal is to annex a separate County Island into the City of Hanford and detach the same from the Kings River Conservation District, and the Excelsior-Kings River

Conservation District. Island Area No. 4 consists of 172 parcels (93.2 acres). The area of this island is less than 150 acres and the City is proposing to annex this territory under Government Code Section 56375.3 which waives all protest proceedings. See Exhibit "A" for a location map of the project areas.

II. EXECUTIVE OFFICERS RECOMMENDATION

The Executive Officer recommends that LAFCO Case No. 23-02 "Island No. 4 of Hanford Reorganization No. 160" be approved.

III. ANALYSIS OF PROPOSAL:

1. Island Area No. 4

A. Discussion of Proposal

The purpose of the action is to annex Island Area No. 4 (approximately 93.2 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. 4 is a completely surrounded unincorporated island and is located generally northeast of the intersection of 10th Avenue and Lacey Blvd.

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 "B" 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 June 28, 2023.

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. 23-02-R, adopted February 7, 2023.

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 93.2 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 one individual unincorporated island and Island Area No. 4 is completely 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. 4 which is proposed for annexation is completely surrounded on all sides by the City of Hanford.

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

Island Area No. 4 which is proposed for annexation is considered developed or developing. The Island Area contains approximately 17 existing commercial type uses, 125 existing residential units and 14 vacant lots. The City of Hanford has stated that municipal services are available for the undeveloped property within this area and is therefore considered either developed or developing territory.

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

Island Area No. 4 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.**

Undeveloped 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 No. 1

Population Estimate:	380
Population Density:	4.07 per acre
Land Area:	93.2 acres
Land Use:	Single Family Residences, Commercial uses and vacant land.
Assessed Value of Annexation Area:	\$41,805,966
Per Capita Assessed Valuation:	\$110,015
Topography:	Flat land
Natural Boundaries:	None
Drainage Basins:	The City of Hanford has one existing drainage basin within the annexation area.
Proximity to other populated areas:	Completely surrounded by the City
Likelihood of growth in area:	There is currently fourteen vacant parcels which may be developed.
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 this area primarily for Low Density Residential use and Corridor Mixed Use. As the vacant lands develop, 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 result in minimal reduction in property taxes to the County, and have minimal impact on County government. The County will lose tax revenue

(\$49,283), but will 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.

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. Any future residential development on the undeveloped 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 of Island Area No. 4 is identified as "Urban and Built", and no farmland is identified in the 2020 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. 4.

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

The 2022 Kings County Regional Transportation Plan was adopted on September 14, 2022 pursuant to Section 65080 of the California Government Code. The annexation is consistent with the City of Hanford's General Plan

Current Zoning:	R-1-8, Service Commercial, Thoroughfare Commercial and Neighborhood Commercial
City Prezoning:	R-L-5 Low-Density Residential and MX-C Corridor Mixed Use
County General Plan Designation:	Medium Density Residential, Multiple Commercial, Service Commercial, Neighborhood Commercial and Transportation Commercial.
City General Plan Designation:	Low Density Residential and Corridor Mixed Use.

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 August 12, 2023.

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 "C".

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 and also any existing residential development whom desire to connect to City services.

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. 4. However, construction of future residential uses may assist the City of Hanford in meeting their regional housing needs. The City General Plan designated residential properties in the unincorporated fringe were relied upon as available residential land resources for the City under the 2015 Kings County Regional Housing Needs Allocation Plan, and included 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. No additional information or comments have been received by property owners or residents within Island Area No. 4 in regards to this proposal.

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 February 7, 2023, the City of Hanford found that the project (Island #4 of 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 "Island #4 of Hanford Reorganization No. 160".
 - d) The City requested annexation of one unincorporated island 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 island" which is 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 LAFCO Case No. 23-02, Island #4 of Hanford Reorganization No. 160 by adopting Resolution No. 23-02 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 “Island #4 of 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

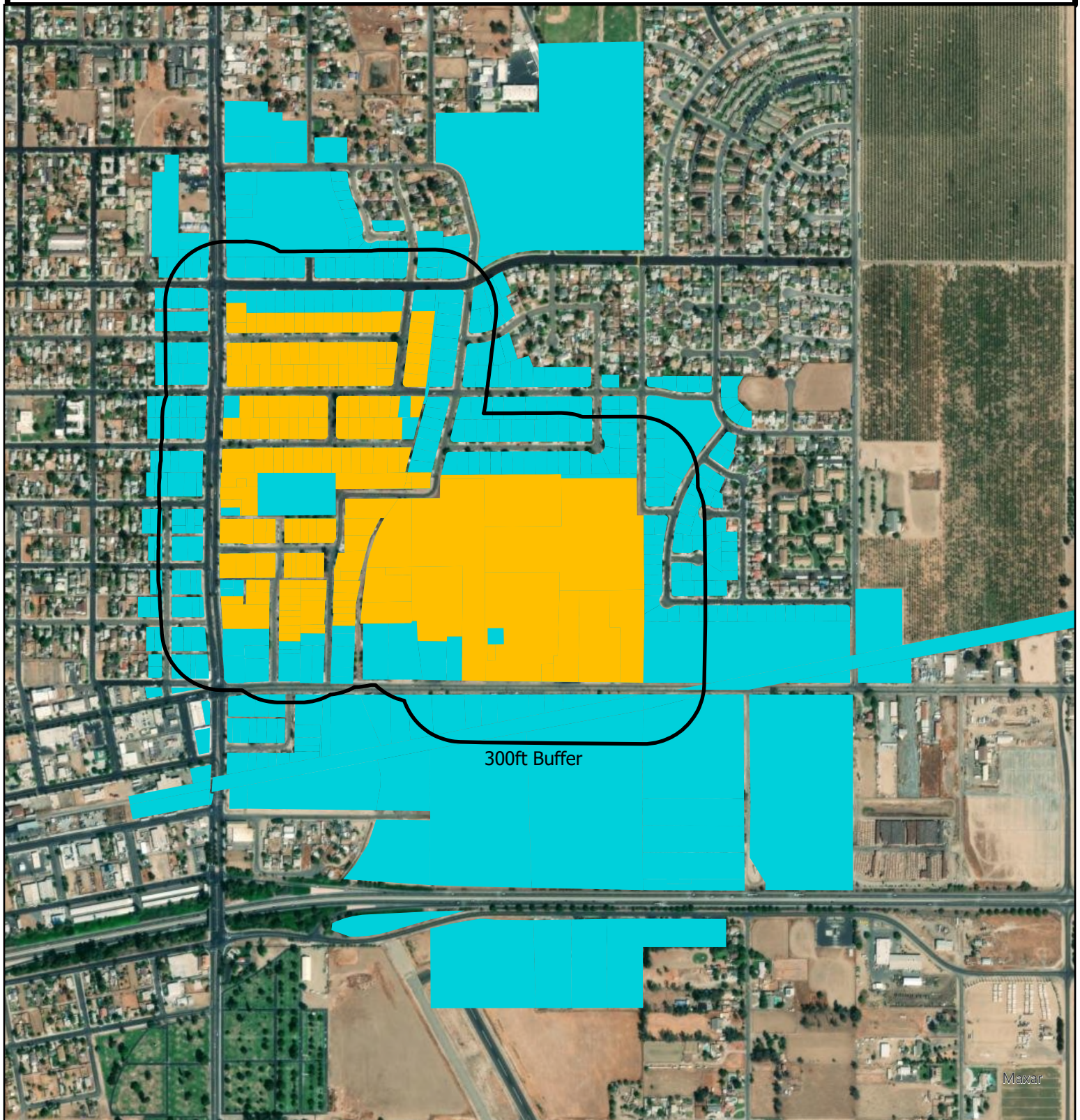
B. Affected Districts Whose Boundaries Will Change:

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

Site Location for Kings County Island 4 Annexation 160



Map prepared by

Maddison Faria**July, 26, 2023****Kings County Community Development Agency**

1400 W Lacey Blvd, Hanford, CA 93230 (559)852-2670

0

0.5

Miles



LEGEND



Project Site



Parcels within 300ft radius that were mailed notice



Next Adjacent Parcels that were mailed notice

RESOLUTION NO. 23-02-R

A RESOLUTION OF APPLICATION BY THE CITY OF HANFORD REQUESTING THE LOCAL AGENCY FORMATION COMMISSION TO INITIATE PROCEEDINGS FOR ANNEXATION NO. 160 PART 4: A REQUEST TO ANNEX APPROXIMATELY 93.2 ACRES INTO THE CITY OF HANFORD FROM THE KINGS COUNTY JURISDICTION. THE PROJECT IS GENERALLY LOCATED EAST OF 10TH AVENUE, SOUTH OF FLORINDA DRIVE, AND NORTH OF LACEY BOULEVARD

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 island is within the Primary Sphere of Influence.
2. Most of the annexation area already receives some services from the City of Hanford.
3. Inclusion of the island 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.
4. There would be no change to school districts because of the island annexation.
5. The proposed annexation of the county island is not to accommodate any specific proposed development project. The purpose of the proposed annexation is to further good local government and make available the full range of City services to both developed and undeveloped county island areas.
6. The island is completely surrounded by developed areas within the city limits of Hanford.
7. Because of the proximity inside the city limits, the provision of service within the county island can be more efficiently provided by the City.
8. The rezoning is internally consistent with the goals, objectives, and policies of the General Plan and the Municipal Code.
9. The rezoning would not be detrimental to the public health, safety, or welfare of the community.



10. The rezoning would maintain the appropriate balance of land uses within the City. Annexation would not change most land uses since the parcels are already developed.
11. The anticipated land uses on the subject site would be compatible with existing and future surrounding uses.
12. The county island is developed and completely surrounded by urban development. City services are available to the island area.
13. State law encourages the annexation of county islands to further the goal of effective and efficient provision of local government services.
14. Based on the above findings, Annexation No. 160, Part 4 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 4: Exhibit A (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 4: R-L-5 Low-Density Residential and MX-C Corridor Mixed Use**

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 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).

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 7th day of February 2023, by the following vote:

AYES: Council Member

Trans Padua
Mark Kauris
Kalish Monon
Lou Martinez

NOES: Council Member

ABSTAIN: Council Member

ABSENT: Council Member

Diane Sharp

Trans Padua
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 21st day of February 2023.

Dated: 2-21-23

Natalie Corral

City Clerk

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.

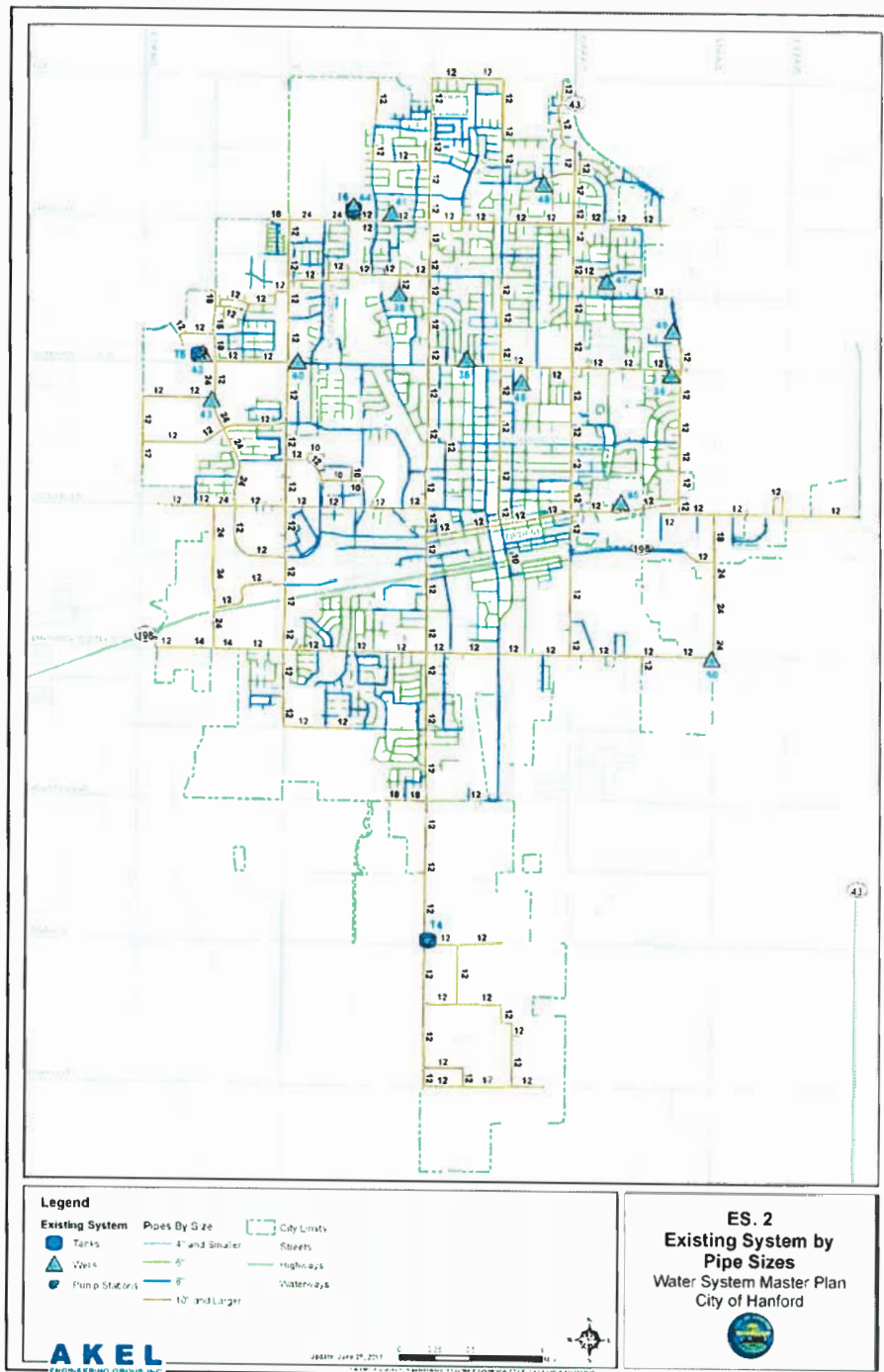
The Federal Arsenic Minimum Containment Level of 0.010 milligrams per liter was established by the United States Environmental Protection Agency (EPA) and went into effect in January of 2006. At that time of the previous MSR, the City of Hanford had received a Notice of Violation from the California 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

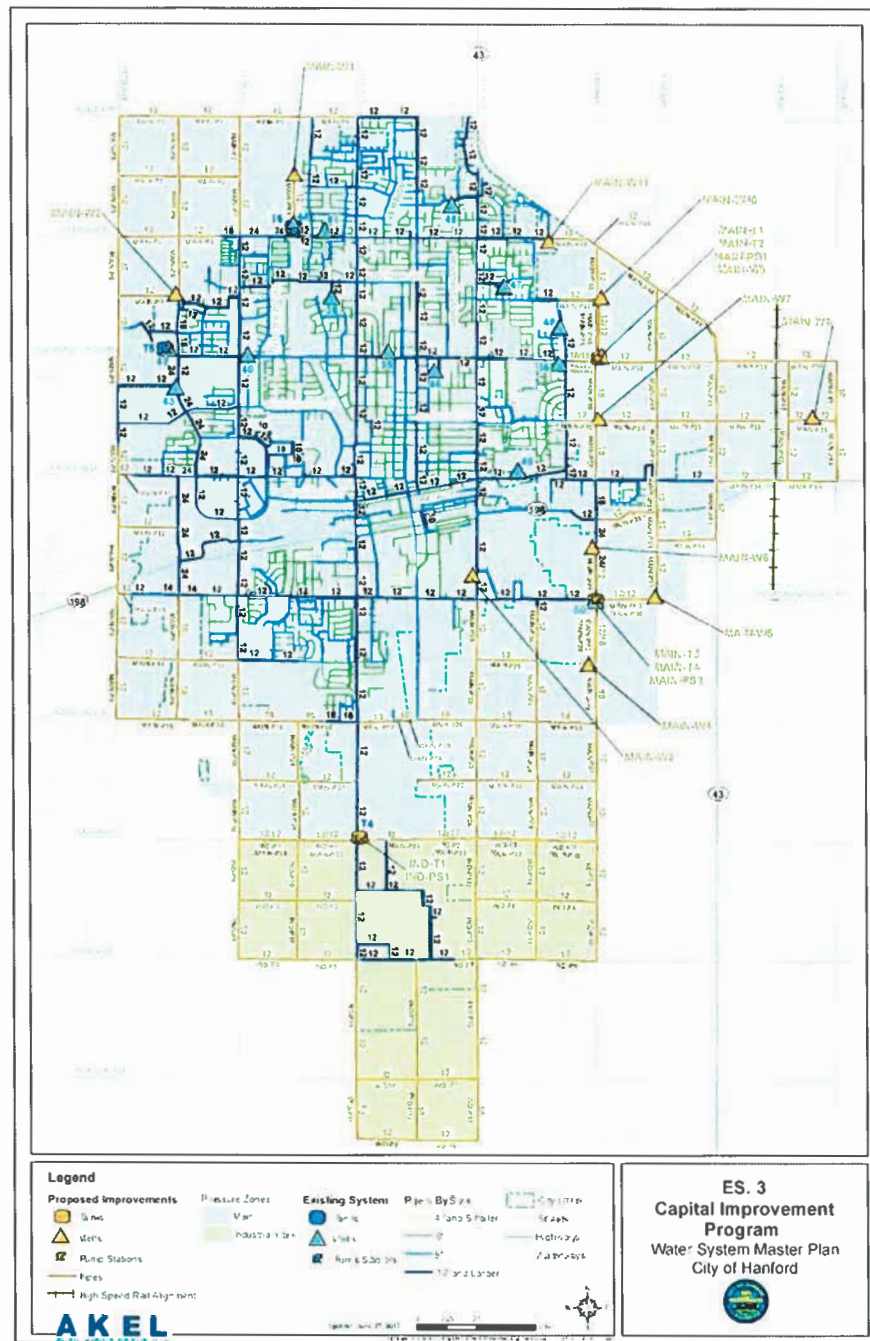


Figure 4-2
Hanford Proposed Buildout of Water System

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.

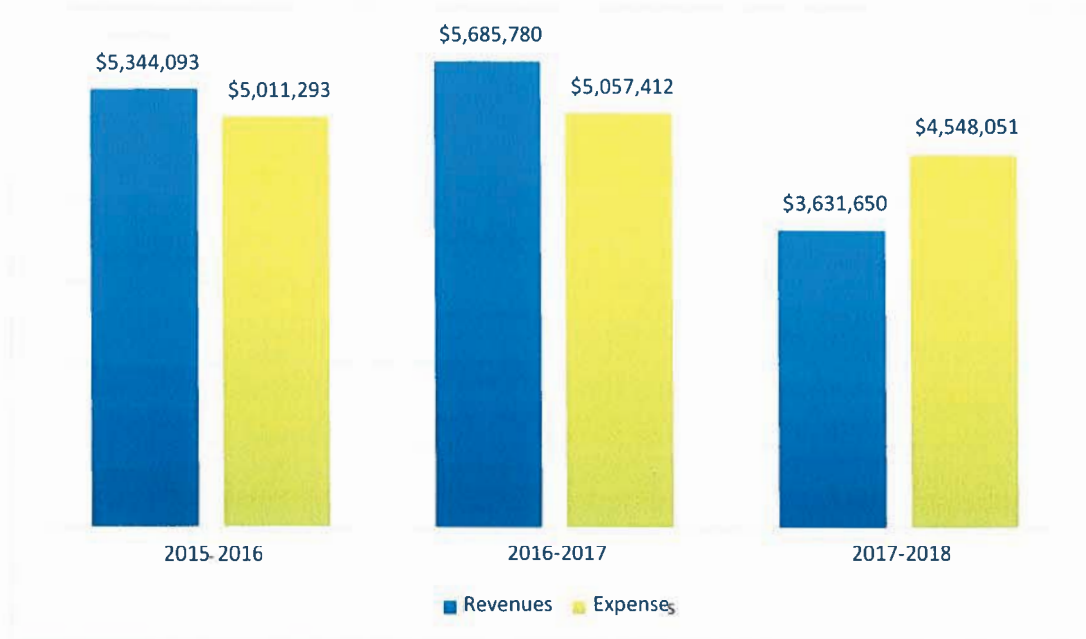
WATER DEPARTMENT FUNDING

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.

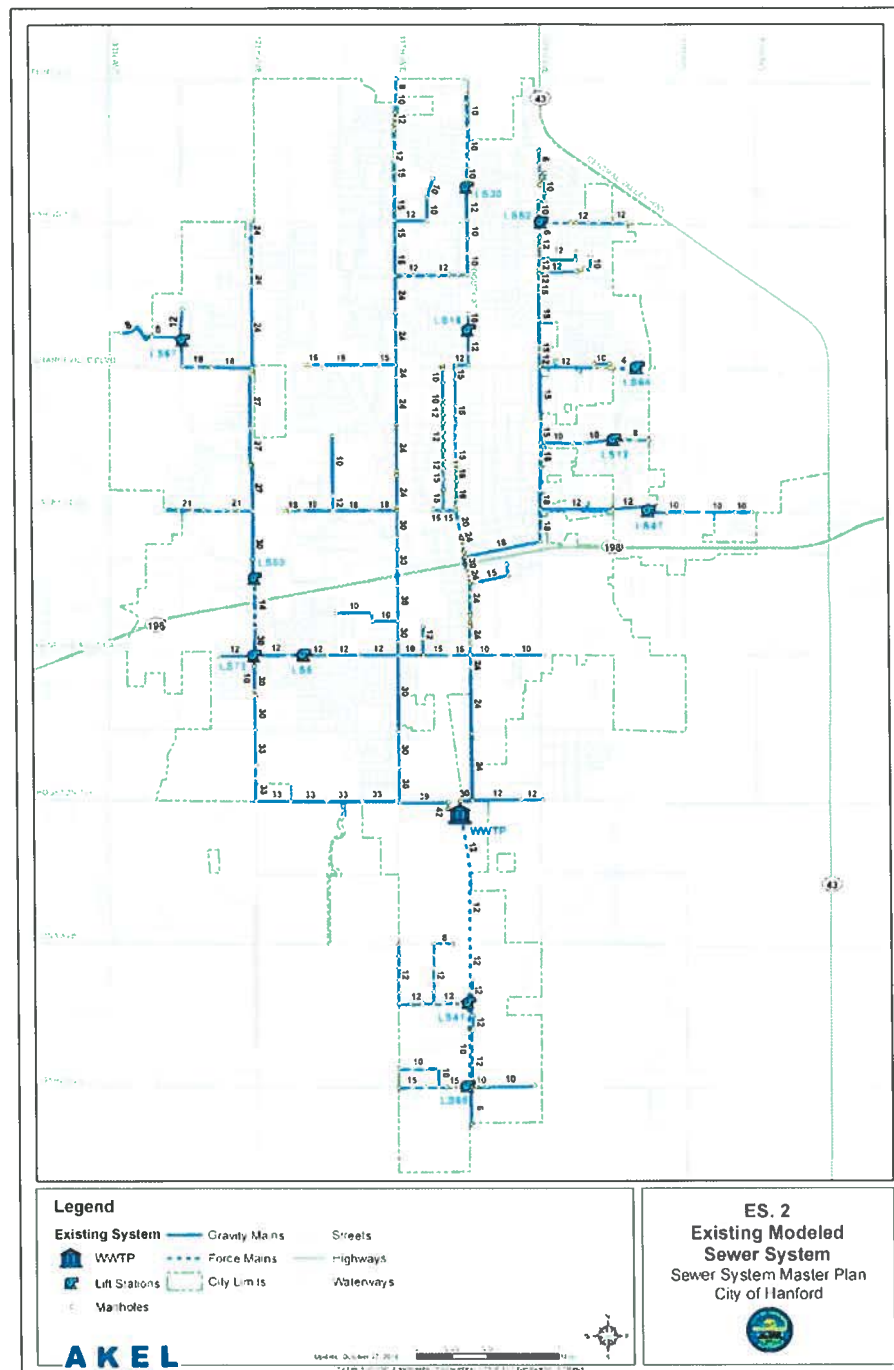
The City's sewer system services residential and non-residential lands within the service area. This service area includes:

- 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.

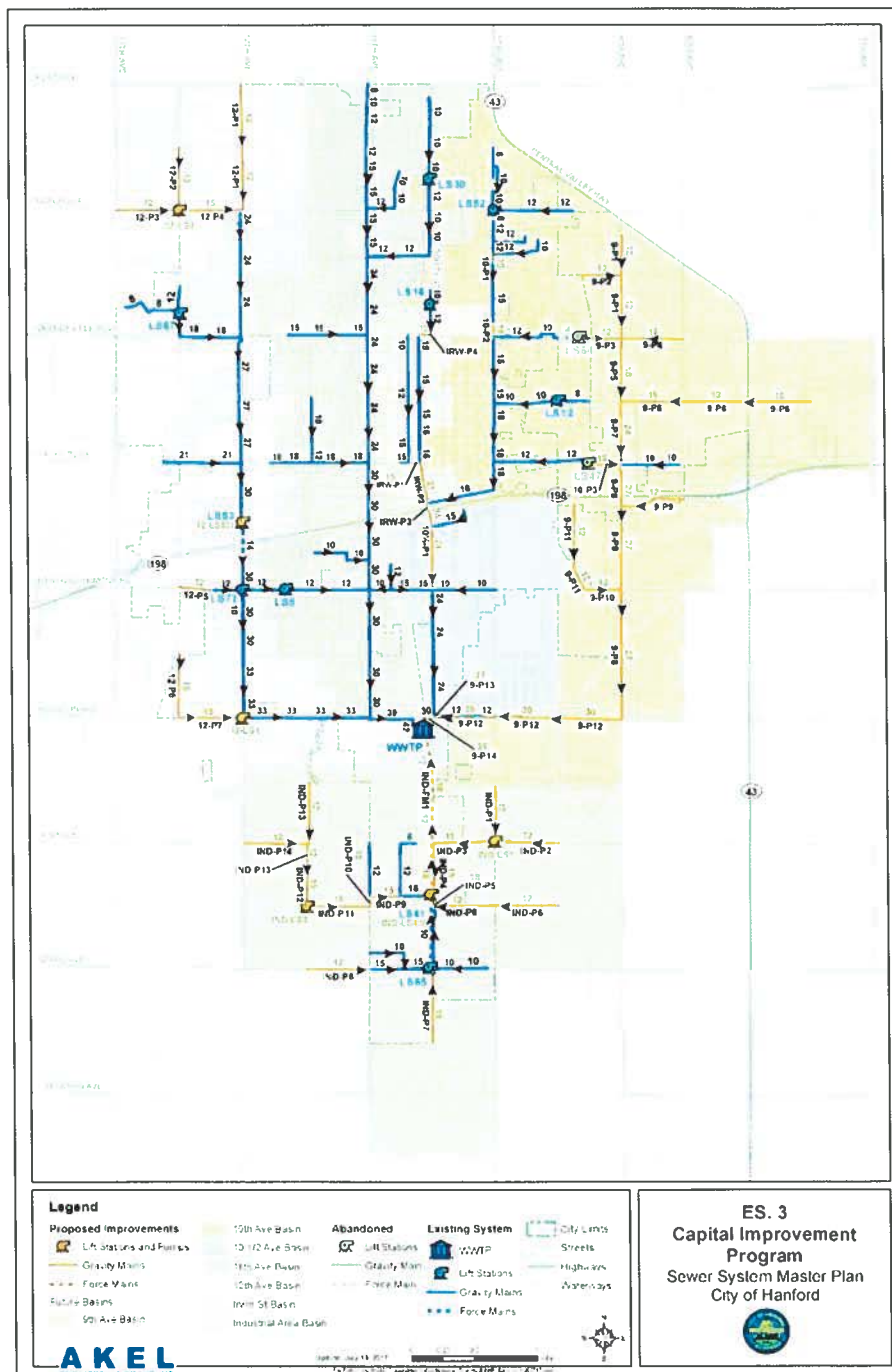
Based on the City's topography, the sewer system is divided into six separate dendritic sewer collection basins, each defining the boundaries of a sewer collection trunk system. The following are the six major wastewater collection basins:

- 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

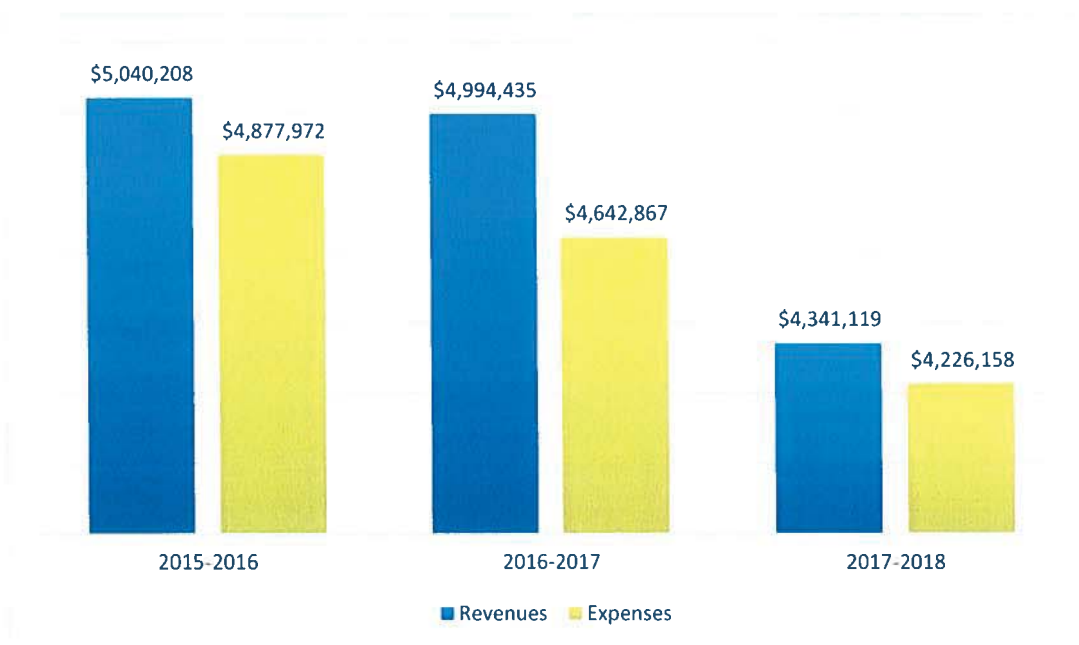
- The 11th Avenue Collection Basin encompasses 3,243 acres in central and north-central Hanford. This basin collects flow generally between 12th Avenue and 10th Avenue, starting at Flint Avenue and conveying flow south to Houston Avenue. Starting at Flint Avenue, flow is collected along 11th Avenue in 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.

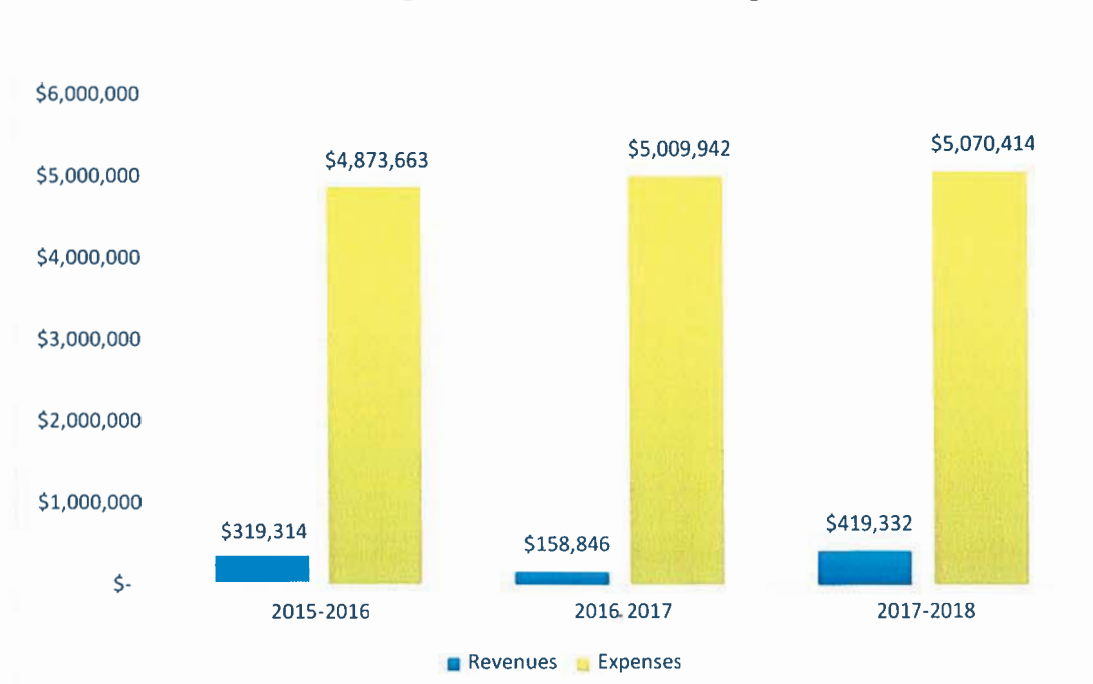
The current facilities were not identified as having any deficiencies during the last MSR cycle that reviewed the Fire Department infrastructure. In the Fiscal Year (FY) 2020-24 Capital

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 not 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)

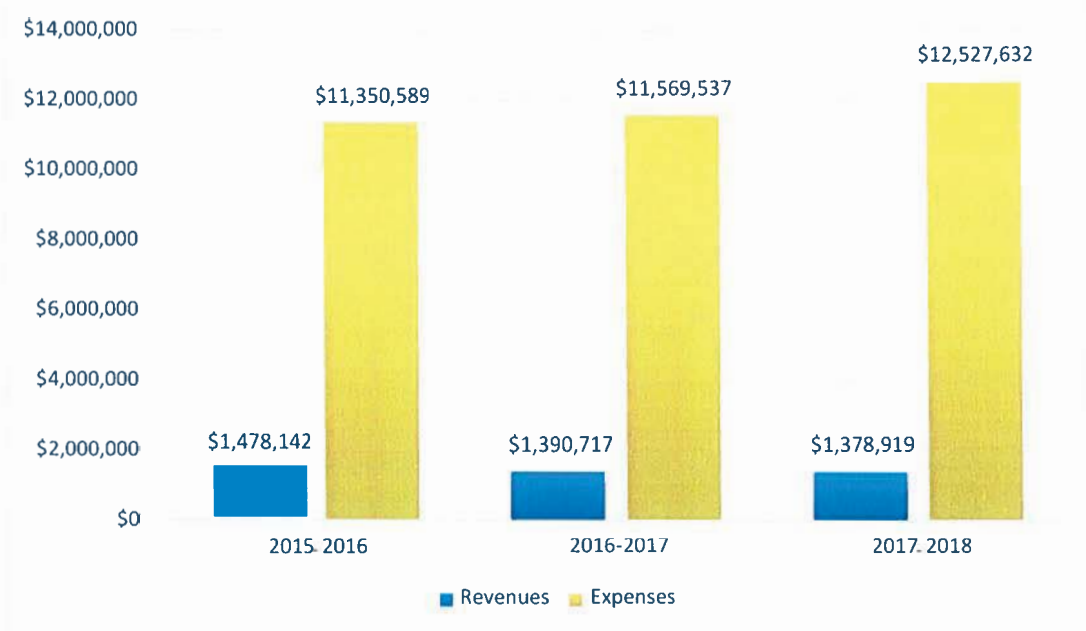
Category	Hanford	California
Violent Offenses per 1,000 residents	4.2	4.5
Property Offenses per 1,000 residents	22.2	23.8

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:

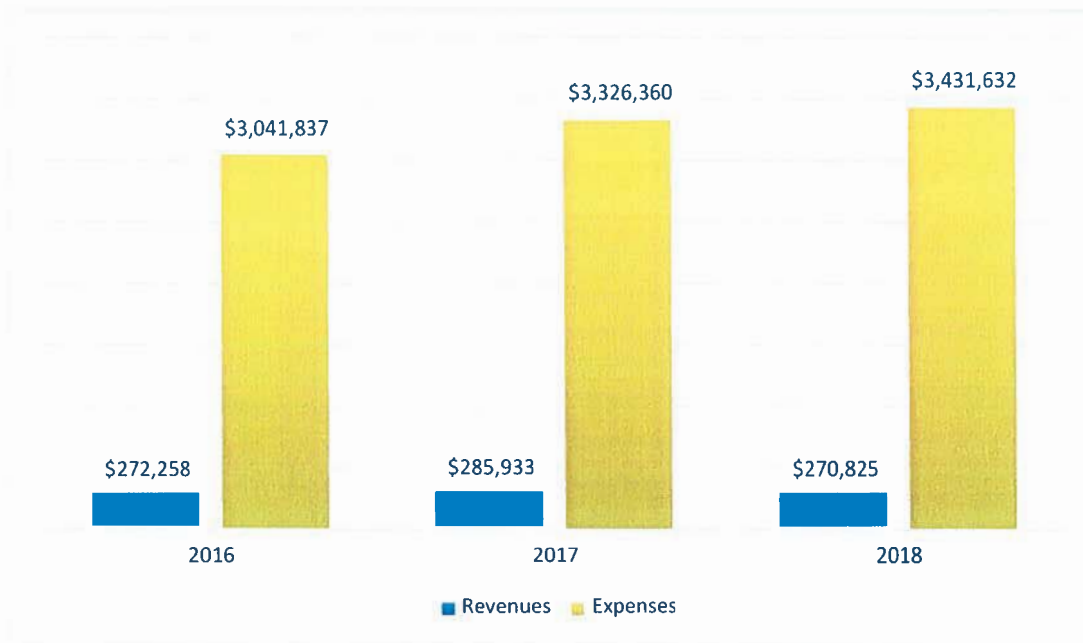
- Park Development Oversizing Requirements (\$150,000 per year for five years)
 - These funds will be used to reimburse developers for costs associated with park construction in excess of their park impact fee assessment.

- 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.

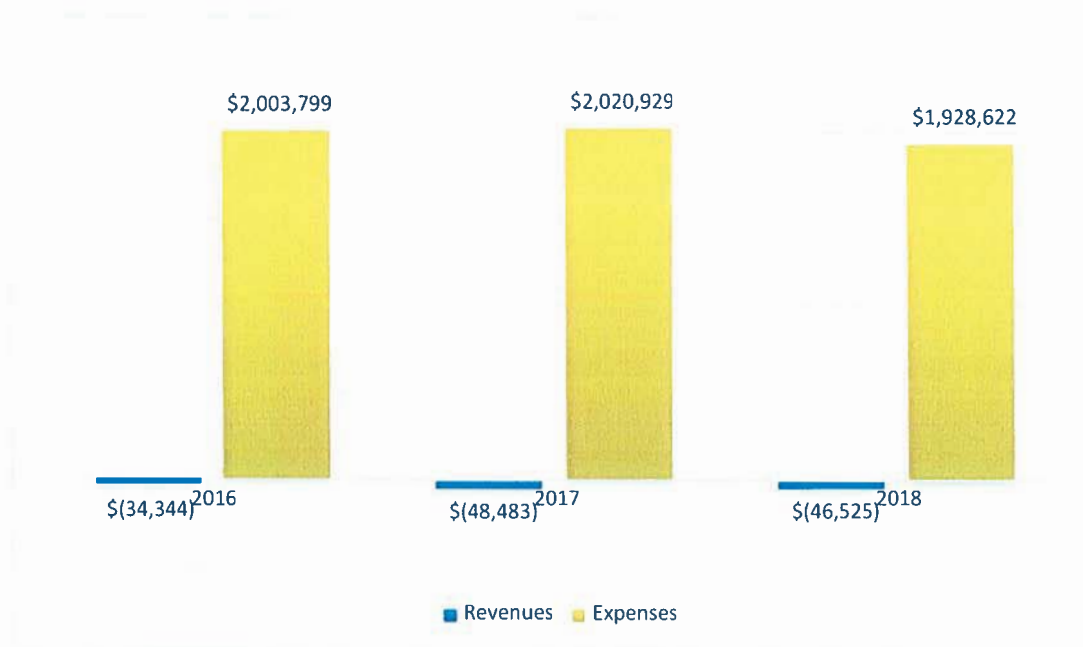
- Street Division Maintenance (\$450,000/year for all five years)
 - Street maintenance is performed by the Public Works Street Maintenance Division through the City's General Fund. This project account is established to record that portion of annual street maintenance which will be allocated to gas 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.

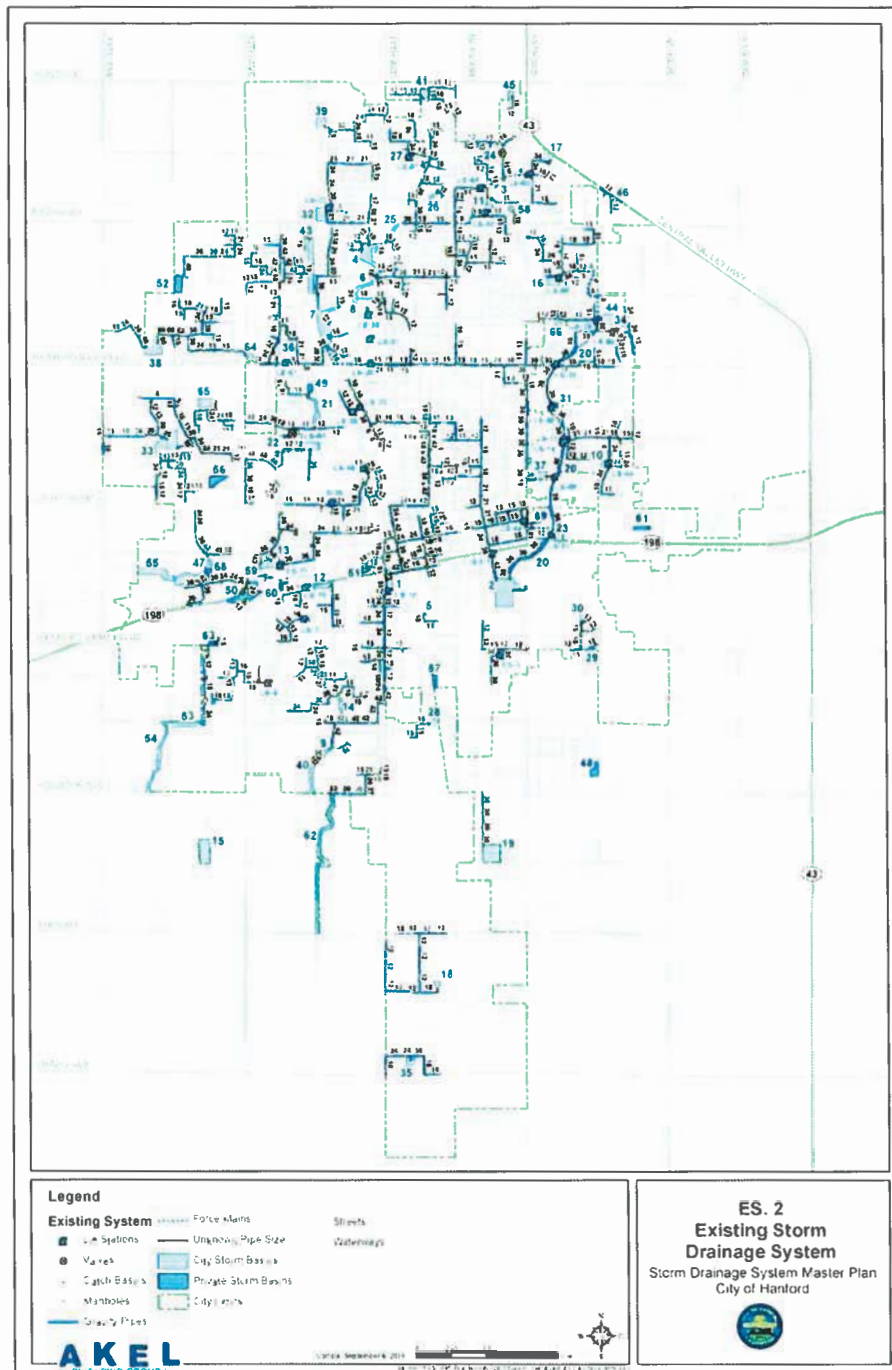
According to the Army Corps of Engineers inundation maps for Kings County, a breach by any of the dams listed above will not affect the City of Hanford. Through the City's General Plan, the City Council has adopted runoff/discharge policies that have strict controls to meet the National Pollution Discharge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

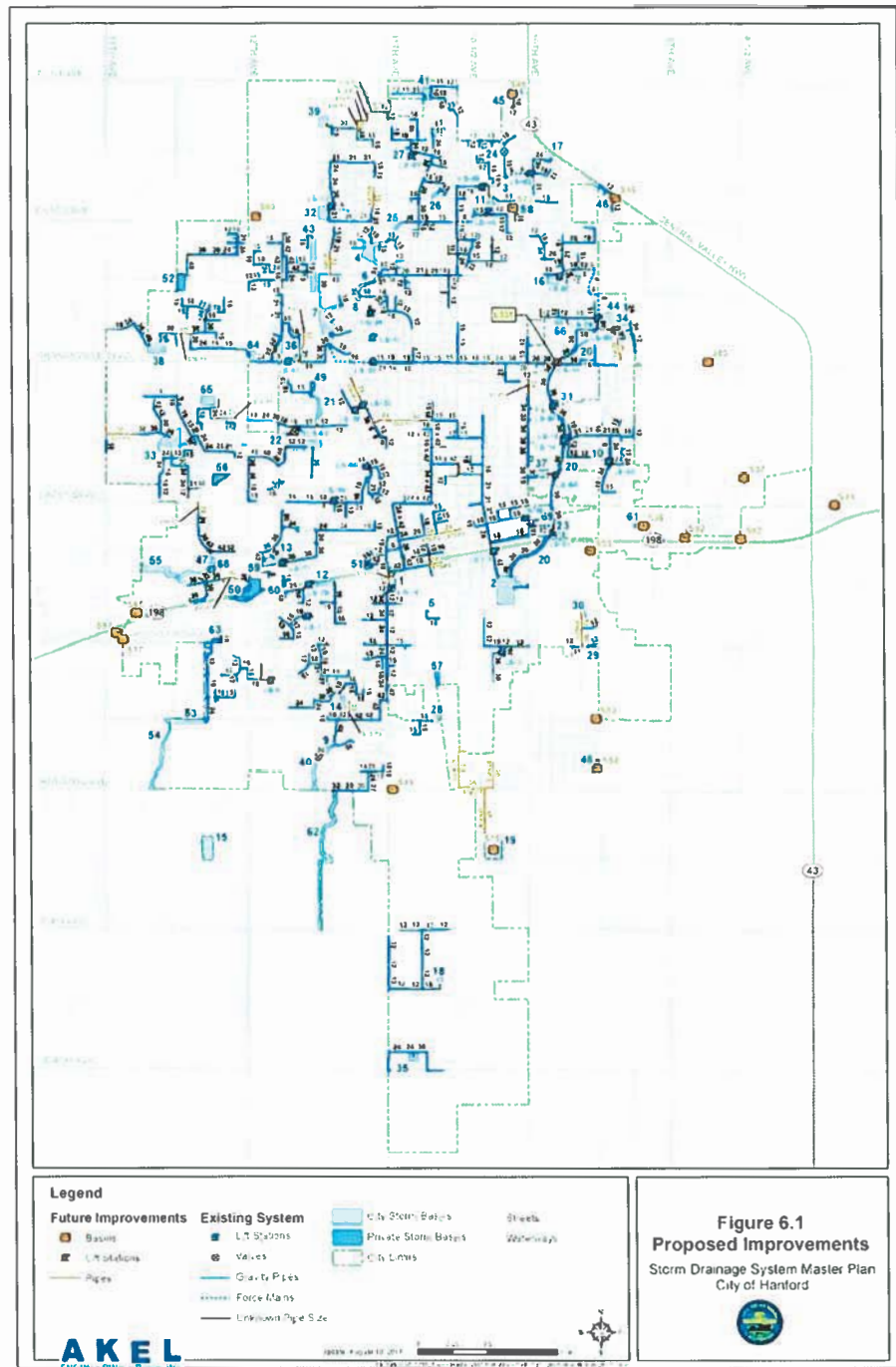
The City completed an updated Storm Drainage Master Plan in 2017 that updated much of the information identified in the prior 2007 MSR. The City's water system services residential and non-residential lands within the city limits. The service area includes 6,059 net acres of developed lands, 2,765 net 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.

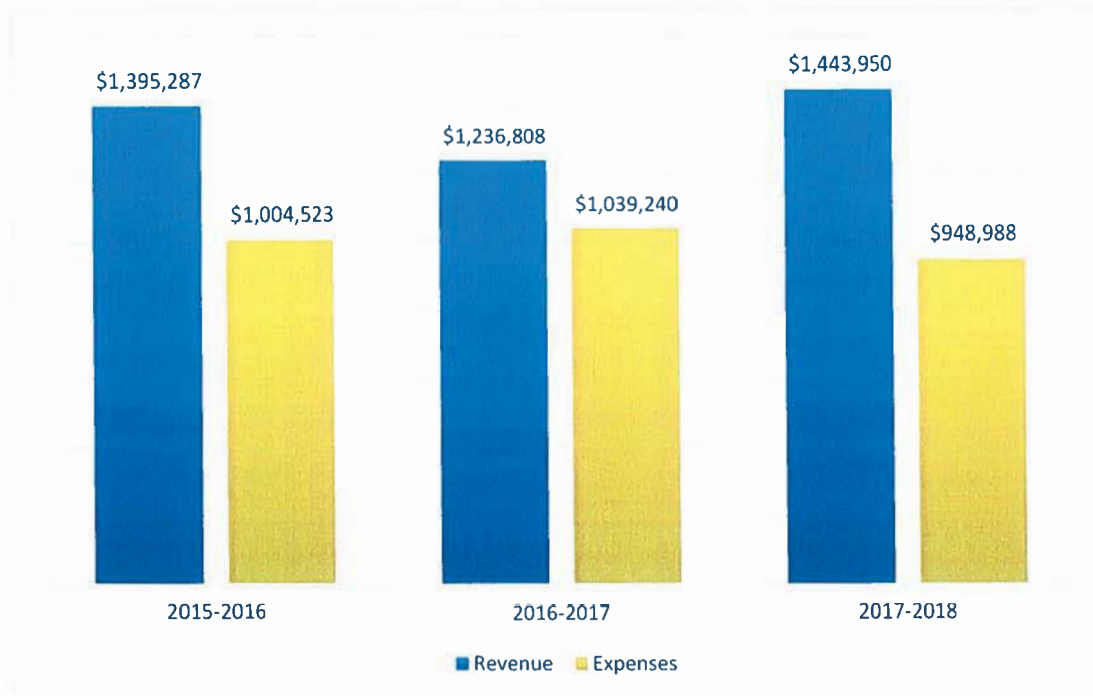
- Gate Crossing Security/Locks (\$18,450)
 - The City is responsible for all crossings and intersections between any City street or other ditch crossing, including fences, bridges, pipelines, or other appurtenances. The proposed tamper proof locks will prevent the cutting of locks along the ditch line 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.

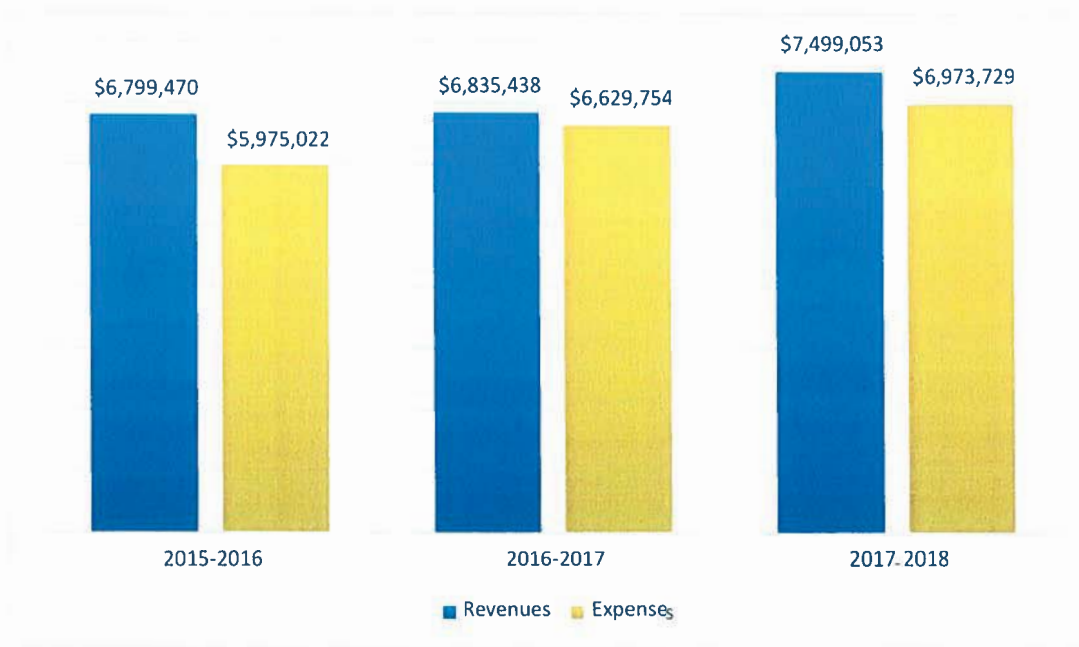
FACILITIES AND INFRASTRUCTURE

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.

Kurt Lavenson & Lesly Avedisian

1842 Leimert Boulevard
Oakland, CA 94602
510-530-0970

August 18, 2023

Chuck Kinney
Executive Officer - LAFCO of Kings County
1400 W. Lacey Boulevard
Hanford, CA 93230
via email to: chuck.kinney@co.kings.ca.us

RE: **LAFCO Case No. 23-02**
City of Hanford Island #4 of Reorganization No. 160
Specifically the parcels therein totaling 18 acres:
014-221-020; 014-221-026; 014-221-009; 014-221-041
Addresses: 946-958 E. Lacey Boulevard

Dear Mr. Kinney,

In response to the 8/1/2023 Notice of Public Hearing that we received from you, we are writing in support of Annexation of Island #4 into the City of Hanford. We understand that the Hanford City Council has approved this reorganization and that LAFCO is now reviewing it.

As long time residents of Hanford and owners of commercial property in the Island #4 area, specifically the location of E. Lacey Boulevard businesses: Joe's Tire, Orozco Mechanic and Saldaña's Muffler, the Lavenson-Avedisian family is in favor of Annexation and would like to see this area of Hanford integrated into the City as soon as possible. The uncertainty of the spheres of influence and responsibility between the City and the County have left the properties within Island #4 in limbo for many years regarding public services, police & fire response and community development approvals. The annexation will remedy that and benefit this growing area of the Hanford community.

We know there has been a long and thorough process of notifications, public hearings and zoning changes by the City of Hanford leading up to their approval of the annexation. We hope that LAFCO will take the steps necessary to continue the process of annexing Island #4 into the City and out of the County.

Please include our letter with the public comment and testimony on this topic.

Sincerely,



Kurt Lavenson



Lesly Avedisian

COUNTY OF KINGS, STATE OF CALIFORNIA

✻ ✻ ✻ ✻ ✻

**IN THE MATTER OF APPROVING)
ISLAND #4 of HANFORD)
REORGANIZATION NO.160)**

Resolution No. 23-02

Re: LAFCO Case No. 23-02

WHEREAS, on June 28, 2023, 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 one unincorporated island without protest proceedings under Government Code Section 56375.3; and

WHEREAS, on August 23, 2023, this Commission held a duly noticed public hearing and considered the proposed reorganization and continued this item to their September 27, 2023 meeting; and

WHEREAS, on September 27, 2023, this Commission continued a 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 February 7, 2023, the City of Hanford found that the project (Island #4 of Hanford Reorganization No. 160) is Categorical 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 "Island #4 of Hanford Reorganization No. 160".
 - d) The City requested annexation of one unincorporated island 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 one unincorporated island.
 - 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 and none of the circumstances in CEQA Guidelines Section 15300.2 apply.
3. That the Commission approve the island area which is included within LAFCO Case No. 23-02, Island #4 of Hanford Reorganization No. 160 by adopting Resolution No. 23-02 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 "Island #4 of 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 the area for the reorganization to the City of Hanford are 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 September 27, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

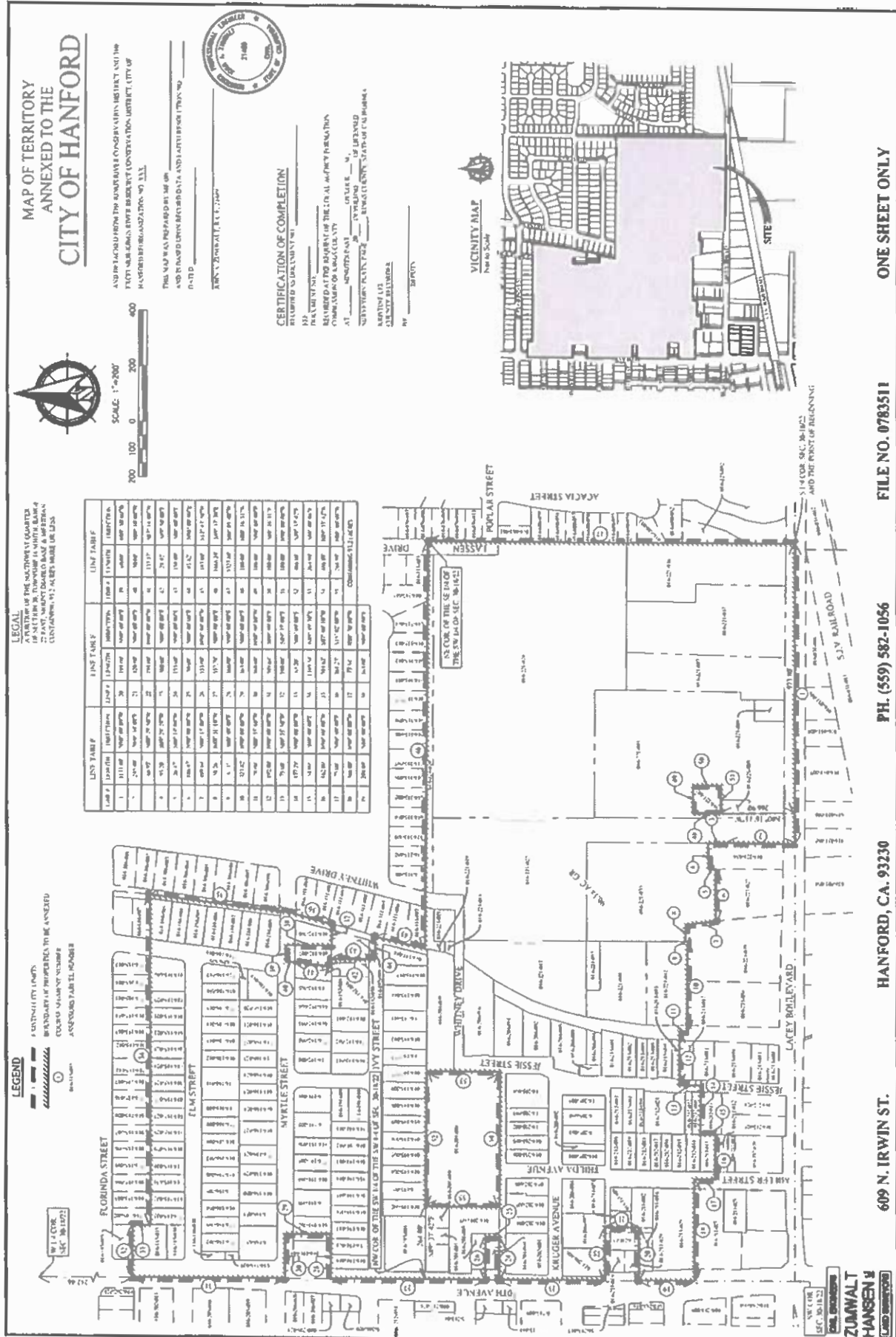
**LOCAL AGENCY FORMATION
COMMISSION OF KINGS COUNTY**

Joe Neves, Chairman

WITNESS, my hand this ____ day of _____, 2023.

Chuck Kinney, Executive Officer

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



**ANNEXATION NO. 160 PART 4
ANNEXATION TO THE CITY OF HANFORD
GEOGRAPHIC DESCRIPTION**

A portion of the Southwest Quarter of Section 30, Township 18 South, Range 22 E, MDB&M, in the State of California, County of Kings, described as follows:

Beginning at the Southeast Corner of said Southwest 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 existing unincorporated island within said City of Hanford, the following courses:

1. West along the South line of said Southwest Quarter, a distance of 1,133 feet to the Southerly prolongation of the east line, of Parcel 1, as shown on a Parcel Map recorded in Book 5, at Page 42, of Parcel Maps in the Office of the Kings County Recorder;
2. Thence North 0°14'00" East, along last said prolongation and last said East line of Parcel 1, a distance of 245.40 feet to an angle point in last said East line;
3. Thence North 0°29'50" West, along last said east line of Parcel 1, a distance of 66.93 feet to the Northeast Corner of said Parcel 1;
4. Thence South 89°28'28" West, along the North line of said Parcel 1, a distance of 93.20 feet to the Northwest corner thereof;
5. Thence South 0°14'00" West, along the West line of said Parcel 1, a distance of 26.47 feet to the most southerly, Southeast corner, of Parcel 2 of last said Parcel Map;
6. Thence West, along the South line of last said Parcel 2, a distance of 186.47 feet to the Southwest corner thereof;
7. Thence North 8°15'00" West, along the West line of last said Parcel 2, a distance of 109.64 feet to a corner in the westerly boundary of last said Parcel 2;
8. Thence North 88°51'10" West, along the boundary of last said Parcel 2, a distance of 58.26 feet to the most westerly, southwest corner of last said Parcel 2;
9. Thence South, along the Southerly Prolongation of the West line of said Parcel 2, a distance of 8.11 feet to a point on the North line of Parcel B as shown on a Parcel Map recorded in Book 12 at Page 28 of Parcel Maps in the office of the Kings County Recorder, said point being on the westerly line of Wilson Lane as depicted thereon;
10. Thence West along the North line of last said Parcel B and the North line of Parcel A as depicted on last said Parcel Map and the westerly prolongation thereof, a distance of 323.82 feet to the Centerline of Peoples Ditch as shown on said Parcel Map;
11. Thence North 0°55'10" West, a distance of 28 feet, to the Easterly prolongation, of the North line, of lot 6, of Benedict's Subdivision, as said lot 6 is shown on a map recorded in Book 1, at Page 39, of Licensed Surveyors' Plats;
12. Thence West along last said prolongation and said North line of lot 6, and the westerly prolongation thereof, a distance of 192 feet to the centerline of Jessie Street as shown on said Benedict's Subdivision;

13. Thence South $0^{\circ}55'50''$ West, along said centerline of Jessie Street, a distance of 75 feet to the Easterly prolongation, of the North line, of the South 75 feet, of lot 20, of last said Subdivision;
14. Thence West, along last said prolongation and North line, a distance of 177.28 feet, to the west line, of said lot 20, also being the East line of Block 2 of Orange Addition as shown on a map recorded in Book 1, at Page 8, of Licensed Surveyors' plats in the Office of the Kings County Recorder;
15. Thence South, along the East line of last said Block 2, a distance of 54 feet to the Northeast corner of Lot 9 of last said Block;
16. Thence West, along the North line of said lot 9, and its westerly prolongation, a distance of 162 feet, to the centerline of Miller Street as said street is shown on last said map;
17. Thence North, along said Centerline of Miller Street, a distance of 75 feet, to the Easterly prolongation, of the South line, of lot 20 of Block 1 of said Orange Addition;
18. Thence West, along last said prolongation, and said South lines of lots 20, and 43, and the westerly prolongation of said lot 43, a distance of 366 feet, to the West line of said Southwest Quarter;
19. Thence North, along last said West line, a distance of 200 feet, to the Westerly prolongation, of the South line, of Lot 35, as said lot is shown on said map of Orange Addition;
20. Thence East, along last said prolongation, the South line of said lot 35, and its easterly prolongation, a distance of 191 feet, to the Southwest corner of lot 28, of said Orange Addition;
21. Thence North, along the West lines of lots 28, 29, 30 and 31, and the northerly prolongation thereof, a distance of 120 feet, to the North line of the alley on the South side of Block A, of Bestmann's Addition, as said Bestmann's Addition, is shown on a map recorded in the Map Book, at Page 94, in the office of the Kings County Recorder;
22. Thence West, along said North line of the alley and its westerly prolongation, a distance of 191 feet to said West line of the Southwest Quarter;
23. Thence North, along last said West line, a distance of 380 feet to the intersection with the Westerly prolongation of the North line of the alley, on the North side of Block B, of said Bestmann's Addition;
24. Thence East, along last said North line of the alley, a distance of 155 feet;
25. Thence North a distance of 50 feet;
26. Thence West, a distance of 155 feet, to said West line of the Southwest Quarter;
27. Thence North, along said west line of the Southwest Quarter, a distance of 557.78 feet to the westerly prolongation of the South line of lot 14, in Block 2 of Homevilla Tract, as shown on a map recorded in Book 3, at page 79 of Licensed Surveyors' Plats, in the Office of the Kings County Recorder;
28. Thence East, along last said prolongation and the South line of lot 14, a distance of 160 feet to the Southeast corner of said lot 14;
29. Thence North along the east line of said lot 14 and lot 15 and the Northerly projection of lot 15, a distance of 163 feet to the centerline of Myrtle Street as shown on said map of Homevilla Tract;

30. Thence West, along said Centerline, a distance of 160 feet to said West line, of the Southwest Quarter;
31. Thence North, along last said West line, a distance of 549.64 feet, to the Westerly prolongation, of the South line of lot 19 of Homevilla Tract No. 2, as shown on a map recorded in Volume 4, at Page 85, of Licensed Surveyors' Plats, in the Office of the Kings County Recorder;
32. Thence South 89°35'00" East, along last said westerly prolongation and the South line of last said lot 19, a distance of 190.00 feet, to the Southeast corner of said lot 19;
33. Thence South, along the West line of lot 20 of last said Tract, a distance of 63.20 feet to the Southwest corner thereof;
34. Thence South 89°49'30" East, along the South line of last said Tract, a distance of 1,189.58 feet to a point on the Centerline of People's Ditch, which is also 21 feet east of the Southeast corner of lot 37 of said Homevilla Tract No. 2;
35. Thence South 07°00'10" West, along said Centerline of People's Ditch, also being along the Westerly boundary of an area annexed to the City of Hanford, by Ordinance 500, and depicted on a map recorded in Volume 5, at Page 5, of Licensed Surveyors' Plats in the Office of the Kings County Recorder, a distance of 501.63 feet;
36. Thence continuing, South 15°02'00" West, a distance of 161.23 feet; to the Easterly prolongation of the North line of the South 133 feet of lot 12 of Rawlins Tract recorded in the Map Book at Page 6 in the records of the Kings County Recorder;
37. Thence N 89°50'00" West, along last said prolongation, a distance of 77.54 feet to the Southeast corner of a deed recorded in Book 1185, at Page 783 of official Records in the Office of the Kings County Recorder;
38. Thence North, along the East line of last said deed, and its northerly prolongation, a distance of 163 feet to a point 30 feet North of the Northeast corner of last said deed;
39. Thence North 89°50'00" West, a distance of 60 feet;
40. Thence South 00°10'00" West, a distance of 30 feet, to the Northwest corner of last said deed;
41. Thence South 7°14'00" West, along the westerly boundary of said deed, a distance of 133.17 feet to the Southwest corner thereof;
42. Thence South 89°50'00" East, along the south line of said deed, a distance of 28.42 feet to the Northwest corner of a deed recorded in Book 1278, at Page 713 of Official Records in the Office of the Kings County Recorder;
43. Thence South, along the west line of last said deed, and its southerly prolongation, a distance of 158 feet to the centerline of Ivy Street;
44. Thence East, along last said centerline a distance of 81.82 feet to the centerline of People's ditch, also being the area annexed to the City of Hanford by Ordinance 500 and depicted on a map recorded on Volume 5, at Page 5, of Licensed Surveyors' Plats;
45. Thence South 12°43'50" West a distance of 185 feet to the Southwest corner of Richmond Heights Subdivision, as shown on a map recorded in Volume 5, at Page 6, in Licensed Surveyors' Plats;
46. Thence South 89°37'30" East, along the South line of said Richmond Heights, a distance of 1,468.24 feet to the East line of said Southwest Quarter;

47. Thence South $0^{\circ}01'40''$ West, along last said East line, a distance of 1,327.68 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 Southeast corner of said Southwest Quarter;
Thence West, along the South line of said Southwest Quarter, a distance of 973.80 feet;
Thence North $0^{\circ}16'11''$ West a distance of 266.90 feet to the True Point of Beginning;
48. Thence North $0^{\circ}16'11''$ West a distance of 100.00 feet;
49. Thence East a distance of 100.00 feet;
50. Thence South $0^{\circ}16'11''$ East, a distance of 100.00 feet;
51. Thence West a distance of 100 feet to the True point of Beginning

Also Excepting the following described Parcel which is also currently within the city limits of the City of Hanford:

Beginning at the Northwest corner of the Southwest Quarter of said Southwest Quarter of Section 30;
Thence South $89^{\circ}37'42''$ East, along the North line, of last said Southwest Quarter, of the Southwest Quarter, a distance of 264.00 feet;
52. Thence continuing along last said North line, South $89^{\circ}37'42''$ East, a distance of 486.08 feet, to the intersection with the Northerly prolongation of the west line of Jessie Street, as said street is shown on said Map of Bestmann's Addition;
53. Thence South $0^{\circ}00'08''$ East, along last said prolongation, a distance of 264.90 feet to its intersection with the north line of the alley on the north side of Block C of said Bestmann's Addition;
54. Thence North $89^{\circ}37'42''$ West, along last said North line of the alley, a distance of 486.07 feet to a point 486.07 feet Easterly of the West line of said Southwest Quarter of the Southwest Quarter;
55. Thence North $0^{\circ}00'08''$ West, along a line parallel with and 264 feet easterly of last said West line, a distance of 268.99 feet to the Point of Beginning.

Containing 93.2 Acres