

The City of Hanford
CALIFORNIA



City Council Meeting Agenda

February 21, 2017
7:00 PM – Regular Meeting
Council Chambers
400 N. Douty St.

CALL TO ORDER REGULAR SESSION:

ROLL CALL:

INVOCATION:

FLAG SALUTE:

RECOGNITIONS/PROCLAMATIONS:

STAFF COMMUNICATIONS:

PUBLIC COMMENT:

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

*A maximum of **five minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence*

CONSENT CALENDAR:

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

- A. City Clerk: Approve Minutes from the February 2, 2017 Meeting
- B. City Clerk: Approve Minutes from the February 3, 2017 Meeting
- C. City Clerk: Approve Minutes from the February 6, 2017 Meeting
- D. City Clerk: Approve Minutes from the February 7, 2017 Meeting
- E. City Clerk: Deny claim for damages and direct the City Clerk to send out notification of such to Pacific Bell/AT&T
- F. Administration: Authorization for the Mayor to enter into a Cost Recovery and Indemnification Agreement with Game Changer Hanford LLC. An agreement for the reimbursement of costs associated with the preparation of an ordinance and permits for Commercial Cannabis Activities in the City of Hanford.
- G. Public Works: Purchase of one 2017 John Deere Utility Spray Vehicle from Lawrence Tractor Company of Hanford, in the amount of \$29,334.79 and authorize an additional appropriation of \$6,334.79 from Storm Drainage Reserves.
- H. Public Works: Purchase of one 2018 Peterbilt Low Bed Tractor Truck from E. M. Tharp Inc., of Porterville, in the amount of \$126,790.28; authorize an additional appropriation of \$89,212.28 from Fleet Replacement Reserves; and declare an existing 1974 Peterbilt Lowbed Tractor Truck as surplus.
- I. Public Works: Permission to Advertise the Police Department Investigations Building Renovation Project
- J. Public Works: Award a contract to Telstar, Inc., of Hanford for the installation, programming, and integration of a new storm drain Supervisory Control and Data Acquisition (SCADA) system, for an amount not to exceed \$246,975.
- K. Public Works: Acceptance of Offer of Dedication from Daniel Urrutia and Myrtha E. Urrutia, Trustees of the Daniel Urrutia Family Trust, Dated June 1, 2005 for street widening purposes at Centennial Drive and Grangeville Boulevard.
- L. Public Works: Award a contract to QK, Inc., of Visalia, in the amount of \$46,000.00 for Engineering and Design Consultant Services for the Bicycle and Pedestrian Facilities Improvement Project.
- M. Public Works: Purchase of one 2017 Power Prime 6" trailer mounted pump from Rain for Rent, of San Joaquin, Ca., in the amount of \$45,086.81; authorize an additional appropriation of \$23,156.81 from Wastewater Capital Reserves; and declare one 2003 6" pump as surplus.
- N. Public Works: Purchase of one 2017 Altec Aerial Boom Truck from Altec Industries, of Dixon, in the amount of \$162,109.00; authorize an additional appropriation of \$8,103.00 from Fleet Replacement Reserves; and declare one 1993 Ford Chipper Body Dump Truck and one 1994 Chevy Aerial Boom Truck as surplus.
- O. Finance: Warrant Register

PUBLIC HEARINGS:

- A. Site Plan Review No. 2015-07: a request to construct a new facility for the use of storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer, along with the storage of agricultural protection products in the Kings Industrial Park. Road Abandonment No. 2015-01: a proposal to abandon approximately 46,389 square feet (1.05 acres) of street right-of-way on Energy Street, east of 11th Avenue and north of Idaho Avenue. The project requires adoption of Mitigated Negative Declaration No. 2016-10. The project is located at the northeast intersection of 11th Avenue and Idaho Avenue, on either side of Energy Street (APN 018-242-067 and 018-242-077).

GENERAL BUSINESS:

- A. Community Development: Adoption of Resolution No. 17-07-R eliminating the fee for Historic Resources Permits, which is currently set at \$1,706.
- B. Community Development: Historic Resources Permit No. 2017-02, a request to allow the alteration of the exterior of a building located at 106 E. Sixth Street within the Historic Resources Combining District and designated as a contributing building.
- C. Public Works: Award the Fire Station No. 3 Design Build contract to Carvalho Construction of Hanford, for \$2,300,000.00; establish a contingency of \$100,000.00; and appropriate an additional \$91,205.00 from Accumulated Capital Outlay Reserves.
- D. Public Works: Discussion and direction regarding Bastille - Construction Bids
- E. Public Works: Discussion and direction regarding Courthouse - HVAC and Elevator

COUNCIL REPORTS/COMMENTS:

COUNCIL FUTURE AGENDA ITEMS:

ADJOURN TO CLOSED SESSION:

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

- A. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION - Government Code Section 54956.9(d)(2)

Number of Potential Cases - 1

CLOSED SESSION ACTION REPORT:

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting.

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



**AGENDA
STAFF REPORT**

MEETING DATE: 2/21/2017	AGENDA SECTION: A
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SUBJECT:

City Clerk: Approve Minutes from the February 2, 2017 Meeting

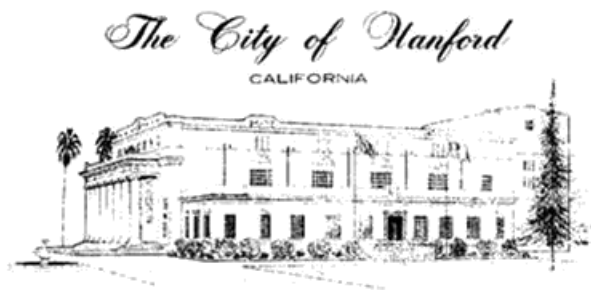
RECOMMENDATION:

Approve the minutes from the February 2, 2017 City Council Meeting.

FISCAL IMPACT:

ATTACHMENTS:

020217 Minutes



**CITY COUNCIL MEETING
MINUTES
February 2, 2017 5:00 PM
Training Room
319 N. Douty**

CALL TO ORDER SPECIAL SESSION:

Mayor David Ayers called the meeting to order at 5:22 p.m.

ROLL CALL BY THE CITY CLERK:

Attendee Name	Title	Status	Arrived
Martin Devine	Council Member	Present	5:00 PM
Sue Sorensen	Vice Mayor	Present	5:00 PM
David Ayers	Mayor	Present	5:00 PM
Francisco Ramirez	Council Member	Present	5:00 PM
Justin Mendes	Council Member	Present	5:20 PM

FLAG SALUTE:

Mayor Ayers led the flag salute.

PUBLIC COMMENT:

*Comments from the public are limited to items listed on the agenda (GC 54954.3a). A maximum of **five minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

There were no comments given.

LEADERSHIP AND STRATEGIC PLANNING WORKSHOP:

City Attorney Ty Mizote discussed a conflict of interest for Vice Mayor Sue Sorensen. Upon reviewing FPPC regulations, Mr. Mizote came to the opinion that due to her ownership in a downtown building, she should recuse herself from agenda items that may impact downtown, such as zoning and the general plan. Ms. Sorensen will also recuse herself from any discussions during the workshop regarding downtown.

Consultant Lyle Sumek reviewed the achievements for 2016 regarding the following goals:

- Financially Sound City Providing Excellent Services
- Vibrant Downtown
- Upgraded City Infrastructure and Facilities
- Balanced and Managed Growth
- More Livable Community for Families

The City Council discussed their Vision for 2032 and included the following principles:

- Safe
- Family Oriented
- “Small town” feeling
- Vibrant Downtown
- Healthy, divers economy
- Partners for future success

The Council discussed their top priorities to accomplish or to have significant progress in the next year.

ADJOURNMENT:

Mayor Ayers adjourned the meeting at 9:09 p.m.

Respectfully submitted,

Jennifer Gomez
City Clerk



**AGENDA
STAFF REPORT**

MEETING DATE: 2/21/2017	AGENDA SECTION: B
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SUBJECT:

City Clerk: Approve Minutes from the February 3, 2017 Meeting

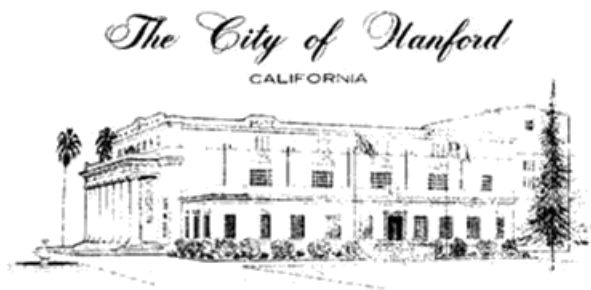
RECOMMENDATION:

Approve the minutes from the February 3, 2017 City Council Meeting.

FISCAL IMPACT:

ATTACHMENTS:

020317 Minutes



CITY COUNCIL MEETING MINUTES

February 3, 2017 8:30 AM

**Training Room
319 N. Douty**

CALL TO ORDER SPECIAL SESSION:

Mayor David Ayers called the meeting to order at 8:36 a.m.

ROLL CALL BY THE CITY CLERK:

Attendee Name	Title	Status	Arrived
Martin Devine	Council Member	Present	8:30 AM
Sue Sorensen	Vice Mayor	Present	8:30 AM
David Ayers	Mayor	Present	8:30 AM
Francisco Ramirez	Council Member	Present	8:30 AM
Justin Mendes	Council Member	Present	8:30 AM

FLAG SALUTE:

Vice Mayor Sue Sorensen led the flag salute.

PUBLIC COMMENT:

*Comments from the public are limited to items listed on the agenda (GC 54954.3a). A maximum of **five minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Jim Castleman stated that he was on the Downtown Citizen Committee last year and provided comments on the proposed zoning changes to downtown. He would like the old ordinances to remain in place.

LEADERSHIP AND STRATEGIC PLANNING WORKSHOP:

City Manager Darrel Pyle discussed the Executive Perspective for 2017 priorities.

Consultant Lyle Sumek reviewed the Council's five goals for 2017-2022 to determine their priorities.

In an effort to be efficient with staff's time, Mr. Sumek recommended that the Council move on to the next item on the agenda. Following the discussion pertaining to the Draft General Plan and Zoning Ordinance, Mr. Sumek resumed the workshop and began their discussion on Governance.

DRAFT GENERAL PLAN AND ZONING ORDINANCE:

Discussion and direction on final draft of General Plan Update and Zoning Ordinance to include, but not limited to, the following items: Medical/Professional offices and Urgent Care, Furniture, Hotel/Motels, Theaters, Accessory Uses, Banks, Optometry.

Vice Mayor Sue Sorensen recused herself and left the room during this agenda item.

Per the Council's prior direction, Community Development Director Darlene Mata provided an overview of the issues pertaining to downtown zoning for their review.

- *Medical Professional Office and Urgent Care - Council/Planning Commission previously directed staff to add medical/professional offices to the list of conditional uses in the CR zone.*

There was not a consensus by the Council to change this direction, so staff will move forward as originally directed.

- *Optometry - If medical offices are allowed in the CR zone with a CUP, then optometry as an accessory use would no longer be an issue.*

With no new direction by the Council regarding medical offices, the Council agreed 4-0 to move forward with the proposed changes.

- *Furniture - Direction was previously given to allow furniture sales in the CR and MX-D zone. Furniture had also added to MX-C zone as a conditional use. Accessory furniture sales would be considered 10% of the total square footage of other businesses that were not considered furniture stores.*

Following discussion, the City Council modified their direction and agreed 4-0 to allow furniture sales in the zones as proposed, but limit the size of the stores in the CR zone to an amount to be proposed by Ms. Mata that would be conducive with the typical square footage of stores that have accessory furniture sales.

- *Hotel/Motel - The zoning ordinance was changed in 2015 to redefine hotels and motels into one definition. Staff was directed to add hotels/motels as a conditional use to the CR and CS, as they were currently allowed in those corresponding zones.*

Following discussion, the Council agreed 4-0 to not modify the ordinance that was changed in 2015. However, they would like to create an incentive for developers that want to construct a hotel/motel in the downtown.

- *Theater - The zoning ordinance was changed in 2015 to add theaters as a permitted use in the PC zone, which will be the CR zone.*

The Council agreed 4-0 to not modify the ordinance that was changed in 2015. However, they would like to create an incentive pertaining to parking and infrastructure for developers that want to construct a theater in the downtown.

- *Banks - Direction was previously given to add secondary branch banks as a permitted use in the CN, MX-N, MX-C and MX-D. A secondary branch cannot provide loan services.*

The Council agreed 4-0 to move forward with the proposed zoning.

ADJOURNMENT:

Mayor Ayers adjourned the meeting at 4:00 p.m.

Respectfully submitted,

Jennifer Gomez
City Clerk



**AGENDA
STAFF REPORT**

MEETING DATE: 2/21/2017	AGENDA SECTION: C
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SUBJECT:

City Clerk: Approve Minutes from the February 6, 2017 Meeting

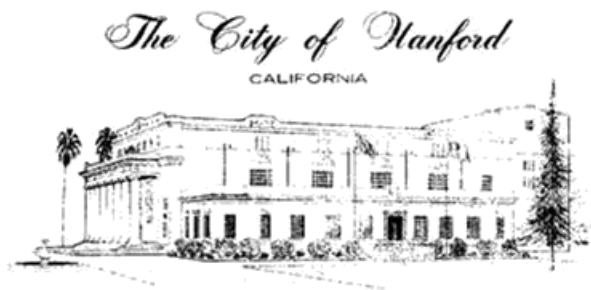
RECOMMENDATION:

Approve the minutes from the February 6, 2017 City Council Meeting.

FISCAL IMPACT:

ATTACHMENTS:

020617 Minutes



**CITY COUNCIL MEETING
MINUTES
February 6, 2017 6:00 PM
Training Room
319 N. Douty**

CALL TO ORDER SPECIAL SESSION:

Mayor David Ayers called the meeting to order at 6:00 p.m.

ROLL CALL BY THE CITY CLERK:

Attendee Name	Title	Status	Arrived
Martin Devine	Council Member	Present	6:00 PM
Sue Sorensen	Vice Mayor	Present	6:00 PM
David Ayers	Mayor	Present	6:00 PM
Francisco Ramirez	Council Member	Present	6:00 PM
Justin Mendes	Council Member	Present	6:00 PM

FLAG SALUTE:

Council Member Ramirez led the flag salute.

PUBLIC COMMENT:

*Comments from the public are limited to items listed on the agenda (GC 54954.3a). A maximum of **five minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Bob Ramos stated that he would like these workshops to be recorded or held in the Council Chambers.

LEADERSHIP AND STRATEGIC PLANNING WORKSHOP:

Vice Mayor Sorensen recused herself from any discussions pertaining to downtown due to a conflict of interest.

Consultant Lyle Sumek reviewed the draft strategic plan and received the Council's final direction on priorities for policies and actions. He also continued the Council's discussion from Friday's session to give direction regarding Governance issues.

Mr. Sumek thanked the Council for their hard work to develop the Strategic Plan. The Council agreed that they would like Mr. Sumek to return each year.

ADJOURNMENT:

Mayor Ayers adjourned the meeting at 8:51 p.m.

Respectfully submitted,

Jennifer Gomez
City Clerk



**AGENDA
STAFF REPORT**

MEETING DATE: 2/21/2017	AGENDA SECTION: D
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SUBJECT:

City Clerk: Approve Minutes from the February 7, 2017 Meeting

RECOMMENDATION:

Approve the minutes from the February 7, 2017 City Council Meeting.

FISCAL IMPACT:

ATTACHMENTS:

020717 Minutes



**CITY COUNCIL MEETING
MINUTES**

**February 7, 2017 7:00 PM
Council Chambers
400 N. Douty St.**

6:00 PM CALL TO ORDER STUDY SESSION & CLOSED SESSION:

Mayor David Ayers called the Study Session and Closed Session to order at 6:03 p.m.

ROLL CALL:

Present: Justin Mendes, Martin Devine, Sue Sorensen, David Ayers

Absent: Francisco Ramirez

PUBLIC COMMENT - STUDY SESSION & CLOSED SESSION:

Comments from the public are limited to items on the agenda (GC54954.3a). A maximum of five minutes is allowed for each speaker.

There were no comments given.

STUDY SESSION:

A. 2016/17 Mid Year CIP Status Update and Enterprise Fund Update Reports for Water, Sanitary Sewer and Refuse Funds

Public Works Director Lou Camara provided a PowerPoint presentation on the status of the 2016-17 Capital Improvement Projects pertaining to Facilities and General Projects, Parks and Recreation, Downtown, Transportation, Storm Drainage, Water, Wastewater, Airport, and Industrial Park. Staff responded to questions and comments by the City Council.

Deputy Public Works Director John Doyel presented an Enterprise Fund Fiscal Update. He reviewed the Fund Balances and Debt Service Ratios for Water, Wastewater, and Refuse. There are some upcoming challenges for Refuse. The refuse fund is utilizing reserves for operations and the State has added two new mandatory programs that will increase costs. Additional staffing will be needed for growth and new service routes. Staff requested direction from the City Council regarding a Refuse Rate Study. The consensus of the Council was for staff to move forward with a study.

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

Mayor Ayers adjourned to closed session at 6:37 p.m.

A. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION - Government Code Section 54956.9(d)(2)

Number of Potential Cases - 1

Attachment: 020717 Minutes (1847 : Minutes 020717)

7:00 PM CALL TO ORDER REGULAR SESSION:

Mayor Ayers called the regular meeting to order at 7:01 p.m.

ROLL CALL:

Attendee Name	Title	Status	Arrived
Martin Devine	Council Member	Present	6:00 PM
Sue Sorensen	Vice Mayor	Present	6:00 PM
David Ayers	Mayor	Present	6:00 PM
Francisco Ramirez	Council Member	Present	7:00 PM
Justin Mendes	Council Member	Present	6:00 PM

INVOCATION:

Andrew Cromwell provided the invocation.

FLAG SALUTE:

Council Member Devine led the flag salute.

CLOSED SESSION ACTION REPORT:

There was nothing to report.

RECOGNITIONS/PROCLAMATIONS:**A. Presentation: Kings County Public Health Department - Tobacco Control Program**

Araceli Gomez, Health Educator, introduced two students that participated in the program. The students commented on their experience with the Tobacco Litter Cleanup at Civic Park. A handout was provided to the Council for their information on the program.

STAFF COMMUNICATIONS:

Police Chief Parker Sever announced that they received keys to the National Guard Armory and they are looking forward to starting programs there.

Public Works Director Lou Camara thanked First Baptist Church for helping with a recent alley cleanup which was a huge success. He stated that the City was notified that People's Ditch Company is receiving flood release waters and were looking for groundwater recharge opportunities, so the City agreed to offer various basins.

Parks & Recreation Director Craig Miller commented on their upcoming events and programs including Challenger Youth Basketball, 3rd Annual Kids Fest, and the Daddy Daughter, Mother Son dances.

Fire Chief Chris Ekk stated that they are preparing to award a contract for the Fire Station 3 project.

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters not on the agenda within the jurisdiction of the Hanford City Council or to comment on items listed under the Consent Calendar or to request an item from the Consent Calendar be pulled for discussion purposes. Comments related to General Business items or Public Hearing items will be heard at the time the item is discussed.

*A maximum of **five minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

William Munoz from Assemblymember Rudy Salas' office commented on the Young Assemblymember Program, and the students introduced themselves.

Paula Massey and Carolyn Hudgins commented on the Martin Luther King Jr. celebration. They announced the upcoming Black History Program on February 25th at the Civic Auditorium.

Patricia Dickerson of the Carnegie Museum thanked the City for improving the lighting and doing it with such a quick response.

Jeff Porterfield questioned whether the current downtown restrictions have benefited downtown or not. He supports changes to the zoning ordinances as it will bring in new businesses to Hanford.

Bob Ramos attended the Strategic Planning meeting on Monday and expressed his disappointment in the Council's interest in selling Rabobank.

Craig Johnson commented on the double taxes that he pays for his business being located downtown which is then used to keep downtown vibrant. He inquired where those funds are being used and spent.

Les Vierra supported the idea of increasing the Transient Occupancy Tax especially as additional hotels are built.

CONSENT CALENDAR:

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

Motion to approve the Consent Calendar except for the item pulled for separate consideration.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Justin Mendes, Council Member
SECONDER:	Francisco Ramirez, Council Member
AYES:	Devine, Sorensen, Ayers, Ramirez, Mendes

- A. City Clerk: Approve Minutes from the January 17, 2017 Meeting
- B. City Clerk: Deny claim for damages and direct the City Clerk to send out notification of such to Jayda Ridge
- C. City Clerk: Deny claim for damages and direct the City Clerk to send out notification of such to Heather Feleppa
- D. City Clerk: Deny claim for damages and direct the City Clerk to send out notification of such to Jesse Clark
- E. Public Works: Waive the second reading and adopt Ordinance 17-02 Pertaining to the Construction of and Reimbursement for Certain Water, Sanitary Sewer, and Storm Drain Improvements
- F. Public Works: Notice of Completion for Harris St. Reconstruction/Resurfacing Project From Ivy St. to Cameron St.

- G. Public Works: Award a contract to fumigate the Longfield Center Facility, Coe Park Facility and Police Department Operations Building to Terminix International LLC., of Visalia, in the amount of \$29,750 and approve an additional appropriation of funds in the amount \$17,250 from Accumulated Capital Outlay (ACO) Reserves.
- H. Public Works: Approval of Final Parcel Map 2015-03 and Acceptance of Right of Way for Street Purposes located at 12700 Grangeville Blvd.
- I. Public Works: Permission to Advertise the Longfield Center and Hanford Police Department Re-roofing Project.
- J. Public Works: Approve Notice of Completion for the Airport Taxilane Rehabilitation Phase 1 Project
- K. Public Works: Accept the attached Grant Deeds for street right-of-way purposes from Pinnacle Point, LLC, and authorize the City Manager to execute and the City Clerk to attest and record said deeds.
- L. Public Works: Award a contract to Aramark Uniform Services to provide uniform and laundry services, for \$447.42 per week, per specifications of Request for Bid No. 17-01.
- M. IT: Authorization to purchase ExecuTime Time Clock/Scheduling Software and Hardware from Sungard Public Sector and ExecuTime Software in the amount not to exceed \$100,000.
- N. City Attorney: Approve Waiver of Conflict
- O. Parks and Recreation: Approve Concessionaire Agreement for Joint Educational Center Softball Complex
- P. Parks & Recreation: Approve Ground Lease Agreement with Framework Racing
- Q. Community Development: Set February 21, 2017 as the date for a public hearing on the following actions: 1.) Site Plan Review No. 2015-07: a request to construct a new facility for the use of storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer, along with the storage of agricultural protection products in the Kings Industrial Park. 2.) Road Abandonment No. 2015-01: a proposal to abandon approximately 46,389 square feet (1.05 acres) of street right-of-way on Energy Street, east of 11th Avenue and north of Idaho Avenue. 3.) Purchase/Acquisition of Real Property from the City of Hanford and Former Redevelopment Agency: a request to purchase two parcels totally 26.24 acres, parcel 018-242-077 from the City of Hanford and 018-242-067 from the former Redevelopment Agency to Helena Chemical. The project is located at the northeast intersection of 11th Avenue and Idaho Avenue, on either side of Energy Street (APN 018-242-067 and 018-242-077). The property is designed as Heavy Industrial by the General Plan and Zoned "HI" Heavy Industrial. The project is also within the limits of the Kings Industrial Park.
- R. Finance: Warrant Register

ITEMS PULLED FROM CONSENT:

- 1. City Clerk: Waive the second reading and adopt Ordinance 17-01 Amending Section 2.32.010 and 2.36.010 Pertaining to City Commissions

Council Member Mendes stated that he would like the Council to reconsider changing this ordinance and noted that meetings were not cancelled due to lack of quorums since reducing the seats to five. Mayor Ayers believed that the more people that can be involved in the decision making process the better. Vice Mayor Sorensen feels that the Commissioners need to be educated on the importance of attending meetings and to be more proactive in removing Commissioners if necessary. Council Member Ramirez stated that they were attempting to streamline the process. Council Member Devine agreed with Vice Mayor Sorensen.

Motion to adopt Ordinance 17-01.

RESULT:	APPROVED [3 TO 2]
MOVER:	Sue Sorensen, Vice Mayor
SECONDER:	Martin Devine, Council Member
AYES:	Devine, Sorensen, Ayers
NAYS:	Ramirez, Mendes

PUBLIC HEARINGS:

- A. Community Development: Public hearing on the following actions: 1.) Site Plan Review No. 2015-07: a request to construct a new facility for the use of storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer, along with the storage of agricultural protection products in the Kings Industrial Park. 2.) Road Abandonment No. 2015-01: a proposal to abandon approximately 46,389 square feet (1.05 acres) of street right-of-way on Energy Street, east of 11th Avenue and north of Idaho Avenue. 3.) Purchase/Acquisition of Real Property from the City of Hanford and Former Redevelopment Agency: a request to purchase two parcels totally 26.24 acres, parcel 018-242-077 from the City of Hanford and 018-242-067 from the former Redevelopment Agency to Helena Chemical. The project is located at the northeast intersection of 11th Avenue and Idaho Avenue, on either side of Energy Street (APN 018-242-067 and 018-242-077). The property is designed as Heavy Industrial by the General Plan and Zoned "HI" Heavy Industrial. The project is also within the limits of the Kings Industrial Park. (Item is recommended to be Continued to February 21, 2017)

Community Development Director Darlene Mata requested that this item be continued.

Motion to continue the item to February 21, 2017.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Martin Devine, Council Member
SECONDER:	Francisco Ramirez, Council Member
AYES:	Devine, Sorensen, Ayers, Ramirez, Mendes

GENERAL BUSINESS:

- A. Discussion and Direction regarding possible Transient Occupancy Tax increase and Medical Cannabis Tax establishment

Vice Mayor Sorensen recused herself from the discussion pertaining to the TOT due to her conflict of interest in owning real property in the downtown and left the Council Chambers.

City Manager Darrel Pyle provided a presentation on a "Special Tax" Ballot question to increase the TOT and use the additional revenue for the specific purpose of Downtown Revitalization. The current 8% would remain in the General Fund tax revenue. A 66.67% approval by the voters would be needed for it to be implemented. A special election can take place on any ballot, including an all-mail ballot. Staff requested direction as to Council's desire to advance this measure, at what rate, and on what ballot.

Council Member Mendes supported the special tax to benefit downtown and to increase it to 12%. He also encouraged the election to take place in August to coincide with the City's birthday.

Council Member Ramirez stressed the importance in educating the public that this is not a tax on the residents, but on people visiting Hanford.

Council Member Devine also supported the proposed tax.

Mayor Ayers agreed that the timing is right to do it in August and to place emphasis on making improvements to downtown.

The consensus of the Council was for staff to move forward with ballot language with the intent to have the election in August 2017.

Vice Mayor Sorensen returned to the Council Chambers to participate in the discussion on a Medical Cannabis Tax.

Mr. Pyle discussed Council's past direction regarding the production of medical marijuana and the potential for a tax related to that industry. The measure would only be able to go on a general election ballot which would be November 2018 and would need a simple majority to pass. Mr. Pyle requested direction as to whether the Council would support the issuance of permits prior to the election with the risk that it may not pass.

Council Member Mendes supported this as a general tax, but does not support issuing permits prior to the voters approving the tax.

Council Member Ramirez and Council Member Devine agreed with Council Member Mendes.

Vice Mayor Sorensen inquired about the difference in revenue if the business was taxed under the current Municipal Code as a wholesale tax verses the tax that could be approved by the voters. Mr. Pyle stated the tax revenue would probably be in the thousands and just be a fraction of the millions that could be received each year. Ms. Sorensen would consider taking on the risk and allow the permitting prior to voter approval. Mr. Pyle noted that the tax would be on the industry and the end users, not on the Hanford residents, similar to the hotel bed tax. Vice Mayor Sorensen expressed her belief that the citizens would support this tax when it is not a cost to them.

Mayor Ayer questioned whether the current investor would pull out if the permits were delayed after the election. Mr. Pyle stated that it probably would. Mr. Ayers noted the benefit of additional jobs created by this business if they were permitted to operate.

Council Member Mendes stated that other investors will come along and have interest in the same property for the same industry, and therefore he is willing to wait until after the ballot measure passes.

Council Member Ramirez agreed with Mayor Ayers that the additional jobs are needed, and the City should take advantage of that opportunity. He determined that we should allow the permitting prior to the election.

Police Chief Parker Sever stated that these businesses are inherently non-compliant and do require a lot of time by the police department to monitor their actions. The current investor is willing to share the costs for the City to hire consultants to prepare the related ordinance and permitting process, but if he pulls out of the investment, then the City would have to pay for those costs.

Following additional discussion, the Council unanimously directed staff to do the ballot measure, then issue permits after it has passed.

CONVENE AS SUCCESSOR AGENCY:

Mayor Ayers convened the Successor Agency at 8:28 p.m.

PUBLIC COMMENT - SUCCESSOR AGENCY:

Any person may directly address the Board at this time on any item on the agenda, or on any item that is within the subject matter jurisdiction of the Board. A maximum of five minutes is allowed for each speaker.

There were no comments given.

SUCCESSOR AGENCY FOR THE DISCUSSION OF THE FOLLOWING:

- A. Review and Approval of Administrative Budgets for the periods July 1, 2017 to December 31, 2017 and January 1, 2018 to June 30, 2018.

Finance Director Tom Dibble provided background information for the Council's review and consideration.

Motion to approve the Administrative Budgets as presented.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Francisco Ramirez, Council Member
SECONDER:	Martin Devine, Council Member
AYES:	Devine, Sorensen, Ayers, Ramirez, Mendes

- B. Review and approval of the Recognized Obligation Payment Schedule (ROPS) for the period July 1, 2017 to June 30, 2018.

Finance Director Tom Dibble discussed the ROPS for the Council's consideration and the related properties.

Motion to approve the Recognized Obligation Payment Schedule (ROPS) for the period July 1, 2017 to June 30, 2018.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Sue Sorensen, Vice Mayor
SECONDER:	Justin Mendes, Council Member
AYES:	Devine, Sorensen, Ayers, Ramirez, Mendes

ADJOURN AS THE SUCCESSOR AGENCY:

Mayor Ayers adjourned the Successor Agency at 8:38 p.m.

COUNCIL REPORTS/COMMENTS:

Council Member Mendes commented on the new committees that he has been assigned to. In March, he will be attending the Valley Voice trip to Sacramento to advocate for transportation issues. He also thought the Goals and Objectives workshop was very productive this year.

Council Member Ramirez also praised the Goals and Objectives process this year.

Council Member Devine stated the Goals and Objectives Workshop was very beneficial to him.

Vice Mayor Sorensen also spoke in favor of the Goals and Objectives Workshop. She commented on the benefit to her and Council Member Devine of attending the New Mayor and Council Member Conference in Sacramento. Ms. Sorensen was glad to hear about the success of the City Employee Appreciation Dinner.

Mayor Ayers commented on the recent KART meeting that he attended and distributed some handouts to the Council. He reminded the Council that there will be a League of California Cities General Membership meeting next week in Selma.

City Manager Darrel Pyle clarified an inquiry made by a citizen under public comment about where the funds go that are received from the downtown business tax. They are kept in a separate fund and dispersed with a majority of it going to Main Street Hanford and the remainder amount is used by the City to make improvements to downtown parking lots and other downtown infrastructure needs.

COUNCIL FUTURE AGENDA ITEMS:

ADJOURNMENT:

Mayor Ayers adjourned the meeting at 8:49 p.m.

Respectfully submitted,

Jennifer Gomez
City Clerk

Attachment: 020717 Minutes (1847 : Minutes 020717)



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017	AGENDA SECTION: E
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SUBJECT:

City Clerk: Deny claim for damages and direct the City Clerk to send out notification of such to Pacific Bell/AT&T

RECOMMENDATION:

That the City Council denies the following claim for damages and direct the City Clerk to send out notification of such to the claimant.

BACKGROUND:

A claim for damages against the City was received by the following claimant: Pacific Bell/AT&T.

After review by the Third Party Administrator, it is Staff's recommendation to deny the claim.

FISCAL IMPACT:

ATTACHMENTS:



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017

AGENDA SECTION: F

SUBJECT:

Administration: Authorization for the Mayor to enter into a Cost Recovery and Indemnification Agreement with Game Changer Hanford LLC. An agreement for the reimbursement of costs associated with the preparation of an ordinance and permits for Commercial Cannabis Activities in the City of Hanford.

RECOMMENDATION:

Staff recommends that the City Council authorize the Mayor to enter into the Cost Recovery and Indemnification Agreement with Game Changer Hanford LLC.

BACKGROUND:

The City received a request to amend the Municipal Code to allow commercial cannabis activities. On November 15, 2016, the City Council directed staff to prepare an ordinance and other permitting processes to allow commercial cannabis activities in the Heavy Industrial zone, but that the costs for the preparation of the ordinance should be borne by the applicant. The agreement reflects an agreement between the City and Game Changer Hanford LLC, to reimburse the City for costs associated with the work efforts associated with amending the ordinance. The applicant will deposit \$50,000 initially, with additional deposits if necessary to cover all city work. The agreement has been reviewed by City legal counsel and applicant has agreed to the agreement.

FISCAL IMPACT:

ATTACHMENTS:

Cost-Recovery and Indemnification Agreement

COST-RECOVERY AND INDEMNIFICATION AGREEMENT

* * * * *

This Cost-Recovery and Indemnification Agreement (“**Agreement**”) is effective the ____ day of _____, 2017, and is made and entered into by and between the City of Hanford, a California municipal corporation (“**the City**”) and Game Changer Hanford, LLC, a Delaware limited liability company (“**Company**”). The City and Company are sometimes collectively referred to herein as “**Parties**” and individually as “**Party**.”

RECITALS

A. Company and/or its principals and affiliates desire to purchase that property located at 10701 Idaho Avenue, Hanford, CA and/or other properties in the City of Hanford (collectively the “**Property**”) and develop the Property so that it may be used as a medicinal cannabis campus which includes cultivation, lab testing, manufacturing, distribution, packaging and transportation of commercial cannabis (“**Project**”).

B. The proposed commercial medicinal cannabis campus, which includes cultivation, lab testing, manufacturing, distribution, packaging and transportation of medicinal cannabis (“**Commercial Uses**”), is not currently a permitted land use in any of the City’s zone districts. As a result, in order for such operations to occur legally in the City, Title 17 of the Hanford Municipal Code (“**HMC**”) must be amended.

C. If the City is inclined to amend the HMC to allow Commercial Uses, Company will need to obtain various land use approvals and entitlements (collectively “**Entitlements**”) from the City in order to construct the Project and operate its Commercial Uses operations. One such entitlement that Company may have to obtain is a Conditional Use Permit pursuant to HMC Title 17, as may be amended.

D. As a condition of allowing Commercial Uses to occur within a zone district of the City, the City may develop a new permitting program for Commercial Uses operations (“**Permit Program**”) that is separate and distinct from the Entitlements.

E. The City may seek to establish a tax (“**Business Tax**”) on businesses that engage in Commercial Uses. The adoption of such a tax will be subject to voter approval and would be presented to the voters residing in the City in the form of a ballot measure.

F. The City’s actions associated with the items and tasks described in Section B. through E. above, will be subject to the environmental review process set forth in California Public Resources Code Section 21000, *et seq.*, which is known as the California Environmental Quality Act (“**CEQA**”).

G. The work described above that the City would undertake to permit Commercial Uses to occur within a zone district of the City, entitle the Project, develop and adopt the Permit

Attachment: Cost-Recovery and Indemnification Agreement (1848 : Game Changer Agreement)

Program and Business Tax, and perform the required environmental review is non-exhaustive as the Commercial Uses industry is in its infancy and the City may determine that additional work (“**Additional Work**”) is required to protect the public’s interest and welfare. For purposes of this Agreement, the work performed by the City and its employees, consultants, contractors, and attorneys that is described in Sections B. through F. above, and any Additional Work, shall be collectively referred to herein as the “**City Work**.”

H. The City will incur significant costs in undertaking the City Work, and Company is willing pay all of the costs of the City Work.

I. It is the City’s standard practice to require every party that requires land use entitlements for a project, including, without limitation, a Conditional Use Permit, to indemnify, defend, and hold the City harmless in that party’s matter. Company is willing to indemnify, defend, and hold the City harmless in accordance with the terms and conditions of this Agreement.

NOW, THEREFORE, THE CITY AND COMPANY HEREBY AGREE AS FOLLOWS:

1. **Payment of the City’s Costs.**

A. Upon the Parties’ execution of this Agreement, Company will deposit Fifty Thousand Dollars (\$50,000.00) (“**Initial Deposit**”) with the City. Such amount shall serve as an initial deposit that the City will utilize to pay the costs incurred by the City for the City Work.

B. Should the City exhaust the Initial Deposit before the City Work is completed, the City may require Company to deposit additional funds with the City as a condition of the City’s continuation of the City Work. The City agrees to provide a good faith, non-binding budget estimate for completion of the City Work prior to requesting Company to deposit additional funds. The City may immediately cease performing the City Work should the Initial Deposit or any subsequent deposit be exhausted and Company fails to deposit the additional amount identified by the City. Company acknowledges that the Initial Deposit amount is not an estimate as to the magnitude of the total cost of the City Work; rather, the Initial Deposit is the amount that the City requires to commence the City Work.

(1) Notwithstanding anything to the contrary set forth in this Agreement, in the event that at any time the City elects to pursue the City Work also on behalf of and/or in coordination with third parties seeking to engage in any of the Commercial Uses in the City (collectively “**Third Party Proponents**”), then the City shall so inform Company. The future obligations and liabilities of Company under this Agreement shall be shared on an equal, pro rata basis among Company and all of the other Third Party Proponents and, accordingly, Company’s future liability shall be limited to its pro rata share of the amounts incurred by the City pursuant to this Agreement; excluding, however, any portion of the City Work that pertains solely to the Project, and excluding Company’s obligations under Section 2, 3, and 4 below that relate to Company’s actions and omissions, for which Company will remain solely responsible.

Likewise, Company shall not be obligated for the cost of any City Work pertaining solely to projects of any Third Party Proponents.

(2) For purposes of calculating Company's and each Third Party Proponent's pro rata share of liabilities, the date on which the sharing of liabilities shall commence will be the date on which a Third Party Proponent submits an application to the City for entitlements needed for any Commercial Uses. For example, beginning on the date on which the first Third Party Proponent submits an application for entitlements, all future costs associated with City work will be divided evenly between Company and the Third Party Proponent; beginning on the date on which the second Third Party Proponent submits an application for entitlements, all future costs associated with the City Work will be divided evenly between Company and the two Third Party Proponents. The costs of the City Work incurred prior to a Third Party Proponent's submission of an application for entitlements will not be considered when calculating Company's and each Third Party Proponent's pro rata share of future City Work costs.

(3) Commencing on the date on which the City provides written notification to Company that the City Work has been completed, no additional Third Party Proponents will be added for purposes of the pro rata allocation of City Work costs.

(4) City will have no obligation to seek reimbursement on behalf of Company from a Third Party Proponent for costs of City Work paid by Company prior to the date on which a Third Party Proponent becomes responsible for a pro rata portion of City Work costs.

C. If Company intends to pay the Initial Deposit or any subsequent deposit in cash, Company will notify the City at least five (5) business days prior to remitting payment.

D. The preparation of an Environmental Impact Report ("EIR") may be required under CEQA, in which case, an EIR would be written as part of the City Work. Company acknowledges that the preparation of an EIR could be time-consuming and costly; the cost to prepare an EIR may greatly exceed the Initial Deposit.

E. Should any funds deposited by Company remain following the completion of the City Work, the City will promptly refund the remaining monies to Company. The City will not be required to pay interest on the refunded monies. The City shall have sole discretion in determining whether the City Work has been completed.

F. Company will notify the City in writing ("**Company Termination Notice**") should Company wish to withdraw its applications for amendment of the HMC or Entitlements or otherwise wishes for the City to cease the City Work prior to completion. In such case, the City will utilize the remaining funds deposited by Company to pay all Company's City costs (or Company's pro rata share thereof) incurred by the City through the date of the City's receipt of Company's written notice. Company will deposit additional funds with the City should the funds held by the City be insufficient to pay such City costs ("**Company's Post-Termination**").

Payment Obligation”). Any funds deposited by Company that remain following the payment of all of the City’s costs incurred prior to the City’s receipt of the Company Termination Notice shall be promptly refunded to Company (the “**City’s Refund Obligation**”). The City will not be required to pay interest on any refunded monies. Upon the City’s receipt of the Company Termination Notice, this Agreement shall terminate, other than the obligations set forth in this Section, and such other obligations which, pursuant to the express terms of this Agreement, expressly survive termination.

G. The City shall issue an invoice to Company on a monthly basis reflecting costs incurred by the City associated with the portion of the City Work performed during the prior month and which were paid by funds deposited by Company. Each invoice will reflect the beginning and ending balance of Company’s deposit and the amount and timeframe which the City estimates will be required to complete the portion of the City Work described in such invoice.

2. **Indemnity.** As a condition of the City engaging in the City Work, Company shall, except as otherwise provided herein, indemnify, defend and hold harmless the City and its elected and appointed officials, officers, employees, agents, representatives, consultants, attorneys, and contractors (collectively the “**Indemnified Parties**”) from and against all claims, demands, actions, injuries, liabilities, losses, costs or damages, direct or indirect, and any and all reasonable attorneys’ fees and other expenses which the Indemnified Parties, or any of them, may sustain or incur as a consequence of or in any way related to: (i) any legal challenges or proceedings associated with the City Work, including, without limitation, a challenge brought by any private party or government agency; (ii) the Indemnified Parties’ actions or omissions in connection with the City Work; or (iii) Company’s negligence or willful misconduct in performing this Agreement. The duty to indemnify, defend, and hold harmless shall survive the termination of this Agreement. The duties described of Company in this section will not, however, apply to the gross negligence or intentional misconduct of the Indemnified Parties or of any Third Party Proponents.

3. **Attack of Proceedings.** To the fullest extent permitted by law, Company shall defend, indemnify, and hold harmless the Indemnified Parties, and each of them, from any claim, action, or proceeding against the Indemnified Parties, or any of them, to attack, set aside, void, or annul any aspect of the City Work; provided however, such duty will not extend to any claim, action, or proceeding arising from the gross negligence or intentional misconduct of the Indemnified Parties.

4. **Defense of Claim.** If any claim, action, or proceeding is brought against the Indemnified Parties, or any of them, with respect to any aspect of the City Work, Company shall, at the City’s election, defend the City at Company’s sole expense by counsel satisfactory to the City or, upon demand, pay any and all of the City’s legal fees should the City elect to utilize its own legal counsel. Should the City elect to utilize its own legal counsel, the City may require Company to deposit additional funds in accordance with Section 1 above that will serve to pay the City’s legal expenses associated with any such claim, action, or proceeding. Such duty to

defend will not, however, extend to any claim, action, or proceeding arising from the gross negligence or intentional misconduct of the Indemnified Parties.

5. **Notice of Claim.** The City shall promptly notify Company of any claim, action, or proceeding against the Indemnified Parties, or any of them, relating to the City Work or any other Indemnified Claim. The Indemnified Parties shall cooperate fully in the defense of such claim, action, or proceeding.

6. **Interpretation.**

A. This Agreement shall not be interpreted as a guaranty that the City will approve all of the necessary Entitlements or that the City will amend the HMC to allow Commercial Uses. Development of the Project is contingent upon Company applying for and obtaining the necessary approvals and Entitlements required under all applicable laws, ordinances, and regulations.

B. The City shall process Company's application(s) for Entitlements in a manner consistent with City's existing practice. Company acknowledges that the completion of the City Work will depend on the information and material that the City receives from Company, and Company will provide complete and accurate information and material required by the City in a timely manner.

C. The Hanford City Council ("**City Council**") will approve the required HMC amendment and the Entitlements only if it can make the findings required under applicable laws, ordinances, and regulations, including, without limitation, the HMC. The City's execution of this Agreement shall not be interpreted as a representation by the City that the required findings may or will be made by the City Council. If the City Council does not make all of the required findings, Company's application(s) for Entitlements will be denied and Company will be prohibited from developing the Project within the City's boundaries. Company will not be entitled to a refund of any monies paid to the City hereunder should Company's application for Entitlements be denied by the City or if the Business Tax presented to the voters be rejected.

D. This Agreement shall not be interpreted to limit the City's ability to establish conditions, which the City deems appropriate in its discretion, on the approvals and Entitlements required for the Project. Likewise, this Agreement shall not be interpreted to limit Company's right to oppose or challenge any conditions it considers unlawful.

7. **Entire Agreement.** This Agreement, including the Recitals above, shall constitute the entire understanding and agreement of the Parties with respect to the subject matters contained herein.

8. **Execution in Counterpart.** This Agreement may be executed in counterparts. Each such counterpart shall be deemed an original, but all such executed counterparts together shall constitute one and the same instrument.

9. Notice. Except as otherwise provided herein, all notices under this Agreement will be in writing and will be given by personal delivery; or by registered or certified U.S. mail, postage prepaid, return receipt requested; or by facsimile if transmitted by a machine that produces a transmission report verifying the date and time of transmission and the telephone number to which transmitted, and a confirming hard copy is mailed to the recipient; or by overnight delivery service that issues a receipt and addressed to the appropriate party at the address set forth below. Notice given (a) by personal delivery will be effective upon delivery; (b) by mail will be effective upon receipt or three (3) calendar days after the postmark date, whichever is earlier; (c) by facsimile will be effective on the date shown on the transmission receipt; and (d) by overnight service will be effective on the date of receipt.

For City:

City of Hanford
Attn: City Manager
319 N. Douty Street
Hanford, CA 93230
Facsimile: (559) 585-2595

For Company:

Keith Stephenson
Game Changer Hanford, LLC.
4096 Piedmont Ave, #254
Oakland, CA 94611
Facsimile: _____

With a copy (which will not constitute notice) to:

Ty N. Mizote
GRISWOLD, LaSALLE,
COBB, DOWD & GIN, L.L.P.
111 E. 7th St.
Hanford, CA 93230
Facsimile: (800) 948-2707

10. Captions. Headings or captions to the provisions of this Agreement are solely for the convenience of the Parties, are not part of this Agreement, and shall not be used to interpret or determine the validity of this Agreement. Any ambiguity in this Agreement shall not be construed against the drafter, but rather the terms and provisions hereof shall be given a reasonable interpretation as if both Parties had in fact drafted this Agreement.

11. Attorney Preparation. Each Party hereto represents and warrants that each of them has read, knows, and understands the contents of this Agreement and has executed this document knowingly, willingly, and voluntarily, and has been represented by counsel, legal or otherwise, throughout the negotiations resulting in this Agreement. The Parties intend and agree that the provisions of this Agreement shall be interpreted fairly and evenly by the courts, and shall not be interpreted strictly for or against any Party hereto.

12. Venue. This Agreement shall be interpreted and enforced under the applicable laws of the State of California, and the applicable ordinances of the City. Any lawsuit filed by either Party relative to this Agreement shall be filed with the California Superior Court for the

County of Kings, if in state court, or the United States District Court for the Eastern District of California (Fresno), if in federal court.

13. Attorneys' Fees. If either Party initiates any lawsuit to enforce or interpret the terms and conditions of this Agreement, the prevailing Party shall be entitled to recover its reasonable attorneys' fees and costs, in addition to any other relief, as determined by the court, to which it may be entitled, which shall be determined by the court in such proceedings, or in a separate action brought for that purpose. This Section 13 shall survive the termination of this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Cost-Recovery and Indemnification Agreement to be executed as of the date and year first above written.

CITY OF HANFORD

By: _____ Date _____
DAVID AYERS
Mayor

Attest:

By: _____ Date _____
JENNIFER GOMEZ
City Clerk

Approved as to Form:

GRISWOLD, LaSALLE, COBB,
DOWD & GIN, L.L.P., City Attorney

By: _____ Date _____
TY N. MIZOTE

GAME CHANGER HANFORD, LLC
a Delaware limited liability company

By: _____ Date _____
KEITH STEPHENSON
Manager



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017

AGENDA SECTION: G

SUBJECT:

Public Works: Purchase of one 2017 John Deere Utility Spray Vehicle from Lawrence Tractor Company of Hanford, in the amount of \$29,334.79 and authorize an additional appropriation of \$6,334.79 from Storm Drainage Reserves.

RECOMMENDATION:

That the City Council, by motion, approve the purchase of one 2017 John Deere XUD855D utility vehicle with SDI skid mounted spray unit, from Lawrence Tractor Company of Hanford, in the amount of \$29,334.79 and authorize an additional appropriation of \$6,334.79 from Storm Drainage Reserves.

BACKGROUND:

The Utility Division operation budgets for water and storm drainage provide funds to purchase one new utility spray unit vehicle and associated equipment. The new vehicle will be used by staff for weed abatement within ditch rights of ways, slough access banks, drainage basins and water well sites that are maintained by the Public Works Department Utilities Division.

Bids to purchase one 2017 John Deere XUD855D utility vehicle with a SDI skid mounted spray unit, were requested from three (3) vendors with bid results summarized as follows:

Lawrence Tractor of Hanford-----\$29,334.79
 Lawrence Tractor of Visalia----- \$29,899.70
 Fresno Equipment Co. Of Fresno ----- \$30,303.00

FISCAL IMPACT:

The FY 16/17 Utility Division operation budgets for water and storm drainage provided \$23,000.00 for the purchase of one utility spray vehicle and associated equipment. The total purchase price for the new spray vehicle and equipment is \$29,334.79, including tax and delivery charges. An additional appropriation of \$6,334.79 from Storm Drainage Reserves is necessary to

fully fund the purchase. There are sufficient funds in the Storm Reserve Account to fund the purchase shortfall without impacting budgeted capital projects or purchases budgeted in FY 16/17 and 17/18. Attached for Council review are copies of budget pages 15 (schedule 3) 154 (storm drainage operations) and 163 (water operations).

ATTACHMENTS:

Lawrence Tractor Company Quote
Budget Pages



JOHN DEERE



Quote Summary

Prepared For:

City Of Hanford
315 N Douty St
Hanford, CA 93230
Business: 559-585-2553

Prepared By:

Bobby Hartman
Lawrence Tractor Co., Inc.
9213 East Third Street
Hanford, CA 93230
Phone: 559-582-9002
bobh@lawrencetractor.com

Quote Id: 14577032

Created On: 09 January 2017

Last Modified On: 24 January 2017

Expiration Date: 28 February 2017

Equipment Summary	Suggested List	Selling Price	Qty	Extended
JOHN DEERE XUV855D Power Steering (MY17)	\$ 25,915.29	\$ 22,447.83 X	1 =	\$ 22,447.83
SDI 100 Gal Skid W/ 20' Boom & 75' Hose Reel	\$ 5,257.53	\$ 4,897.43 X	1 =	\$ 4,897.43
Equipment Total				\$ 27,345.26

Quote Summary

Equipment Total	\$ 27,345.26
CA TIRE RECYCLE FEE	\$ 7.00
SubTotal	\$ 27,352.26
Sales Tax - (7.25%)	\$ 1,982.53
Est. Service Agreement Tax	\$ 0.00
Total	\$ 29,334.79
Down Payment	(0.00)
Rental Applied	(0.00)
Balance Due	\$ 29,334.79

Salesperson : X _____

Accepted By : X _____

Confidential

**JOHN DEERE**

Selling Equipment

Quote Id: 14577032

Customer: CITY OF HANFORD

JOHN DEERE XUV855D Power Steering (MY17)

Hours:

Suggested List

Stock Number:

\$ 25,915.29

Selling Price

\$ 22,447.83

Code	Description	Qty	Unit	Extended
5136M	XUV855D Power Steering (MY17)	1	\$ 14,499.00	\$ 14,499.00
Standard Options - Per Unit				
001A	US/Canada	1	\$ 0.00	\$ 0.00
0508	PR - Cab	1	\$ 0.00	\$ 0.00
1008	Yellow Alloy Wheels Maxxis Bighorn Radial Tires	1	\$ 862.00	\$ 862.00
2006	Bench Seat - Yellow	1	\$ 0.00	\$ 0.00
2500	Green and Yellow	1	\$ 0.00	\$ 0.00
3006	Deluxe Cargo Box with Polyurea Liner, Brake, Tail, Reverse Lights and Light Protector	1	\$ 360.00	\$ 360.00
3100	Manual Lift	1	\$ 0.00	\$ 0.00
4004	Deluxe Cab Frame/Including Roof, Windshield, Wiper, Electrical Kit and Rear Window and Nets	1	\$ 2,470.00	\$ 2,470.00
4049	Less Black Roof	1	\$ 0.00	\$ 0.00
4099	Less Power and Protection Package	1	\$ 0.00	\$ 0.00
4199	Less Rear Protection Package	1	\$ 0.00	\$ 0.00
4249	Less Front Brush Guard	1	\$ 0.00	\$ 0.00
6309	Less Front Hood Rack XUV	1	\$ 0.00	\$ 0.00
Standard Options Total				\$ 3,692.00
Dealer Attachments				
BM25445	Deluxe Door Closeoff Panel	1	\$ 323.82	\$ 323.82
BM26111	Deluxe Poly Door	1	\$ 3,284.99	\$ 3,284.99
BM24726	Backup Alarm	1	\$ 112.39	\$ 112.39
BM26182	Beacon Light Harness Kit	1	\$ 73.43	\$ 73.43
BM21649	Beacon Light Kit - Deluxe Cab	1	\$ 409.51	\$ 409.51
BM26183	Turn Signal Light Harness Kit	1	\$ 145.78	\$ 145.78
BM25546	Turn Signal Light Kit	1	\$ 53.41	\$ 53.41
BM24998	OSR Half Door Color Panel (Green)	1	\$ 63.43	\$ 63.43
BM24282	Floormat	1	\$ 82.39	\$ 82.39
BM22987	Heavy Duty Fender Guard	1	\$ 229.23	\$ 229.23
BM22841	Heavy Duty Front Brush Guard	1	\$ 272.65	\$ 272.65
BM25143	Cargo Box Power Lift Kit	1	\$ 944.77	\$ 944.77
BM23370	Horn Kit	1	\$ 103.49	\$ 103.49
Dealer Attachments Total				\$ 6,099.29

**JOHN DEERE**

Selling Equipment

Quote Id: 14577032

Customer: CITY OF HANFORD

Value Added Services Total			\$ 0.00
Other Charges			
Freight	1	\$ 650.00	\$ 650.00
Setup	1	\$ 975.00	\$ 975.00
Other Charges Total			\$ 1,625.00
Suggested Price			\$ 25,915.29
Customer Discounts			
Customer Discounts Total		\$ -3,467.46	\$ -3,467.46
Total Selling Price			\$ 22,447.83

SDI 100 Gal Skid W/ 20' Boom & 75' Hose Reel				
Hours:	0			Suggested List
Stock Number:				\$ 5,257.53
				Selling Price
				\$ 4,897.43
Code	Description	Qty	Unit	Extended
100P	100 Gal Poly W/Skid Hose Reel W/ 75' Hose & Gun	1	\$ 1,912.12	\$ 1,912.12
Standard Options - Per Unit				
2040LWP	3-Valve ELEC Valves	1	\$ 912.67	\$ 912.67
PE2060	Honda GX200 W/ACE GE660 120psi & 110gpm	1	\$ 1,137.50	\$ 1,137.50
SBD12-2048	12' Boom W/ 2-4' Extensions	1	\$ 1,020.24	\$ 1,020.24
Standard Options Total				\$ 3,070.41
Other Charges				
	Setup	1	\$ 275.00	\$ 275.00
Other Charges Total				\$ 275.00
Suggested Price				\$ 5,257.53
Customer Discounts				
Customer Discounts Total			\$ -360.10	\$ -360.10
Total Selling Price				\$ 4,897.43

11-30-2018

LINE ITEM SUMMARY

PUBLIC WORKS - STORM DRAINAGE

Fund: 358 Division: 2

	2014-15 ACTUAL	2015-16 ADOPTED	2015-16 PROJECTED	2016-17 PROPOSED	2017-18 PROPOSED
PERSONNEL SERVICES					
2061 7010 Regular Employees	-	72,760	66,310	187,830	189,860
2061 7013 Part-Time Employees	-	22,000	10,000	44,000	44,000
2061 7015 Overtime	-	4,570	3,190	6,700	6,700
2061 7018 Incentive Pay	-	-	-	-	-
2061 7020 Holiday-In-Lieu	-	-	400	1,100	1,100
2061 7027 Vacation Payoff	-	-	-	-	-
2061 7030 Standby	-	-	-	-	-
2061 7034 Cell Phone	-	300	300	300	300
2061 7110 Retirement	-	25,460	30,670	72,470	73,170
2061 7116 Retirement-Def Comp	-	490	490	980	980
2061 7149 Other Personnel Benefits	-	2,550	3,020	6,440	6,480
2061 7160 Group Insurance	-	12,940	6,900	15,350	16,880
2061 7161 Vision Care	-	280	220	470	470
2061 7169 Workers' Comp Insurance	-	11,420	12,940	10,420	10,700
TOTAL PERSONNEL SERVICES	-	152,770	134,440	346,060	350,640
SERVICES AND SUPPLIES					
2061 7300 Uniform Expense	-	-	1,040	2,020	2,060
2061 7320 Communications	-	-	880	1,240	1,240
2061 7330 Liability Insurance	5,720	5,930	5,930	8,990	9,410
2061 7400 Fleet Maintenance	-	-	-	630	650
2061 7410 Fleet Replacement Reserve	-	-	-	5,830	5,830
2061 7412 Equipment Maintenance	19,342	30,600	21,080	25,900	25,000
2061 7420 Building Rental	-	-	-	1,450	1,430
2061 7421 Bldg Cptl/Eqpt Repl Reserve	-	-	-	100	100
2061 7431 Computer Replacement Reserve	-	-	-	-	-
2061 7432 IT Services	-	-	-	-	-
2061 7530 City Services	574,867	621,010	621,010	227,880	230,330
2061 7550 Other Contractual Service	1,375	20,000	19,040	87,500	87,500
2061 7560 Advertisement and Public Relations	21,848	24,820	17,170	25,000	25,000
2061 7600 Special Departmental Expense	2,752	10,200	26,610	13,500	12,000
2061 7650 Chemicals	9,221	10,900	10,000	3,900	3,900
2061 7780 Utilities-Electricity	36,136	38,360	34,490	34,490	34,490
2061 7788 Utilities-Water	147	170	200	280	310
2061 7880 Depreciation Expense	-	-	-	-	-
2061 7955 Taxes	99	430	440	440	440
2061 7980 Bad Debt Expense	6,120	-	-	-	-
TOTAL SERVICES AND SUPPLIES	677,627	762,420	757,890	439,150	439,690
FIXED ASSETS					
Prior Year Fixed Assets	43,652	35,000	35,000	-	-
2061 817017 UTILITY VEHICLE, KUBOTA SPRAY VEHICLE	-	-	-	11,500	-
TOTAL FIXED ASSETS	43,652	35,000	35,000	11,500	-
NET EXPENDITURE	721,279	950,190	927,330	796,710	790,330

Public Works

City of Hanford FY16/17 & FY17/18 Biennial Budget

LINE ITEM SUMMARY

PUBLIC WORKS - WATER OPERATIONS

Fund: 390 Division: 2081

	2014-15 ACTUAL	2015-16 ADOPTED	2015-16 PROJECTED	2016-17 PROPOSED	2017-18 PROPOSED
PERSONNEL SERVICES					
2081 7010 Regular Employees	696,153	734,490	753,250	788,950	808,660
2081 7013 Part-Time Hours	46,448	21,560	60,660	55,000	22,000
2081 7015 Overtime	34,397	21,690	27,370	27,560	27,560
2081 7018 Incentive Pay	7,515	7,910	7,670	10,560	12,350
2081 7020 Holiday-In-Lieu	1,337	1,770	1,260	1,770	1,770
2081 7023 Differential	262	80	290	80	80
2081 7027 Vacation Pay Off	367	-	-	-	-
2081 7030 Standby	18,666	18,190	17,910	18,190	18,190
2081 7034 Cell Phone Allowance	605	600	580	900	900
2081 7110 Retirement	223,323	253,000	247,820	294,210	301,720
2081 7116 Retirement-Def Comp	1,928	1,950	2,950	4,880	4,880
2081 7149 Other Personnel Benefits	18,749	17,530	19,800	23,980	24,400
2081 7160 Group Insurance	92,974	105,370	99,890	105,710	116,280
2081 7161 Vision Care	2,225	-	2,170	2,350	2,350
2081 7169 Workers' Comp Insurance	95,439	55,000	81,140	49,390	48,410
TOTAL PERSONNEL SERVICES	1,240,388	1,239,140	1,322,760	1,383,530	1,389,550
SERVICES AND SUPPLIES					
2081 7300 Uniform Expense	5,805	3,390	6,000	6,230	6,340
2081 7320 Communications	3,370	4,320	3,600	4,990	4,990
2081 7330 Liability Insurance	31,610	32,780	32,780	38,570	40,390
2081 7400 Fleet Maintenance	121,200	121,340	101,870	140,920	141,150
2081 7410 Fleet Replacement Reserve	72,690	73,750	73,750	109,330	109,330
2081 7412 Equipment Maintenance	183,678	102,070	95,490	105,690	107,690
2081 7420 Building Rental	10,340	10,690	10,690	12,190	12,070
2081 7421 Building Capital/Equipment Repl. Reserve	780	780	780	780	780
2081 7430 Computer Maintenance	250	260	260	-	-
2081 7431 Computer Replacement Reserve	100	100	100	100	100
2081 7432 IT Services	5,190	5,320	5,320	5,320	5,320
2081 7440 Office Expense	1,302	1,600	1,890	1,600	1,600
2081 7450 Publications and Dues	7,960	10,690	14,670	13,650	14,370
2081 7495 Professional and Special Services	83,584	59,730	73,460	69,310	75,660
2081 7530 City Services	470,029	497,260	511,390	494,480	497,260
2081 7550 Other Contractual Service	57,033	15,850	430	17,800	17,800
2081 7560 Advertisement and Public Relations	56,694	21,750	41,320	28,250	28,250
2081 7585 Rents and Leases - S.I.&G.	-	200	200	200	200
2081 7600 Special Departmental Expense	15,806	23,000	17,310	17,000	17,000
2081 7601 System Repairs	63,255	80,000	413,890	80,000	80,000
2081 7650 Chemicals	149,737	7,300	133,900	132,500	132,500
2081 7770 Training, Travel, and Meeting Expense	1,742	9,160	3,910	7,380	8,260
2081 7780 Utilities-Electricity	1,080,011	1,237,480	1,059,160	598,590	598,590
2081 7785 Utilities-Gas	4,529	22,560	11,680	13,540	14,430
2081 7788 Utilities-Water	5,934	21,240	7,950	9,940	10,830
2081 7955 Taxes	11,014	11,120	11,240	11,460	11,690
2081 7980 Bad Debt Expense	19,287	-	-	-	-
TOTAL SERVICES AND SUPPLIES	2,462,930	2,373,740	2,633,040	1,919,820	1,936,600
FIXED ASSETS					
2081 817021 Prior Year Fixed Assets	27,639	23,700	-	-	-
2081 817021 15-FIRE HYDRANTS	-	-	-	17,300	-
2081 817017 1-KUBOTA SPRAY VEHICLE	-	-	-	11,500	-
2081 818010 FIRE HYDRANTS (PARTS ONLY)	-	-	-	-	13,000
2081 818011 3-FIRE HYDRANT METERS, 3 INCH	-	-	-	-	6,750
TOTAL FIXED ASSETS	27,639	23,700	-	28,800	19,750
TRANSFERS/REIMBURSEMENTS					
2081 9146 C/A-Landscape Assess Dist	-	(940)	(880)	(910)	(940)
2081 9161 C/A-Sanitary Sewer Collection	(44,370)	(45,260)	(5,550)	-	-
2081 9164 C/A-Storm Drainage	(21,560)	(21,990)	(13,830)	-	-
2081 9190 C/A-O/S Parties	(29,506)	(12,500)	(20,500)	(12,500)	(12,500)
2081 9900 Operating Transfers Out	-	-	-	-	-
TOTAL TRANSFERS/REIM	(95,436)	(80,690)	(40,760)	(13,410)	(13,440)
NET EXPENDITURE	3,635,521	3,555,890	3,915,040	3,318,740	3,332,460

Summary Schedules

City of Hanford FY16/17 & FY17/18 Biennial Budget

SCHEDULE 3

SUMMARY OF FUND TRANSACTIONS

		FUNDS AVAILABLE			APPROPRIATIONS			Fund Balance 06/30/18
		Fund Balance 07/01/17	Receipts/ Transfers	Total Available	Operating	Capital	Debt Service	
001	General	1,327,430	26,739,350	28,066,780	26,391,737	-	-	1,674,983
002	Economic Uncertainty Reserve	4,988,000	48,000	5,036,000	-	-	-	5,036,000
004	Accumulated Capital Outlay	2,281,040	(77,880)	2,203,160	-	943,000	-	1,260,160
005	Downtown Re-Investment Fund	114,180	6,510	120,690	-	-	-	120,690
020	Parking	107,600	9,350	116,950	-	-	-	116,950
023	Special Aviation	-	639,000	639,000	-	639,000	-	-
025	Central Parking Improvement	130,210	104,550	234,760	81,090	10,000	-	143,670
042	Gas Tax (040-044)	2,066,790	1,157,560	3,224,350	-	1,750,000	-	1,474,350
050-054	Transportation Funds	2,023,720	1,132,050	3,155,770	-	722,000	-	2,433,770
055	CMAQ	-	420,000	420,000	-	420,000	-	-
056	Prop 1B-Transp Bonds	-	-	-	-	-	-	-
100-001	CDBG Entitlement	-	127,740	127,740	127,740	-	-	-
101	City Housing Loan	1,027,430	-	1,027,430	-	-	-	1,027,430
115-101	Cal HOME Program	-	-	-	-	-	-	-
120-001	HOME Grants	-	257,900	257,900	257,900	-	-	-
160	9th Ave Sewer Assessment District	100,850	13,750	114,600	-	-	-	114,600
161	12th Ave Sewer Assessment District	824,230	56,390	880,620	-	100,000	-	780,620
180	Park Impact Fees	4,526,170	842,020	5,368,190	-	150,000	-	5,218,190
181	Transportation Impact Fees	1,369,680	1,082,890	2,452,570	-	150,000	-	2,302,570
182	Fire Protection Impact Fees	1,051,460	151,530	1,212,990	-	-	-	1,212,990
183	Police Protection Impact Fees	713,960	89,190	803,150	-	-	-	803,150
184	Storm Water Impact Fees	685,240	66,720	751,960	-	50,000	-	701,960
185	Water System Impact Fees	2,645,330	574,980	3,220,310	-	50,000	-	3,170,310
186	Wastewater System Impact Fees	3,073,880	714,100	3,787,980	-	50,000	-	3,737,980
187	Refuse/Recycle Impact Fees	482,300	92,820	575,120	-	-	-	575,120
240-275	Landscape Assessment Districts	754,130	475,320	1,229,450	-	-	456,100	773,350
300	Airport	2,770	239,830	242,600	155,430	71,000	-	16,170
306	Refuse	1,429,480	6,779,970	8,209,450	7,548,790	25,000	-	635,661
310	City of Hanford Public Housing Authority	-	172,990	172,990	172,990	-	-	-
320	Intermodal Facility	-	47,580	47,580	47,580	-	-	-
330	Courthouse Square	-	187,990	187,990	187,990	-	-	-
358	Storm Drainage	4,200,850	1,375,410	5,576,260	790,330	223,500	-	4,562,430
361	Wastewater Maintenance and Operation	1,355,010	3,663,730	5,018,740	3,474,850	-	-	1,543,890
362	WWTP Expansion Reserve	2,000,000	-	2,000,000	-	-	-	2,000,000
363	Wastewater Capital Improvement	1,475,070	-	1,475,070	-	296,500	-	1,178,570
369	1996 Sewer Refund Bond Debt Service	-	-	-	-	-	-	-
374	CIEDB 2002 WW Dbt Svc	-	579,680	579,680	-	-	579,680	-
375	2011 BofA Lease/Pur	-	219,290	219,290	-	-	219,290	-
375-001	2012 Rfd Swr Rev Bond	-	940,360	940,360	-	-	940,360	-
375-002	2015 Rfd Swr Rev Bond	-	312,740	312,740	-	-	312,740	-
390	Water Maintenance and Operation	2,374,110	3,594,820	5,968,930	3,845,010	-	-	2,123,920
391	Water Capital Improvement	1,702,100	3,203,490	4,905,590	-	2,060,000	-	2,845,590
394-004	Gvmt Capital Wtr Lease/Pur Agrmt	-	296,510	296,510	-	-	296,510	-
394-005	2013 Water Refund Revenue Bond	-	1,139,800	1,139,800	-	-	1,139,800	-
394-006	2014 BofA Solar Lease/Purchase	-	583,550	583,550	-	-	583,550	-
395	Prop B4 Grant Funds	-	-	-	-	-	-	-
409	Insurance	1,500,000	-	1,500,000	-	-	-	1,500,000
410	Workers' Compensation	1,495,370	-	1,495,370	121,630	-	-	1,373,740
414	Computer Replacement Reserve	667,860	-	667,860	-	-	-	667,860
415	Computer Maintenance	90,700	-	90,700	9,300	-	-	81,400
416	Building Maintenance	206,450	(38,710)	167,740	(39,980)	-	-	207,720
417	Building Capital/Equip Repl. Reserve	502,180	-	502,180	(80,990)	-	-	583,170
447	Fleet Maintenance	222,700	3,500	226,200	13,340	-	-	212,860
448	Fleet Reserve	10,255,520	140,400	10,395,920	(359,500)	-	-	10,755,420
450	Fire Cap/Equip Repl Reserve	438,340	-	438,340	44,230	-	-	394,110
452	Aquatics Cap/Equip Repl Reserve	272,000	-	272,000	-	-	-	272,000
506	RDA Successor Agency Admin Funds	240,000	188,860	428,860	188,860	-	-	240,000
514-002	Police Mini Grants	-	-	-	-	-	-	-
523	Joint Rec/Ed Facility Project	-	-	-	-	-	-	-
524-001	Grants	-	-	-	-	-	-	-
555-562	CFD 91-1 Bond	-	-	-	-	-	-	-
		60,724,140	58,365,630	119,089,770	42,978,387	7,710,000	4,528,030	63,873,353



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017

AGENDA SECTION: H

SUBJECT:

Public Works: Purchase of one 2018 Peterbilt Low Bed Tractor Truck from E. M. Tharp Inc., of Porterville, in the amount of \$126,790.28; authorize an additional appropriation of \$89,212.28 from Fleet Replacement Reserves; and declare an existing 1974 Peterbilt Lowbed Tractor Truck as surplus.

RECOMMENDATION:

That the City Council, by motion:

1. Approve the purchase of one 2018 Peterbilt 567 Low bed Tractor Truck from E. M. Tharp Inc., of Porterville, in the amount of \$126,790.28;
2. Authorize an additional appropriation of \$89,212.28 from Fleet Replacement Reserves; and
3. Declare an existing 1974 Peterbilt Low Bed Tractor Truck as surplus and authorize the sale of the vehicle.

BACKGROUND:

The Fleet Replacement Reserve Budget provides funds to replace an existing 1974 low bed tractor truck that has outlived its useful life. The unit being replaced has met the City's established replacement lifecycle service life of 20 years and has over 700,000 miles. The vehicle being replaced is showing signs of advanced wear as documented by equipment maintenance records. Maintenance costs have steadily increased over the years, and the equipment has become unreliable for everyday use.

Bids to purchase one heavy duty Peterbilt Low bed Tractor Truck were requested from three (3) vendors with bid results summarized as follows:

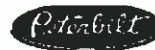
E. M. Tharp Inc. of Porterville----- \$126,790.28
 E. M. Tharp Inc. of Bakersfield-----\$128,023.66
 E. M. Tharp Inc. of Fresno-----\$128,238.16

FISCAL IMPACT:

The FY 16/17 Fleet Reserve Budget provided an estimate of \$99,000.00 for the purchase of a replacement one low bed tractor truck. To date approximately \$37,578.00 has been collected through the fleet replacement program. The total purchase price for the new low bed truck is \$126,790.28, including tax and delivery charges. An additional appropriation of \$89,212.28 from Fleet Replacement Reserves is necessary to fully fund the purchase. There are sufficient funds in the reserve account to fund the purchase shortfall without impacting budgeted vehicle / equipment purchases in FY 16/17 and 17/18. Attached for Council review are copies of budget pages 15 (schedule 3) and 151 (Fleet Replacement Reserve).

ATTACHMENTS:

E.M. Tharp Inc. Quote
Budget Pages

E.M. Tharp Inc., d.b.a. Golden State Peterbilt

15243 Road 192 Porterville, CA 93257 (559) 784-5652 Phone (559) 746-0346 Fax

City of Hanford
315 North Douty
Hanford, Ca. 93257
(559) 585-2554
Tom Bettencourt

Stock Number: Order
Quote Number: 37856

Customer Proposal Letter
January 16, 2017

Thank you for the opportunity to earn your business. We look forward to working with you on your business needs.
Please accept the following proposal

Year	Make	Model	Description	Mileage
2018	Peterbilt	567	3 axle Day cab	0
Estimated Delivery Date: March 30, 2017				
Quantity	1		Total	
Vehicle Price per Unit	\$114,328.00		\$114,328.00	
Headache Rack & Cozad Ramps	\$3,600.00		\$3,600.00	
N/A	\$0.00		\$0.00	
N/A	\$0.00		\$0.00	
N/A	\$0.00		\$0.00	
N/A	\$0.00		\$0.00	
N/A	\$0.00		\$0.00	
Federal Excise Tax	\$0.00		\$0.00	
Federal Excise Tax Tire Credit	\$0.00		\$0.00	
Net Sales Price	\$117,928.00		\$117,928.00	
Estimated License, License Transfer, Reg. Fee	\$0.00		\$0.00	
State & Local Taxes	7.250%	\$8,549.78	\$8,549.78	
Tire Recycling Fee	\$17.50		\$17.50	
Documentary Fee	\$45.00		\$45.00	
Administration Fee	\$250.00		\$250.00	
Out of State Delivery	\$0.00		\$0.00	
Optional Extended Warranty (ies) / Non Taxable Items				
N/A	\$0.00		\$0.00	
N/A	\$0.00		\$0.00	
N/A	\$0.00		\$0.00	
N/A	\$0.00		\$0.00	
N/A	\$0.00		\$0.00	
Total Sales Price	\$126,790.28		\$126,790.28	
Trade Allowance			\$0.00	

Proposal Valid for: 30 Days

*See DISCLAIMER (page 2)

Public Works

City of Hanford FY16/17 & FY17/18 Biennial Budget

LINE ITEM SUMMARY

PUBLIC WORKS - FLEET REPLACEMENT RESERVE

Fund: 448 Division: 2050

		2014-15 ACTUAL	2015-16 ADOPTED	2015-16 PROJECTED	2016-17 PROPOSED	2017-18 PROPOSED
	<u>FIXED ASSETS</u>					
2050 888599	Prior Year Fixed Assets	1,384,075	976,060	1,500,330	-	-
2050 817049	MISC SMALL EQUIP (PARKS)	-	-	-	5,000	-
2050 817301	1-CONTAINER DELIVERY TRUCK	-	-	-	42,000	-
2050 817302	1-MOTORCYCLE (PD)	-	-	-	31,000	-
2050 817303	3-CARS, PATROL	-	-	-	135,000	-
2050 817304	4-PICKUP, 1/2 TON	-	-	-	78,400	-
2050 817305	7-PICKUP, 3/4 TON	-	-	-	210,000	-
2050 817306	1-PICKUP, FLATBED (STREETS)	-	-	-	37,000	-
2050 817307	1-PICKUP, 4 DOOR 4X4 (FIRE)	-	-	-	29,100	-
2050 817308	1-SERVICE TRUCK (SEWER)	-	-	-	65,400	-
2050 817309	1-CHIPPER BOX TRUCK (PARKS)	-	-	-	40,700	-
2050 817310	1-PICKUP, FLATBED DUMP TRUCK (STREETS)	-	-	-	64,500	-
2050 817311	1-TRACTOR (STREETS) <i>Low Bed Tractor</i>	-	-	-	99,000	-
2050 817312	1-TRUCK, BOOM/LIFT (PARKS)	-	-	-	114,000	-
2050 817313	1-TRUCK, 30YD AUTOMATED	-	-	-	301,300	-
2050 817315	3-TILT TRAILERS (PARKS)	-	-	-	19,500	-
2050 817316	1-TRAILER MOUNTED PUMP (WWTP)	-	-	-	21,930	-
2050 817317	2-PORTABLE TRAILER MNTD GENSETS	-	-	-	211,000	-
2050 817318	1-RIDING DUMP MOWER	-	-	-	29,000	-
2050 818027	MISC SMALL EQUIP (PARKS)	-	-	-	-	5,000
2050 818300	3-CARS, PATROL	-	-	-	-	135,000
2050 818301	1-TRUCK, 30YD AUTOMATED	-	-	-	-	301,300
2050 818302	1-STREET SWEEPER	-	-	-	-	275,000
2050 818303	1-INTEGRATED TOOL LOADER (STREETS)	-	-	-	-	175,000
2050 818304	1-WOOD CHIPPER (PARKS)	-	-	-	-	38,300
2050 818305	1-HYDRO VAC (SEWER)	-	-	-	-	346,000
	TOTAL FIXED ASSETS	1,384,075	976,060	1,500,330	1,533,830	1,275,600
	<u>TRANSFERS/REIMBURSEMENTS</u>					
2050 9100	Interfund Charges	(1,435,190)	(1,426,880)	(1,426,880)	(1,637,450)	(1,635,100)
	TOTAL TRANSFERS/REIMB.	(1,435,190)	(1,426,880)	(1,426,880)	(1,637,450)	(1,635,100)
	NET EXPENDITURE	(51,115)	(450,820)	73,450	(103,620)	(359,500)

Summary Schedules

City of Hanford FY16/17 & FY17/18 Biennial Budget

SCHEDULE 3

SUMMARY OF FUND TRANSACTIONS

		FUNDS AVAILABLE			APPROPRIATIONS		
		Fund Balance 07/01/17	Receipts/ Transfers	Total Available	Operating	Capital	Debt Service
							Fund Balance 06/30/18
001	General	1,327,430	26,739,350	28,066,780	26,391,797	-	-
002	Economic Uncertainty Reserve	4,988,000	48,000	5,036,000	-	-	5,036,000
004	Accumulated Capital Outlay	2,281,040	(77,880)	2,203,160	-	943,000	1,260,160
005	Downtown Re-Investment Fund	114,180	6,510	120,690	-	-	120,690
020	Parking	107,600	9,350	116,950	-	-	116,950
023	Special Aviation	-	639,000	639,000	-	639,000	-
025	Central Parking Improvement	130,210	104,550	234,760	81,090	10,000	143,670
042	Gas Tax (040-044)	2,066,790	1,157,560	3,224,350	-	1,750,000	1,474,350
050-054	Transportation Funds	2,023,720	1,132,050	3,155,770	-	722,000	2,433,770
055	CMAQ	-	420,000	420,000	-	420,000	-
056	Prop 1B-Transp. Bonds	-	-	-	-	-	-
100-001	CDBG Entitlement	-	127,740	127,740	127,740	-	-
101	City Housing Loan	1,027,430	-	1,027,430	-	-	1,027,430
115-101	Cal HOME Program	-	-	-	-	-	-
120-001	HOME Grants	-	257,900	257,900	257,900	-	-
160	9th Ave Sewer Assessment District	100,850	13,750	114,600	-	-	114,600
161	12th Ave Sewer Assessment District	824,230	56,390	880,620	-	100,000	780,620
180	Park Impact Fees	4,526,170	842,020	5,368,190	-	150,000	5,218,190
181	Transportation Impact Fees	1,369,680	1,082,890	2,452,570	-	150,000	2,302,570
182	Fire Protection Impact Fees	1,051,460	161,530	1,212,990	-	-	1,212,990
183	Police Protection Impact Fees	713,960	89,190	803,150	-	-	803,150
184	Storm Water Impact Fees	685,240	66,720	751,960	-	50,000	701,960
185	Water System Impact Fees	2,645,330	574,980	3,220,310	-	50,000	3,170,310
186	Wastewater System Impact Fees	3,073,880	714,100	3,787,980	-	50,000	3,737,980
187	Refuse/Recycle Impact Fees	482,300	92,820	575,120	-	-	575,120
240-275	Landscape Assessment Districts	754,130	475,320	1,229,450	-	-	773,350
300	Airport	2,770	239,830	242,600	155,430	71,000	16,170
306	Refuse	1,429,480	6,779,970	8,209,450	7,548,790	25,000	635,661
310	City of Hanford Public Housing Authority	-	172,990	172,990	172,990	-	-
320	Intermodal Facility	-	47,580	47,580	47,580	-	-
330	Courthouse Square	-	187,990	187,990	187,990	-	-
358	Storm Drainage	4,200,850	1,375,410	5,576,260	790,330	223,500	4,562,430
361	Wastewater Maintenance and Operation	1,355,010	3,663,730	5,018,740	3,474,850	-	1,543,890
362	WWTP Expansion Reserve	2,000,000	-	2,000,000	-	-	2,000,000
363	Wastewater Capital Improvement	1,475,070	-	1,475,070	-	296,500	1,178,570
369	1996 Sewer Refund Bond Debt Service	-	-	-	-	-	-
374	CIEDB 2002 WW Dbt Svc	-	579,680	579,680	-	-	579,680
375	2011 BofA Lease/Pur	-	219,290	219,290	-	-	219,290
375-001	2012 Rfd Swr Rev Bond	-	940,360	940,360	-	-	940,360
375-002	2015 Rfd Swr Rev Bond	-	312,740	312,740	-	-	312,740
390	Water Maintenance and Operation	2,374,110	3,594,820	5,968,930	3,845,010	-	2,123,920
391	Water Capital Improvement	1,702,100	3,203,490	4,905,590	-	2,060,000	2,845,590
394-004	Gvmt Capital Wtr Lease/Pur Agrmt	-	296,510	296,510	-	-	296,510
394-005	2013 Water Refund Revenue Bond	-	1,139,800	1,139,800	-	-	1,139,800
394-006	2014 BofA Solar Lease/Purchase	-	583,550	583,550	-	-	583,550
395	Prop 84 Grant Funds	-	-	-	-	-	-
409	Insurance	1,500,000	-	1,500,000	-	-	1,500,000
410	Workers' Compensation	1,495,370	-	1,495,370	121,630	-	1,373,740
414	Computer Replacement Reserve	667,860	-	667,860	-	-	667,860
415	Computer Maintenance	90,700	-	90,700	9,300	-	81,400
416	Building Maintenance	206,450	(38,710)	167,740	(39,980)	-	207,720
417	Building Capital/Equip Repl. Reserve	502,180	-	502,180	(80,990)	-	583,170
447	Fleet Maintenance	222,700	3,500	226,200	13,340	-	212,860
448	Fleet Reserve	10,255,520	140,400	10,395,920	(359,500)	-	10,755,420
450	Fire Cap/Equip Repl Reserve	438,340	-	438,340	44,230	-	394,110
452	Aquatics Cap/Equip Repl Reserve	272,000	-	272,000	-	-	272,000
506	RDA Successor Agency Admin Funds	240,000	188,860	428,860	188,860	-	240,000
514-002	Police Mini Grants	-	-	-	-	-	-
523	Joint Rec/Ed Facility Project	-	-	-	-	-	-
524-001	Grants	-	-	-	-	-	-
555-562	CFD 91-1 Bond	-	-	-	-	-	-
		60,724,140	58,365,630	119,089,770	42,978,387	7,710,000	4,528,030
							63,873,353



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017	AGENDA SECTION: I
--------------------------------	--------------------------

SUBJECT:

Public Works: Permission to Advertise the Police Department Investigations Building Renovation Project

RECOMMENDATION:

That the City Council, by motion, authorize staff to advertise for bids for the Police Department Investigations Building Renovation Project.

BACKGROUND:

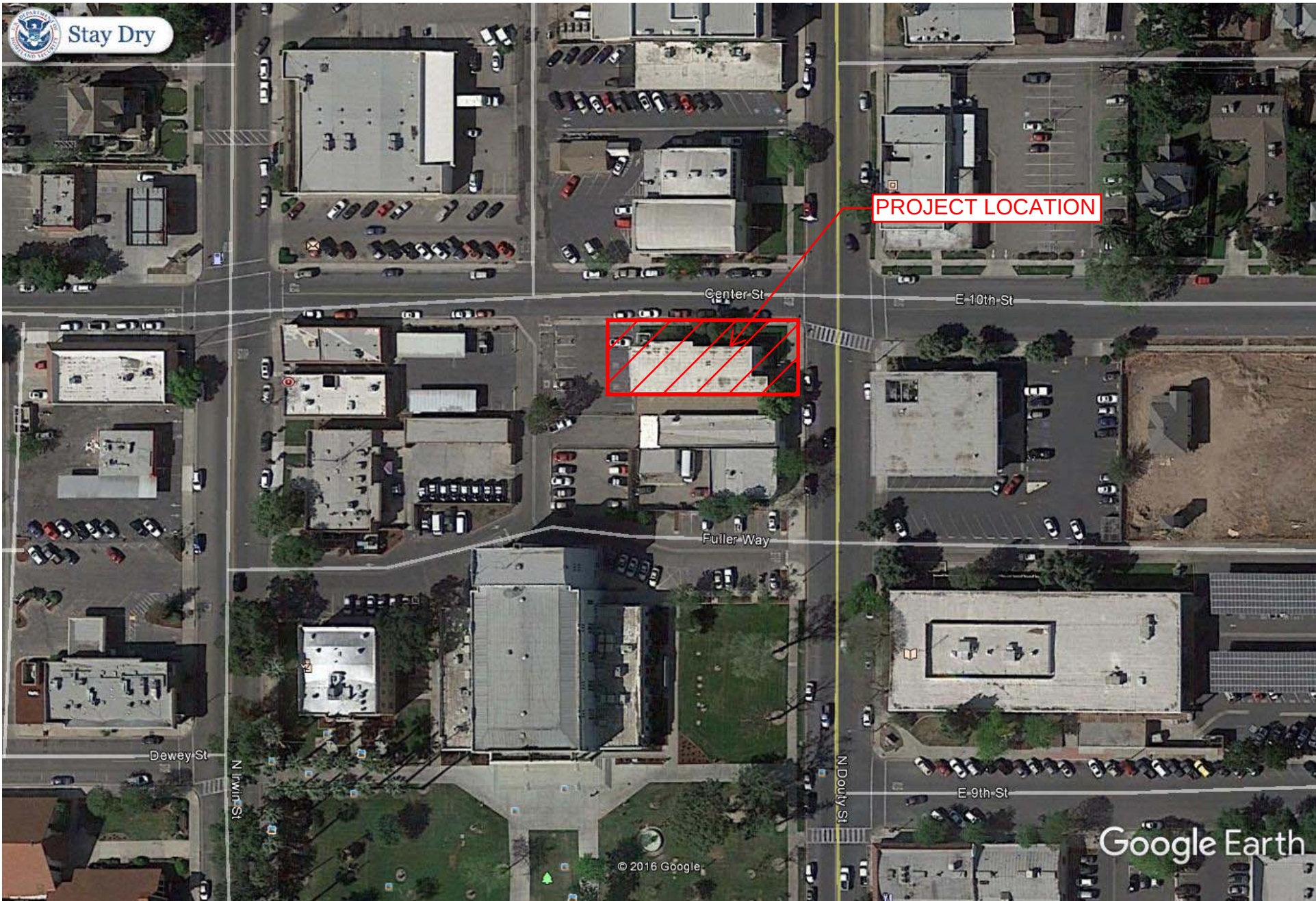
The Police Department Investigations Building Renovation Project will provide redesigned work space, specifically for the Investigations Division, thus providing twice the amount of functional work space than their current facility. In May of 2016, Council authorized the Police Department to enter into a professional services agreements with the firm of Lane Engineers Inc., to prepare plans and specifications for the renovation project. Plans and specifications for the project are now complete and ready for bid.

FISCAL IMPACT:

The Police Department development impact fee account currently has projected fund balance of approximately \$ 803,000 through the end of fiscal year FY 17/18. This balance far exceeds the amount that is estimated to complete the renovation project. If authorized, bids will be brought back to Council for approval and award of a contract with hopes of construction beginning in late spring 2017. Attached for Council review is a copy of budget page 15 (Schedule 3).

ATTACHMENTS:

PD Building Remodel - Location Map
Budget Page 15 - Schedule 3



Google Earth



8.1.a

Summary Schedules

City of Hanford FY16/17 & FY17/18 Biennial Budget

SCHEDULE 3

SUMMARY OF FUND TRANSACTIONS

		FUNDS AVAILABLE			APPROPRIATIONS		
		Fund Balance 07/01/17	Receipts/ Transfers	Total Available	Operating	Capital	Debt Service
							Fund Balance 06/30/18
001	General	1,327,430	26,739,350	28,066,780	26,391,797	-	1,674,983
002	Economic Uncertainty Reserve	4,988,000	48,000	5,036,000	-	-	5,036,000
004	Accumulated Capital Outlay	2,281,040	(77,880)	2,203,160	-	943,000	1,260,160
005	Downtown Re-Investment Fund	114,180	6,510	120,690	-	-	120,690
020	Parking	107,600	9,350	116,950	-	-	116,950
023	Special Aviation	-	639,000	639,000	-	639,000	-
025	Central Parking Improvement	130,210	104,550	234,760	81,090	10,000	143,670
042	Gas Tax (040-044)	2,066,790	1,157,560	3,224,350	-	1,750,000	1,474,350
050-054	Transportation Funds	2,023,720	1,132,050	3,155,770	-	722,000	2,433,770
055	CMAQ	-	420,000	420,000	-	420,000	-
056	Prop 1B-Transp Bonds	-	-	-	-	-	-
100-001	CDBG Entitlement	-	127,740	127,740	127,740	-	-
101	City Housing Loan	1,027,430	-	1,027,430	-	-	1,027,430
115-101	Cal HOME Program	-	-	-	-	-	-
120-001	HOME Grants	-	257,900	257,900	257,900	-	-
160	9th Ave Sewer Assessment District	100,850	13,750	114,600	-	-	114,600
161	12th Ave Sewer Assessment District	824,230	56,390	880,620	-	100,000	780,620
180	Park Impact Fees	4,526,170	842,020	5,368,190	-	150,000	5,218,190
181	Transportation Impact Fees	1,369,680	1,082,890	2,452,570	-	150,000	2,302,570
182	Fire Protection Impact Fees	1,051,460	161,530	1,212,990	-	-	1,212,990
183	Police Protection Impact Fees	713,960	89,190	803,150	-	-	803,150
184	Storm Water Impact Fees	685,240	66,720	751,960	-	50,000	701,960
185	Water System Impact Fees	2,645,330	574,980	3,220,310	-	50,000	3,170,310
186	Wastewater System Impact Fees	3,073,880	714,100	3,787,980	-	50,000	3,737,980
187	Refuse/Recycle Impact Fees	482,300	92,820	575,120	-	-	575,120
240-275	Landscape Assessment Districts	754,130	475,320	1,229,450	-	-	773,350
300	Airport	2,770	239,830	242,600	155,430	71,000	16,170
306	Refuse	1,429,480	6,779,970	8,209,450	7,548,790	25,000	635,661
310	City of Hanford Public Housing Authority	-	172,990	172,990	172,990	-	-
320	Intermodal Facility	-	47,580	47,580	47,580	-	-
330	Courthouse Square	-	187,990	187,990	187,990	-	-
358	Storm Drainage	4,200,850	1,375,410	5,576,260	790,330	223,500	4,562,430
361	Wastewater Maintenance and Operation	1,355,010	3,663,730	5,018,740	3,474,850	-	1,543,890
362	WWTP Expansion Reserve	2,000,000	-	2,000,000	-	-	2,000,000
363	Wastewater Capital Improvement	1,475,070	-	1,475,070	-	296,500	1,178,570
369	1996 Sewer Refund Bond Debt Service	-	-	-	-	-	-
374	CIEDB 2002 WW Dbt Svc	-	579,680	579,680	-	-	-
375	2011 BoA Lease/Pur	-	219,290	219,290	-	-	-
375-001	2012 Rfd Swr Rev Bond	-	940,360	940,360	-	-	-
375-002	2015 Rfd Swr Rev Bond	-	312,740	312,740	-	-	-
390	Water Maintenance and Operation	2,374,110	3,594,820	5,968,930	3,645,010	-	2,123,920
391	Water Capital Improvement	1,702,100	3,203,490	4,905,590	-	2,060,000	2,845,590
394-004	Gvmt Capital Wtr Lease/Pur Agrmt	-	296,510	296,510	-	-	-
394-005	2013 Water Refund Revenue Bond	-	1,139,800	1,139,800	-	-	-
394-006	2014 BoA Solar Lease/Purchase	-	583,550	583,550	-	-	-
395	Prop 84 Grant Funds	-	-	-	-	-	-
409	Insurance	1,500,000	-	1,500,000	-	-	1,500,000
410	Workers' Compensation	1,495,370	-	1,495,370	121,630	-	1,373,740
414	Computer Replacement Reserve	667,860	-	667,860	-	-	667,860
415	Computer Maintenance	90,700	-	90,700	9,300	-	81,400
416	Building Maintenance	206,450	(38,710)	167,740	(39,980)	-	207,720
417	Building Capital/Equip. Repl. Reserve	502,180	-	502,180	(80,990)	-	583,170
447	Fleet Maintenance	222,700	3,500	226,200	13,340	-	212,860
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506	RDA Successor Agency Admin Funds	240,000	188,860	428,860	188,860	-	240,000
514-002	Police Mini Grants	-	-	-	-	-	-
523	Joint Rec/Ed Facility Project	-	-	-	-	-	-
524-001	Grants	-	-	-	-	-	-
555-562	CFD 91-1 Bond	-	-	-	-	-	-
		60,724,140	58,365,630	119,089,770	42,978,387	7,710,000	4,528,030
							63,873,353



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017	AGENDA SECTION: J
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SUBJECT:

Public Works: Award a contract to Telstar, Inc., of Hanford for the installation, programming, and integration of a new storm drain Supervisory Control and Data Acquisition (SCADA) system, for an amount not to exceed \$246,975.

RECOMMENDATION:

That the City Council, by motion, award a contract to Telstar, Inc., of Hanford, for the installation, programming, and integration of a new storm drain SCADA system for an amount not to exceed \$246,975.

BACKGROUND:

This project consists of the purchase, installation and programming of new SCADA equipment for the City's storm drainage collection system. The new SCADA system will allow the Public Works Department Utilities Division to utilize its existing Wonderware Telemetry System software (utilized for sanitary sewer operations) to provide SCADA control for storm drainage operations. The new SCADA system will allow remote access and control of the City's storm drainage lift stations that are used to pump storm water off city streets during storm events.

Currently city staff must manually check all lift stations during storm events which requires staff to drive to each station to ensure that the station is operating properly. Those man hours could be better utilized responding to other calls for service related to storm events (i.e. cleaning drains, clearing debris, assisting residents, etc) if access and control could be provided remotely. By adding SCADA controls to all storm drain lift stations, staff will have the ability to remotely monitor and respond in a more efficient manner.

The firm of Telstar Inc., specializes in the installation and maintenance of SCADA systems and associated software services. Telstar Inc., has previously provided SCADA system equipment installation and associated maintenance services for the City's water system, sanitary sewer system and Wastewater Treatment Plant.

FISCAL IMPACT:

The FY17/18 Capital Improvement Budget provides \$250,000 for the purchase and installation of SCADA equipment for all storm drain lift stations located throughout the City, including programming and integration into our existing Wonderware Telemetry System software.

ATTACHMENTS:

TelStar Proposal - Lift Stations
Budget Page 245



Contractor License #422364

**CONTROL SYSTEM INTEGRATION • INSTRUMENTATION SALES & SERVICE
SCADA • PLC/HMI • Telemetry • Calibration • Maintenance**

February 8, 2017

City of Hanford Utilities

Sent via email: MCosenza@cityofhanfordca.com

Attn: Mike Cosenza

Subj: Supply and Install a SCADA Panel & Antenna for the Lift Station Storm Drains

Ref: 28629

Dear Mr. Cosenza,

Telstar is pleased to provide a quote to Integrate the Lift Station Storm Drains within your existing SCADA System:

Scope of Work:

1. Design and fabricate a new SCADA Panel.
 - a. Panel will be provided with a Micrologix 1400 PLC identical to your Lift Stations.
 - b. The panel will include an MDS radio.
 - c. The panel will be provided with a UPS providing backup power for short utility power loss problems.
2. Provide and install the panel connecting to available discreet contacts in your existing pump panel to provide remote annunciation for Run for both Pumps, Failure for both Pumps and High Sump Level.
3. Provide and install 20ft conduit mast with a Yagi antenna aimed at your master station. Please note that if a higher antenna is required, additional compensation will be required to provide an appropriate solution.
4. Provide a screens within your existing SCADA software.
5. Commission the panel and software confirming proper communication and reporting of the various run and fault discreet I/O.

Pricing Per Station**15 Stations \$16,465.00****Grand Total: \$246,975.00**

1717 Solano Way, Unit 34, **Concord**, CA 94520 Phone 925-671-2888, Fax 925-671-9507
4017 Vista Park Ct, **Sacramento**, CA 95834 Phone 916-646-1999, Fax 916-646-1096
202 South Douty Street, **Hanford**, CA 93230 Phone 559-584-7116, Fax 559-584-8028

**Exclusions/Clarifications**

1. **This price includes tax and freight.**
2. Any additional work outside of the scope will require approval before Telstar can proceed.

For your convenience, we now accept all major credit cards. This price includes applicable tax or freight. We can commence with this at your direction. This quote is valid for thirty days. This quote is based on information provided to Telstar and may or may not be correct or complete. Please review this proposal for compliance with the complete and final specifications and drawings before acceptance. Our terms are due and payable 30 days from date of invoice. Payments must be made on a minimum of a monthly basis. If payment is not received by the 30th day, a .05% daily service charge (18-3/4% per annum) will be charged on all accounts past due. Rates quoted herein will automatically be increased for overhead and cost of living at a minimum of every year, or at contract renewal, whichever is less. Attorney's fees, court costs and costs of collection will be paid to prevailing party. Permits and bonding are excluded unless otherwise noted herein. Our standard insurance applies unless otherwise agreed to in writing by Telstar. We accept no responsibility for consequential damages and our standard warranty applies. Telstar does not warranty OEM equipment; the standard manufacturer's warranty applies. Any labor performed by Telstar due to equipment warranty claims, is due and payable as an extra and/or additional charge to the quote noted herein. Please reference the above stated quote number in all correspondence and purchase orders. This quote is based on standard straight time hours and does not include any prevailing wage rates unless agreed in writing by Telstar. Infrared inspections only include reports on equipment out of specification; any equipment under normal operation will not be reported or photographed. Due to factors beyond our control, including unlawful radio interference by outside parties, unfavorable climatic conditions, and/or terrain interference caused by construction of buildings or growth of vegetation, radio path surveys are not covered by our warranty. Vehicle expense will be in addition to the price quoted unless specifically included within the body of this quote. The price quoted herein is for the labor and materials specifically listed within the body of this quote. Service calls and time and materials rates carry a 4-hour minimum per person. Any time over 4 hours is charged as 8 hours. Cancellation charges apply including engineering, labor, materials, quote and estimating time, markup, % of profit, return goods fees, etc. at the time of written cancellation notice to Telstar.

If you have any questions, please do not hesitate to contact me at 559-584-7116.

Sincerely,

Konor Meeks

Konor Meeks
Instrumentation Specialist



Contractor License #422364

SCADA Installation on Storm Drain Lift Stations

Project Background:

This project consists of installing equipment and programming the existing Wonderware system to utilize SCADA's controls to operate and control Storm Drain lift Stations that pump into People's Ditch during storm events.

Existing Conditions:

Currently City staff have to manually check all lift stations during storm events which requires significant manhours that could be utilized repairing, cleaning, or monitoring other parts of the storm system. The addition of these lift stations to SCADA will allow remote startup and help staff to optimize pumping during storms without having to manually visit each pump.

Project Justification:

This project will allow staff to utilize SCADA to determine if pumps start as required and to minimize high level faults. In addition, during storm events, staff will be able to minimize labor travelling to each station which will assist in better storm response to other issues.

Fiscal Implications:

Funding for this project will be allocated from storm drainage reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project	Construction					
	Equipment/Installation	250,000					
Total Expenditure		\$250,000	\$0	\$0	\$0	\$0	\$0
Revenue	Funding						
	358 Storm Drainage Capital	250,000					
Total Funding		\$250,000	\$0	\$0	\$0	\$0	\$0



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017	AGENDA SECTION: K
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SUBJECT:

Public Works: Acceptance of Offer of Dedication from Daniel Urrutia and Myrtha E. Urrutia, Trustees of the Daniel Urrutia Family Trust, Dated June 1, 2005 for street widening purposes at Centennial Drive and Grangeville Boulevard.

RECOMMENDATION:

That the City Council, by motion, accept the attached Offer of Dedication from Daniel Urrutia and Myrtha E. Urrutia, Trustees of the Daniel Urrutia Family Trust, Dated June 1, 2005 for street widening purposes, and authorize the City Manager to sign the deed certification and the City Clerk to file said deed with the Kings County Recorder's office.

BACKGROUND:

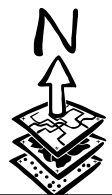
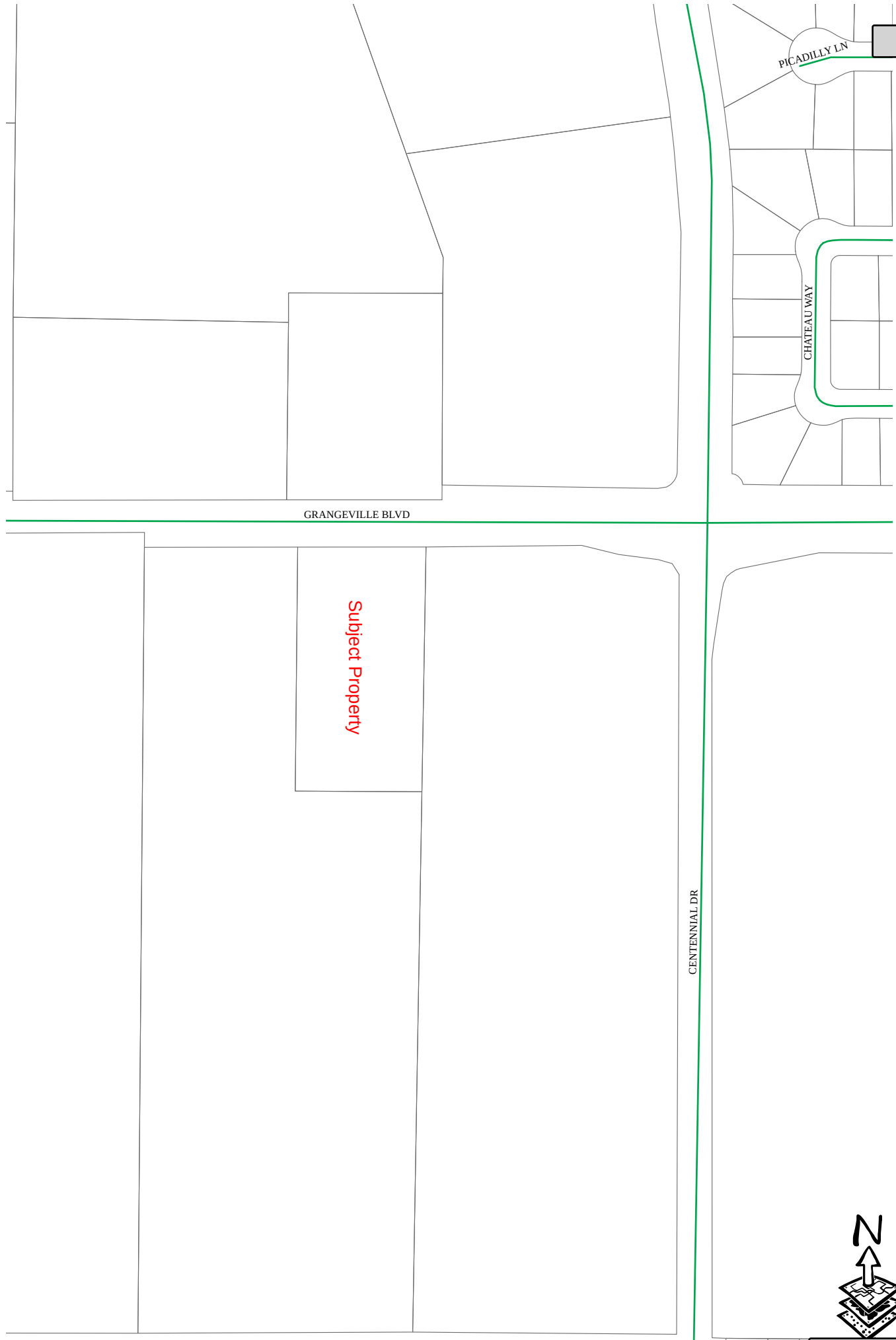
The approval and construction of a new subdivision, Tract No. 917, by Woodside Homes, at the southwest corner of Centennial Drive and Grangeville Boulevard requires an offer of dedication in order to construct infrastructure and street widening. The attached offer of dedication to the City provides the necessary right of way to facilitate the construction of the street improvements.

FISCAL IMPACT:

The Offer of Dedication for street widening purposes from the Daniel Urrutia Family Trust, Dated June 1, 2005 to the City is being made at no cost.

ATTACHMENTS:

Property Location Map
Offer of Dedication



RECORDING REQUESTED BY:

CITY OF HANFORD

WHEN RECORDED MAIL TO:

CITY OF HANFORD
319 N. Douty Street
Hanford, CA93230

SPACE ABOVE THIS LINE FOR RECORDER'S USE

MAIL TAX STATEMENTS TO:

CITY OF HANFORD
319 N. Douty
Hanford, CA93230

DOCUMENTARY TRANSFER TAX \$..0-.....

..... Computed on the consideration or value of property conveyed; OR
..... Computed on the consideration or value less liens or encumbrances
remaining at the time of sale.

OFFER OF DEDICATION

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

Daniel Urrutia and Myrtha E. Urrutia, Trustees of the Daniel Urrutia Family Trust, Dated June 1, 2005

hereby makes an irrevocable Offer of Dedication to the City of Hanford, a municipal corporation

FOR STREET AND UTILITY PURPOSES over, under, through and across all that real property in the City of Hanford, County
of Kings, State of California, described as:

See Exhibit "A" attached.

A.P.N. 009-050-092

Daniel Urrutia Family Trust, Dated June 1, 2005

By:

Daniel Urrutia, Trustee
Daniel Urrutia, Trustee

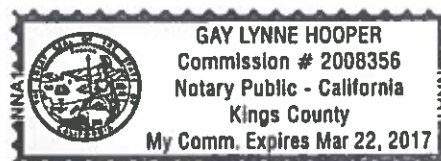
By:

Myrtha E. Urrutia, Trustee
Myrtha E. Urrutia, TrusteeA notary public or other officer completing this certificate verifies only the identity of the individual who signed the
document to which this certificate is attached and not the truthfulness, accuracy, or validity of that document.STATE OF California)COUNTY OF Kings) ss.On January 5, 2017, before me, Gay Lynne Hooper, Notary Public, personally appeared Daniel Urrutia, who
proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that
he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon
behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

Gay Lynne Hooper

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached and not the truthfulness, accuracy, or validity of that document.

STATE OF California)
COUNTY OF Kings) ss.

On JANUARY 5, 2017, before me, GAY LYNNE HOOPER, Notary Public, personally appeared Myntha E. Urrutia, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

GAY LYNNE HOOPER



MAIL TAX STATEMENTS AS DIRECTED ON SHEET 1

EXHIBIT "A"

All of that portion of the Northwest Quarter of Section 27, Township 18 South, Range 21 East, Mount Diablo Base and Meridian, in the City of Hanford, County of Kings, State of California according to the approved Government Township Plats thereof, described as follows:

The Northerly 13.00 feet of Parcel A, as shown on a map recorded in Book 19 at Page 75, of Parcel Maps, in the Office of the Kings County Recorder.

Containing 2,613 square feet, more or less.



DEED CERTIFICATION

This is to certify that the interest in real property conveyed by the Offer of Dedication dated _____, 2017 by Daniel and Myrtha E. Urrutia, trustees of the Daniel Urrutia Family Trust dated June 1, 2005, to the CITY OF HANFORD, a municipal corporation, is hereby accepted by order of the City Council of the City of Hanford and the Grantee consents to recordation by its duly authorized officer.

DATED: _____, 2017

CITY OF HANFORD, a municipal corporation

By: _____
Darrel Pyle, City Manager

Attest: _____
Jennifer Gomez, City Clerk



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017	AGENDA SECTION: L
--------------------------------	--------------------------

SUBJECT:

Public Works: Award a contract to QK, Inc., of Visalia, in the amount of \$46,000.00 for Engineering and Design Consultant Services for the Bicycle and Pedestrian Facilities Improvement Project.

RECOMMENDATION:

That the City Council, by motion, award a contract to QK, Inc., of Visalia, in the amount of \$46,000.00 for Engineering and Design Consultant Services for the Bicycle and Pedestrian Facilities Improvement Project.

BACKGROUND:

In February 2016, the City Council accepted a citywide Bicycle and Pedestrian Master Plan prepared by the firm of QK, Inc., of Visalia. The document identifies and ranks by priority bike way and pedestrian improvement segments to be made within the city to meet the goals and objectives identified in the plan. A copy of the Bicycle and Pedestrian Master Plan is attached for Council review.

In November 2016, the City was awarded a \$500,200 Federal Congestion Mitigation Air Quality (CMAQ) grant for the design and construction of high and medium ranked bicycle and pedestrian facility improvements as identified in the master plan.

A total of two proposals were received and reviewed for engineering and design consultant services (Peter's Engineering Group of Clovis and QK, Inc.) For federally funded engineering design services, proposals are evaluated based on project understanding, experience, and technical ability. Based on staff review of the proposals, QK, Inc. of Visalia, was selected as the most qualified consultant for the project. Upon selection, the cost proposal was opened, reviewed, and negotiated to meet project goals. QK, Inc., proposed to perform design services for a fixed fee cost of \$46,000.00.

The contract stipulates that the consultants shall complete project plans and specifications within ninety (90) calendar days from the date of Notice to Proceed. If approved, work on this project is

expected to begin in March 2017. Upon completion of project design for this project, the city will have bid ready plans and specifications for the construction of the bicycle and pedestrian facility high and medium priority improvements.

FISCAL IMPACT:

The FY 16/17 Capital Improvement Program Budget provides \$50,000 for Engineering and Inspection services. A copy of the budget page is attached for Council review.

ATTACHMENTS:

Pedestrian and Bicycle Master Plan January 2016

QK Prof Agreement

Budget Page 231

CITY OF HANFORD PEDESTRIAN AND BICYCLE MASTER PLAN

JANUARY 2016

Attachment: Pedestrian and Bicycle Master Plan January 2016 (1837 : PW: Bicycle and Pedestrian Facility Improvements ? Design Services



PUBLIC DRAFT

HANFORD PEDESTRIAN AND BICYCLE MASTER PLAN



Prepared for:
 City of Hanford
 Contact: Melody Haigh
 317 N. Douty Street
 Hanford, California 93230
 559-585-2583

Consultant:



901 East Main Street
 Visalia, California 93292
 Contact: Steve Brandt, AICP, LEED AP
 (559) 733-0440

January 2016

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140304

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Walking and bicycling provide opportunities for healthy exercise and to improve mobility for all members of the community. In addition, these alternative transportation modes benefit a community by reducing impacts on air and noise quality, relieving traffic congestion, vehicle parking demand, and reducing consumption of energy resources. The principal goal of this City of Hanford's Pedestrian and Bicycle Master Plan (Plan) is ***to provide the means to support bicycling and walking as an alternative mode of transportation for work, daily activities, and recreational trips.***

According to the California Streets and Highways Code, Sections 890 to 892, a city may complete a Bicycle Transportation Plan (BTP), which can then be used as part of grant applications to obtain funding in building infrastructure that is identified in the plan. Section 891.2 describes eleven (11) key elements that should be in the plan:

1. Number of Existing and Future Bicycle Commuters
2. Land Use and Settlement Patterns
3. Existing and Proposed Bikeways
4. Existing and Proposed Bicycle Parking Facilities
5. Existing and Proposed Access to other Transportation Modes
6. Facilities for Changing and Storing Clothes and Equipment
7. Bicycle Safety, Education, and Enforcement Programs
8. Citizen and Community Involvement in the Development of the Plan
9. Coordination and Consistency with Other Plans
10. Projects Proposed in the Plan and their Priority for Implementation
11. Past Expenditures for Bicycle Facilities and Future Financial Needs

A Bicycle Transportation Plan should be updated approximately every five years. The last such plan adopted by the City of Hanford was the 2011 Kings County Regional Bicycle Plan. Due to changes in state legislation such as the California Global Warming Solutions Act of 2006 (AB 32); Transportation Planning, Travel Demand Models, Sustainable Communities Strategy, Environmental Review Act of 2008 (SB 375); and, the California Complete Streets Act of 2008 (AB 1358), the purpose of this plan was to focus on integrating land use planning and public health into transportation planning decisions. This Pedestrian and Bicycle Master Plan is intended to be an update to that plan.

The study area for this Master Plan is the Urban Development Boundary shown in the 2035 Hanford General Plan. The Master Plan identifies what is needed to improve Hanford's pedestrian and bicycle infrastructure. It then recommends improvements that can be constructed now, as funding becomes available, as the city expands and grows.

A (1) vision, (2) goal, and (3) objectives and policies were developed and presented at a series of public workshops held at Coe Hall and Park with city staff, community members, and the consultant team.

Workshop #1 introduced the project to the public, define project parameters, and solicit opinions and concerns from the community to help shape the development of the Pedestrian and Bicycle Master Plan. The workshop also included a walking tour and audit of existing conditions of two round trip segments of City of Hanford streets.

Workshop #2 summarized the community's input on the walking tours; identified key destinations and sought suggestions for other key destinations; reviewed the 2011 Bicycle Plan and the routes that have been completed to date; suggested new pedestrian and bicycle routes to link destinations and connect existing routes; reviewed potential safety and education programs; and, begin the process of prioritizing pedestrian and bicycle routes and programs.

Workshop #3 summarized contents of the draft 2016 Pedestrian and Bicycle Master Plan. Three stations were set up that focused on the proposed pedestrian network, the proposed bicycle network, and programs for public safety and education. Participants were invited to visit each station at their leisure, learn more about the draft master plan, and fill out comment forms and questionnaires. The third workshop sought input from the public for finalizing the prioritization of routes and programs.

During the series of workshops and meetings with the City of Hanford, a community vision, and overall project goal, and objectives and policies of the pedestrian and bicycle plan are briefly summarized here and were further developed and identified in Chapter 5 of this report.

1. Vision

Hanford - A city where walking and cycling are fully integrated into daily life, providing environmentally-friendly transportation alternatives that are both safe and convenient for people of all ages and abilities.

2. Goal

An interconnected bikeway and community pedestrian network that facilitates and encourages non-motorized travel throughout Hanford.

3. Objectives and Policies

The following list of ten overall objectives was developed with the assistance and approval of community members and city staff. . The intent of the objectives is to guide policies in specific areas. Policies were developed in this master plan that are summarized and further detailed in Chapter 5 of this document. Policies begin to define the approach to achieve the vision, and goal, and objectives of the plan.

Objective 1: Prepare and maintain a Pedestrian and Bicycle Master Plan that identifies existing and future needs, provides specific recommendations for facilities and programs, and identifies priorities and funding sources for implementation.

Objective 2: Develop a comprehensive pedestrian and bikeway network that is feasible,

fundable over the life of the Master Plan, and serves the pedestrian's as well as bicyclist's needs for all trip purposes.

Objective 3: Provide the related support facilities and amenities necessary for bicycle travel to assume a significant role as a local alternative mode of transportation and recreation.

Objective 4: Improve safety for pedestrians and bicyclists by implementing education and promotion programs for all Hanford residents and by enforcing pedestrian, bicycle, and motorist laws and regulations affecting pedestrian and bicycle safety.

Objective 5: Require that routine maintenance of local roads consider pedestrian and bicycle safety.

Objective 6: Increase public awareness of the benefits of available walking and bicycling programs.

Objective 7: Encourage methods to increase pedestrian access and mobility for ages and ability.

Objective 8: Street crossings should be safe and accessible.

Objective 9: Maximize the amount of funding for pedestrian and bicycle projects and programs throughout Hanford, with an emphasis on implementation of this Master Plan.

Objective 10: Integrate pedestrian and bicycle facilities with public transit.

In order to meet the vision and goals, this Master Plan describes improvements to the infrastructure that can be made in Chapters 3 and 4. It also recommends programs to improve pedestrian and bicycle usage as well as pedestrian and bicycle safety. These programs can be found in Chapter 5.

CHAPTER 1

INTRODUCTION

INTRODUCTION

1.1 Purpose of the Plan

The City of Hanford's Pedestrian and Bicycle Master Plan (Master Plan) is intended to guide pedestrian and bikeway policies, programs, and facility improvements to improve safety, comfort, and convenience for pedestrians and bicyclists in Hanford. The Master Plan serves as a tool for the City of Hanford to implement the goals of the 2035 Hanford General Plan, the 2010 Hanford Air Quality Element, the Kings County Regional Bike Plan, and the 2011 Kings County Regional Transportation Plan.

The primary purpose of this Master Plan is to facilitate the development of pedestrian and bicycle facilities. To accomplish this goal, the Master Plan focuses on the following objectives:

- Guide the City in their overall pedestrian/bicycle transportation program;
- Provide an assessment of existing and proposed walkways/bikeways and pedestrian/bicycle programs;
- Develop a feasible and comprehensive plan to meet Hanford's pedestrian and bicycle transportation needs;
- Assure consistency with existing relevant documents, including the Hanford General Plan and the Kings County Regional Bicycle Transportation Plan;
- Provide recommendations for pedestrian and bicycle facilities with a five-year priority outlook;
- Identify potential funding sources; and
- Conduct public outreach workshops to involve the public in the development of the Master Plan.

Walking and bicycling are low-cost, non-polluting, sustainable, and healthy forms of transportation. Once considered primarily a recreational activity, bicycling is now recognized as a viable alternative to the automobile. Societal benefits from walking and bicycling include: reduced motor vehicle traffic; reduced consumption of fuel resources; improved air quality; and, reduced health care costs due to a healthier population. Walking and bicycling are vital components in addressing environmental, traffic, and quality of life concerns for the citizens of Hanford.

1.2 Background

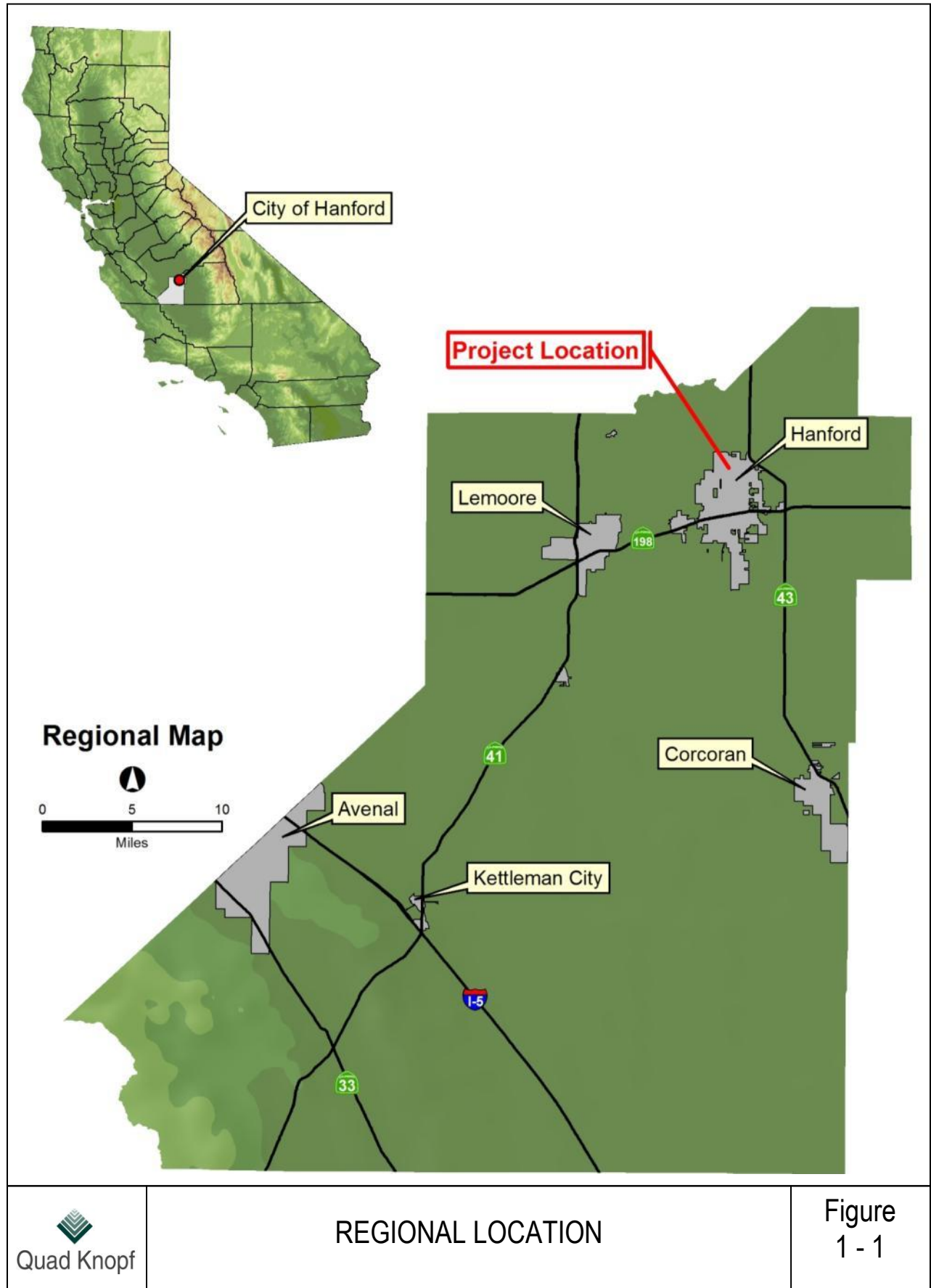
The City of Hanford last updated its bicycle transportation plan through the adoption of the 2011 Kings County Regional Bicycle Plan, joint planning document prepared by the Kings County Association of Governments (KCAG.) This Master Plan is an update to that document and now includes plans and policies for pedestrians. California Department of Transportation (Caltrans) guidelines recommend revisiting a bicycle transportation plan every five years.

The study area for this Master Plan is the Urban Growth Boundary that is proposed in the draft 2035 General Plan Update. This draft General Plan is anticipated to be adopted in the summer of 2016.

According to California Streets and Highways Code Sections 890 to 892, a local agency may prepare a bicycle transportation plan that includes elements list in Table 1-1. Once adopted and submitted to the county transportation agency, in this case KCAG, the City of Hanford can submit the Master Plan to Caltrans in connection with an application for funds for bikeways and related facilities that will implement the Master Plan. The following list indicates where the master plan elements are located this document.

**Table 1-1
Elements of a Bicycle Transportation Plan**

Description from Streets and Highways Code 891.2	Section(s) Where Addressed Within This Master Plan
(a) Estimated number of existing and future bicycle commuters	3.3
(b) Map and description of land use and settlement patterns	1.4, 3.1.3, Appendix A
(c) Map and description of existing and proposed bikeways	3.5.4
(d) Map and description of bicycle parking facilities	3.6.4
(e) Map and description of multimodal connections	3.1.4, 3.6.6
(f) Map and description of facilities for changing and storing clothes and equipment	3.6.5
(g) Description of bicycle safety and education programs	3.6.1
(h) Description of citizen and community participation	Chapter 2
(i) Description of coordination with transportation, air quality, and energy conservation plans	1.5, 2.2
(j) Description of proposed bicycle projects and priority for implementation	5.1 to 5.5
(k) Description of past expenditures and future financial needs for bicycle facilities	5.5, Appendix F



1.3 Setting

Hanford is centrally located in California's San Joaquin Valley and is the county seat and largest city in Kings County. See Figure 1-1 (Regional Location.) It currently covers about 17 square miles. Hanford's estimated population on January 1, 2013, was approximately 55,122 based on California Department of Finance statistics. According to the proposed 2035 General Plan Update, Hanford's population is expected to grow to a projected population of 90,000 persons by the year 2035, which is roughly a 2.1% annual growth rate. Hanford is a family-friendly community that has retained its small town atmosphere. Downtown Hanford is the commercial, cultural, historic, and civic center of the community. Downtown's central location provides easy access from all parts of the city.

Hanford is located on the Valley floor with a very shallow natural slope in its terrain. Hanford's average monthly high temperatures from October through May are 54 to 83 degrees. Hanford receives an average of 8.2 inches of rain annually and has an average of 266 sunny days per year. For the most part, the terrain and climate of Hanford makes it an ideal setting for walking and bicycling.

Hanford, rich in history and culture, is a progressive city that continues to preserve its past and plan for its future. The city has a diversified employment base, including the agricultural, manufacturing, educational, medical, and service industries. Besides its vibrant downtown, there are several commercial shopping centers, a multimodal transportation center, community and neighborhood parks, and a municipal airport. Hanford is a great place for both residents and visitors to explore, live, and enjoy.

From a pedestrian's and bicyclist's perspective, Hanford is an appealing city to travel with many opportunities for enhancement. The flat local topography is ideally suited for both pedestrian and bicycle use. The many quiet, tree shaded streets offer pedestrians and cyclists comfort and safety. The size of the city also makes most areas accessible within a 20-minute bicycle ride.

Hanford does face many challenges for developing future bicycle and pedestrian facilities and increasing pedestrian and bicycle usage. Hanford's most significant barrier is the seasonal temperature extremes that can make walking and bicycling undesirable for some. As in most California cities, Hanford's roadways are dominated by the automobile, making a typical trip uncomfortable for many bicyclists. Traffic conditions will continue to worsen as Hanford continues to grow. However, the City can increase the number and connectivity of pedestrian and bicycle facilities, thereby improving the ease and desirability of walking and bicycling in the community.

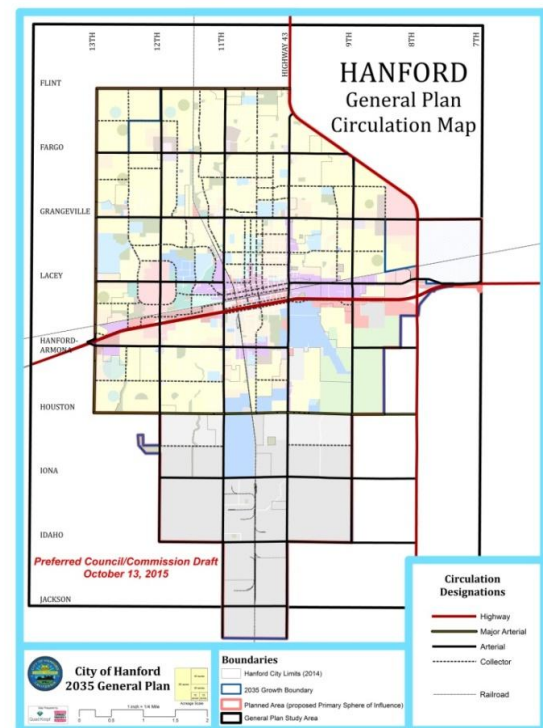
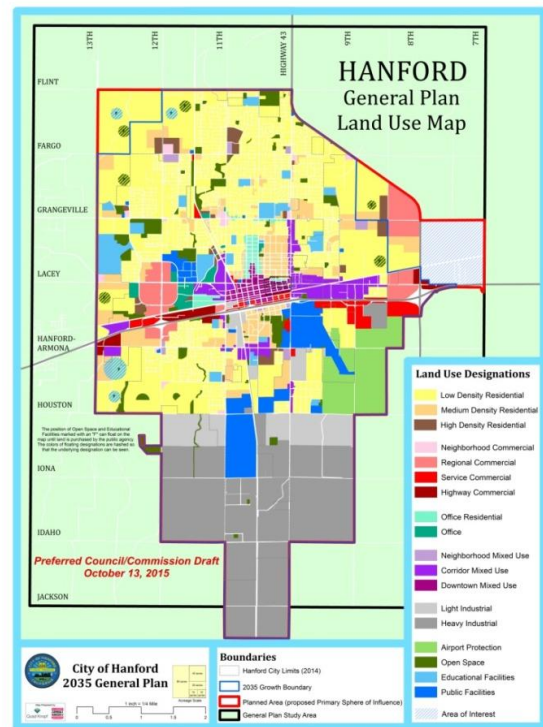
1.4 Land Use Pattern

Hanford's land use pattern focuses on its downtown, which is both the physical center of the community, as well as the commercial, cultural, and civic center of the community. There are two regional commercial areas, one centered around the intersection at 12th Avenue and Lacey Boulevard, and a future center on Lacey Boulevard just west of State Route (SR) 43. Hanford currently has three high schools, an off-site extension of the larger College of the Sequoias community college, and a number of elementary and middle schools. Residential neighborhoods are dominated by single-family housing, multi-family housing, and neighborhood commercial with office centers. The Land Use Element Map from the draft 2035 Hanford General Plan is provided in Appendix A of this Master Plan.

1.5 Transportation System

Hanford's transportation system includes freeways, arterials, collectors, and local streets. The system is based on a one-mile square grid pattern of east-west and north-south arterials and collectors. SR 43, along the eastern edge of Hanford, is a major north-south corridor providing access between the cities of Selma to the north and Corcoran, Wasco, Shafter, and Bakersfield to the south. SR 198 is a grade-separated highway running east-west through the center of the Hanford, connecting to SR 99, Visalia, and Sequoia National Park to the east and to Lemoore, SR 41, and Naval Air Station (NAS) Lemoore to the west.

SR 43 is open to bicycle travel. SR 198 is open to bicycle travel east of SR 43 and west of NAS Lemoore. The Bicycle Guide for District 6 (Caltrans, 2015) recommends that bicyclists traveling on SR 198 use Houston Avenue and SR 43 when traveling through Hanford. The Circulation Element Map from the draft 2035 Hanford General Plan is provided in Appendix B of this Master Plan.



CHAPTER 2

COMMUNITY INVOLVEMENT AND RELEVANT PLANS AND POLICIES

COMMUNITY INVOLVEMENT AND RELEVANT PLANS AND POLICIES

2.1 Community Involvement

A number of opportunities were made available to the public to participate in the development of this Master Plan. These opportunities included meetings, walking tours, surveys, questionnaires, comment cards, the City's website (for information), and public hearings.

2.1.1 STAKEHOLDERS GROUPS

The responsibilities of the following stakeholder groups were defined:

City Council (CC): The City Council is the final decision-maker and authority on the contents of the Pedestrian and Bicycle Master Plan. Meetings were noticed on the City's website, by email distribution to workshop participants, and to those who requested email notification.

Planning Commission (PC): The Planning Commission is responsible for reviewing and directing actions and approaches taken by the City staff. They reviewed recommendations made by the consultant team, City staff, and then made formal recommendations to the City Council. Meetings were noticed on the City's website, by email distribution to all the workshop participants, and those who have requested email notification.

Other Meetings: The consultant team contacted and/or met with the following groups in order to solicit a broad spectrum of community participants for the workshops and encourage participation by children, seniors, disabled individuals, and all income groups. The following organizations were contacted to participate at the workshops:

- California Highway Patrol
- Kings Community Action Organization;
- Kings County Bicyclists;
- Hanford Chamber of Commerce;
- Main Street Hanford;
- City of Hanford Parks and Recreation Department;
- Kings County Community Development; and
- Local Schools.
- Latino Environmental Advancement & Policy (LEAP), represented by Rey Leon.

Technical Advisory Committee (TAC): The Technical Advisory Committee (TAC) is made up of the consultant team and City staff. They reviewed administrative drafts of documents prior to public release and made decisions on technical issues. The team met with the City of Hanford Parking and Traffic Commission on December 3, 2015, to present a summary of the previous workshops and gather input and comments from them.

Community Based Workshops: Public workshops were open to all interested residents, business owners, and stakeholders. Three workshops were held on November 15, 2014, June 27,

2015, and November 14, 2015. All Planning Commissioners and the City Council were invited, but not required to attend. Public workshops were noticed via email distribution, posters at selected locations throughout the City, City website, and the Hanford Sentinel. Spanish translators were available at every workshop. Sign Language interpreters were made available upon advance request. The workshops were held on Saturday mornings to allow a wide range of participants to attend. The workshops were held at Coe Park Hall, just south of downtown.

2.1.2 ADVERTISING THE COMMUNITY WORKSHOPS

A number of techniques were used to market that the City of Hanford was hosting a series of workshops to gather input from the community on their needs and desires for pedestrianways, bikeways, pedestrian and bicycle facilities, and safety and education issues and programs relative to both. The following advertising was done to promote the workshops:

Hanford Sentinel: Quarter page advertisements were placed in the newspaper prior to each workshop.

City of Hanford Website: Information about the workshops was posted to the City's website.

Displayed Posters: Posters were placed at Hanford City Hall and the Hanford Branch of the Kings County Library. Extra copies of the poster were made available at City Hall and the Main Street Hanford office for businesses to pick up and post at their place of business. Figure 2-1 shows the poster from Workshop #1. Posters for the other workshops were similar.

Emailed Posters: The following organizations were emailed a PDF version of the poster for the workshop to advertise via their social media contacts:

- Kings Community Action Group;
- City of Hanford Parks and Recreation Department;
- Main Street Hanford;
- Kings County Bicyclists;
- Rotary Club of Hanford;
- Hanford Chamber of Commerce;
- Kings County Community Development;
- Local Schools; and
- City of Hanford Parking and Traffic Commission.
- Planning Commission
- City Council.

Thursday Night Marketplace. When the consultant team presented information about the 2035 General Plan update process to the community at our booth at the September 25, 2014, Thursday Night Marketplace, the team also informed the public about the Pedestrian and Bicycle Plan with the goal of attracting interested community members to participate in future workshops for the Master Plan. Announcements were distributed, a brief survey was presented, and local citizens were asked to sign up if they wanted to be notified to participate in the workshops.

	MAKE A DIFFERENCE IN HANFORD'S FUTURE! City of Hanford Bicycle and Pedestrian Plan Update WORKSHOP #1*  WHAT: Walking Tour to learn more about the bicycle and pedestrian opportunities and constraints in Hanford WHERE: Meet at Coe Park Hall 543 S. Douty Street Hanford, CA 93230 WHEN: Saturday, November 15th, 2014 9:30 AM WHY: Let us know what you want for the future of Hanford's Pedestrian and Bicycle network!  Dress in comfortable clothing and walking shoes For more information: www.ci.hanford.ca.us or contact Jan Alexander (559) 733-0440 * If you require a Spanish translator or Sign Language Interpreter, please contact us by November 7th to make arrangements.	
	WORKSHOP #1 POSTER	Figure 2 - 1

2.1.3 COMMUNITY WORKSHOP DESCRIPTIONS

The following describes each of the three community workshops that took place on November 15, 2014, June 27, 2015, and November 14, 2015.

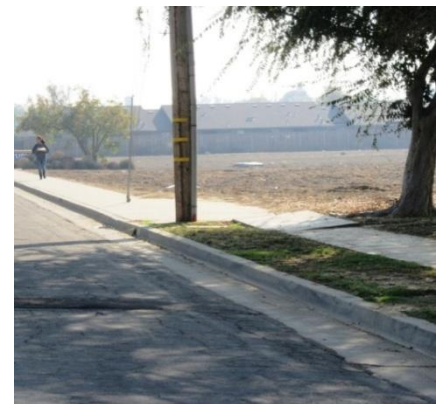
Community Workshop #1: Introduction and Walking Tour

The first community workshop included a walking tour that began and ended at Coe Park Hall located south of Second Street and east of Douty Street. The walking routes for the tour were determined prior to the community workshop, and a route map was distributed to all participants. The route was divided into two tours. Each tour was selected for its diversity of conditions and character. Figure 2-2 shows the Walking Tour Map.

- Tour 1 crossed SR 198 both over and under the freeway, crossed a railroad, and passed through several blocks of downtown, and a residential area. Streets included Douty Street, Sixth Street, Phillips Street, and Second Street.
- Tour 2 passed Lincoln Elementary School, the Soccer Complex, and included Douty Street, Irwin Street, Hanford-Armona Road, and Harris Street.

Each participant was asked to score the selected segment of roadway using a “walking audit” survey. The walking audit survey is meant to identify qualities such as deficiencies, conflicts, barriers, aesthetics, universal accessibility, comfort, and maintenance. Following the walking tour, the workshop included use of TurningPoint (handheld response keypad) Technology and a PowerPoint presentation. Bicycle access, bicycle parking, and pedestrian access were addressed.

The intent of the first workshop was to introduce the project to the public, define project parameters, and solicit opinions and concerns from the community to help shape the development of the Pedestrian and Bicycle Plan. The consultant team conducted preliminary research and identified findings on existing conditions including pedestrian/vehicle collisions and bicycle/vehicle collisions to the participants during the workshop. The process of soliciting ideas, needs, concerns, and record comments from the community were used as a basis for planning exercise(s).





The contents of the first workshop included:

- Objective and purpose of the study;
- Benefits of walking and bicycling;
- Collision data;
- Preliminary findings on existing conditions;
- Current bicycle routes to and within Hanford; and
- Walking tours with walking audit surveys.

Community Workshop #2: Map Your Route

Since the participants from the first workshop recommended meeting again at the same location, the second community workshop was also held at Coe Hall. The meeting consisted of an interactive presentation-style workshop using large format exhibits that included the existing Bicycle Master Plan, the proposed plan maps for both pedestrianways and bikeways, and a map of the trip attractors in Hanford. The conceptual pedestrian and bicycle plans allowed the participants to chart their preferences and priorities for pedestrian access, bikeways, and destinations. The consultant team used “dot-macracry” (voting dots) to gauge their preferences.

The second workshop focused on identifying the key findings, components, and priorities. PowerPoint and TurningPoint software were used again. The contents of the second workshop focused on the following:

- Workshop #1 summary and recap;
- Survey results (from both TurningPoint, open-ended questions, and walking audit surveys);
- Destinations/Trip Attractors Map;
- Suggestions for new destinations not currently linked by pedestrian paths or bikeways;
- Bikeway Map (existing and recommended bikeways);
- Pedestrian Plan (existing and recommended pedestrian corridors);
- Bicycle facilities “tool kit”;



- Examples of policies and programs to improve safety and encourage bicycling and walking;
- Priority list of improvements as determined by participants; and
- An overview of the Safe Routes to School Program.

Community Workshop #3: Preliminary Draft Plan and Public Safety

The third community workshop was another open house event located at Coe Park Hall, and consisted of a presentation-style workshop that summarized the contents of the draft Master Plan document. The presentation and handouts were made available and all presented materials were posted to the City's website.

This workshop focused on refining and finalizing the ideas discussed during the second workshop and development of the draft Master Plan. The consultant team solicited input from the community on the draft plan maps and document contents. PowerPoint software and large scale maps and exhibits were used in our workshop. Three stations were set up for workshop participants to visit on their own and observe and learn more about the pedestrianways, bikeways, and potential safety and education programs. Once again, each workshop was open to the public, without restriction. Surveys were provided at each table in English and Spanish, and participants were asked to prioritize pedestrianways, bikeways, and safety and education programs.



2.2 Relevant Plans and Policy Documents

Hanford has a number of existing planning documents that plan for pedestrians and bicycles. This section describes these documents and summarizes the goals and policies that contribute to improving pedestrian and bicycle access throughout the Hanford and in Kings County.

2.2.1 KINGS COUNTY REGIONAL BICYCLE PLAN (2011)

The 2011 Kings County Region Bicycle Plan was prepared by the Kings County Association of Governments (KCAG) in collaboration with the member jurisdictions of Avenal, Corcoran, Lemoore, and Hanford and the Bicycle Advisory Committee in consultation with the people of Kings County. This plan was prepared to provide guidance in developing bicycling networks and support programs to the communities in Kings County.

The bicycle plan for Kings County is unique because it was designed to serve dual purposes: (1) to provide a regional bicycle plan that ensures facilities planned within all five local jurisdictions are integrated and compatible and (2) to provide “stand-alone” bicycle plans for each jurisdiction which are independent and can be used by each agency to secure funding and implement individual bicycle plans. In addition, the plan focuses on developing a countywide network of routes that would provide bicycle access between communities for commuting and recreational trips. Figure 2-3 shows the City of Hanford Planned and Existing Bikeways from the 2011 Kings County Regional Bike Plan. The identified countywide bikeways connecting to and traveling through Hanford were considered in development of this Master Plan.

Goals and policies of the Kings County Regional Bicycle Transportation Plan that also serve to influence the planning, design, and implementation of the Hanford Pedestrian and Bicycle Master Plan include:

Goal 1: Provide a well-developed, safe, and convenient, interregionally connected system of bikeways complete with support facilities.

Policy 1.1: Design bikeways with adequate width to safely accommodate bicycles by conforming to the Caltrans Highway Design Manual, the California Manual on Uniform Traffic Control Devices (MUTCD), and the Federal MUTCD.

Policy 1.2: Exploit all available federal, state, and local grant funding sources to develop and enhance bikeways.

Policy 1.3: Ensure that the bikeway system is consistent with the availability of funds to construct, operate, and maintain. Also identify responsibility for each of these functions.

Policy 1.4: Identify, where possible, desirable alternative routes to those with high traffic volumes and high accidents as well as to take measures to make high traffic volume routes safer.

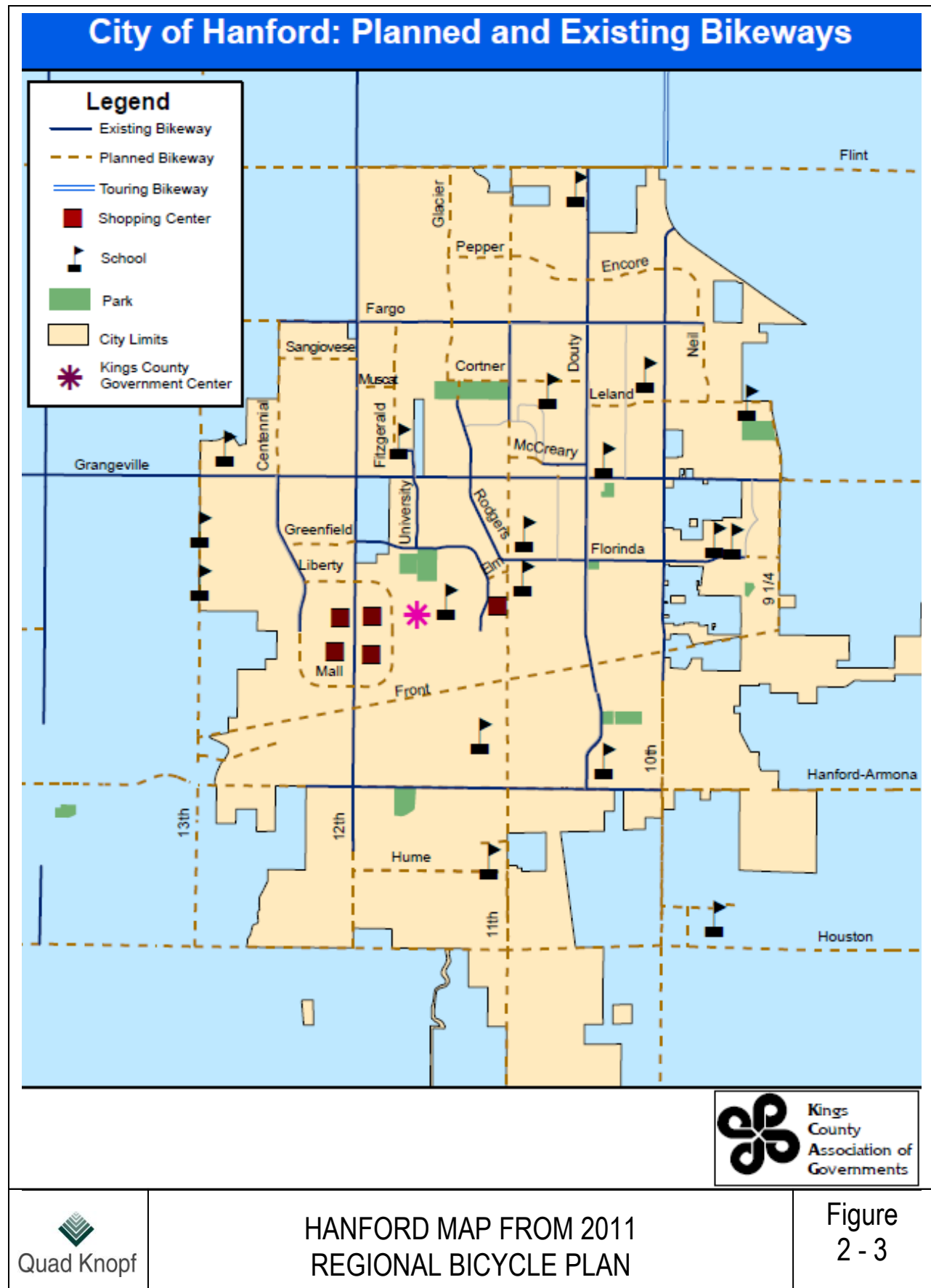
Policy 1.5: Design bikeways to ensure safe passage of cyclists (lighting, removal or trimming of foliage adjacent to the bikeway, etc).

Policy 1.6: Define and prioritize logical project limits for bicycle routes which ensure continuity between routes, especially across jurisdictional boundaries within the County and encourage links with other counties.

Policy 1.7: Identify key areas for the placement of bicycle racks and support facilities.

2.2.2 CITY OF HANFORD GENERAL PLAN CIRCULATION ELEMENT

The Circulation Element makes references to bicycle travel and bikeways. As most bikeways are located on roadways, the focus of this report on roadways and circulation is especially pertinent to the Master Plan and bicycle access.



The 2035 General Plan Circulation Element presents a classification of Hanford roadways. Much of the policy discussion is relevant to bicycle and pedestrian travel in Hanford particularly in providing an integrated transportation system for the safe and efficient movement of people and goods in the Hanford planning area. While maintaining an acceptable level of service (LOS) on all roadways, there is also the consideration of facilitating a balanced use of all travel modes, including bicycles. Of particular interest to this Master Plan are the policies requiring adequate safety measures, including appropriate maintenance, lighting, traffic controls and signage; policies related to giving priority to projects that complete links on the existing system or relieve deficiencies; and policies focusing on encouraging bicycle usage. The 2035 Circulation Element Map is shown in Appendix B.

The Circulation Element and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along certain roadways and as part of an overall link to open space and recreational amenities and other land uses.

2035 General Plan Circulation Element Goals and Policies Related to this Master Plan

Goal T8: An interconnected bikeway and community pedestrian network that facilitates and encourages nonmotorized travel throughout Hanford.

Policy T39 – Accommodating All Modes of Traffic: Plan, design, and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists and persons of all abilities.

Policy T40 – Pedestrian and Bicycle Placemaking: Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features, and foster a greater sense of community.

Policy T64 – Bicycle Network Master Planning: Maintain a Bicycle Master Plan to coordinate existing and planned infrastructure to support, encourage and promote bicycle transportation, with effective connections to downtown, major shopping areas, mixed use neighborhoods, community facilities, schools, parks, and employment areas.

Policy T65 – Bicycle Network: Prioritize the elimination of gaps in the bicycle network to connect destinations across Hanford.

Policy T66 – Public Bicycle Parking: Increase the amount of publicly accessible bicycle parking and storage throughout the city and adopt standards for bicycle parking at new development projects.

Policy T67 – Bicycle Safety Programs: Support programs that educate bicyclists and motorists about bicycle safety.

Policy T68 – Bicycle Transportation Ordinance: Consider adoption of a bicycle transportation ordinance that addresses safe use and operation of bicycles.

Policy T69 – Road Projects with Bicycle Facilities: Incorporate planned bicycle facilities into road maintenance projects where feasible.

Policy T70 –Pedestrian Connections: Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers and other destinations throughout the city.

Policy T71 – Pedestrian and Bicycle Crossings: Identify and enhance key pedestrian and bicycle crossings that cross physical barriers, such as highways or railroad tracks.

Policy T72 – Reduction of Pedestrian Barriers: Coordinate with utility providers to reduce or eliminate barriers to pedestrian mobility created by utility infrastructure, such as utility poles that obstruct accessibility.

Policy T92 – Amenities that Support Alternative Modes of Transportation: Encourage new developments to include on-site amenities that support alternative modes of transportation. Emphasize pedestrian and bicycle-friendly design, accessibility to transit, preferred rideshare parking, showers and lockers, on-site food service, and child care, where appropriate.

2.2.3 CITY OF HANFORD GENERAL PLAN LAND USE ELEMENT

This Land Use Element describes the extent of the Hanford General Plan Planning Area. It describes the location and type of future land uses. The 2035 General Plan Land Use Map is shown in Appendix A. Specific to walkways and bikeways, it addresses the need for alternative modes of transportation for commuting to improve the quality of air in the City of Hanford and its air basin. It includes the following implementing policies:

2035 General Plan Land Use Element Related to this Master Plan

Policy L96 – Types of Uses in Open Space Land Use Designation: Typical uses in the Open Space land use designation include parks, pathways, storm drainage basins and water recharge areas, reservations for future freeway interchanges, areas designated for noise attenuation, and major landscape corridors along entryways into the city.

2.2.4 CITY OF HANFORD GENERAL PLAN HEALTH, SAFETY, AND NOISE ELEMENT

Communities can be developed in such a way that promotes good health. Components of healthy living include walkable and bikeable streets, convenient and accessible parks, increased opportunities for social interaction, access to healthy foods and medical services, safe neighborhoods and public places, and policies that promote healthier living. A community's overall health depends on multiple factors, including the environment they live in. A healthier living environment reduces health risks and promotes better lifestyle choices.

Policy H65 – Comfortable Walking and Biking Environments: Provide comfortable environments and destinations for walking and bicycling to integrate physical activity into daily routines.

Policy H66 – Non-Vehicular Access: Improve bicycle, pedestrian, and public transportation access to residential areas, educational and childcare facilities, employment centers, commercial centers, recreational areas, and other destination points.

2.2.5 CITY OF HANFORD GENERAL PLAN AIR QUALITY ELEMENT, JULY 2010

The following objectives or policies that serve to improve air quality through alternative modes of transportation such as walking and biking are:

Objective AQ 2: Educate the public on the impact that individual choices and decisions regarding land use, transportation, lifestyle, and energy use have on our air quality and climate.

Objective AQ 6: Design new development projects within the City that provide facilities and programs that improve the effectiveness of transportation control measures and congestion management programs such as bicycle paths and lanes, sidewalks and pedestrian paths, secure bicycle parking, transit stops at appropriate locations, transportation demand management programs at large employers, and transportation improvements that reduce congestion and improve traffic flow.

Policy AQ 6.3: Provide end of trip facilities such as preferential parking for vanpools and rideshare, bicycle parking, and other facilities suitable for the type of business for projects with the potential for over 100 employees to support compliance with San Joaquin Valley Air Pollution Control District Rule 9410.

Policy AQ 7.7: Promote urban forestry projects that shade buildings, homes, streets, pedestrian walkways, and urban core areas to reduce surface and ambient temperatures and reduce energy required for cooling.

2.2.6 2011 KINGS COUNTY REGIONAL TRANSPORTATION PLAN

With an increased focus on green infrastructure at the state, local, and federal levels, nonmotorized facilities have been elevated to greater importance as a necessary component of the overall transportation system. The 2011 Kings County Regional Transportation Plan (RTP), covering the 25-year period from 2010 to 2035, is a continuation of Kings County's transportation planning process which began in 1975 with the adoption of its first RTP. The RTP is intended to serve many purposes that impact local levels such as the City of Hanford. The RTP is designed to provide the foundation for transportation decisions by local, regional, and state officials, identify transportation improvements, and set forth an action plan to address transportation issues and needs. The action plan is detailed in the Implementation Strategies that follow.

1. Carry out the recommendations of the Kings County Regional Bicycle Plan.
2. On designated shared-use roads, provide adequate shoulder space, stripe the pavement, place bike route indicator signs, and maintain a good riding surface.

3. Ensure that public and private sectors provide adequate bicycle parking. This can be done by amending each jurisdiction's zoning ordinance. The ordinances could be written to allow installation of secure bicycle parking "in lieu" of a portion of automobile parking normally required.
4. Utilize existing private and public bicycle safety seminars. Seminars can be scheduled at schools, adult education programs, local retailing outlets, and public workshops. Funding opportunities should be explored in the private sector (retailers, social service clubs, recreational clubs, etc.) and in public/private partnerships. Additional funds could be drawn from state traffic safety grants.
5. Local police departments should conduct regular campaigns and enforce traffic laws regarding, riding against traffic, disregarding traffic signals and signs, and the appropriate use of working bicycle lights in the evening or early morning as well as efforts to educate motorists concerning the rights of cyclists on the roadway.
6. Each city should have an active bicycle registration program.
7. KCAG should join with other counties to petition the State Department of Motor Vehicles to require knowledge of bicycle traffic laws in licensing tests. DMV should be held responsible for making motorists aware of bicyclists' rights and responsibilities.
8. Seek all available state, federal, and private grant funds to install and maintain bicycle facilities and to conduct educational programs.
9. Local agencies should consider bicycle issues in all phases of planning for transportation. This includes local land use, air quality, zoning and circulation elements of general plans, capital improvement plans, and recreational programs.
10. KCAG should consider bicycle issues in its Regional Transportation Plan, Federal Transportation Improvement Program, and Regional Transportation Improvement Plan. KCAG should also ensure that bicycle issues are represented at annual LTF allocation discussions and public hearings.
11. Better coordination in developing and implementing bicycle plans can be achieved by:
 - a. Designating a single individual within each jurisdiction to ensure that bicycle issues are represented in that agency's various functions; and
 - b. Encouraging bicycle advisory and support groups to work closely with local officials in identifying and seeking solutions to bicycle problems. These groups should assume the responsibility of keeping bicycle issues before decision-makers.
12. The rehabilitation of roads will benefit bicycle users. As roads are repaved, wider shoulders should be provided to upgrade the riding surface for bicyclists.

13. Bicycle parking facilities should be installed at transit stops, park-and-ride lots, and intermodal stations to provide a seamless transition with other transportation modes. Transit buses should continue to be equipped with bicycle transporting racks.
14. Encourage newly developing areas to incorporate bicycle facilities along appropriate roadways and off-road systems as part of open space and recreational amenities.
15. Continue to develop and maintain a safe sidewalk system that facilitates pedestrian and ADA access to public transit for commuting, recreation, or other purposes.
16. The abandonment of rail lines provides an opportunity to establish trails for nonmotorized, recreational, or open space uses. Converting abandoned rail corridors into trails also preserves the right-of-ways for any future transit use.



CHAPTER 3

BICYCLE NETWORK

BICYCLE NETWORK

3.1 Existing Conditions

3.1.1 BIKEWAYS

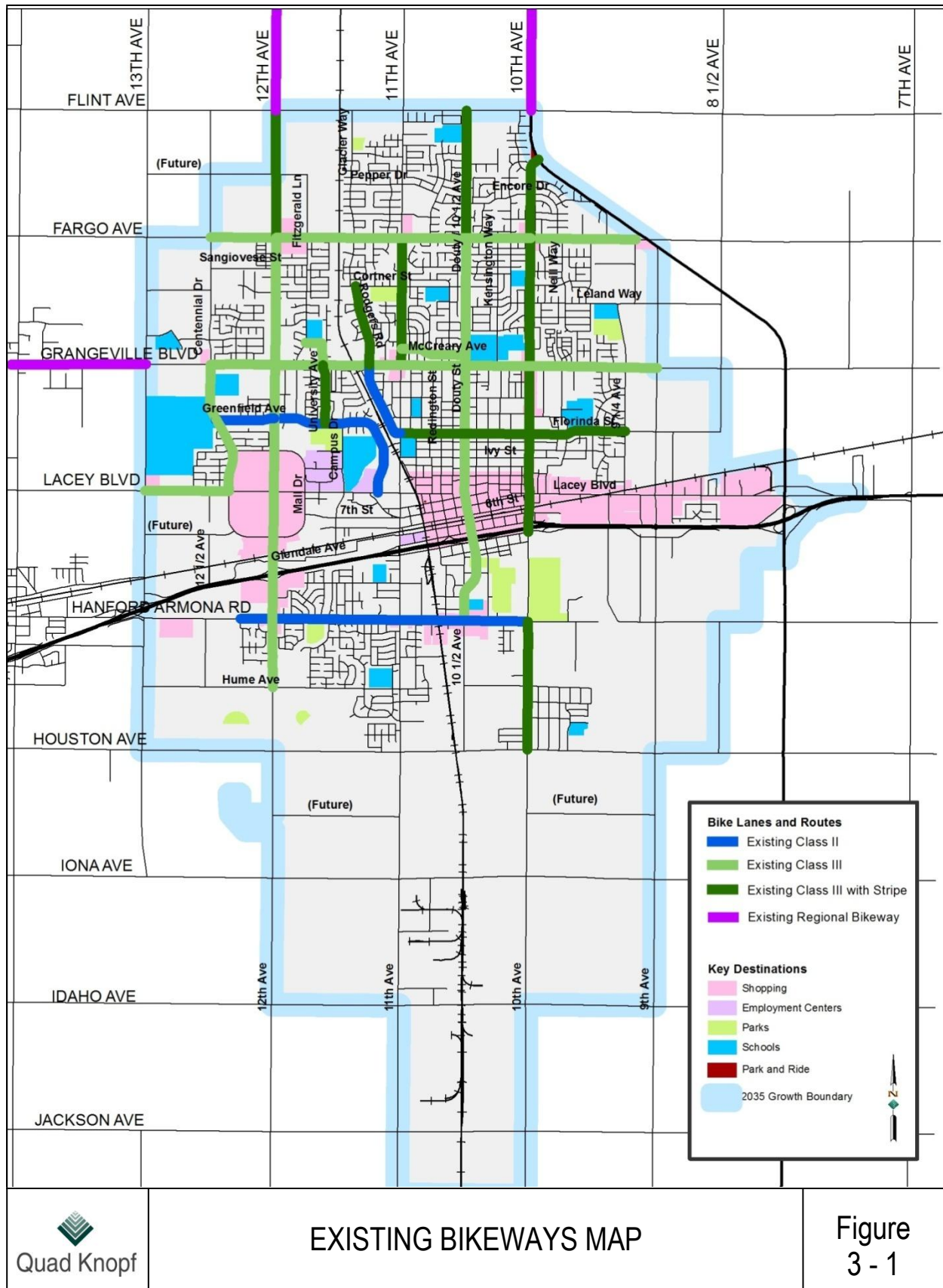
Currently, there are 30.56 miles of existing bikeways in the City of Hanford, as shown in Table 3-1. Hanford's bikeways are currently classified into three categories: Class II (Bike Lanes), Class III (Bike Routes), and Class III (Bike Routes with Stripes).

Generally, Class II bike lanes in Hanford are five to six feet wide and, where located adjacent to a parking lane, are striped with a line on both sides of the street such as Hanford-Armona Road, Rodgers Road, and Greenfield Avenue. The bike lane is designated by black and white bike lane signage near major intersections and bike lane pavement markings on each block. Some Class II bike lanes are located on streets that are designed for four travel lanes, but are currently striped for two lanes until traffic warrants an expansion. The typical cross section includes one travel lane, a bicycle lane, and a parking lane in each direction, and a center turn lane. If additional vehicular travel lane capacity is warranted in the future and the roadway cannot be widened due to right-of-way constraints, the Class II bike lane may need to be reclassified to a Class III bike route.

Hanford has a large number of Class III bike routes. The bike routes are typically provided as connections between bike lane facilities where there may be limited street width to accommodate a designated bike lane. The bike route is designated by green and white bike route signage near intersections. In some instances, as is the case with 10th Avenue and Florinda Street, Class III bike routes are delineated by a white stripe on the pavement and a bike route sign. Parking is permitted between the stripe and the curb. Fargo Avenue, Grangeville Avenue, and Lacey Boulevard are examples of Class III bikeways that are not striped but are designated with bike route signs. The breakdown of bikeway classifications and mileages are shown in Table 3-1. A map of the existing bikeways is shown in Figure 3-1.

Table 3-1
Total Length of Existing Bikeways by Classification

Bikeway Classification	Mileage
Class I Bike Paths	0.00
Class II Bike Lanes	5.69
Class III Bike Routes	15.99
Class III w/Stripe	8.88
Total	30.56



A field review of the existing bikeway facilities was conducted. A brief description of each facility including facility type by street segment, posted speed limits, and signs or pavement markings located on the facility is presented below.

**Table 3-2
Existing Conditions by Classification**

EXISTING CONDITIONS				
Street Name	Segment	Speed	Bike Lane/Route Signs	Pavement Markings
Class II				
Rodgers Road	Grangeville to Florinda	35 mph	✓	✓
Greenfield Avenue	Centennial to Lacey	35 mph	✓	✓
Hanford-Armona Road	Greenbrier to 10 th	40 mph	✓	✓
Class III				
Centennial Drive	Grangeville to Lacey	45 mph	✓	×
12 th Avenue	Fargo to Hume	40 mph	✓	×
Kings Road/Berkshire Way	Fitzgerald to Grangeville	30 mph	✓	×
Douty Avenue	Fargo to Hanford-Armona	25-40 mph	✓	×
Fargo Avenue	Centennial to 9¼	35 mph	✓	×
McCreary Avenue	11 th to Douty	25 mph	✓	×
Grangeville Boulevard	Centennial to 9 th Ave	45 mph	✓	×
Lacey Boulevard	13 th to Centennial	45 mph	✓	×
Class III with Stripe				
12 th Avenue	Flint to Fargo	55 mph	✓	×
11 th Avenue	Fargo to Grangeville	40 mph	✓	✓
University Avenue	Grangeville to Greenfield	35 mph	✓	✓
Rodgers Road	Mallard to Grangeville	30 mph	✓	✓
Douty Street	Flint to Fargo	40 mph	✓	✓
10 th Avenue	SR 43 to Third	35-45 mph	✓	✓
10 th Avenue	Hanford-Armona to Houston	55 mph	✓	×
Florinda Street	11 th to 9¼	35 mph	✓	✓

Existing Conditions by Classification – Descriptions

The following paragraphs describe the existing bikeways, their classification, and condition.

CLASS II

Rodgers Road – Grangeville Boulevard to Florinda Street: Rodgers Road is a north-south collector roadway with a striped and signed north-south bikeway. It provides one vehicular travel lane and a four (4) foot wide bike lane in both directions connecting Grangeville Boulevard to Florinda Street. The posted speed limit is 25 mph. These bike lanes also provide

connections to the existing Class III bike route on Rodgers Road between Mallard Way and Grangeville Boulevard.

Greenfield Avenue – Centennial Avenue to Lacey Boulevard: Greenfield Avenue is a collector roadway connecting Lacey Boulevard to 12th Avenue. It provides one travel lane, one lane of parking, and one bike lane on both sides of the street. This segment has both bike lane signs and pavement markings. The posted speed limit is 35 mph between Lacey Boulevard and University Avenue. Greenfield Avenue serves Hanford’s Youth Athletic Complex, Hanford West High School, and many professional offices. Participants at this Master Plan’s public workshops named Greenfield Avenue as one of their favorite bikeways.

Hanford-Armona Road – Greenbrier Drive to 10th Avenue: Hanford-Armona Road is an arterial roadway with a striped and signed east-west bikeway. It provides one vehicular travel lane and bike lane in both directions, parking on both sides of the street, and a center turn lane. The bikeway is a four (4) foot wide bike lane adjacent to a parking lane. This bikeway provides access to parks, school, a church, and the Kings County Fairgrounds.

CLASS III

Centennial Drive – Grangeville Avenue to Lacey Boulevard: Centennial Drive is a north-south two lane collector that serves Sierra Pacific High School and residential uses. This segment of bikeway is a striped bike route with pavement markings. The posted speed limit is 45 mph.

12th Avenue – Fargo Avenue to Hume Avenue: 12th Avenue is a north-south arterial. From Fargo Avenue to Grangeville Avenue it consists of one travel lane on either side of the street. Most of this segment includes uneven and sometimes narrow shoulders. The bikeway includes bike lane signs and the speed limit is posted at 45 and 55 mph. One bike lane sign is posted on each side of the street. From Grangeville to Hume, 12th Avenue is a north-south arterial passing through a mix of residential development and commercial and office uses north of SR 198 including the regional shopping district at the 12th Avenue and Lacey Boulevard intersection. The roadway is a signed bike route with posted speed limits of 40 and 45 mph.

Kings Road/Berkshire Way – Fitzgerald Street to Grangeville Avenue: Kings Road and Berkshire Way are local streets that serve as a connection between the University Avenue bike route and Fitzgerald Lane. There are two vehicular travel lanes and parking is allowed.

11th Avenue – Fargo Avenue to Grangeville Boulevard: 11th Avenue is a north-south arterial street. The bike route extends from Grangeville Avenue north to Fargo Avenue. This segment has bike lane signs (should be bike route) but no actual striped lane. It shares two travel lanes and parking on both sides of the street. This segment provides access to residential neighborhoods and Hidden Valley Park. The posted speed limit is 40 mph.

Douty Street – Fargo Avenue to Hanford-Armona Road: Douty Street is a north-south collector roadway that serves residential neighborhoods, Coe Park, Longfield Center, Lincoln Elementary School, Immaculate Heart of Mary Catholic Church, Central Valley Hospital, Lacey Park, Earl F. Johnson High School, Hanford High School, Pioneer Middle School, Monroe

Elementary School, and downtown Hanford. It has two vehicle travel lanes and parking on both sides of the street. This segment of bikeway is identified with bike route signs and no pavement markings. The speed limit is 35 and 40 mph.

Fargo Avenue – Centennial Avenue to 9¼ Avenue: From 12th Avenue to 11th Avenue, Fargo Avenue is a four lane arterial roadway with no parking permitted. It shares commercial and residential uses. The roadway has bike route signs with a posted speed limit of 45 mph west of 11th Avenue. Fargo Avenue becomes a three-lane roadway east of 11th Avenue and a two lane roadway with parking permitted on both sides east of Fir Lane to Neill Way/Encore Drive. The speed limit reduces to 35 and 40 mph in residential areas. There is no curb and gutter east of Neill Way/Encore Drive. The speed limit increases to 50 mph outside the city limits of Hanford.

McCreary Avenue – 11th Avenue to Douty Street: McCreary Avenue is a local street serving residential land uses. It is a two-lane roadway with permitted parking during limited hours of the day. The roadway is a signed bike route. This route provides direct connections to bike lanes on Douty Street and Mulberry Drive. The bikeway provides access to residential neighborhoods and Hanford High School. The posted speed limit is 25 mph. Most of McCreary Avenue lacks curb-and-gutter (between Douty Street and Peralta Way). Shoulders are uneven or nonexistent. McCreary Avenue stops at Mulberry Drive and does not connect to 11th Avenue. Mulberry Drive provides the bikeway to 11th Avenue.

Grangeville Boulevard – Centennial Avenue to 9th Avenue: Grangeville Boulevard is an east-west four lane arterial street with a center turn lane. Bike route signs have been installed. Parking is not permitted on Grangeville Boulevard. The speed limit is 45 mph and slows to 25 mph near Hanford High School. This facility is part of a planned route eastward through the City of Lemoore. It will be a direct connection to future facilities planned within Hanford's city limits. Currently, the bike route does not extend westward from 12th Avenue. The bikeway provides access to many residential neighborhoods, Hanford High School, shopping centers, restaurants, and coffee shops.

Lacey Boulevard – 13th Avenue to Centennial Avenue: Lacey Boulevard is an east-west arterial street. From 13th Avenue to Centennial Avenue there is a Class III bike route with signs. The roadway provides access to College of the Sequoias and Sierra Pacific High School.

CLASS III WITH STRIPE

Previous bicycle master plans for Hanford utilized a standard that combined a bike route with on-street parallel parking. They were designated Class III with stripe because they have a single stripe that separates the motorized travel lane from the bike route/parking area.

12th Avenue – Flint Avenue to Fargo Avenue: 12th Avenue is a 2-lane arterial road located in an area that is mostly undeveloped, but is planned to have development in the future as the City grows. There are Class III signs with a single stripe and no parking.

University Avenue – Grangeville Boulevard to Greenfield Avenue: University Avenue is a north-south collector street that extends from Grangeville Boulevard to Greenfield Avenue. It

has two vehicular travel lanes and two eight (8') foot bike/parking lanes on each side of the street. The bike/parking lanes are currently shared between bicycles and parked vehicles. University Avenue provides access to Joseph Simas Elementary School to the north and the Youth Sports Complex south of Greenfield Avenue.

Rodgers Road – Mallard Way to Grangeville Boulevard: Rodgers Road is a north-south collector street with a striped and signed bikeway. The speed limit is posted at 30 mph. This bikeway terminates at Hidden Valley Park. There are bike/parking lanes that are shared between bicycles and parked vehicles.

Douty Street – Flint Avenue to Fargo Avenue: Douty Street is a north-south collector street that extends from Flint Avenue to Cortner Street. The speed limit is 40 mph. The roadway consists of two lanes of vehicular traffic. Two eight (8') bicycle/parking lanes on each side of the street are located south of Fareway Lane. Striping and signage do not exist north of Fareway Lane. Shoulders here are uneven or nonexistent. Currently, the bike lanes are also used for vehicle parking. Numerous driveways and side streets line both sides of Douty Street.

10th Avenue – SR 43 to Third Avenue: 10th Avenue is a north-south four lane arterial roadway. It has two travel lanes and one eight (8) foot wide bike route on either side of the street with a center turn lane from SR 43 to Orange Street. From Orange Street to SR 198, the roadway becomes a divided arterial with two travel lanes and one bike lane on either side of the street. From Orange Avenue to Leland Way, the bike route on the east side of the street is eight (8) feet wide and it is four (4) feet wide on the west side of the street. "No Parking" signs are posted on the west side of the street and parking is permitted in the bike route on the east side of the street. There are "No Parking" signs from Leland Way to Grangeville and the posted speed limit varies from 35 to 40 mph. The bikeways provide access to commercial retail uses, residential neighborhoods, and Hanford's downtown area. Bike routes are shared with parked vehicles between Fargo Avenue and Lacey Boulevard. No parking is allowed from Fargo Avenue to SR 43.

10th Avenue – Hanford-Armona Road to Houston Avenue: On 10th Avenue from Hanford-Armona Road to Houston Avenue there is one bike lane sign per side, uneven shoulders (some narrow) and a 55 mph speed limit. This segment also includes access to the unincorporated community of Home Garden. Destinations include Kings County Fairgrounds, Hanford Cemetery, and Hanford Municipal Airport.

Florinda Street – 11th Avenue to 9¼ Avenue: Florinda Street is an east-west collector street. This segment of bikeway has striped bike/parking lanes with bike route signs. It has two vehicular travel lanes. The eight (8) foot wide bike/parking lanes are shared with parked cars. The Florinda Street bikeway provides access to residential neighborhoods, Woodrow Wilson High School, John F. Kennedy Junior High School, Lee Richmond Elementary School, Central Valley General Hospital, Lacey Park, St. Brigid's Catholic Church, St. Rose Catholic School, and KART bus stops. The posted speed limit is 30 mph.

CLASS I BIKE PATHS

Hanford has irrigation canals and sloughs that flow through private property, and behind residences. While initially thought to be attractive locations for Class I bike paths, the cost of pursuing an easement, construction costs, and safety and potential for litigation are factors that make trails along irrigation canals and sloughs an unsuccessful proposition in Hanford. Two operating railroad lines (San Joaquin Valley Railroad and Union Pacific Railroad) cross through the City of Hanford. Each railroad passes along properties that are mostly developed. Although there have been attempts by the City of Hanford to identify areas along the San Joaquin Valley Railroad that might allow a bike path to be constructed, railroad companies have not been open to granting an easement for bike path use.

The construction cost for Class I bike paths is estimated at \$300,000 per mile and includes installation of signage, pavement markings, and amenities. Costs do not include contingencies, design and administrative costs, fencing, right-of-way acquisition, or inflation factors. For these reasons, there are no existing Class I bike paths and no new paths are identified in this Master Plan.

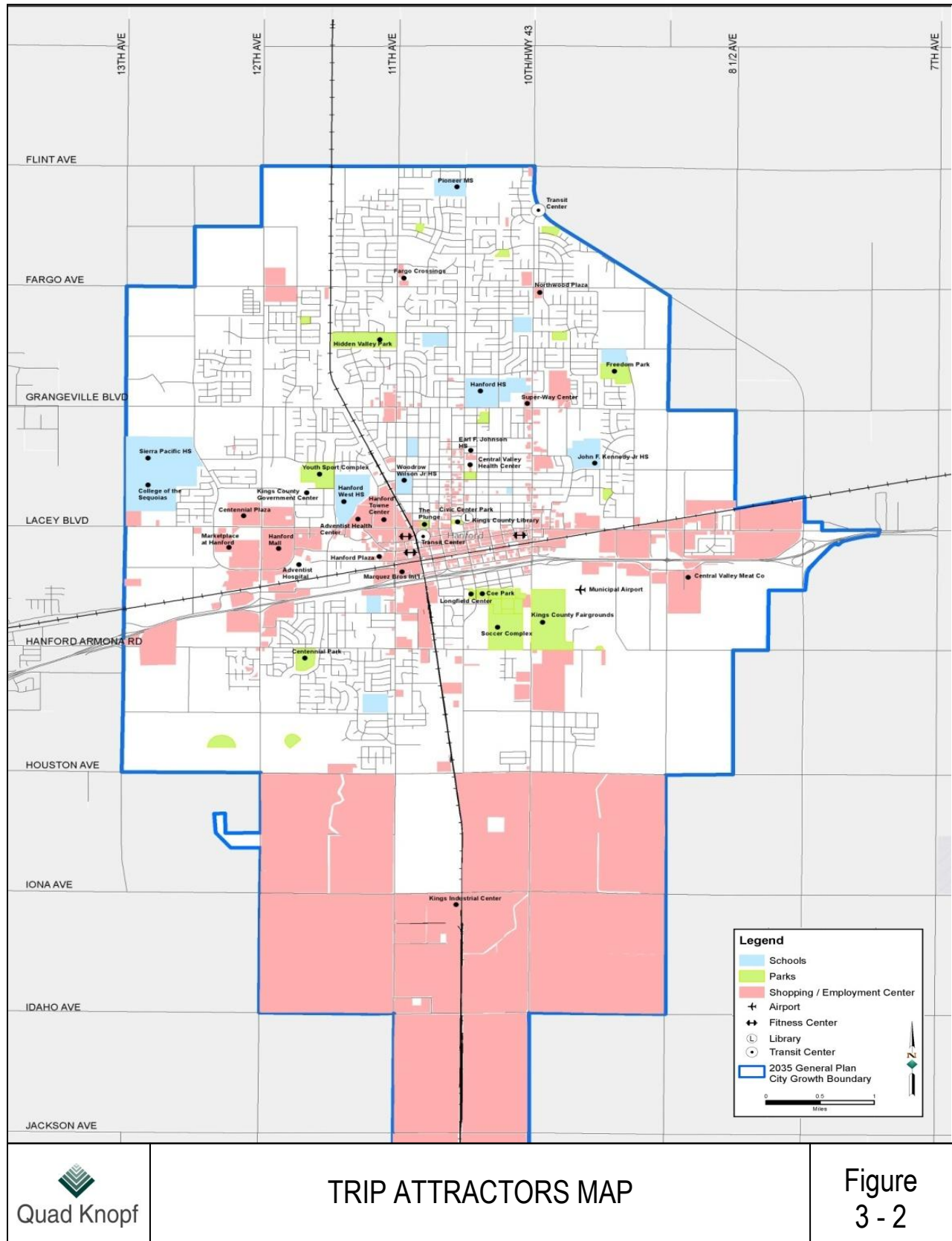
3.1.2 EXISTING BICYCLE SUPPORT FACILITIES

Bicycle support facilities are essential components of bicycle travel. Support facilities include bicycle parking (covered or open), bicycle parking signage, shower and changing space, and secure storage (lockers or cages) for bicycle gear. These support facilities encourage bicycling, and in some cases their availability may be the determining factor as to whether or not the trip is made by bicycle.

Bicycle parking, in the form of bicycle racks, is available at Hanford's public schools, College of the Sequoias, parks, and other major trip attractors such as Hanford Mall, County Civic Center, Kings County Library, and some downtown locations. Shower and storage facilities located in schools and private facilities, such as health clubs, are not currently available to the general public and therefore do not represent potential resources.

3.1.3 EXISTING AND FUTURE LAND USE/TRIP ATTRACTORS

Understanding existing and future land use patterns in Hanford is important to developing a fully interconnected pedestrian and bikeway system. Connections should be provided between trip generators (residential areas) and trip attractors or destinations. Activity centers, including downtown businesses and government centers, schools, shopping centers, parks, athletic fields, and employment centers serve as 'attractors' or destinations for pedestrian and bicycle trips. Convenient access to these locations from the pedestrian and bicycle network is crucial to the ability of the network to encourage and promote bicycle and pedestrian trips. A map of trip attractors in Hanford is shown in Figure 3-2. This map was compiled from a review of aerial photography, General Plan Maps, and field observation. The 2035 Land Use Map (see Appendix A) can also assist in predicting future development patterns and identifying future bicycle facility needs.



The primary trip attractors for the current land uses and the proposed 2035 General Plan land uses are:

- Downtown;
- Hanford Mall/Centennial Plaza/Marketplace at Hanford Shopping District;
- Hanford Towne Centre/Hanford Plaza/Adventist Health Center;
- Future Regional Shopping District at SR 43 and Lacey Boulevard;
- Coe Park/Soccer Complex/Longfield Center/ Kings County Fairgrounds;
- College of the Sequoias/Sierra Pacific High School;
- Hanford West High School/Youth Sports Complex; and
- Hanford High School and Ballpark/Super-Way Shopping Center.

Hanford has several concentrations of employment centers that would also serve as trip attractors. Those locations are as follows:

- Kings Industrial Park;
- Kings County Government Center;
- Central Valley Meat Company;
- Central Valley Health Center; and
- Fourth and Fifth Street area south of downtown.

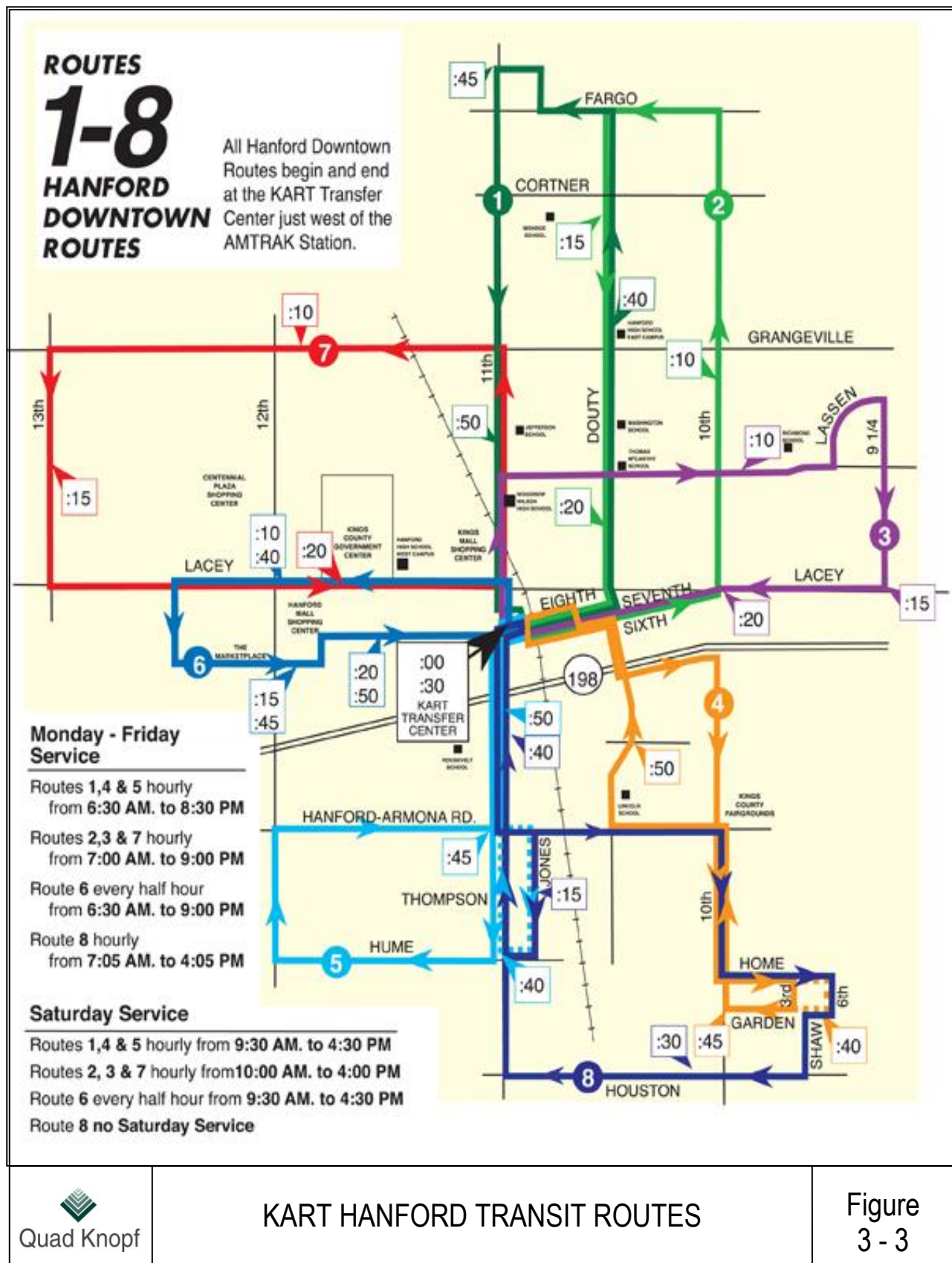
3.1.4 INTERMODAL OPPORTUNITIES

KART

Some bicycle parking is currently available at the Hanford Train Station and KART Transfer Facility located at Seventh Street and Santa Fe Avenue in downtown Hanford. The 2035 Hanford General Plan has identified policies to provide for a multi-modal facility at this location that includes bicycle access. The General Plan policy states “Support multi-modal access to and from the existing Amtrak station”.

Allowing bicycles on buses encourages an intermodal (i.e., connected) transportation network, increases transit ridership, and provides another alternative to automobile use. KART currently offers bicycle racks on the front of all their buses. While KART will continue to expand its services and ridership, the need for bicycles racks will continue to be an essential part of the service.

KART currently provides bus service on eight routes throughout Hanford. A map of the routes is shown in Figure 3-3. Some routes begin as early as 6:30 AM and end as late as 9:00 PM during the week. Saturday service is also available from 9:30 AM to 4:30 PM. All routes run on Saturday. All downtown routes begin and end at the KART Transfer Center just west of the Amtrak Station.



AMTRAK

Full-size bicycles may not be carried on trains at the Hanford Amtrak station. Bicycles would need to be boxed and checked for a fee. Each traveler who checks a bicycle can either box it themselves or purchase a box at the station. Recumbent, tandem and special bicycles that are larger than the standard bicycle dimensions and will not fit in a standard bicycle box are prohibited. There are no plans to provide designated walk-on bicycle service on any Amtrak trains in the San Joaquin Valley.

3.1.5 BICYCLE SAFETY, EDUCATION, ENFORCEMENT, AND PROMOTION PROGRAMS

In general, bicycle education programs can be described as those that develop awareness and provide information, such as posters, brochures and videos; and, those that change behavior and/or develop skills, such as programs with on-bike instruction. Programs can take many forms including hands-on riding instruction for adults and children, curriculum for adults who supervise children (i.e. teachers, day care persons), public awareness programs aimed at the whole community, instruction for motorists, law enforcement and community events. Key to any bicycle education program is engaging the target audience; in other words, getting people to participate. Bicycle promotion programs are intended to increase the community's awareness of the benefits of bicycling and can also serve to improve safety for bicyclists.

Although education programs are provided for the school-aged population, since the prevalence of adult bicycle rider collisions is much higher than school aged riders, the need for adult education programs is important as well.

3.2 Bicycle Collision Analysis

Bicycle-involved collision data was obtained from the Transportation Injury Mapping System (TIMS) and the Statewide Integrated Traffic Records System (SWITRS) for a five-year period from January 2008 through December 2012. This data represents all reported bicycle-involved collisions occurring within Hanford. It should be noted that bicycle-involved collisions are typically underreported. Therefore, it is likely that some collisions are not included in the TIMS data. Collisions that occur off the street are also not included in TIMS data. A summary of total collisions by year and severity are shown in Table 3-3.

Table 3-3
Bicycle-Involved Collision Summary

Year	Total Collisions	Injury	Fatality
2008	12	12	0
2009	9	9	0
2010	13	13	0
2011	14	14	0
2012	11	11	0
Total	59	59	0

Source: California Highway Patrol SWITRS data 2008-2012

Collision data was analyzed to identify patterns in the occurrence of bicycle-involved collisions which might highlight specific improvements needed in the City of Hanford's bicycle program. This analysis primarily focused on collision location, primary cause, party at fault, age of parties involved, and helmet use. Analysis results will be used to determine not only the need for physical improvements, such as bike lanes, to increase bicyclist safety, but also to identify the areas of most concern for education, enforcement, and safety programs.

The variation of bicycle-related collisions by time of day, day of week and season of year are typical of expected travel patterns. Consequently, the higher numbers of collisions experienced in Hanford during peak travel times are most likely the result of higher volumes of bicycle and motor vehicle traffic rather than any other contributing factor. Weekdays account for 79.7% of the bicycle-involved collisions. During the weekday peak periods, the evening (4:00 PM to 6:00 PM) commute had 50% more collisions than the morning commute (7:00 AM to 9:00 AM.) A review of seasonal variations shows that the incidences of collisions are highest in the autumn, and lowest in the winter. The highest monthly rates are in September, October, and November, while the lowest rates are in January, February, March, July, and December. As mentioned above, these variations are consistent with normal traffic patterns for both bicycles and motor vehicles.

3.2.1 LOCATION

Intersections pose the highest safety hazard for all traffic and the greatest challenge to traffic engineers. Of the 59 bicycle-involved collisions reported between 2008 and 2012, 49 (or over 83.1%) occurred at or within 100 feet of an intersection. The locations with the highest collision rates identify the areas which have hazards for bicycling or driving and/or carry the higher volumes of bicycle and vehicle traffic. Tables 3-4 and 3-5 identify the roadways and intersections with the highest number of bicycle collisions. Figure 3-4 maps the locations.

Table 3-4
Roadways with Highest Number of Bicycle-Involved Collisions

Roadway	Number of Collisions
11 th Avenue	18
Hanford-Armona Road	5
Lacey Boulevard	5
Redington Street	5

Source: California Highway Patrol SWITRS 2008-2012

Table 3-5
Intersections with Highest Number of Bicycle-Involved Collisions

Intersection	Number of Collisions		Total
	Within 100' of intersection	Over 100' from intersection	
11 th Avenue at 6 th Street	3	0	3
11 th Avenue at Lacey Boulevard	2	1	3
11 th Avenue at 3 rd Street	2	0	2
Harris Street at Elm Street	2	0	2
11 th Avenue at Grangeville Boulevard	1	1	2
11 th Avenue at Hanford-Armona Road	1	1	2

Source: California Highway Patrol SWITRS 2008-2012

3.2.2 PARTY AT FAULT

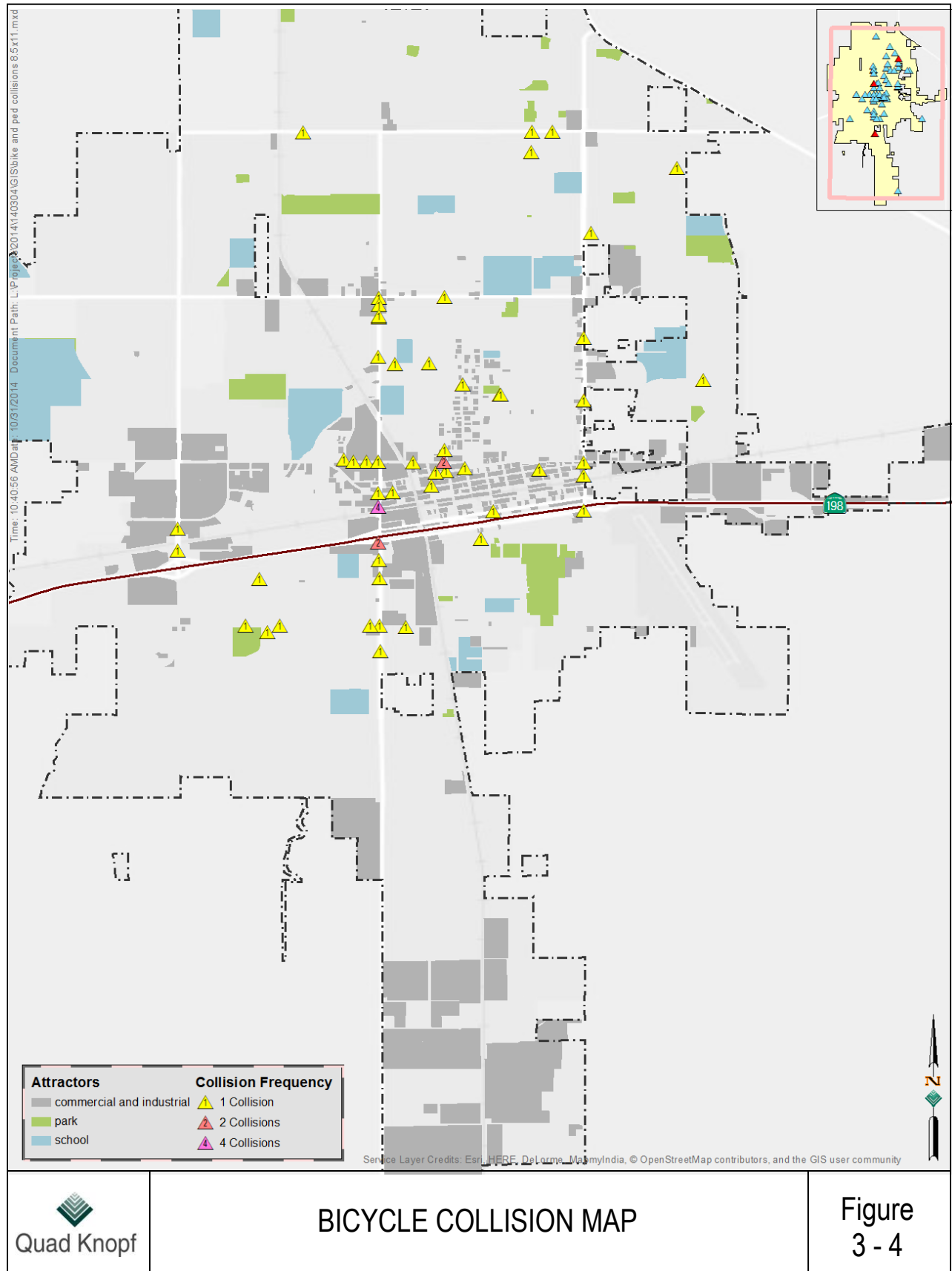
This analysis includes all age groups of motorists from beginning drivers to seniors. Intersections, driveways, and other junctions continue to be locations where about three-fourths of the bicycle/vehicle crashes occur. For pedestrian/vehicle crashes, forty-one percent of crashes occurred at roadway intersections, and an additional 8 percent occurred in driveways or alley intersections. Table 3-6 summarizes the primary cause of the collision as stated in the SWITRS reports.



Table 3-6
Collisions by Primary Cause

Primary Cause of Collision	Number	Percentage
Wrong Side of the Road (Bicycle)	26	44.1%
Right-of-Way Violation (Auto)	14	23.7%
Failure to Obey Stop Sign or Traffic Signal	6	10.2%
Improper Turn	5	8.5%
Alcohol or Drugs	2	3.4%
Not Stated	2	3.4%
Right-of-Way Violation (Pedestrian)	1	1.7%
Unsafe Speed	1	1.7%
Unsafe Starting or Backing	1	1.7%
Other Improper Driving	1	1.7%

Source: California Highway Patrol SWITRS 2008-2012



Of the 59 total bicycle collisions, a bicyclist riding on the wrong side of the road was overwhelmingly determined to be the primary cause. This behavior was more common to adult bicyclists, as 88.5% of this collision cause were the fault of an adult bicyclist. Child and adult bicyclists were found at fault in 33.3% and 66.7%, respectively, for not obeying traffic signs. In fact, for all primary causes of bicycle collisions, adult bicyclists were found at fault significantly more often than child bicyclists.

Of the collisions where drivers were determined to be at fault, the majority were due to right-of-way violations and improper turning movements, 23.7% and 8.5%, respectively. These types of driver-at-fault collisions can be attributed to the difficulty in seeing a bicyclist, especially under low light or dark conditions, improper assessment of the speed in which the bicycle is traveling, and/or a lack of awareness or disregard of the bicyclist's right to be on the roadway.

Of the collisions classified by type, 49.2% were identified as 'broadside' in the SWITRS reports. This type of collision generally occurs at intersections and is primarily the result of improperly executed right and left turning movements. In the case of bicyclists, this type of collision is greatly exacerbated by the tendency of 'wrong way' bicycling.

3.2.3 HELMET USE

According to the National Highway Traffic Safety Association (NHTSA), wearing a bicycle helmet is 85% to 88% effective in mitigating head and brain injuries. The use of a bicycle helmet is the most effective way to reduce head injuries and fatalities resulting from bicycle crashes. The NHTSA estimates the annual cost of bicycle related injuries and deaths is \$8 billion. It is estimated that every dollar spent on bicycle helmets saves society \$30 in indirect costs. This is because bicycle related head injuries have the potential to require medical treatment for the rest of one's lifetime.



In 1994, Section 21212, "Youth Bicycle Helmets: Minors" was added to the California Vehicle Code requiring bicyclists under the age of 18 to wear an approved and properly fitted bicycle helmet. This was amended in 2002 to require minor children to wear helmets when operating non-motorized scooters or skateboards, or wearing in-line or roller skates. This requirement also applies to passengers on bicycles, non-motorized scooters, or skateboards. Of bicyclists in collisions in Hanford from 2008 to 2012 under the age of 18 and required by State law to wear a helmet, none were wearing them.

3.3 Existing and Future Bicycle Usage

Table 3-7 identifies the percentage of existing bicycle usage by San Joaquin Valley city and mode of transportation. It should be noted that the Journey to Work data does not include non-

commute bicycling trips, such as errands or trips to school. It also does not include individuals that may ride to work periodically.

Table 3-7
Existing Mode Split Percentage – Journey to Work

City	Drive Alone*	Carpool*	Public Transportation*	Bicycle**	Walk**	Other
Hanford	79.5%	14.7%	0.8%	0.8%	2.00%	2.9%
Visalia	78.1%	10.9%	0.9%	.7%	1.3%	6.9%
Bakersfield	77.4%	13.4%	1.9%	0.5%	1.5%	5.0%
Clovis	70.6%	12.0%	0.6%	.4%	1.4%	10.0%
Fresno	74.4%	14.4%	2.8%	0.8%	1.9%	4.9%
Merced	74.2%	15.9%	0.9%	.6%	2.7%	4.8%
Modesto	76.9%	11.7%	1.6%	.8%	1.3%	5.9%
Sacramento	65.9%	16.4%	5.9%	2.5%	3.2%	5.9%
State of California*	71.8%	14.5%	5.0%	0.8%	2.9%	5.0%

* Source: Census 2000 Journey to Work, as taken from the City of Fresno Bicycle Master Plan, 2010

** Source: Bicycle and Walk Journeys to Work from 2008-2012 Census Data

Future bicycle and pedestrian use, whether by commuters or other users, is difficult to project. The simplest method is to assume a straight line increase. With a current population of roughly 55,000 people and a future projected 2035 population of 90,000 people, walking and bicycling to get to work should increase by roughly 39%. However, since most of the destinations are in areas of the city that already have existing roadways, almost all of that increase will occur on streets that exist today. This increases the need to repurpose existing roadways into the complete streets that can accommodate motorized vehicles, bicyclists, and pedestrians.

3.4 Needs Assessment

Based upon field review and discussions with City staff, several issues and opportunities were identified to improve opportunities for bicycle travel in Hanford. These needs are based upon the various types of bicyclists and trip purposes that can be found in the community. The following discussion is general to the City; needs and improvements related to specific portions of the roadway and bikeway system will be addressed in this Chapter 5 – Implementation Plan.

3.4.1 CONTINUOUS BIKEWAY LINKS

Several existing bikeways identified in the 2011 bikeway plan have not yet been completed. In other cases, bike lanes end without linking to other bicycle facilities. Continuation of existing facilities is necessary to provide the most inter-connected bikeway network possible. The following streets could provide links to other bikeways:

- Fitzgerald Lane connecting Fargo Avenue to Grangeville Boulevard;
- Liberty Street, Kings County Drive, Mall Drive, and Centennial Drive to Lacey Boulevard;

- Elm Street between Greenfield and 11th Avenue;
- Neill Way between Fargo Avenue and Leland Way;
- 10th Avenue south of SR 198;
- Hanford-Armona Road from 10th Avenue to Hanford Municipal Airport;
- 11th Avenue south of SR 198; and
- Hume Avenue from 12th Avenue to 11th Avenue.

3.4.2 LINKS TO MAJOR ATTRACTORS

Hanford's existing and planned bikeways will provide access to the major attractors in the community. Many of the bikeways are planned, but not yet installed. Priority focus should be given to the lanes and routes that connect people to the major attractors.

3.4.3 REDUCTION OF TRAFFIC SPEEDS/TRAFFIC CONTROL VIOLATIONS

Like all communities in California and the nation, the automobile continues to be the dominant mode of transportation. Unfortunately, the travel speed differential between cars, bicycles and pedestrians continues to rise as some motorists respond to increasing congestion and the desire to get to their destinations by speeding and running red lights and stop signs. What saves the motorist a few seconds in travel time can cost the bicyclist or pedestrian his life. Efforts to decrease motorist travel speeds and control violations can include traffic calming designs, improved enforcement, and increased public awareness. In some cases, the addition of bike lanes and crosswalks often serve as the traffic calming device needed to reduce those travel speeds.

3.4.4 LINKS TO COUNTY ROUTES

While bicycle connectivity within the City of Hanford is the main focus of this plan, connections to the regional bicycle network and adjacent communities are also important. After all, bicycle trips do not always end at the city limits.

The 2011 Kings County Bicycle Master Plan designates several routes near Hanford that can be extensions of Hanford's bikeway network. County bikeways are included on:

- Existing Routes
 - 12th Avenue, north of Flint Avenue
 - SR 43/10th Avenue, north of Flint Avenue
 - Grangeville Boulevard, west of 13th Avenue
- Proposed Routes
 - 13th Avenue, north of Fargo Avenue
 - Flint Avenue, west of 13th Avenue
 - Grangeville Boulevard, east of 8½ Avenue
 - Hanford-Armona Road, west of 13th Avenue

- Houston Avenue, west of 13th Avenue
- Houston Avenue, east of 9th Avenue

3.5 **Recommended Bikeway Network**

This section presents the recommended bikeway network. First, the benefits of bicycling in the transportation system are discussed. Goals and objectives to guide development of this Master Plan are then presented. These are followed by a discussion of the methodology used to identify the network, including information on different types of users served by the network. Finally, the recommended bikeway network is described in table and map form. Recommendations for bicycle support facilities and programs are included in Section 5.

3.5.1 **BICYCLING BENEFITS IN THE TRANSPORTATION SYSTEM**

The goals and objectives of a Master Plan are important as guides throughout the development and implementation process. They are also crucial in gaining public and political support as they become succinct, understandable arguments on the importance of funding the Plan's recommended improvements. Before reasonable and supportable arguments can be made to support bicycling and walking in Hanford, the benefits of bicycling and walking to the community should be understood.

- **Flexible** – Any trip purpose can be accomplished by bicycle and walking in a community that has appropriate infrastructure and support facilities. Bicycling and walking is used for school trips, work trips, shopping/errand trips, and recreational trips.
- **Energy Efficient** – Bicycling is the most efficient form of transportation in terms of energy expended per mile traveled. It is eight times as efficient as a passenger train at capacity, and 24 times as efficient as a single occupant automobile.
- **Reduction in Environmental Impacts** – Bicycling is better for the environment than most other modes of transportation for many reasons. The most obvious are reduced traffic congestion, improved air quality, and reduced use of fuel resources. More subtle, but just as real, improvements include reduced noise pollution, water pollution from roadway storm water run-off, and loss of habitat and natural open space to paved roads and parking lots.
- **Time Efficient** – Bicycling can provide competitive travel times to that of automobiles for short trips (under two miles), especially where parking is hard to find.
- **Space Efficient** – Bicycling is also very space efficient; in particular, 2,400 bicycles per hour can be accommodated in 3.28 feet of roadway space, versus 2,200 cars per hour in 12 feet of roadway space. Furthermore, ten to twelve bicycles can be parked in the space of one automobile. The average cost of a parking space is \$4,000. If those ten to twelve bicycles were vehicles, the cost to park them would be \$40,000 to \$48,000.
- **Congestion Relief** – Bicycling does not contribute to traffic congestion; in fact, bicycling as well as walking to school or work from within neighborhoods can remove vehicle trips from

arterials and collectors. If everyone used a non-motorized mode of transportation only one day per week, it would be the equivalent of increasing roadway capacity by 20 percent.

- Expanded transit catchment – Bicycle access to transit expands the service area of a transit route and increases the transit system’s ability to attract additional riders.
- Improved Mobility – Bicycling offers mobility options to those who do not have access to cars, who cannot drive because of age or physical reasons, or who choose not to drive. It is estimated that almost 8% of Hanford’s households have no motor vehicle.
- Cost Efficient – Bicycling is chosen by people both with and without cars as the most cost-effective way to travel. According to the American Automobile Association (AAA), the cost of driving an average sedan for one year is approximately \$7,800. The cost of operating a bicycle for a year is only \$120 (League of American Bicyclists). When there is a charge for car parking, bicycling is even more cost-effective.
- Better Health – Finally, bicycling and walking is popular among those who are concerned with health and fitness. Bicycling provides excellent cardio-vascular conditioning, and studies have shown that employees who regularly bike to work are sick less often than the average employee. Many bicycle commuters recognize that the time spent commuting to work is time that does not have to be spent at the gym or on a home treadmill.

3.5.2 METHODOLOGY

Opportunities and constraints for new bikeways were determined via extensive field reviews, analysis of existing bikeway and walkway locations, and other sources such as collision histories, review of existing planning documents, input from area bicyclists, three public workshops, and analysis of trip attractor and generator locations. It should be noted that this Master Plan does not distinguish between facilities used primarily for transportation or recreation. Many facilities which at first appear to be primarily recreational are indeed used for commuting or other transportation purposes, and vice-versa. Just as roadways are built and maintained for motorists without regard to trip purpose, all the recommended facilities described in this Plan should be considered important, regardless of whether they are primarily used for transportation or recreation.

Streets that are not yet built to their ultimate width should incorporate the Master Plan’s recommended bicycle lanes or routes into their design when widened. Where existing streets cannot feasibly be widened, and it is determined that additional travel lanes are warranted, this Master Plan should not be used to prohibit implementation of the recommendations of the warrant study. If the warrant study recommends modifications inconsistent with this Master Plan, the Public Works Director, and ultimately the City Council, can make such modifications upon finding that the modifications are the best solution to maintain safety for all travel modes.

3.5.3 RECOMMENDED BIKEWAY TYPES

The California Streets and Highways Code Section 890.4 define a “Bikeway” as a facility that provides primarily for, and promotes bicycle travel. Two types of bikeways are recommended in the Hanford bikeway network:

- Class II Bike Lane
- Class III Bike Route

Class II Bike Lane

The purpose of a bike lane is to improve conditions for bicyclists within a shared transportation corridor. Bike lanes are intended to delineate the portion of the right-of-way assigned exclusively to bicyclists. The striped bike lane is enhanced by bike lane signs and pavement markings.



Bike lanes should be provided when traffic volumes exceed a certain threshold, such as 4,000 vehicles per day on a two-lane street. Below this traffic volume, there should be adequate gaps in oncoming traffic for motor vehicles to safely pass bicyclists. However, if adequate width is available to separate vehicular from bicycle traffic, without loss to levels of service, the installation of bicycle lanes should still be considered.



Bike lanes are intended for the exclusive use of bicycles, with exceptions. Motorists may drive in a bike lane to park where permitted, to enter or leave the roadway, or to prepare for a right-turn within 200 feet from the intersection.

The California Manual on Uniform Traffic Control Devices (MUTCD) provides the technical specifications for bike lanes in its Section 9C.04 Markings for Bike Lanes.

In general, bike lanes are to be striped and identified as bike lanes with a BIKE LANE signs and pavement markings. The bike lane is to be placed adjacent to the curb if on-street parking is not allowed or between the parking lane and the motorized travel lane if parking is allowed.



Class III Bike Route

Class III bike routes are intended to provide continuity to other bicycle facilities (generally to connect bike lanes) or to designate the preferred route through a high-demand corridor. As such, the signing of a bike route should indicate to bicyclists that certain advantages exist to using this route compared to others. It is expected that measures have been taken through design and maintenance to assure that these routes are suitable for shared use.

Bike route signing is used to alert motorists to the presence of bicyclists on the roadway. Signage and pavement markings used on Class III routes to provide additional warning to motorists and bicyclists can include Bicycle Warning (W11-1) signs in conjunction with the Share the Road (W16-1) plaque or the Shared Roadway Bicycle Marking, commonly referred to as 'Sharrow'. The sharrow is used to assist bicyclists with positioning on a shared roadway with on-street parallel parking and to alert road users of the location a bicyclist may occupy within the travel way.



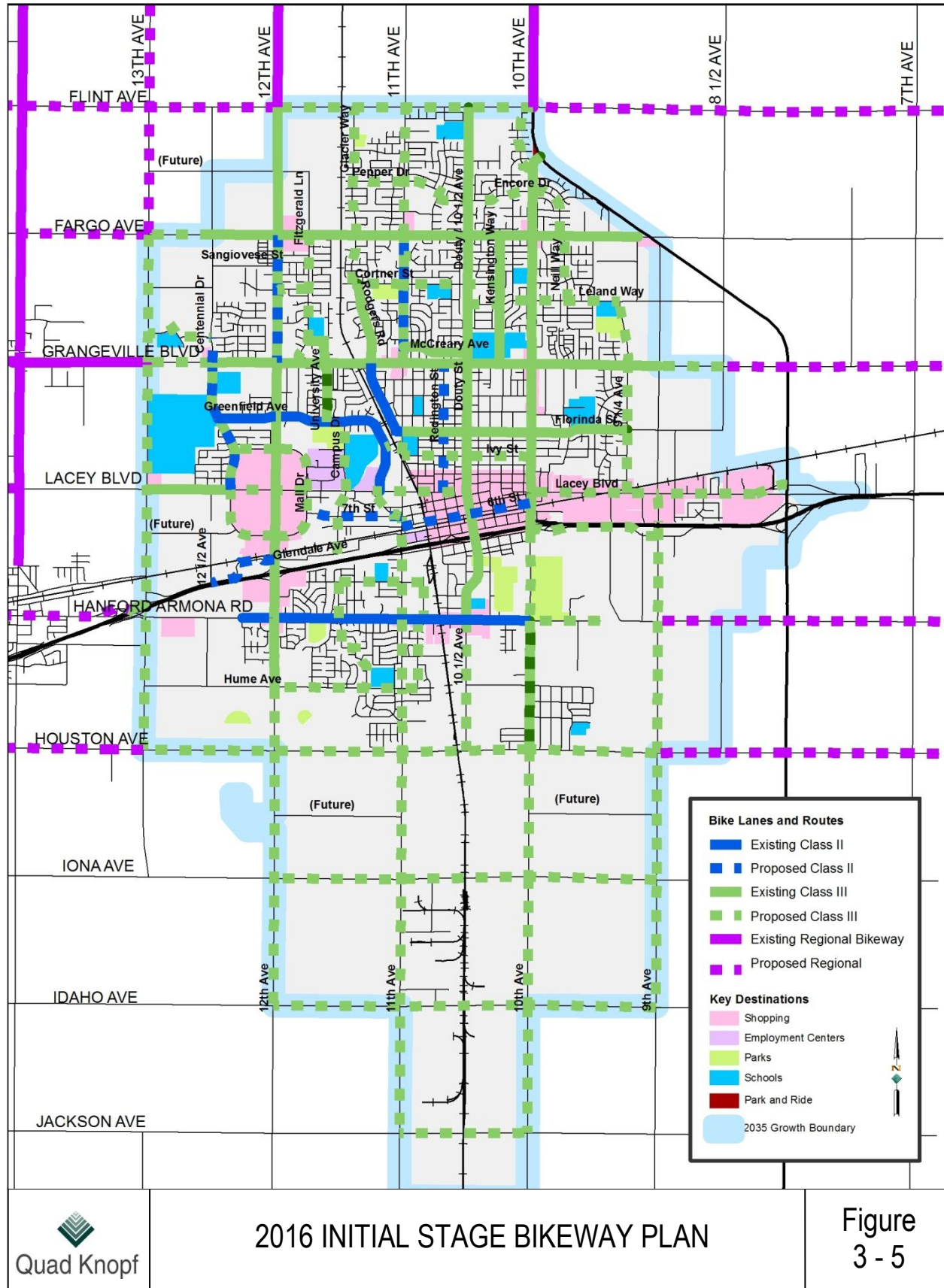
3.5.4 RECOMMENDED BIKEWAY NETWORK

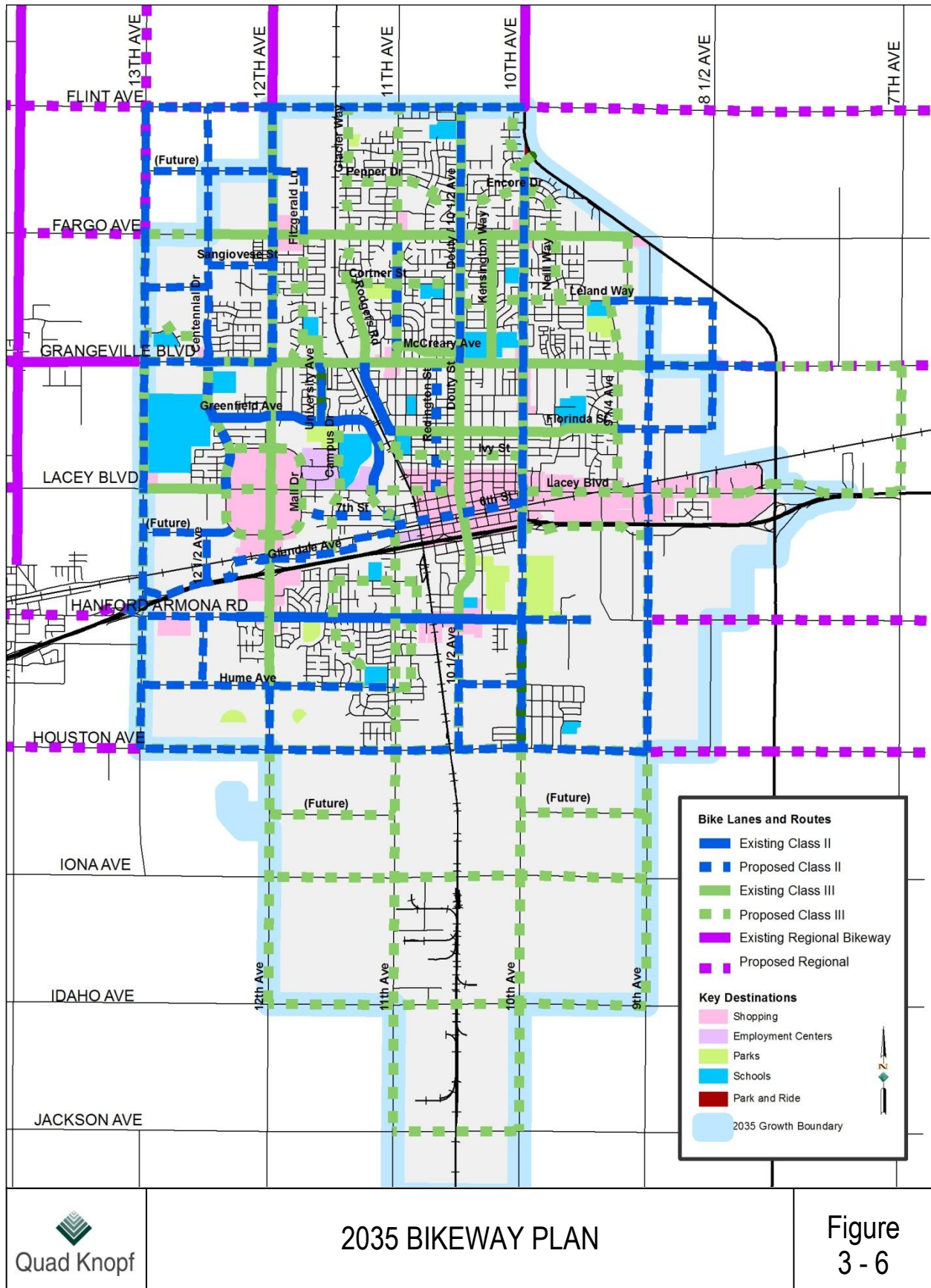
Bikeway recommendations have been divided into two stages. The 2016 Initial Bikeway Plan describes actions that can be taken now without the need to widen or build a street. The 2035 Bikeway Plan describes the recommendations once streets are widened or built to their full width. The mileage of the recommended bicycle network is summarized in Table 3-8. Table 3-9 is a four-page table that lists each of the bikeway road segments with existing or planned bikeways and then describes their characteristics. This table corresponds with Figure 3-5, which shows the 2016 Initial Stage Bikeway Plan and Figure 3-6, which shows the 2035 Bikeway Plan.



Table 3-8
Mileage Summary of Recommended Bikeway Network

Facility Type	Existing	2016 Existing & Planned	2035 Planned	Total
Class II (Bike Lane)	5.69	10.34	40.23	50.57
Class III (Bike Route)	24.87	84.26	5.55	89.81
Totals (miles)	30.56	94.60	45.78	140.38





The following are descriptions of each of the columns in Table 3-9, Bikeway Plan Street Segments. .

Street Name – identifies the street segment’s name. North-south streets are listed first in order from west to east. Then east-west streets are listed in order from north to south.

Segment From-To – identifies the extent of the street segment

Miles – identifies the length of the street segment

General Plan Street Classification – Identifies the street classification given by the 2035 General Plan Circulation Element. Classifications (from highest level to lowest) are major arterial, arterial, collector, and local.

Speed Limit (mph) – Identifies the existing speed limit of the street segment. N/A means that the street segment does not yet exist, but is planned in the 2035 General Plan.

Existing Motor Vehicle Travel – Shows the number of lanes (#) and the width of the outside travel lane.

Existing Bikeway and Parking – Identifies street segments with existing bikeways and the type of bikeway (Class II or III). The lane width identifies the width of the bike lane. “Share” means that it is a shared lane in the travel lane. The ability to park on the street segment is identified with yes or no if there is no parking stripe or the width of the parking lane if there is a parking stripe.

2016 Initial Bikeway Plan – Identifies street segments with bikeways in the 2016 Initial Stage Bikeway Plan and the type of bikeway (Class II or III). Classes (II or III) shown in bold identify that the Class has changed from the existing conditions. Lane width identifies the width of the bike lane. “Share” means that it is a shared lane in the travel lane. The ability to park on the street segment is identified with yes or no if there is no parking stripe or the width of the parking lane if there is a parking stripe.

2035 Bikeway Plan – Identifies street segments with bikeways in the 2035 Bikeway Plan and the type of bikeway (Class II or III). Classes (II or III) shown in bold identify that the class has changed from the previous condition. Lane width identifies the width of the bike lane. “Share” means that it is a shared lane in the travel lane. The ability to park on the street segment is identified with yes or no if there is no parking stripe or the width of the parking lane if there is a parking stripe.

Table 3-9
Bikeway Plan Street Segments (page 1 of 4)

Street Name	Segment			General Plan Street Classification	Speed Limit (mph)	Existing Motor Vehicle Travel		Parking	Existing			2016 Initial Bikeway Plan			2035 Full Bikeway Plan					Comment	
	From	To	Miles			#	Width (ft) (outside lane)		Marked?	Bikeway		Parking	Bikeway		Parking	Motor Vehicle		Bikeway			Parking
										Class	Lane Width (ft)		Width (ft) or yes/no	Class (change in bold)		Lane Width (ft)	Width (ft) or yes/no	# (change in bold)	Width (ft) (outside lane)		
NORTH - SOUTH																					
13th Ave	Flint	Fargo	1.00	Major Arterial	50	2	12	-	-	-	no	-	-	no	4	12	II	8	no	Change to Class II when roadway is widened.	
	Fargo	Grangeville	1.00	Major Arterial	55	2	12	-	-	-	no	III	share	no	4	12	II	8	no		
	Grangeville	Lacey	1.00	Major Arterial	40-45	3	12	-	-	-	no	III	share	no	4	12	II	8	no		
	Lacey	Hanford-Armona	1.11	Major Arterial	55	2	12	-	-	-	no	III	share	no	4	12	II	8	no		
	Hanford-Armona	Houston	1.19	Major Arterial	55	2	12	-	-	-	no	III	share	no	4	12	II	8	no		
Centennial Dr	Flint	Fargo	1.00	Collector	N/A	N/A	-	-	-	-	no	-	-	no	2	12	II	5	8	Install after road is constructed.	
	Fargo	Berkshire	0.81	Collector	35	2	12-32	-	-	-	no	-	-	no	2	12	II	5	8		
	Berkshire	Grangeville	0.20	Collector	35	2	12-32	-	-	-	no	II	5	no	2	12	II	5	8		
	Grangeville	Greenfield	0.45	Collector	45	2	12-32	-	III	6	no	II	5	no	2	12	II	5	8	No parking when restriped for Class II lanes.	
	Greenfield	Lacey	0.60	Collector	45	2	32	-	III	6	no	II	7	no	2	12	II	7	no		
	Lacey	12th	0.65	Collector	35	4	12	-	-	-	no	III	share	yes	4	12	III	share	yes		
12 1/2 (Aquifer)	Future Street	Glendale	0.39	Collector	N/A	N/A			-	-	yes	-	-	yes	2	12	II	5	8	Install after road is constructed.	
	Hanford-Armona	Hume	0.54	Collector	N/A	N/A			-	-	yes	-	-	yes	2	12	II	5	8		
12th Ave	Flint	Fargo	1.00	Arterial	55	2	12	-	III	share	no	III	share	no	4	12	II	5	8	Travel lane may need to be reduced to accommodate 5' bike lane. Alternative: remove parking	
	Fargo	Grangeville	1.00	Arterial	45	4	11	-	III	share	no	II	5	8	4	11	II	5	8		
	Grangeville	Lacey	1.00	Arterial	45	4	11	-	III	share	no	III	share	no	4	11	III	share	yes		
	Lacey	RR Tracks	0.49	Arterial	40	4	11	-	III	share	no	III	share	no	4	11	III	share	yes	Drop to existing Class III at the railroad crossing and over the freeway on narrow segment.	
	RR Tracks	Hanford-Armona	0.51	Arterial	40	2	12	-	III	share	no	III	share	yes	4	12	III	share	yes		
	Hanford-Armona	Hume	0.54	Arterial	40	2	12	N	III	share	7	III	share	yes	4	12	III	share	yes	Remove stripe	
	Hume	Houston	0.50	Arterial	50	2	12	-	-	-	no	III	share	no	4	12	II	8	no	Min. of 5' Bike Lane from FOC, no parking on arterial street; if parking is allowed, stripe Bike Lane to be 5' from 8' parking lane.	
	Houston	Iona	1.00	Arterial	55	2	12	-	-	-	no	III	share	no	4	12	III	share	yes		
	Iona	Idaho	1.00	Arterial	55	2	12	-	-	-	no	III	share	no	4	12	III	share	yes		
Fitzgerald Ave	Pepper alignment	Fargo	0.47	Collector	N/A	N/A		-	-	-	no	-	-	no	2	12	II	5	8	Install after road is constructed.	
	Fargo	Grangeville	1.03	Collector	35	2	24	N	-	-	8	III	share	yes	2	12	III	share	yes		
Kings Rd/Berkshire	Fitzgerald	Grangeville	0.30	Local	30	2	19	N	III	share	8	III	share	yes	2	12	III	share	yes		
University Ave	Grangeville	Greenfield	0.46	Collector	35	2	16	-	III	8	8	III	share	yes	2	12	II	5	7	Travel lane width could accommodate Class II if parking lane is reduced to 7'.	
Campus Dr	Greenfield	Lacey	0.55	Collector	35	2	15-18	N	-	-	8	III	share	yes	2	11	III	share	yes		
	Lacey	Glendale	0.51	Collector	30	2	20	N	-	-	8	III	share	yes	2	12	III	share	yes		
11 1/2 /Milpas/Echo	Davis	Hume	0.99	Local	25	2	24	N	-	-	6	III	share	yes	2	12	III	share	yes		
Glacier Way	Flint	Fargo	1.01	Collector	35	2	24	-	-	-	no	III	share	no	2	12	III	share	yes		
	Fargo	Cortner	0.38	Collector	30	2	24	-	-	-	no	III	share	no	2	12	III	share	yes		
Rodgers Rd	Mallard	Grangeville	0.64	Collector	30	2	12	Y	III	8	8	III	share	yes	2	12	III	share	yes	Remove stripe	
	Grangeville	Florinda	0.62	Collector	35	2	17	Y	II	5	8	II	5	8	2	17	II	5	8		

Table 3-9
Bikeway Plan Street Segments (page 2 of 4)

Street Name	Segment			General Plan Street Classification	Speed Limit (mph)	Existing Motor Vehicle Travel		Parking	Existing			2016 Initial Bikeway Plan			2035 Full Bikeway Plan					Comment	
	From	To	Miles			#	Width (ft) (outside lane)		Marked?	Bikeway		Parking	Bikeway		Parking	Motor Vehicle		Bikeway			Parking
										Class	Lane Width (ft)		Width (ft) or yes/no	Class (change in bold)		Lane Width (ft)	Width (ft) or yes/no	# (change in bold)	Width (ft) (outside lane)		
NORTH - SOUTH (continued)																					
11th Ave	Flint	Fargo	1.01	Arterial	45	2	30	-	-	-	no	III	share	no	4	12	III	share	no		
	Fargo	Grangeville	1.01	Arterial	40	2	12-24	Y	II	8	8	III	share	yes	4	12	III	share	yes	Remove striping and add signs/sharrows	
	Florinda	Ivy	0.18	Arterial	40	4	12	N	-	-	no	III	share	no	4	12	III	share	no		
	Seventh	Hanford-Armona	0.81	Arterial	35-40	2	12	N	-	-	6	III	share	6	4	12	III	share	no	No parking when change to 4 lanes	
	Hanford-Armona	Hume	0.54	Arterial	40	4	12	N	-	-	6	III	share	yes	4	12	III	share	yes	Remove stripe in 2016 Plan	
	Hume	Houston	0.49	Arterial	45	4	12	-	-	-	no	III	share	no	4	12	III	share	yes		
	Houston	Iona	1.00	Arterial	50	2	12	-	-	-	no	III	share	no	4	12	III	share	yes		
	Iona	Idaho	1.00	Arterial	50	2	12	-	-	-	no	III	share	no	4	12	III	share	yes		
	Idaho	Jackson	1.00	Arterial	55	2	12-23	-	-	-	no	III	share	no	4	12	III	share	yes		
Williams/Jones	Davis	Hume	0.83	Local	25	2	24	N	-	-	6	III	share	yes	2	12	III	share	yes		
Redington St	Grangeville	Lacey	1.01	Collector	30	2	16-24	N	-	-	8	II	5	7	2	12	II	5	7		
10-1/2 (Douty St)	Flint	Fargo	1.01	Collector	40	2	15-23	Y	III	8	8	III	share	yes	2	12	II	5	8	Add sharrows outside of parking lane	
	Fargo	Grangeville	1.01	Collector	35-40	2	17-25	Y & N	III	0-8	8	III	share	yes	2	11	II	5	7	Available travel lane width can accommodate bike lane where parking lane is reduced to 7'.	
	Grangeville	Eighth	1.03	Collector	25-35	2	16	N	III	share	6	III	share	yes	2	11	III	share	yes		
	Eighth	Third	0.36	Collector	25	4	16	-	III	share	no	III	share	yes	4	11	III	share	yes		
	Third	Hanford-Armona	0.66	Collector	35	2	23-32	N	III	share	6	III	share	yes	2	11	III	share	yes		
10-1/2 (Irwin St)	Hanford-Armona	Houston	1.03	Collector	40	2	12	-	-	-	yes	III	share	yes	2	11	II	5	8	Change to Class II only after road is widened.	
Kensington Way	Fargo	Grangeville	1.01	Collector	25	2	20	N	III	share	6	III	share	yes	2	12	III	share	yes		
Mission Dr	Flint	10th	0.56	Local	25	2	20		-	-	yes	III	share	yes	2	12	III	share	yes		
10th Ave (HWY 43)	HWY 43	Mission	0.12	Arterial	45	4	18	Y	III	6-8	8	III	share	yes	4	11	III	share	yes	Remove stripe	
	Mission	Grangeville	1.54	Arterial	40	4	14	N & Y	III	5-8	5-8	III	share	yes	4	11	II	5	no	All lanes (parking and travel) need to be reduced to accommodate addition of bike lane. Parking may be lost in some areas	
	Grangeville	Lacey	1.02	Arterial	40	4	15	Y	III	8	8	III	share	yes	4	11	II	5	no		
	Lacey	Third	0.30	Arterial	35	4	18	Y	III	6	6	III	share	yes	4	12	II	5	no		
	Third	Hanford-Armona	0.71	Arterial	45	2	24	-	-	-	no	III	share	no	4	12	II	8	no	Alternatively, would stay as Class III in 2035 Full Plan if center turn lane is warranted for traffic needs.	
	Hanford-Armona	Houston	1.01	Arterial	55	2	12	-	-	-	no	III	share	no	4	12	II	8	no		
	Houston	Iona	1.00	Arterial	55	2	12	-	-	-	no	III	share	no	4	12	III	share	yes		
	Iona	Idaho	1.01	Arterial	50	2	12	-	-	-	no	III	share	no	4	12	III	share	yes		
	Idaho	Jackson	1.01	Arterial	45	2	12	-	-	-	no	III	share	no	4	12	III	share	yes		
Neill Way	Fargo	Leland	0.51	Local	25	2	20	N	-	-	6	III	share	yes	2	12	III	share	yes		
9-1/4 Ave	Fargo	Leland	0.51	Local	25	2	10	-	-	-	no	-	-	no	2	10	III	share	yes	Install when road is extended.	
	Leland	Grangeville	0.51	Collector	35	2	12-24	-	-	-	yes	III	share	yes	2	11	III	share	yes		
	Grangeville	Lacey	1.01	Collector	45	2	12-29	-	-	-	yes	III	share	yes	2	11	III	share	yes	CTL should be installed to increase safety by providing refuge for turning vehicles due to high posted speed limit. Change to Class II only after road is widened.	
9th Ave	Leland	Lacey	1.51	Arterial	N/A	N/A					yes	-	-	yes	4	12	II	5	8	Change to Class II when road is widened.	
	Lacey	Hanford-Armona	0.96	Arterial	40	2	10-12	-	-	-	no	III	share	no	2	12	II	5	8		
	Hanford-Armona	Houston	1.04	Arterial	50	2	10	-	-	-	no	III	share	no	2	12	II	5	8		
	Houston	Iona	1.00	Arterial	55	2	10	-	-	-	no	III	share	no	2	12	III	share	yes		
	Iona	Idaho	1.00	Arterial	55	2	10	-	-	-	no	III	share	no	2	12	III	share	yes		
8 1/2 Ave	Leland	Florinda	1.01	Collector	N/A	N/A	10	-	-	-	no	-	-	no	2	12	II	5	8	Install after road is constructed/widened.	
7th Ave	Grangeville	Lacey	0.98	Arterial	55	2	10	-	-	-	no	-	-	no	2	10	III	share	yes		

Table 3-9
Bikeway Plan Street Segments (page 3 of 4)

Street Name	Segment			General Plan Street Classification	Speed Limit (mph)	Existing Motor Vehicle Travel		Parking	Existing			2016 Initial Bikeway Plan			2035 Full Bikeway Plan					Comment	
	From	To	Miles			#	Width (ft) (outside lane)		Marked?	Bikeway		Parking	Bikeway		Parking	Motor Vehicle		Bikeway			Parking
										Class	Lane Width (ft)		Width (ft) or yes/no	Class (change in bold)		Lane Width (ft)	Width (ft) or yes/no	# (change in bold)	Width (ft) (outside lane)		
EAST - WEST																					
Flint Ave	13th	12th	1.00	Major Arterial	55	2	11	-	-	-	no	-	-	no	2	12	II	8	No	Change to Class II when road is widened.	
	12th	11th	1.00	Major Arterial	50	2	11	-	-	-	no	III	share	no	2	12	II	8	No		
	11th	Hwy 43	1.00	Major Arterial	50	2	11	-	-	-	no	III	share	no	2	12	II	8	No		
Pepper alignment	13th	Fitzgerald	1.29	Collector	N/A	N/A		-	-	-	no	-	-	no	2	12	II	5	8	Add Class II when road is constructed.	
Pepper Drive/Aspen	Glacier	11th	0.41	Local	25	2	16	N	-	-	6	III	share	yes	2	16	III	share	yes		
	11th	Encore	0.36	Local	25	2	16	N	-	-	6	III	share	yes	2	16	III	share	yes		
Encore Drive	Aspen	10th	0.77	Local	30	2	12	N	-	-	6	III	share	yes	2	12	III	share	yes		
	10th	Fargo	0.50	Local	30	2	12	N	-	-	6	III	share	yes	2	12	III	share	yes		
Fargo Ave	13th	Centennial	0.50	Arterial	50	2	11-32	-	-	-	0	III	share	yes	2	11	III	share	yes		
	Centennial	12th	0.52	Arterial	50	2	11-32	N	III	share	no	III	share	no	2	11	III	share	yes		
	12th	11th	0.99	Arterial	45-50	2-4	11-26	N	III	share	no	III	share	no	2-4	11	III	share	yes		
	11th	10th	1.00	Arterial	35	2	24	N	III	share	6	III	share	yes	2	12	III	share	yes		
	10th	9 1/4	0.83	Arterial	40	2	11-24	N	III	share	6	III	share	yes	2	12	III	share	yes		
Sangiovese St	Centennial	12th	0.51	Local	25	2	24	N	-	-	6	-	-	yes	2	16	II	7	no	No parking on street.	
Muscat alignment	13th	Centennial	0.50	Collector	N/A	N/A		N	-	-	yes	-	-	yes	2	12	II	5	8	Add Class II when road is constructed.	
Muscat Pl	12th	Fitzgerald	0.24	Local	25	2	24	N	-	-	6	III	share	yes	2	16	III	share	yes		
Cortner St	Glacier	Kensington	1.16	Collector	30	2	20	N	-	-	6	III	share	yes	2	12	III	share	yes		
Leland Way	Douty	10th	0.51	Collector	30	2	24	N	-	-	6	III	share	yes	2	16	III	share	yes	Install with road construction.	
	10th	9 1/4	0.69	Collector	35	2	12-24	N	-	-	6	III	share	yes	2	12	III	share	yes		
	9 1/4	8 1/2	0.81	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	II	5	8		
Mustang/Berkshire	13th	Centennial	0.55	Local	25	2		N	-	-	7	III	share	yes	2	12	III	share	yes		
McCreary Ave	11th	Douty	0.51	Collector	25	2	16-30	N	III	share	6	III	share	yes	2	16	III	share	yes	Change to Class II when road is widened.	
Grangeville Blvd	13th	Centennial	0.51	Arterial	50	2	12	-	-	-	no	III	share	no	2	12	II	5	8		
	Centennial	12th	0.51	Arterial	50	2-3	12-18	-	III	share	no	III	share	no	2	12	II	5	8		
	12th	11th	0.99	Arterial	40	4	13-14	N	III	share	0-6	III	share	yes	4	14	III	share	yes		
	11th	10th	1.01	Arterial	35	4	14	-	III	share	no	III	share	no	4	14	III	share	yes		
	10th	9th	1.00	Arterial	45	4	14	-	III	share	no	III	share	no	4	14	III	share	yes		
	9th	8 1/2	0.50	Arterial	55	2	12		-	-	no	III	share	no	4	12	II	5	8		
	8 1/2	8th (HWY 43)	0.50	Arterial	55	2	12	-	-	-	no	-	-	no	4	12	II	5	8		
Greenfield	8th (HWY 43)	7th	1.00	Arterial	55	2	12	-	-	-	no	-	-	no	2	12	III	share	yes		
	Centennial	12th	0.46	Collector	35	2	20	Y	II	5	7	II	5	7	2	12	II	5	7		
	12th	Lacey	1.34	Collector	35	2	12	Y	II	5	8	II	5	8	2	12	II	5	8		
	Florinda St	11th	Douty	0.51	Collector	30	2	16	Y	III	7	7	III	share	yes	2	12	III	share	yes	Remove stripe
Douty		10th	0.51	Collector	35	2	15	Y	III	8	8	III	share	yes	2	12	III	share	yes		
10th		9 1/4 Ave	0.76	Collector	30	2	30	N	III	6	6	III	share	yes	2	11	III	share	yes		
9 1/4 Ave		8 1/2 Ave	0.75	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.	
Elm St	Greenfield	11th	0.14	Collector	30	4	12	N	-	-	no	III	share	no	2	12	III	share	no		
Ivy St	11th	10th	1.01	Collector	30	2	20	N	-	-	6	III	share	yes	2	12	III	share	yes		
Liberty St	Centennial	12th	0.33	Collector	35	2	13-24	-	-	-	0	III	share	yes	2	12	III	share	no		
Kings County Dr	12th	Lacey	0.51	Collector	30	2	18	N & Y	-	-	0-6	III	share	yes	2	12	III	share	yes		
Mall Dr	12th	Lacey	0.53	Collector	35	2	18	-	-	-	no	III	share	no	2	12	III	share	no		

Table 3-9
Bikeway Plan Street Segments (page 4 of 4)

Street Name	Segment		Miles	General Plan Street Classification	Speed Limit (mph)	Existing Motor Vehicle Travel		Parking Marked?	Existing			2016 Initial Bikeway Plan			2035 Full Bikeway Plan					Comment			
	From	To				#	Width (ft) (outside lane)		Class	Lane Width (ft)	Width (ft) or yes/no	Bikeway		Parking	Bikeway		Parking	Motor Vehicle			Bikeway		Parking
EAST - WEST (continued)																							
Lacey Blvd	13th	Centennial	0.66	Arterial	45	2-4	12-22	-	III	share	no	III	share	no	2-4	12	III	share	yes				
	Centennial	Mall Dr	0.60	Arterial	35-40	4	12-22	-	-	-	no	III	share	no	4	12	III	share	yes				
	Garner	Irwin	0.65	Arterial	30-35	4	12-22	-	-	-	no	III	share	no	4	12	III	share	yes				
	10th	9th	0.99	Arterial	40	2	12-25	-	-	-	no	III	share	no	2	12	III	share	yes	Consider Class II lanes if major road widening occurs.			
	9th	8th (HWY 43)	1.03	Arterial	40	2	12	-	-	-	no	III	share	no	2	12	III	share	yes				
	8th (HWY 43)	7th	1.01	Arterial	55	2	12	-	-	-	no	-	-	no	2	12	III	share	yes				
Garner Ave	Lacey	Seventh	0.34	Collector	35	2	12		-	-	yes	III	share	no	2	12	III	share	yes				
Seventh St	Mall	11th	0.75	Collector	35	2	17-24	N & Y	-	-	yes	II	5	0-6	2	11	II	5	0-6	5' BL where parking is allowed, 6' BL where parking is not allowed			
Future steet west of Target Store	13th	Centennial	0.71	Collector	N/A	N/A			-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.			
Sixth St	11th	Redington	0.37	Collector	35	2	26-30	N	-	-	8	II	5	8	2	12	II	5	8				
	Redington	Douty	0.18	Collector	35	2	14	Y	-	-	diagonal	II	5	8	2	12	II	5	8	Diagonal parking to change to parallel.			
	Douty	10th	0.48	Collector	35	2	26-30	N	-	-	7	II	5	8	2	12	II	5	8				
Glendale Ave	13th	12 1/2 (Aquifer)	0.53	Collector	45	2	23	-	-	-	no	-	-	no	2	12	II	5	8	Add Class II when road is widened.			
	12 1/2 (Aquifer)	12th	0.61	Collector	30	2	16		-	-	yes	II	5	8	2	12	II	5	8				
	12th	11th	1.10	Collector	N/A	N/A	12	-	-	-	no	-	-	no	2	12	II	5	8	Install with road construction.			
Third St	10th	9th	1.03	Collector	50	2	13	-	-	-	no	III	share	no	2	13	III	share	yes				
Davis St	11 1/2	Williams	0.67	Local	25	2		N	-	-	7	III	share	yes	2	12	III	share	yes				
Hanford-Armona	13th	Greenbrier	0.76	Arterial	55	2	13	-	-	-	no	-	-	-	2	12	II	5	8	Add Class II when road is widened.			
	Greenbrier	12th	0.25	Arterial	45	2	12	Y	II	5	8	II	5	8	2	12	II	5	8				
	12th	11th	1.00	Arterial	40	2	12	Y	II	5	8	II	5	8	2	12	II	5	8				
	11th	10th	1.00	Arterial	40	2	12-18	Y	II	5	8	II	5	8	2	12	II	5	8				
	10th	Airport entrance	0.55	Local	40	2	12	-	-	-	no	III	share	no	2	12	II	5	8	Change to Class II if road is widened.			
Hume Ave	13th	12th	1.02	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.			
	12th	11th	1.00	Collector	35-40	2	10-23	-	-	-	no	III	share	no	2	12	II	5	8	Change to Class II with road widening.			
	11th	Jones	0.05	Local	25	2	12		-	-	yes	III	share	yes	2	12	III	share	yes				
Orchard alignment	Douty	10th	0.50	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	II	5	8	Install with road construction.			
Houston	13th	12th	1.02	Major Arterial	55	2	12	-	-	-	no	III	share	no	2	12	II	8	no	Change to Class II when road is widened.			
	12th	11th	1.00	Major Arterial	55	2	11	-	-	-	no	III	share	no	2	12	II	8	no				
	11th	10th	1.00	Major Arterial	45-50	2	11	-	-	-	no	III	share	no	2	12	II	8	no				
	10th	9th	1.00	Major Arterial	45-55	2	12	-	-	-	no	III	share	no	2	12	II	8	no				
Industrial Collector	12th	11th	1.00	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	III	share	yes				
	10th	9th	1.00	Collector	N/A	N/A		-	-	-	yes	-	-	yes	2	12	III	share	yes				
Iona	12th	11th	1.00	Arterial	55	2	10	-	-	-	no	III	share	no	2	12	III	share	yes	Parking can be accommodated in the 2035 Plan with street widening			
	11th	10th	1.00	Arterial	45	2	11-22	-	-	-	no	III	share	no	2	12	III	share	yes				
	10th	9th	1.01	Arterial	45	2	12	-	-	-	no	III	share	no	2	12	III	share	yes				
Idaho	12th	11th	1.00	Arterial	55	2	11	-	-	-	no	III	share	no	2	12	III	share	yes				
	11th	10th	1.00	Arterial	45	2	12-17	-	-	-	no	III	share	no	2	12	III	share	yes				
	10th	9th	1.00	Arterial	50	2	13	-	-	-	no	III	share	no	2	12	III	share	yes				
Jackson	11th	10th	1.00	Arterial	55	2	11	-	-	-	no	III	share	no	2	12	III	share	yes				

3.5.5 LOW VOLUME TRAFFIC BIKEWAY LOOPS

During the public workshops, mothers who ride bikes with their kids described how they were looking for a safer alternative than busy streets and public sidewalks. Many currently use the public sidewalks for riding bicycles. Riding bicycles on the sidewalk is dangerous for three main reasons: speed, visibility and predictability. Cyclists travel faster than people on foot. Pedestrians aren't looking out for bicycles on the sidewalk. A great variety of sidewalk users – people with strollers, wheelchairs or walkers, seniors, children, and even pets – are not compatible with fast-moving bicyclists.

In response to the request, **Low Volume Traffic Bikeway Loops** have been identified in each of the four quadrants of Hanford. These Class II lanes and Class III routes are located on low traffic volume street. Most intersections along the bikeways are signalized. The intent is that these bikeways can be promoted as a type of training area for adults to teach children how to safely ride bicycles on the street.

The Low Volume Traffic Bikeway Loops have the following characteristics:

- Low vehicular traffic volume;
- Class II or Class III bikeways or a combination of bikeway classifications;
- Primarily through residential neighborhoods;
- Streets with speed limits of 35 mph or less; and,
- Access to schools and parks.

These low volume traffic bikeway loops can be used by parents to educate children on bicycle and traffic safety before they venture out onto the Class II and Class III bikeways located on larger collector and arterial roadways. Four loops were identified with lengths ranging from 2.9 to 5.2 miles in locations where residents can access them conveniently from their homes, parks or schools. Three of the four loops can be implemented on existing streets. The fourth loop can be developed as the future segments of Centennial Drive and Sangiovese Street are constructed.

3.6 *Bicycle Programs and Support Facilities*

More than just a good pedestrian and bicycle plan is needed to encourage walking and bicycling. Additional support facilities and programs are also essential for increasing public awareness of walking and bicycling opportunities in the community. This section describes bicycle detection, bicycle parking, shower/locker facilities needs, and bicycle access to transit facilities, and provides policies for bicycle education and promotion programs.

The safety of bicyclists can be increased by improving a number of factors. Education programs are needed to encourage both children and adults about the benefits of wearing bicycle helmets and following traffic laws. A large portion of bicyclists' injuries were due to either not wearing a helmet, riding the wrong way on a street, or both. Maintenance of bicycle infrastructure is another factor that affects safety. Uneven pavement, potholes, unsafe drainage grates, debris, trash cans, or gravel in the bicycle lane can cause bicycle collisions.

3.6.1 BICYCLE SAFETY EDUCATION PROGRAMS

Although constructing bicycle facilities is the most effective way to increase the number of bicycle riders, bicycle education is also important for encouraging bicycling and improving safety. Bicycle education programs are designed to increase bicycle safety by educating bicyclists of the proper rules of the road and by improving their bicycling skills. Simultaneously, these programs can be used to help motorists understand the rights of bicyclists on the road. One of the difficulties in providing bicycle education programs is the need to tailor training sessions for groups of varying ages and knowledge needs. For example, young children should be taught the basic rules of the road in conjunction with hands-on bicycling instruction. Adults benefit most from a program demonstrating how to ride safely on the road and how to drive safely around bicyclists. Information on bicycle commuting and its benefits will also benefit most adults. Target audiences for education programs include:

- Current and potential bicyclists;
- Drivers;
- Students;
- Children and families; and
- Law enforcement.

Education programs can be time consuming and costly, especially when first establishing them. Funding and staffing are in short supply in almost all jurisdictions. For these reasons, agencies must explore all possible avenues in designing and implementing a bicycle education strategy. Various City departments, including Community Development, Engineering, Parks and Recreation, Police, and Public Works should be brought into the effort. Schools, community and civic organizations, employers, local businesses, and cycling clubs should also be tapped as resources. Some of the most successful programs are the result of a public and private coalition working together toward a common goal. Hanford currently has limited educational programs, including Stop-on-a-Dime organized by the Hanford Police Department.

According to the 2011 Kings County Regional Bicycle Master Plan, a 2004 telephone survey of public schools showed that 72% of those schools have some form of bicycle safety or education program. The survey also indicated 44% of junior highs and high schools do not currently have an existing program(s). Those existing elementary school-based programs occur annually and are typically presented by law enforcement officials. Additionally, the Optimists have an on-going local bicycle safety program. School officials feel that these programs are effective and should be continued. Listed below are sources of information which may be considered for a local bicycle safety program:

- Safe bicycling pamphlets available for distribution to area schools;
- League of American Bicyclists courses for adults and children;
- Legislation requiring bicycle helmets for children under 18 years old;
- Kings County Bikeway Maps which list the rules of the road, preferred bicycle route, and safety tips; and
- Stop-on-a-Dime programs presented by the Hanford Police Department.

Although education programs are provided through these sources for the school aged population, since the prevalence of adult bicycle rider collisions is much higher than school aged riders, there is a need for adult education programs as well.

Appendix D includes bicycle education programs which have been developed for use in communities throughout the country. Resources for program materials and assistance are also provided. In general, bicycle education programs can be described as those which promote awareness and provide information, and those which change behavior and/or develop skills. Programs vary, but may include hands-on riding instruction, teaching adults who supervise children, public awareness campaigns, community events, and education for motorists. The key to any bicycle education program is to reach your target audience and get people to participate.

Existing City of Hanford Programs

On October 15, 2015, the Hanford Police Department hoped to curb the number of bicycle-related traffic collisions by reaching out to the community's youngest riders. School resource officers and traffic officers visit schools in the Hanford Elementary School District to teach kids about basic bicycle safety laws and the importance of wearing a helmet every time they ride.

Some basic traffic laws and tips to keep kids safe when they ride their bikes included:

- Always wear a helmet. Make sure it's properly buckled so it won't fall off;
- Use a light when riding at night;
- Make sure safety features like reflectors and brakes are all working properly;
- Ride the same direction as cars. Don't ride against traffic;
- Stop, look, and listen when crossing the street. Use crosswalks whenever possible;
- Observe all stop signs, traffic signals, and railroad crossings; and
- Don't wear headphones when riding.

The Hanford Police Department has noted an increased number of complaints about bicycle-related violations. Bicyclists tend to be at fault in a collision, often because they are riding the wrong way. State law requires bicycles to observe the same rules as motorists. That means bikes must ride in the same direction as other traffic. The most common complaints involve cyclists darting across roadways, riding against traffic or failing to acknowledge stop signs. Hanford Police Department's Traffic Division consists of three people. This staff is responsible for traffic enforcement and collision investigation; however, no officers are specifically assigned to bicycle or pedestrian safety.

The following programs are currently in operation or are being adopted.

Student Safety Information for Schools: Traffic officers are working with school resource officers and local school districts to help teach students to ride safely.

Helmet Program: This is a new program to provide helmets to minors. The California Vehicle Code prohibits anyone younger than 18 from operating a bicycle, scooter, skateboard, or skates without a helmet. The law also applies to minors riding as passengers. The police department recently bought 400 bicycle helmets for the program. Riders younger than 18 who are caught riding without a helmet will be issued a warning citation and given an application for a free helmet. The application process will allow police to track who has already received a helmet and deal with repeat offenders.

Bicycle Safety Day: The City of Hanford Police Department is considering an event that would likely include a course to demonstrate basic riding skills, as well as bicycle inspections to ensure students have properly adjusted seats, handlebars and safety features like brakes and reflectors.

Possible Future Programs

The existing schools that provide bicycle safety or education programs should continue their programs. In schools where there is not a current program established, one should be established (particularly for younger children). There are several agencies at the state and national levels that are available to help organize a program. The bicycle safety or education program should include one or more of the following.

- Annual or bi-annual bicycle safety presentations and discussions.
- Explanations of existing laws including: riding with the direction of traffic and stopping at traffic stop signs and traffic signals, and requiring children to wearing a helmet.
- An annual bicycle rodeo to be held at schools and/or shopping centers. This event might include: a basic skills course, safety instructions or a maintenance clinic.
- Distribution of information through the medium of public service announcements, local TV commercials, and newspaper articles should be targeted toward bicycle safety for Hanford youth.

- Distribution of the Hanford Bicycle Map to the community that contains a summary of the bicycle section of the California Vehicle Code, bicycle safety tips, bicycle routes within the County, and phone numbers to get more information about local bikeways.
- Efforts should be made to enhance and strengthen bicycle safety and education awareness, with the goal of reducing the number of bicycle collisions in the future. While there are some costs involved in starting bicycle safety and education programs and establishing and maintaining bicycle lanes and routes, the benefits are worth the cost if collisions can be prevented and lives saved.

The following programs should be considered for improving bicyclist safety in the City of Hanford.

Special Enforcement Days. Police could schedule special enforcement days where motor officers and traffic officers will specifically enforce bicycle laws. Cyclists should follow the rules closely and be extra cautious, as they are more likely to suffer serious injuries in a crash. As necessary, the Police Department may consider assigning more police to traffic control and issuing citations for traffic violations more frequently. Enhanced police enforcement should be used in conjunction with sting operations and walking audits to focus on improving locations most dangerous for bicyclists and pedestrians. Before such a program is implemented, police officers need education on how best to approach an offender and what violations should be targeted for enforcement.

Bicycle Traffic School. Bicycle safety should be an integral part of traffic school curricula for motorists; however, cyclists hold an equal obligation to adhere to traffic rules. Accordingly, the City should consider instating a traffic school for cyclists. Such a program would parallel conventional motorist traffic schools and would allow cyclists cited with a moving violation to take a class to lessen or eliminate their financial penalty. A similar, albeit less formal program might also be required of youths who are stopped for illegal cycling maneuvers. In this “diversion” program, youths who ride illegally must attend a one-day remedial cycling skills course, which is typically held on a weekend and conducted by the police department.

Driver Education. Driver education courses should include the importance of sharing the road and teach each new driver their responsibilities when it comes to sharing the road. Sharing the road with bicyclists should be included in high school driver education programs, local Hanford driver education schools, and traffic schools. The *2015 California Driver Handbook* includes extensive information on sharing the road with bicyclists. Bicycles are legally considered to be vehicles in California. Therefore, bicyclists are required to obey most of the same laws and have most of the same rights as do automobile drivers. The motor vehicle code addresses issues associated with the registration, necessary equipment, and operation of bicycles on the roadway. Over 100 bicyclists are killed each year in California. Every six hours a bicyclist is fatally injured in the US. 49% of all bicyclist deaths occur to youths age 16 or younger. 86% of all bicycle collisions involve an automobile or truck. Motorists failing to yield the right-of-way to a bicycle cause 42% of bicycle-related collisions. 39% of bicycle collisions occur because cars make turns without noticing bicyclists. 87% of bicyclists in California who die in a collision were not wearing a safety helmet.

“Share the Road” Signage. Signage on roadways, such as "Share the Road" signs and bicycle stencils on the street are also an additional tool and reminder which alert motorists to the presence of bicyclists.

The following programs are geared towards age groups, motorists, bicyclists, and law enforcement officials.

Bicycle Safety Programs for Children

Most bicycle safety efforts target elementary school-aged children and their parents. Programs for parents of beginning bicyclists, between the ages of five and eight, focus on the role the parent plays in selecting the proper size and type of equipment, in supervising their child's use of that equipment, and in teaching the basic mechanical skills needed to start, balance, steer, and stop a bicycle. Parents may be reached through parent-teacher associations and children through programs sponsored by the schools, day care centers, summer camps, and boys and girls clubs.



Children pose a special safety problem as they learn to ride bicycles. Learning to ride by the rules, look for traffic and use of hand signals are not second nature - these skills must be taught. Bicycle education programs should start early as children learn to ride and be modified as the years go by to focus on the needs of the particular age group. There is a critical juncture when children migrate from riding on the sidewalk to riding on the street. Although this age varies from child to child, children between the ages of nine and ten are generally old enough to learn street cycling skills. They can learn how to enter and exit the roadway; scan ahead, behind and to the side while riding straight; and communicate and cooperate with other road users and pedestrians. The following recommendations are made for programs that improve bicycle safety for children:

Bicycle Helmets. Helmet distribution programs should be continued and a citation alternative program should be adopted to encourage the purchase and use of bicycle helmets. Bicyclists under the age of 18 are required by state law to wear a properly fitted and fastened bicycle helmet. Before 1994 when this law went into effect, over 25% of bicycle collisions involved head injuries. Of these, more than one-half were life threatening.

Youth Bicycle Programs. There are many programs available for linking youth with bicycles. These programs, usually organized by non-profit organizations or a police department, have been very successful in involving teenagers and giving them something constructive to do with their time. While teaching bicycle safety and proper riding practices, these programs have had favorable results in keeping kids away from drugs, gangs and crime while instilling in them a sense of purpose and worth. Some of the highlights of these programs are:

- After school bicycle maintenance and repair;
- Recycle a bike program - kids fix up bikes and keep them;
- Earn-a-bike program through community service;
- Drop-in repair classes - also good for adult bicyclists; and
- Bicycle trips for kids programs.

Programs for Adult Bicyclists

There are few materials and programs that focus on the adult rider. Most adult bicyclists have not had any formal bicycle education in childhood outside of learning the basic mechanical skills. At the same time, there are misconceptions, myths, and outdated advice that further challenge adult bicyclists' safety. For instance, some believe a bicyclist should ride facing traffic, and it is still common to see a bicyclist at night not using the required lights and reflectors. Bicycle education programs developed for the adult cyclist need to educate cyclists about bicyclists' rights and responsibilities on the road, about techniques for sharing the road with motorists, and about secure bike locking techniques. Adults should also be educated about pedestrian rights and the need to be aware of people with mobility, hearing, and/or vision impairments. The following recommendations are made for programs that improve bicyclist safety for adults:

- Conduct a public awareness campaign focused on responsible road behavior and directed to bicyclists and motorists alike. Make use of public service space from newspapers, television, radio, bus advertising, posters and flyers mailed in utility bills;
- Promotional events such as Bike to Work Day enhance bicycle education;
- Community events such as charity bike rides, costume rides, bike fairs and bicycle rodeos are useful in attracting adults and families in more recreational surroundings. Include bicycle safety checks and helmet giveaways as part of these rides;
- Educate parent groups and adult groups that supervise children, like PTAs, day care centers, and youth camp operators, on safe bicycling practices;
- Conduct a public awareness campaign emphasizing the individual and community benefits of using a bicycle for daily trips. As part of this campaign have a city-wide contest for number of miles bicycled, oldest bicyclist, farthest commuter, etc.;
- Programs for motorists discussed in the following section can also reach adult bicyclists since most adults drive;
- Work with businesses that sell bicycles to provide incentives for adults to purchase helmets and safety gear, such as lights;
- Develop informational materials and programs specifically addressing the cycling needs of seniors, such as a tricycle program;

- The City should work with and encourage students about proper, effective cycling in Hanford; and
- The adult-targeted Effective Cycling course by the League of American Bicyclists (LAB) would serve the public need for cycling education and can be offered at bike shops and community centers. Kings County has a local chapter of the LAB.

Programs for Motorists

Motorists are probably the most difficult group to reach with bicycle education. Existing motorist-oriented programs typically reach their intended audience only at specific points. Some amount of bicycle education is distributed during driver education courses, driver licensing exams and traffic schools for violators. While these methods can be improved upon, for most motorists, these events will only occur once every several years. Additionally, programs targeted to children can benefit motorists as children bring home information to their families.

The following recommendations are made for programs that improve safety for motorists:

- Public awareness campaigns are most useful for educating the motorist on how to safely share the road with bicyclists and overall awareness of bicyclists' rights and responsibilities. Media campaigns including bumper stickers and banners, could be developed;
- Make use of public service space from newspapers, television, radio, bus advertising, posters and flyers mailed in utility bills;
- Incorporate "sharing the road" training into driver's education programs; and
- Signage on roadways, such as "Share the Road" signs and bicycle stencils on the street, both of which are proposed for Class 3 bike routes, are also an educational tool which alert motorists to the presence of bicyclists.

Programs for Law Enforcement Officials

Bicycle safety education and promotion programs will hopefully reduce the need for heavy investments in enforcement. Nonetheless, the Hanford Police Department should enforce traffic regulations for both children and adult bicyclists and motorists. Police officers are generally hesitant to cite bicycle offenders, especially children, because they believe it will result in negative publicity for the department. As a result, some bicyclists are under the impression that they can do whatever they want while on a bicycle. However, roughly half of bicycle/automobile collisions are caused by the bicyclist who is not obeying traffic laws, i.e. riding on the wrong side of the street or riding without lights at night. (Source: Federal Highway Administration, "Pedestrian and Bicycle Crash Types of the Early 1990's", Publication No. FHWA-RD-95-163, June 1996). Enforcement should be viewed as another component of a bicycle education program and as a most effective way to reduce the number of bicycle collisions and injuries. The following recommendations are made for programs for law enforcement officials:

- Police officers and departments need to be convinced that enforcing traffic regulations for bicyclists is a good idea. Officers also need some education on the laws regarding bicyclists' rights and responsibilities, on how best to approach the bicyclist offender, and on what offenses should be earmarked for enforcement. Any bicycle enforcement program should start first with a citation alternative program and warnings, and then move to giving citations;
- In 1994, California made it easier to use enforcement as a bicycle education and safety tool by allowing local authorities to reduce fines for bicycle offenses. Previously, bicyclists were fined at the same rates as motor vehicle offenders. Most police officers and departments felt that these fines for a bicyclist, especially a child, were excessive and were hesitant to impose them. The City should develop its own bicycle fine structure so that bicycle fines will not be excessive and officers will be more willing to impose them;
- A citation alternative program, such as those developed for children not wearing a helmet, should be developed for adults. Attendance at an education program, similar to auto traffic school, would allow fees to be waived. Motorists involved in a bicycle collision could also be required to attend, to learn how to safely share the road;
- Posted speed limits should be enforced. High auto speeds make bicyclists feel unsafe, discourage people from trying out cycling, and increase the severity of collisions;
- Traffic officers should enforce the "Three Feet for Safety Law" signed in September 2013 by Governor Jerry Brown which requires drivers of motor vehicles to remain a distance of at least three feet from bicyclists when passing them on the roadway. Failure to obey the law would result in a fine. The fine would increase if the bicyclist is injured by the motorist.
- The City should expand opportunities for people to register their bicycles by either increasing the hours for bicycle registration or allowing businesses that sell bicycles to register bikes when they are sold; and
- When asked to prioritize specific programs that are designed to increase bicycle and pedestrian safety, the community workshop participants preferred that traffic officers cite both bicyclists and motor vehicle drivers who break parking and traffic laws, particularly at critical locations throughout the City.

3.6.2 BICYCLE PROMOTION PROGRAMS

Bicycle promotion programs are intended to increase a community's awareness of the benefits of bicycling and improve safety for bicyclists. Through marketing campaigns and incentive programs, the community is encouraged to bicycle. As a viable alternative to the automobile, bicycling reduces traffic, improves air quality, and improves personal health. The three main components of a bicycle promotion program are described below:

Identify benefits of bicycle commuting. Bicycling is an enjoyable, low-cost, non-polluting, sustainable, and healthy alternative to the traditional motorized commute. Bicycling reduces the

cost of commuting for employees, improves health through exercise, reduces traffic, improves air quality, and reduces consumption of fuel resources;

Provide an incentive for bicycle commuting. Many agencies and employers use monetary or other incentives to lure the prospective participant out of his/her single occupant vehicle and into a carpool or transit. These programs should be expanded to include incentives for bicycle commuting; and

Support and applaud bicycle commuting. Endorsement of bicycle commuting by the City is a significant aspect of a promotion program. Prospective bicycle commuters are more apt to try out this underutilized mode if it is accepted and supported by city officials. Endorsement from “the people in charge” will go a long way towards persuading employers to establish their own programs and encouraging individuals to commute by bicycle.

Possible bicycle promotion programs and activities, appropriate for use in Hanford, are outlined in Appendix E. Programs focused on encouraging employees to bicycle are often adopted by city governments as an example to other employers within their jurisdiction. Some activities can be implemented in conjunction with other community groups; and thereby minimize the cost to the city. The programs described in the Appendix include possible employee programs as well as activities aimed at the general population.

3.6.3 BICYCLE DETECTION

In 2009, Caltrans issued Traffic Operations Policy Directive (TOPD) 09-06, which requires that bicycle and motorcycle detection be implemented at all new or modified traffic signals. The TOPD was issued to implement Assembly Bill 1581 (CVC Section 21450.5), which became law on January 1, 2008, requiring bicycle and motorcycle traffic-actuated signals and related signal timing. Subsequently, Part 4, Highway Traffic Signals, of the CA MUTCD was updated to reflect the new requirements.

TOPD 09-06 indicates that bicycle and motorcycle detection must be provided on all new and modified approaches to actuated traffic signals. Each lane of the intersection, on a public or private road or driveway, shall include detection for bicycles and motorcycles at all new traffic signals whether detection loops or video detectors. If more than 50 percent of the limit line detectors need replacing at an existing signalized intersection, then the entire intersection should be improved to include bicycle/motorcycle limit line detection in every lane. In addition, traffic signal timing shall include minimum green times to accommodate bicyclists.

Two types of bicycle detection technology are available: detection loops and video detectors. Bicycle detection loops (also called inductive loop sensors) are used for detection of traffic at demand-actuated traffic signals, and can be configured and adjusted to detect bicycles with metal rims. These loops establish a magnetic field in the loop area that changes when metal, such as a vehicle or bicycle, moves over the loop. This change is detected, and subsequently, triggers a change to the traffic signal operations. All in-pavement detectors are not capable of detecting bicycles. Type D detectors have been found to be most sensitive for detecting bicycles in the middle of the loop area. There are some detection loops in Hanford already in use.

Video detectors are a sensor technology in use more often than detection loops in Hanford. Video detector systems use digital image processing to detect a change in the image at a specific location in the travel lane due to the presence of a vehicle. Video camera technology potentially allows a wider variety of vehicles to be detected than inductive loop sensors.

Permanent recall or fixed-time operation of the traffic signal is allowed. These types of timing allow for a green light for a predetermined period of time for all approaches. They are not traffic-responsive; and therefore, do not require detection of vehicles or bicycles. As these can be fairly inefficient, they are usually used in urban areas, where traffic is fairly predictable. In Hanford, they are used at some locations in and around downtown.

Since many bicyclists and motorists are not familiar with traffic signal detection, particularly bicycle/motorcycle detection, a pavement marking indicating where the bicyclists should stop to be detected should mark the lanes where bicyclists are expected. These would be the outside through lane and outside left-turn lane on each approach. Should a Class II bike lane extend to the intersection, it would be marked instead of the outside through lane.

Bicycle detection and signal timing requirements must be included with traffic signal installation or modification. As this requirement is California law, it cannot be waived. The City should update the city standard drawings and specifications to include these new requirements. It is recommended the requirements include installing the bicycle loop detector symbol pavement marking.

Bicycle detection and timing should be implemented on a City-wide basis, as funding and implementation opportunities occur. In addition, correct operation of vehicle and bicycle detection should be monitored. Bicycle/motorcycle detector loops should be calibrated to ensure their detection by bicyclists. Extended waiting times at a traffic signal, due to inoperable detector loops, may make motorists and bicyclists take the risk of running a red light. Proper maintenance of detector systems and signal timing is essential.

3.6.4 BICYCLE PARKING

Safe, secure, and convenient bicycle parking is a necessity for promoting bicycle use. Bicycle parking facilities are sometimes classified into Class I and Class II facilities (see description below). Although bicycle parking is available at public schools, parks, and other trip attractors, some of these are Class III facilities (see description below) and are no longer considered appropriate, except in guarded areas or locked rooms. Class II bike racks are preferred as they allow the user to lock the frame and at least one wheel to the rack. The type of bicycle parking provided at a destination should reflect the type of parking demand expected at that location. Bicycle parking demand falls into three general duration categories:

- Short-term: 2 hours or less; typical application is the shopping trip;
- Long-term: 3 hours to a full day; typical application is the work trip; and,

- **Overnight:** one night to two weeks or more; typical application is the weekend or vacation trip, but is also used by commuters who do not ride home the same day they rode to work.

When selecting the type of bicycle parking to be installed at a location, a mix of parking types may be the most appropriate. Attention should be paid to the varying requirements for the different potential users of the facility. For example, a shopping mall will need short-term parking for shoppers, as well as long-term parking for employees. Bicycle parking facilities have been grouped into three general categories. A description of these categories and how they meet the need for bicycle parking are discussed below.

Class I: These facilities are storage spaces which protect the entire bicycle and its components from theft, vandalism, and inclement weather. It is appropriate for long-term bicycle parking, such as at major employment centers, multi-family residential units, park and ride lots, or transit stations. Examples are bike lockers, bike rooms with key access for regular bike commuters, guarded parking areas, and valet or check-in parking. A common variation of Class I parking is often found at schools where racks are placed within a fenced area to provide more security to discourage thieves, but do not protect from the weather. These are not true Class I facilities.



Class II: These facilities are defined as a rack or stand to which the frame and at least one wheel can be secured with a user-provided U-lock or padlock and cable. This type of parking is appropriate for short-term parking such as at shopping areas, libraries, and other places where the typical parking duration is about two hours. Examples of racks popular with bicyclists are the inverted U-rack or horse rail rack, and the wave or ribbon rack. Increasingly popular are higher security Class II racks.



Class III: These facilities secure only one wheel to the rack. Class III facilities have historically been popular in school yards; however, these are relatively unsecure facilities. Potential thieves are able to steal most of the bicycle while leaving just the locked wheel behind. These are never recommended, except in guarded areas or locked rooms, where they are used inside Class I facilities.



Bike Rack Placement. The placement of bike racks is important for several reasons:

- To ensure they are safe from vandalism;
- To ensure they are easily accessible to bicyclists;
- To avoid adversely impacting pedestrian circulation; and,
- To ensure they can be used to their maximum design capacity

The following guidelines for bike rack placement should be followed:

- Racks should not be obscured by landscaping, fences, or other obstructions;
- Racks should be lit at night to protect both the bicycle and the user;
- Visibility should be provided to at least one of the following: security guard, station agent, parking garage attendants, clerks, vendors, or passing pedestrians;
- Racks should be located within 50 feet of a building entrance and should be clearly visible from the building entrance and its approaches;
- Protection from the weather should be provided for a portion of the rack supply at locations that attract long-term parking;
- Ground surface of the bicycle parking area should be an all-weather and drainable material such as asphalt or concrete; care should be taken when using brick, or other materials that can become slippery when wet;
- Racks should be located outside the typical pedestrian travel path, with additional room for bicyclists to maneuver outside the pedestrian way;
- Racks shall be located at a sufficient distance from motor vehicles to prevent damage to parked bicycles and motor vehicles;
- Signage should be posted to direct bicyclists to the locations of bicycle racks that may not be readily apparent, such as in parking garages; and
- Signage indicating the location of bicycle parking should be posted wherever a 'No Bicycle Parking' sign is posted.

An indication of needed bicycle parking is bicycles parked to trees, poles or parking meters. Locations with frequent use of other objects to secure bicycles should be provided with suitable bicycle parking. Additionally, a program sponsored by the City to provide parking at the request of businesses could be implemented.

One way to ensure that bicycle parking is installed where needed is to require it to be installed by property owners or developers. The City of Hanford currently does not have a bicycle parking ordinance, requiring the installation of facilities when certain criteria are met. It is recommended that the City consider adopting a bicycle parking ordinance that targets different uses and requires both long-term and short-term parking. Two recent sample parking ordinances from the City of San Jose, California and Bend, Oregon are included in Appendix C. While this ordinance may be more detailed than what is needed by Hanford, bicycle parking requirements should be considered for new commercial buildings, existing buildings undergoing major renovations, building change of use, City-owned and leased buildings, and public and privately owned parking lots.

3.6.5 SHOWER/LOCKER FACILITIES

Shower and locker facilities in Hanford are located in schools, health clubs, offices, and hospitals. These facilities are not currently available to the general public. Shower and locker facilities are most needed at the workplace, as employees are more likely to commute via bicycle if these facilities can be conveniently accessed.

3.6.6 BICYCLE ACCESS TO TRANSIT

Bicycles can be carried on the primary transit systems serving the City - Kings Area Rapid Transit (KART). Regional service is provided via Orange Belt Stages and Greyhound. Bicycles can be carried in the luggage compartment of Orange Belt Stages with no boxing requirement; Greyhound requires boxing to transport bicycles. No bicycles can be carried on the Amtrak Thruway bus for connection to the train in Hanford. Short-term, Class II bicycle parking is available at the City's transit center. Policies for bicycle access to transit are located in Chapter 5 of this report.

CHAPTER 4

PEDESTRIAN NETWORK

PEDESTRIAN NETWORK

4.1 Existing Conditions

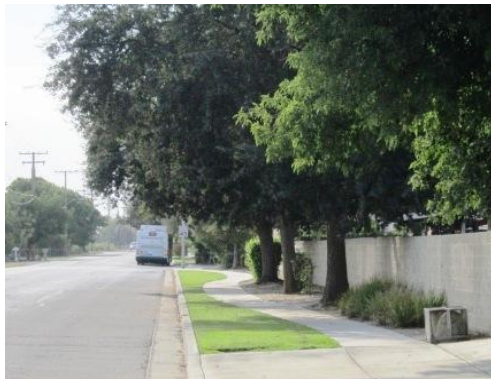
Pedestrian facilities include walkways, traffic signals, crosswalks, refuge islands, pedestrian-scale illumination, and benches. The different types of walkways are described below:

4.1.1 SIDEWALKS

Sidewalks are located along roadways, separated with a curb and/or planting strip or swale, and have a hard, smooth surface. Sidewalks in residential areas are sometimes used by bicyclists, but many cities ban bicycle riding on sidewalks.



The principal reason for a sidewalk is pedestrian safety. The sidewalk gives the pedestrian a place to walk outside of the vehicular travel lanes. Curb, gutter and sidewalk are required for all new development in the City. Some areas of Hanford lack sidewalks and curb and gutter such as McCreary Avenue. Currently, pedestrians walk in the street at these locations. The City's standard for a sidewalk requires a minimum of 4'-6" wide sidewalk for residential areas. In commercial areas, the requirement is a minimum 7'-6" wide sidewalk. When placed adjacent to the street, the curb would add another six (6) inches to the sidewalk width. In some residential areas, the sidewalk is separated from the street by a 7'-6" parkway. Canopy trees are usually planted at these locations. In some residential areas, sidewalks meander between adjacent arterial roads and the property lines.



Sidewalks are sometimes wider than are required by the City of Hanford Public Works Construction Standards such as in areas next to a school or a park. Most downtown sidewalks are ten (10) feet in width.

The preferred material for sidewalks is Portland Cement Concrete (PCC), which provides a smooth, durable finish that is easy to grade. A light broom finish parallel to the direction of flow is required.

4.1.2 PATHS OR PATHWAYS

Paths or pathways are typically used by pedestrians and some cyclists. Paths typically develop randomly as a means to travel the shortest distance between point of trip origin to destination by walking or bicycling and often when paved walkways are unavailable. For example, students have created their own well-trodden walking paths between the Country Crossings residential

community at Centennial Drive/Lacey Boulevard intersection and the College of the Sequoias and Sierra Pacific High School.

4.1.3 SHOULDERS

Shoulders serve pedestrians in many areas outside the city limits. The Caltrans-recommended shoulder widths are usually adequate to accommodate pedestrians. In areas where population densities are too low to justify sidewalks, shoulders should be wide enough (6 feet) to accommodate pedestrian and bicycle traffic. Many areas in and around Hanford such as the County islands and areas outside the city limits do not have sidewalks. Examples include Lacey Boulevard east of 10th Avenue, Fairview Place and Fargo Place northeast of the city, Kings Road in the central portion of the city, Furlong Drive in the north central area of the city, the streets in the unincorporated area of Home Garden, and the following roadways located east of 10th Avenue and north of Lacey Boulevard: Kruger Avenue, Miller Street, Jessie Avenue, Whitney Drive, Elm Street, Myrtle Street, Forrest Way, Gladys Way, and Ivy Street.



4.1.4 BRIDGES

Sidewalks on bridges should always be provided on both sides of bridges where pedestrian use can be expected. According to Caltrans Design Manual Basic Design Policies Section 105.2 Sidewalks and Walkways, (“the minimum width of sidewalk should be 6 feet when contiguous to a curb”). Wider sidewalks should be considered in urban settings with high pedestrian use. The bridge sidewalk must not be narrower than the approach sidewalk. Sidewalks on bridges with design speeds greater than 40 MPH require a vehicle barrier at the curb line.

4.1.5 UNDERPASSES

Sidewalks under bridges should always be provided on both sides of underpasses where pedestrian use can be expected. In Hanford, currently two streets pass under SR 198 and provide north-south connections to the City – Phillips Street and 11th Avenue. Currently, the design speed for streets that pass under the highway in Hanford is 30 mph. Sidewalk widths are less than six (6) feet under bridges.

4.1.6 SCHOOL ACCESS

The Pedestrian Network Map (Figure 4-2) identifies eighteen public school facilities including elementary, middle, and high schools, and the College of the Sequoias with roughly a 1,000 foot walking distance where Safe Routes to School improvements may be located. Safe Routes to School are discussed in Section 4.7.2 of this chapter. School access can include bicycles and

pedestrians. Currently many schools in Hanford have some signage and marked crosswalks at the primary entrance to the school grounds and the speed limit is reduced to within 500 feet of the school. Some schools, such as Pioneer Middle School, should increase the extent of striping, marked crosswalks, ADA curb ramp improvements, and signage to improve safety around schools.

4.2 Pedestrian Collision Analysis

Bicycle-involved collision data was obtained from the Transportation Injury Mapping System (TIMS) and the Statewide Integrated Traffic Records System (SWITRS) for a five-year period from January 2008 through December 2012. This data represents all reported pedestrian-involved collisions occurring in Hanford. Collisions that occur on off-street paths are also not included. A summary of total reported pedestrian collisions by year and severity are shown in Table 4-1.

Table 4-1
Pedestrian-Involved Collision Summary

Year	Total Collisions	Injury	Fatality
2008	18	17	1
2009	16	15	1
2010	11	10	1
2011	16	16	0
2012	11	11	0
Total	72	69	3

Source: California Highway Patrol SWITRS data 2008-2012

Collision data was analyzed to identify patterns in the occurrence of pedestrian-involved collisions which might highlight specific improvements needed in the City of Hanford's pedestrian program. This analysis primarily focused on collision location, primary cause, party at fault, and age of parties involved. Analysis results will be used to determine not only the need for physical improvements, such as sidewalk or marked crosswalks, to increase pedestrian safety, but also to identify the areas of most concern for education, enforcement, and safety programs.

The variation of pedestrian-related collisions by time of day, day of the week, and season of the year are typical of expected travel patterns. Consequently, the higher numbers of collisions experienced in Hanford during peak travel times are most likely the result of higher volumes of pedestrian and motor vehicle traffic rather than any other contributing factor. Weekdays account for 86.1% of the pedestrian-involved collisions. During the weekday peak periods, the evening (4:00 PM to 6:00PM) commute had twice as many collisions as the morning (7:00 AM to 9:00 AM.) A review of seasonal variations indicates that the incidences of collisions are highest in the autumn and lowest in the spring and early summer. The highest monthly rates are in November, September, August, October, and January, while the lowest rates are in July, March, April, May, and June.

4.2.1 LOCATION

Intersections pose the highest safety hazard for all traffic and the greatest challenge to traffic engineers. Of the 72 pedestrian-involved collisions reported between 2008 and 2012, 63, or 87.5%, occurred at or within 100 feet of an intersection. Tables 4-2 and 4-3 identify the roadways and intersections with the highest number of pedestrian collisions. The results will be used in developing pedestrian walkway recommendations in this Master Plan.

Table 4-2
Roadways with Highest Number of Pedestrian-Involved Collisions

Roadway	Number of Collisions
11 th Avenue	22
7 th Street	14
10 th Avenue	9
Lacey Boulevard	9
Florinda Street	6
Douty Street	6
Grangeville Boulevard	5
Hanford-Armona Road	5
Irwin Street	5

Source: California Highway Patrol SWITRS data 2008-2012

Table 4-3
Intersections with Highest Number of Pedestrian-Involved Collisions

Intersection	Collisions within 100' of intersection	Collisions over 100' from intersection
11 th Avenue at 7 th Street	4	0
11 th Avenue at Lacey Boulevard	2	0
11 th Avenue at 6 th Street	2	0
11 th Avenue at Florinda Street	2	0
10 th Avenue at Leland Way	2	0
7 th Street at Irwin Street	2	0
Lacey Boulevard at Greenfield Avenue	2	0
Lacey Boulevard at Park Avenue	2	0
11 th Avenue at Beverly Drive	0	2

Source: From California Highway Patrol SWITRS data 2008-2012

4.2.2 PARTY AT FAULT

Table 4-4 summarizes the primary cause of Hanford's pedestrian collisions as stated in the SWITRS reports. Figure 4-1 shows the locations of these collisions.

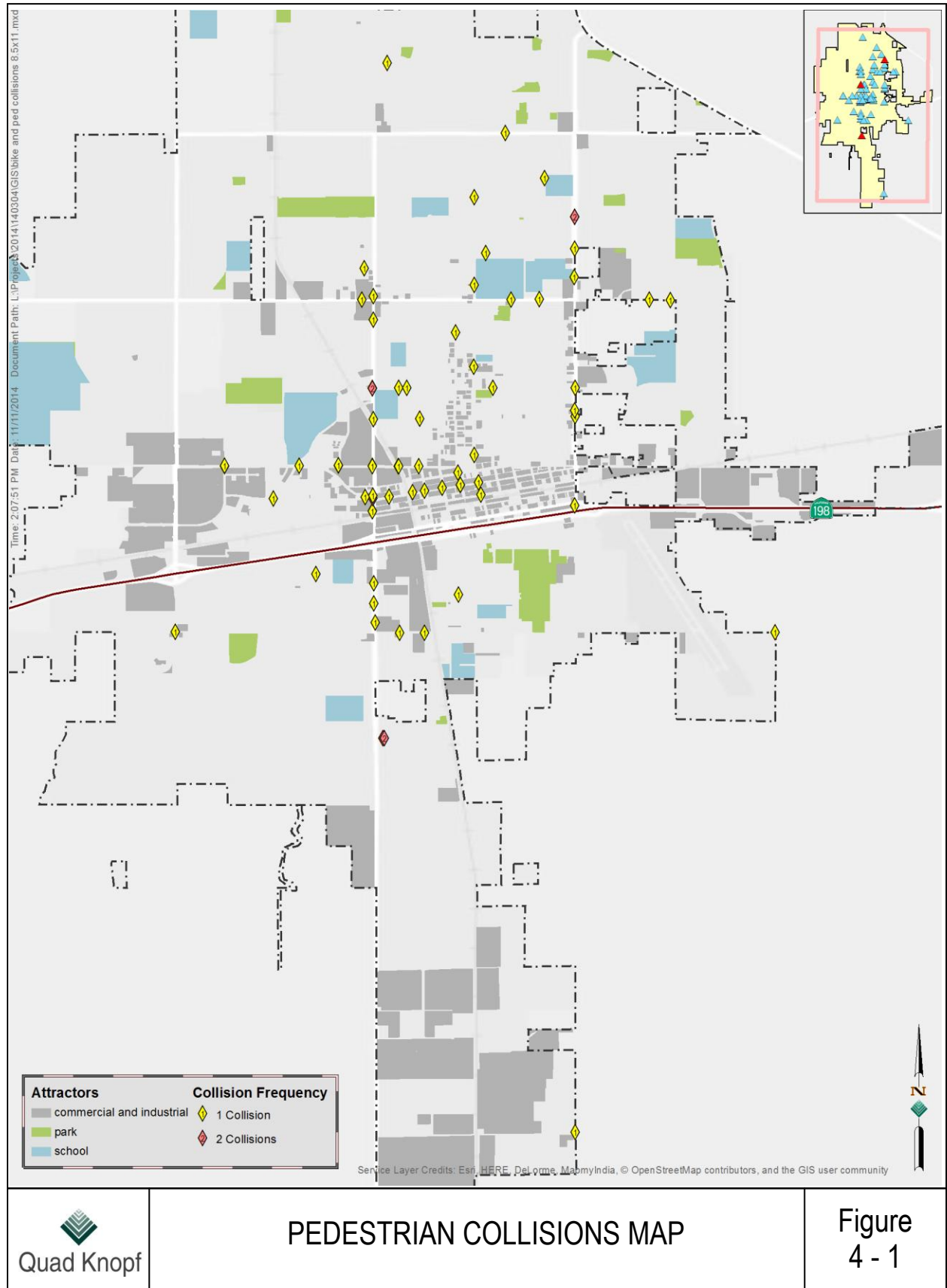
Table 4-4
Collisions by Primary Cause

Primary Cause of Collision	Number	Percentage
Pedestrian Right-of-Way (Crosswalk or Intersection)	31	43.1%
Pedestrian Violation	21	29.2%
Unsafe Speed	4	5.6%
Unsafe Starting or Backing	4	5.6%
Improper Turn	3	4.2%
Not Stated	3	4.2%
Other Improper Driving	2	2.8%
Failure to Obey Stop Sign or Traffic Signal	1	1.4%
Unknown	1	1.4%
Other Hazardous Violation	1	1.4%
Other than Driver (or Pedestrian)	1	1.4%
Total	72	100%

Source: California Highway Patrol SWITRS data 2008-2012

Of the 72 total pedestrian collisions, a pedestrian being struck at a crosswalk or intersection was determined to be the primary cause. Of the collisions where pedestrians were determined to be at fault, the overwhelming majority were due to pedestrians crossing the roadway outside of marked or unmarked crosswalks. This behavior was more common with adult pedestrians, as 66.7% of this collision cause were the fault of a pedestrian.





4.3 Pedestrian Safety

Pedestrian safety education targeted at all road users is an important means for promoting safe interactions between pedestrians, motorists, and cyclists. Currently, no programs or initiatives are currently in place in Hanford targeted specifically for pedestrian safety.

4.4 ADA Self Evaluation and Transition Plan

4.4.1 AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA) is a comprehensive civil rights law for persons with disabilities. The ADA states that its purpose is to provide a "clear and comprehensive national mandate for the elimination of discrimination against individuals with disabilities." Congress emphasized that the ADA seeks to dispel stereotypes and assumptions about disabilities and to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities. The ADA states that a public entity must reasonably modify its policies, practices, or procedures to avoid discrimination against people with disabilities.

4.4.2 ADA TRANSITION PLAN

The City of Hanford developed an ADA Transition Plan in 1995 and updated, with the public's input, in 2010-2011. As part of the update, the City performed a city-wide survey of its existing facilities and sidewalks to identify barriers for accessibility and developed a plan to update and improve pedestrian accessibility on its street rights-of-way. The City has established a 20-year time frame to remove pedestrian barriers that limit program accessibility to facilities and sidewalks.

Based on criteria listed in the ADA, the City will continue to prioritize and improve projects that include: government offices and facilities; bus stops and transportation facilities; places of public accommodation such as commercial and business areas; facilities containing employers; and other areas such as residential neighborhoods and underdeveloped regions of the City.

Hanford's General Plan will promote opportunities for pedestrian traffic throughout the City's more than 200 miles of roadway by continuing to develop and maintain a safe sidewalk system that facilitates pedestrian access for all persons, including the disabled, to public transit for commuting, recreation or other uses and destinations. City sidewalks will be planned and constructed in connection with street construction. The General Plan also states that subdivision layouts should include safe and pleasant designs which promote pedestrian access to arterial and collector streets, and consider the location of community services such as schools, parks and neighborhood shopping activity centers in the accessibility of their design for all persons.

4.4.3 ONGOING MAINTENANCE, REPAIR, AND NEW CONSTRUCTION

The City of Hanford's Design Standards for sidewalks, driveways, and curb ramps have been reviewed for consistency with state and federal accessibility requirements. The review found that

several of the City standard details need to be brought up to current accessibility standards. The City engages in annual maintenance efforts to repair cracked or heaved sidewalks and to address sidewalk improvements based on citizen's requests and/or needs at specific locations as budget allows. Street overlay and street re-construction projects include repair of sidewalk and construction of ADA compliant curb ramps. Other capital improvement projects with ADA components are completed every year and when applicable, the City works with developers to ensure that accessibility is included in the scope of their project.

4.4.4 ADA STANDARDS FOR SIDEWALKS

Safe and accessible sidewalk connections are the backbone of creating a pedestrian-friendly city. The City of Hanford has a very extensive sidewalk network. However, in order to build off of this existing network and promote connectivity and accessibility, the City needs to ensure that all sidewalk surfaces meet ADA standards. Meeting or exceeding ADA standards will contribute to a better pedestrian environment for all users.

ADA standards require a minimum of four (4) feet of unobstructed sidewalk. Some exceptions may be made to a minimum of three (3) feet because of right-of-way restrictions, natural barriers, or other existing conditions. Sidewalks should have a continuous surface that is not interrupted by steps or abrupt changes in level and have a slip resistant surface.

There are instances within the City of Hanford where the sidewalks are not up to standard for a number of reasons. In many cases, sidewalks are old and their age has caused the surface to crack and cause abrupt level changes. Additionally, sidewalks are frequently obstructed by signs, poles, benches, or other streetscape amenities, which encroach on the minimum four (4) foot sidewalk. There are also areas within the City where there may be a gap in the existing sidewalk network. As part of the ADA Transition Plan, the City should conduct an audit of the sidewalks and identify locations that need to be updated to meet the minimum ADA requirements.

4.4.5 ADA STANDARDS FOR CURB RAMPS

Curb ramps allow people with mobility impairments to gain access to the sidewalks and to pass through median islands in streets. Without curb ramps, these individuals would be forced to travel in streets and roadways, where they are in potential conflict with vehicles and/or are prevented from reaching their destination.

Curb ramps are required at every intersection where a pedestrianway crosses a curb. The preferred orientation is for two curb ramps per corner that align with the direction of the crosswalks. Sometimes the limited width of a sidewalk makes it necessary to locate one curb ramp in the center of the curb return. However, in locations where space is limited curb extensions should be considered as a method to widen the sidewalk and provide adequate room for curb ramps.

4.5 Recommended Pedestrian Network

4.5.1 RECOMMENDED ROUTE SELECTION CRITERIA

The Pedestrian Network Map (Figure 4-2) was created using available aerial photography, the General Plan Land Use Map, and on-site tours and evaluation. Although there are many miles of sidewalk throughout the City of Hanford that pedestrians are encouraged to use, the sidewalks on this Master Plan were selected based on the following criteria.

- **Connections to trip attractors:** Pedestrian routes provide links to shopping, parks, schools, and jobs.
- **Proximity to bus stops:** Although bus stops in the City are located along streets with sidewalks, the routes selected on the Pedestrian Network Map (Figure 4-2) meet two or more of the criteria listed here.
- **Exhibits or is earmarked as a great opportunity for future improvement:** Streets such as Lacey Boulevard east of 10th Avenue and 10th Avenue south of SR 198 are located in areas that are in the county, but when annexed into the City of Hanford, will be eventually improved. Zoning for Lacey includes mixed-use, regional retail, and higher density housing, all pedestrian traffic generating uses.

4.5.2 RECOMMENDED PEDESTRIAN NETWORK ROUTES

The Pedestrian Network Plan has been developed to encourage walking; improve the health of Hanford's citizens; connect residents to places where they can shop, relax, meet, pray, go to school, and work; and, explore the City where they live. Although residents and visitors are encouraged to walk on all sidewalks in the City, the following sidewalks were selected from the criteria identified in the previous section and represent the key locations where improvements should be prioritized. Improvements would include, but not be limited to, upgraded ADA-compliant curb ramps, marked crosswalks, street trees, bus shelters, sidewalk repairs, sidewalk widening, and new sidewalk installation.

- **Centennial Drive from Fargo Avenue to Lacey Boulevard:** The sidewalk meanders in a twenty foot (20') wide landscape strip and is separated from the street by a parkway. Shade trees help make a comfortable environment, and the privacy wall is composed of attractive masonry. The city should require that all future development create the same or similar pedestrian environment.
- **Irwin Street from Grangeville to Downtown:** The homes along this portion of Irwin Street display a variety – almost a history -- of architecture in the City of Hanford. Beautiful timeless examples exist of Craftsman, Tudor, American Farmhouse, Spanish Colonial, and Monterey style. In addition, parkways are wide, often include mature shade trees, and make for a pleasant walking experience. The City may want to look at opportunities for crosswalks to improve connectivity and safety. Further analysis of Irwin Street may need to be

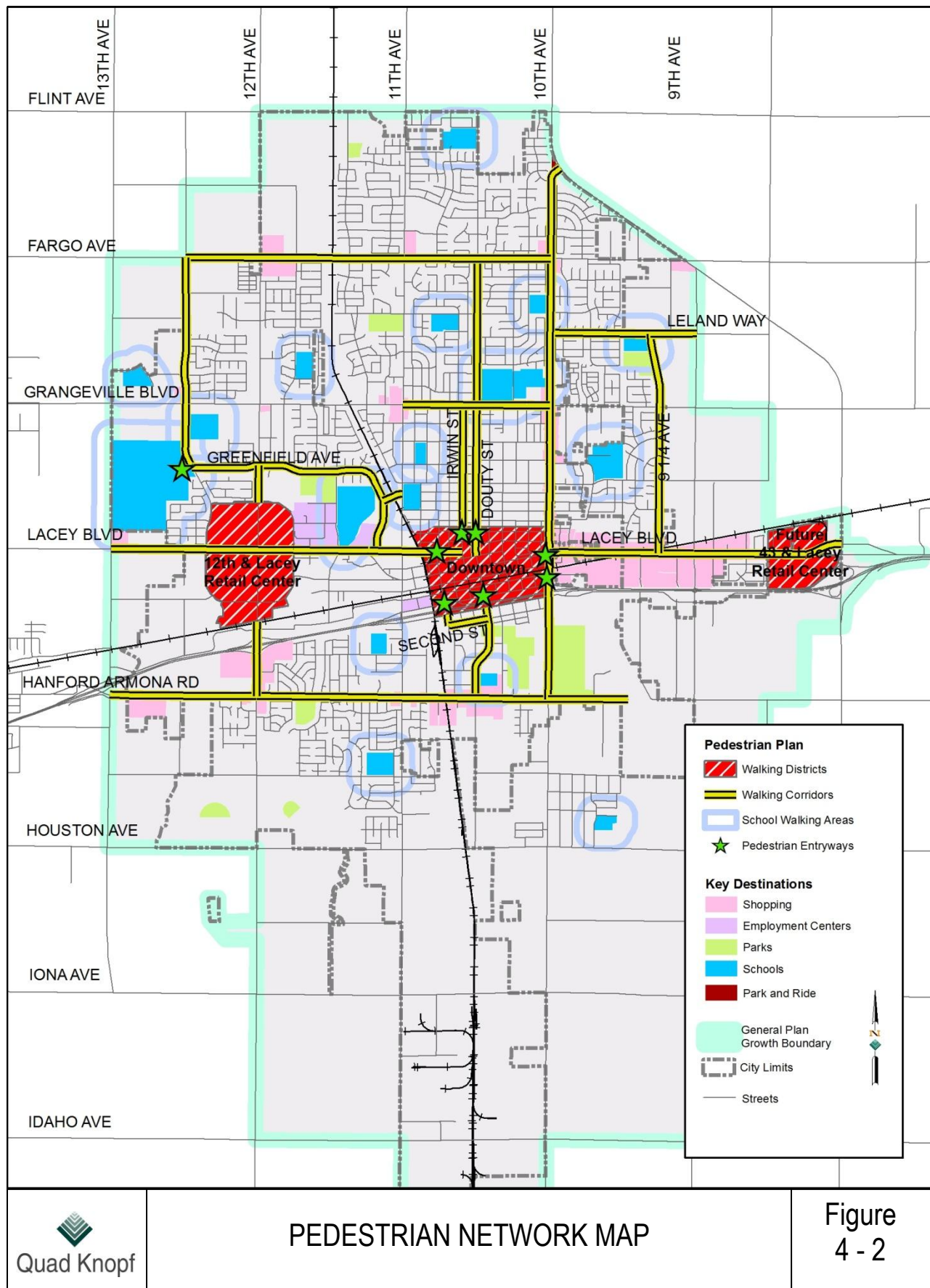
performed to determine potential crosswalk locations. Curb ramps may need to be upgraded to be ADA compliant.

- Douty Street from Fargo Avenue to Downtown:** Like Irwin Street, many of the homes along Douty Street from Ivy Street to Grangeville Boulevard display a variety – almost a history of architecture in the City of Hanford. Parkways are wide, often include mature shade trees, and make for a pleasant walking experience. Douty Street provides access to Hanford High School, Lacey Park, Earl F. Johnson High School, Central Valley Hospital, and St. Rose Catholic School north of SR 198. Douty Street provides connections to Coe Park, Longfield Center, Lincoln Elementary School, and Immaculate Heart of Mary Church south of SR 198. The City may want to look at opportunities for crosswalks to improve connectivity and safety. Further analysis of Douty Street may need to be performed to determine potential crosswalk locations. The intersection of Irwin Street at Douty Street 400 feet (400') north of Lincoln Elementary School is likely to require pedestrian safety improvements. Curb ramps may need to be upgraded to be ADA compliant.


- 10th Avenue from SR 43 to Hanford-Armona Road:** This nearly four (4) mile route provides access from residential neighborhoods to shopping, schools, the downtown core, Kings County Fairgrounds, the youth soccer complex, and other designated routes on the pedestrian network. Many of the sidewalks meander in 15', 20', or 25' landscaped setbacks. Some sidewalks abut the street curb. South of Crass Street, sidewalks take on a more urban feel where they abut the street with street trees located in cut-outs in the concrete. Curb ramps may need to be upgraded to be ADA compliant.
- 9 ¼ Avenue from Leland Way to Lacey Boulevard:** The west side of 9-¼ Avenue is one of the few streets on the recommended pedestrian network where sidewalks abut the street curb. It was selected because as properties develop, it does provide future opportunities on the east side of the street as well as a portion from Lacey Boulevard to a point one hundred feet (100') south of Hawthorn Street to require developers to separate five foot (5') minimum sidewalks from the street curb by a landscaped tree covered parkway. Crosswalks may also be considered at controlled intersections to improve connectivity. Further analysis of 9-¼ and 9th Avenues may need to be performed to determine the suitability of potential crosswalk locations. There are many locations where shade trees have been planted between the sidewalk and the property line. The City should make efforts to add trees in the locations where space exists and trees are lacking or nonexistent. During the workshops, the community identified this segment as one of their key sidewalk improvement priorities on the pedestrian plan.
- Fargo Avenue from Centennial Drive to 10th Avenue:** Portions of this section include a meandering sidewalk within the twenty foot (20') width landscape buffer, and landscaping.

The sidewalk is separated from the street curb by a variable width parkway with shade trees. This section of roadway provides access to shopping at 10th and 11th Avenues, a park at Glacier Way, and connections to the pedestrian network at 10th Avenue and Douty Street. Many homes front Fargo Avenue between Aspen Street and 10th Avenue resulting in a large number of driveways. The City should ensure that new development plans include a similar approach to the pedestrian network here.

- **Leland Way from 10th Avenue to 9th Avenue:** Leland Way is one of the few streets on the recommended pedestrian network where sidewalks abut the street curb. It was selected because it provides access to 10th Avenue, Hamilton Elementary School, and Freedom Park (via 9-¼ Avenue). As the area develops, crosswalks should be considered at busy intersections to improve connectivity. Further analysis of Leland Way may need to be performed to determine potential crosswalk locations. Curb ramps may need to be upgraded to be ADA compliant and sidewalks may need to be widened where light poles and utility poles interfere with adequate width.
- **Grangeville Boulevard from 11th Avenue to 10th Avenue:** This one mile portion of Grangeville Boulevard provides access to Hanford High School, the shopping center at 11th Avenue and Grangeville Boulevard, shopping at 10th Avenue and Grangeville Boulevard, and connections to the pedestrian network at Irwin and Douty Streets. One of the priorities along this portion of Grangeville Boulevard is the upgrading of curb ramps. Much of this area lacks street trees which should also be a consideration.
- **Greenfield Avenue from Centennial Drive to Lacey Boulevard and Elm Street to Wilson Junior High School:** The sidewalks provide access from the residential neighborhoods to Hanford West High School, Youth Sports Complex, shopping along Lacy Boulevard, and Adventist Health Center. Further analysis of Greenfield Avenue may need to be performed to determine potential crosswalk locations. During the public workshops, the community identified this section of the pedestrian plan as one of their preferred locations for walking and biking. They selected this street as an ongoing priority for sidewalks, curb ramps, and amenity improvements.
- **West Lacey Boulevard from 13th Avenue to Civic Center Park:** Lacey Boulevard is the City's main east to west commercial corridor. West Lacey Boulevard provides access to and from many trip attractors including Centennial Plaza and Hanford Mall, Kings County Government Center, Adventist Medical Center, Hanford Towne Center, and Downtown.



- East Lacey Boulevard from Downtown to SR 43:** East Lacey Boulevard provides access to and from downtown, shops like Smart & Final, and the proposed regional center at SR 43. Lacey Boulevard is the City's main east to west commercial corridor. Sidewalks and ADA ramps will need to be installed as Lacey Boulevard is improved. The City could consider requiring up to ten feet (10') of buffer from the street curb to the property line. The ten feet should include a minimum five foot (5') sidewalk separated from the curb by a landscaped parkway that includes shade trees to encourage walking. During the workshops, the community selected the corridor of sidewalks between 10th Avenue and SR 43 as one of their key priority improvement projects.
- Hanford-Armona Road from 13th Avenue to Hanford Municipal Airport:** Hanford-Armona Road is also one of the City's bike lanes. Efforts should be made to install shade trees in the parkways between the curb and the sidewalk or between the sidewalk and the property line. ADA access should be improved around utility poles that are embedded in the sidewalk wherever additional width is available. Crosswalks should be considered in high traffic areas such as Harris Street at the Immaculate Heart of Mary Church. Further analysis of Hanford-Armona Road may need to be performed to determine this potential crosswalk location.


- Second Street from Douty Street to Phillips Street:** Second Street is a residential street with wide unlandscaped parkways. Second Street gets pedestrians from Coe Park, Longfield Center, and residential neighborhoods to downtown via Phillips Street, which provides access to downtown under SR 198. Providing more pedestrian and bicyclist opportunities for access from the homes, schools, and businesses south of SR 198 to downtown is a signature goal of this report.
- Phillips Street from Second Street to Downtown:** Providing more pedestrian and bicyclist opportunities for access from the homes, schools, and businesses south of SR 198 to downtown is a signature goal of this report. Phillips Street is one of two streets that pass under SR 198. The City might consider improving lighting and installing a mural here at the underpass which would encourage greater pedestrian use to downtown and the jobs on Fourth and Fifth Streets. Curb ramps may need to be upgraded to be ADA compliant. Crosswalks at the Third Street intersection should be considered. Completion of a sidewalk between Fourth Street and the alley north of Fourth Street will need to be installed. Further analysis of Phillips Street may need to be performed to determine potential crosswalk locations.
- 12th Avenue from SJVRR tracks to Hanford-Armona Road:** This segment serves to connect the Lacey Boulevard/12th regional retail center with Hanford-Armona Road and the commercial and mixed uses along the way. The 12th Avenue interchange with SR 198 is currently being upgraded and will have improved pedestrian access over the freeway.

4.6 Recommended Improvements

4.6.1 ADA TRANSITION PLAN

The City should continue the efforts for improvements on facilities identified in the “ADA Self Evaluation and Transition Plan”, as well as all sidewalks in street rights-of-way. At the time of its publication, the schedule requires that all improvements be completed in fifteen years (2025-2026) for facilities and twenty years (2030-2031) for sidewalks in street rights-of-way.

4.6.2 ASSESS AND REPAIR SIDEWALK SURFACE

Safe and accessible sidewalk connections are the backbone of creating a pedestrian-friendly city. The City of Hanford has a very extensive sidewalk network. However, in order to build off of this existing network and promote connectivity and accessibility, the City needs to ensure that all sidewalk surfaces meet ADA standards and is void of any tripping hazards to everyone. Meeting or exceeding ADA standards will contribute to a better pedestrian environment for all users.

ADA standards require a minimum of four feet (4') of unobstructed sidewalk. Some exceptions may be made to a minimum of three feet (3') because of right-of-way restrictions, natural barriers, or other existing conditions. Sidewalks should have a continuous surface that is not interrupted by steps or abrupt changes in level and have a slip resistant surface.

There are instances within the City of Hanford where the sidewalks are not up to standard for a number of reasons. In many cases, sidewalks are old and their age has caused the surface to crack and cause abrupt level changes. In some instances, tree roots in close proximity to a sidewalk have forced the concrete to rise causing tripping hazards and obstacles for the elderly or disabled.

Additionally, sidewalks are frequently obstructed by signs, poles, benches, or other streetscape amenities, which encroach on the minimum four foot (4') sidewalk. There are also areas within the City where there may be a gap in the existing sidewalk network. As part of the ADA Self Evaluation and Transition Plan, the City should conduct an audit of the sidewalks and identify locations that need to be updated to meet the minimum ADA requirements. These areas should be prioritized by the City based upon their proximity to major destinations.



4.6.3 MARKED CROSSWALKS

Pedestrians are only prohibited from crossing a street at unmarked locations between two adjacent signalized crossings in California. Crosswalks are generally marked to indicate the preferred locations for pedestrians to cross the street and to designate right-of-way for motorists to yield to pedestrians. Crosswalk markings should not be used indiscriminately. In 2002, the Federal Highway Administration released the results of a nationwide study of 1,000 marked crosswalks and 1,000 unmarked crossings at uncontrolled (without stop signs or traffic signals) intersections that lacked any traffic calming or special pedestrian crossing devices (i.e. bulb outs, flashing beacons). The study found that marked crosswalks alone did not significantly reduce the number of pedestrian crashes. In fact, on multi-lane streets with over 12,000 vehicles per day, **marked crosswalks were associated with higher incidents of pedestrian crashes**. In general, crosswalks may be marked under the following conditions:

- At locations with traffic signals or stop signs;
- At non-signalized crossings in designated school zones;
- At non-signalized locations where an engineering judgment may find a crosswalk desirable due to the number of vehicle lanes, traffic speeds, traffic volumes, and the geometry of the location;
- In some instances, marked crosswalks alone may not be sufficient:
 - On streets where the speed limit exceeds 40 miles per hour;
 - On roadways with four or more lanes, average daily traffic over 12,000, and without a raised median or crossing island; and
 - On roadways with four or more lanes that do have a raised median or crossing island but with average daily traffic exceeding 15,000.

Other crossing improvements can include traffic calming measures (i.e. curb extensions, raised crosswalks, “road diets”), traffic signals and pedestrian signals where warranted, enhanced overhead lighting, or other substantial crossing improvements. Crosswalks shall be white unless located in a school zone, where they are to be yellow.

4.6.4 PARKING RESTRICTIONS AT INTERSECTIONS AND CROSSWALKS

Vehicles parked in parking lanes adjacent to the curb can limit the visibility of pedestrians at intersections and crosswalks. Implementing parking restrictions adjacent to intersections and crosswalks is a relatively easy method of improving pedestrian visibility.

Based upon the California Manual on Uniform Traffic Control Devices’ (MUTCD) recommendations, the City should ensure that parking is restricted for a minimum of 1.5-car lengths (30 feet) on the nearside of signalized intersection and for 1-car length (20 feet) on the

far side of a signalized intersection. Similarly, a parking restriction of 1-car length (20 feet) should be installed adjacent to both sides of all marked crosswalks. Red “no parking zones” should be regularly maintained to enforce these recommendations.

The City of Hanford Municipal Code *Title 10: Vehicles and Traffic* states that it is unlawful for the driver of a vehicle to stop or park their vehicle “within fifteen (15) feet of a crosswalk at an intersection in any business district” or “within fifteen (15) feet of the approach to any traffic signal, boulevard stop sign, official electric flashing device” or in high violation areas. The curb in these locations should be painted red. To create a culture of compliance for these existing and newly proposed rules, the City needs to consistently enforce these rules through warnings and ticketing.

4.6.5 PEDESTRIAN SIGNALS

We are all familiar with the pedestrian signals of the walking person or walk and raised hand or DON'T WALK at traffic signals, but pedestrian signals can be enhanced with other technologies.

Accessible Pedestrian Signals (APS): Accessible pedestrian signals (APS) are devices that communicate information about the pedestrian signal timing in non-visual formats such as audible tones, verbal messages, and/or vibrating surfaces. These devices should be used at signalized intersections that are difficult to cross for pedestrians with visual disabilities, including those locations with complex signal operations, right turn on red, wide streets, quiet traffic, and traffic circles. APS signals are usually installed at particular intersections at the request of a visually impaired individual or their family member.

When audible tones are used, the sound will only activate during the WALK interval. These sounds can be bells, buzzing, birdcalls, or speech messages (for example, “Lacey. Walk sign is on to cross Lacey”). Different and distinct sounds should be used for east/west travel and for north/south travel. The installation of Audible Pedestrian Signals may be considered when an engineering study and evaluation have been conducted and minimum conditions have been met (see CA MUTCD Section 4E).

Vibrotactile APS: Vibrotactile APS involves either the push button or a raised arrow on the housing vibrating during the WALK interval. The vibration may be slow during the DON'T WALK interval and fast during WALK.

Countdown Signals: Pedestrian countdown signals should be provided at all new signals. Countdown signals display how many seconds remain in the pedestrian change interval (flashing upraised hand). This reduces the number of pedestrians that get stranded in the middle of the street when the light changes. This application is particularly useful at wide crossings and where there are a high number of mobility-impaired pedestrians.



Push Buttons: The push buttons used to activate a pedestrian signal have their own design requirements. Since 2012, all new APS installations are required to have a tactile arrow on the pushbutton and are required to be a minimum of two inches (2”) in diameter so they can be operated using a closed fist. This is especially helpful for persons with mobility impairments or if one’s hands are full and cannot activate the button with their fingers. Push buttons should be located convenient to the corresponding crosswalk so as to encourage their use by both pedestrians and people in wheelchairs. Push buttons should be located no more than five feet from the crosswalk and should be placed on signal poles if they are adjacent to the crosswalk area. Separate pedestrian push button posts should be used when the signal poles are more than five feet from the crosswalk.

Mid-Block Crossings: There are instances when a mid-block crossing is desirable, especially on long blocks where crossings are far apart or where there is a concentration of pedestrians crossing mid-block anyway. With proper design and placement, mid-block crossings can provide safety benefits. Before installing a mid-block crossing, consideration must be given to traffic speeds and volumes, roadway width, sight distance, nearby land uses, and lighting. As roadway widths, traffic volumes, and traffic speeds increase, mid-block crossings may require more safety features. For example, a crossing on a two-lane local road may need no more than just a marked crosswalk and required signage whereas a four-lane arterial street may require a marked crosswalk, signage, beacons, and a refuge island.

If gaps in traffic flow are inadequate and pedestrians become impatient, they may endanger themselves by crossing when it is not safe. Mid-block crossings along busy streets may need to be improved with pedestrian actuated signals.

Reductions in Crossing Widths: The less time a pedestrian spends in the roadway, the smaller the risk of conflict with automobiles. Reducing pedestrian crossings is a desirable design feature when feasible. Crossing islands (center islands, refuge islands, pedestrian islands, median slow points) are placed in the center of the street and allow pedestrians to cross one direction of traffic at a time. This treatment is especially helpful for children, seniors, and people with disabilities who may not be able to cross the entire width during short gaps in traffic. Islands and medians are also traffic calming devices because they narrow the roadway which often slows motorists. A well-designed island provides a cut-through (rather than ramps) that is at least four feet (4’) wide and eight feet (8’) long with detectable warnings at both ends.

Another way to narrow crossing widths is with curb extensions or bulb outs that extend the sidewalk into the parking lane and usually reduces the radius of the corners to slow turning vehicles. This brings pedestrians closer to the travel lanes, making them more visible to motorists.

4.6.6 STREETSCAPE ENHANCEMENTS

Streetscape enhancements are pedestrian improvements beyond the minimum standard that help to create an enhanced pedestrian experience and contribute to the overall livability of the City. Streetscape enhancements include pedestrian scaled lighting, street trees and landscaping, street furniture, colored or decorative paving, and decorative crosswalks. During the public

workshops, the community identified pedestrian scale and street lighting, shade trees, benches, and access to bus stops as their key priorities for improving the pedestrian network in Hanford. In addition, traffic calming measures are often employed to reduce crossing distances and traffic speeds and increase visibility of pedestrians crossing the street. Streetscape enhancements should be prioritized for locations adjacent to major trips attractors identified in Chapter 3 and on Figure 3-2.

4.6.7 KART BUS STOPS

The City should work with KART to increase the number of bus shelters along each of its routes particularly in areas where there is high passenger use. The pedestrian network is particularly important to transit riders, who will most often begin and end their trips as pedestrians. Because people with disabilities and senior citizens often rely on transit as a vital means of transportation, accessible routes to transit stops and site design must accommodate their needs. As a general rule, riders are willing to walk one-quarter mile to and from a transit stop. At a minimum, the City needs to ensure that dense pedestrian networks - including paved sidewalks, curb ramps, and safe crossings - are in place within a quarter mile radius of transit stops.



Bus stops must be designed for safety and accessibility. They should be equipped with bus stop signage, lighting, trash receptacles, and shelters with seating. If a bus shelter is in place, there must be a clear path allowing pedestrians to comfortably pass. Stops should be located on the far side of intersections so pedestrians cross the street behind the bus where motorists are more likely to see pedestrians. It is also imperative to provide a wider sidewalk at stops to allow enough room to operate wheelchair lifts.

4.6.8 DRIVEWAY CROSSINGS

Driveways can be an especially challenging obstacle for people in wheelchairs or using walkers. Problems occur most often when the sidewalk is located adjacent to the curb which forces pedestrians to walk across the driveway apron. Driveway aprons are constructed similar to curb ramps with flares on either side of the ramp. So when the sidewalk leads right to the driveway apron, pedestrians must travel over the flares. These flares and ramps can have slopes greater than two percent that can cause wheelchairs to tip and provides an unstable surface for walkers. Driveway crossings must be designed with a level pedestrian zone to meet ADA requirements.

4.7 Pedestrian Support Facilities and Programs

4.7.1 SUPPORT FACILITIES

A number of elements that are not necessary for pedestrians, but will enhance the pedestrian environment are:

- Benches placed in retail areas, parks, and at bus stops;
- Trash receptacles provide a service for pedestrians and keep pedestrian areas clean; and,
- Landscaping can create a more inviting environment in which to walk, especially when trees provide much needed shade on warm days. Trees and shrubs need to be maintained so as not to intrude upon the pedestrian space – both horizontally and vertically – and to not block motorists' ability to see pedestrians at intersections and driveways.

4.7.2 EDUCATION PROGRAMS

Pedestrian safety education targeted at all road users is an important means for promoting safe interactions between pedestrians, motorists, and cyclists. The following programs and initiatives should be considered for the City of Hanford:

- Community education programs: Community education programs relating to pedestrians and bicyclists;
- Neighborhood Traffic Calming Program: The City of Hanford may consider adopting a Neighborhood Traffic Calming Program, traffic enforcement, and traffic safety education;
- Walking audits: The City should consider holding periodic walking audits at locations with high incidence of pedestrian collisions. These events would bring together City transportation staff, police officers, bicycle and pedestrian advocates, and community members to strategize ways of improving walking conditions and general safety at these locations;
- Local walking promotions: Walk-your-child-to-school day, monthly community walking days, employer lunchtime walks, and organized walk-to-transit campaigns are all examples of simple initiatives that can conveniently and seamlessly integrate walking into a variety of lifestyles;
- Pedestrian map: As a companion piece to the Bicycle Master Plan, the City should consider publishing a citywide pedestrian guide complete with safe walking tips, key pedestrian zones, annual or recurring events such as festivals and farmers markets, and contacts for additional walking information. The City should consider preparing a Pedestrian Network Map that can be distributed to the residents of Hanford in order to identify safe, comfortable, and attractive environments where they would be encouraged to walk. Walking encourages people to rely

less on the use of the automobile, improves health and mental attitudes, and serves as opportunities to improve and increase social activities; and

- Public education campaigns: These campaigns are designed to promote walking, as well as bicycling, focusing on the benefits of non-motorized travel modes;
 - As funding or other opportunities become available, consider using volunteers or City staff to create public service announcements for display on television, the internet, and/or outdoor billboards;
 - Partner with KART to display posters promoting safe interactions between road users on transit vehicles and at bus stops;
 - Partner with other cities to share and obtain traffic safety information and best practices; and
 - Utilize home mailings and utility bills to distribute brochures, newsletters, and other safety and education materials. Consider providing different materials depending on the target audience, which might vary by location or age.

4.7.3 SAFE ROUTES TO SCHOOL

Safe Routes to School (SR2S) is a shorthand name for a broad array of programs designed to encourage walking and cycling to school. These programs focus on improving traffic safety around schools and promoting the health benefits of increased walking and biking. At the same time, SR2S programs benefit non-participating motorists and transit users with reductions in traffic congestion around schools. SR2S programs typically involve partnerships among municipalities, school districts, community volunteers, and law enforcement. Safe Routes to School programs encompass a five-pronged strategy known as the “Five E’s”:

- Education: For Safe Routes to School programs, students are taught bicycle, pedestrian and traffic safety skills, and educational campaigns aimed at drivers are developed;
- Encouragement: Events and contests such as walkathons are used to encourage walking,

SafeRoutes



bicycling, or carpooling. These events are especially effective when they include participation by parents in an effort to change their travel behaviors as well;

- **Enforcement:** Law enforcement agencies use a variety of specialized enforcement tactics, such as pedestrian safety stings and speed radar trailers;
- **Engineering:** Signing, striping, and infrastructure improvements are put in place to create clearly delineated walking and cycling routes to schools; and
- **Evaluation:** Monitoring and documenting outcomes, attitudes and trends through the collection of data before and after activities and projects so modifications can be made if needed.

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) current Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The goals of the grant program are directed to emphasize more transportation planning efforts that promote sustainability.

Transportation planning grant applications for Sustainable Communities Grants fund transportation planning projects for 2016 – 2017 were due in December 31, 2015. The City of Hanford will need to wait until the next round of grant funding is available for safe routes to school plans. The City would need to work with the school district, individual schools, and parents to identify barriers to walking and bicycling and prepare a plan with detailed recommendations and supportive policies for physical changes to streets, sidewalks, and intersections that will support safe and active transportation to all the schools within the City.



The Pedestrian Network Map (Figure 4-2) identifies eighteen public school facilities including elementary, middle, high, and college with roughly a 1,000 foot walking distance where Safe Routes to School improvements can be focused in order to improve safe pedestrian and bicycle access around schools. Signing, striping, and infrastructure improvements will need to be identified on a school-by-school basis to determine the needs and funding availability.

CHAPTER 5

IMPLEMENTATION PLAN

IMPLEMENTATION PLAN

This section presents the implementation plan for the Hanford Pedestrian and Bicycle Master Plan. It first describes the many ways that projects can be implemented. The action steps necessary to implement and maintain a pedestrian and bicycle-friendly street network are addressed. Criteria developed for prioritizing projects are discussed, followed by a listing of the projects. Finally, cost estimates for constructing the pedestrian and bicycle plan and potential funding sources are provided.

5.1 *Implementation Process*

The actual implementation of the projects described in this Master Plan will occur incrementally through a variety of methods. While many projects will be planned, designed, and constructed as stand-alone projects, others can be implemented in conjunction with road maintenance projects or new development projects. The four most common ways this can occur are:

- **Standard repaving program:** When an arterial or collector is scheduled for repaving, reevaluate roadway and lane configurations with bike lanes and routes in accordance with the Master Plan. If necessary, consider restriping for narrower inside travel lanes. Lower volume collectors and local streets may be able to support 11-foot wide lanes.
- **Frontage development or redevelopment:** When the frontage of a roadway is developed, the roadway should be designed and constructed to have bike lanes or routes as proposed in this Master Plan.
- **Roadway extensions:** When a roadway is built or extended, bike lanes or bike routes, as proposed in this Master Plan, should be included as part of the total project.
- **New developments:** New streets in new developments should be constructed in conformance with this Master Plan.

Bicycle education programs face serious challenges; they must compete for funds, and for public interest and participation with school, work, family, and all the usual daily distractions. Attempts by a community to provide all these programs can put stress on a system that is already overloaded; money and staff are in short supply in every jurisdiction. For this reason, a community must explore all possible avenues in designing and implementing a bicycle education strategy and prioritize which programs are the most important. School districts and city departments such as Planning, Public Works, Police, etc. must be brought into the effort. Community and civic organizations, employers, local businesses, and cycling clubs should also be recruited as resources and volunteers. Some of the most successful programs are a result of coalitions of public agencies and private groups working together towards a common goal.

This section prioritizes projects, but this does not mean that low and medium priority projects must wait until high priority projects are implemented. Rather, due to the variety of ways projects can be funded and constructed, all the projects in this Master Plan should be considered

important. If one of the above opportunities arises that could implement any of these bikeways within the scope of another project, the project should be included. In reality, the highest priority projects are those projects whose implementation can be efficiently and effectively achieved with the resources at hand.

5.2 Implementation Policies

In addition to implementing project-specific improvements, the following policies will help provide the needed staff directive to keep Hanford a pedestrian-friendly and bicycle-friendly city.

Objective 1: *Prepare and maintain a Pedestrian and Bicycle Master Plan that identifies existing and future needs, provides specific recommendations for facilities and programs, and identifies priorities and funding sources for implementation.*

Policy 1.1: Implement the Pedestrian and Bicycle Master Plan which identifies existing and future needs.

Policy 1.2: Update the Pedestrian and Bicycle Master Plan to meet requirements of funding opportunities approximately every four to five years.

Policy 1.3: Schedule pedestrian and bicycle network improvements in annual updates to the Capital Improvement Program (CIP).

Policy 1.4: In the annual staff, operations, and maintenance budgets, include funding for regular facility evaluation, maintenance, and repair, as well as funding to review development and zoning proposals for effect on mobility.

Policy 1.5: Establish a spot improvement program for low-cost, small-scale improvements, such as pavement maintenance, hazard removal, or bicycle rack installation.

Policy 1.6: Work with Caltrans on pedestrian and bikeway issues related to State highways.

Policy 1.7: Assign a project coordinator to oversee implementation of the Pedestrian and Bicycle Master Plan and coordinate activities between City departments and other jurisdictions.

Policy 1.8: Initiate a program to identify and repair unsafe areas along designated bikeways, such as unsafe drainage grates and uneven pavement.

Policy 1.9: Develop procedures to ensure proper communication between Public Works, Police, and Fire Departments to ensure access to walkways/bikeways, quick response times, and cleanup after special events such as vehicle collisions, severe storms, and other events.

Policy 1.10: Involve nearby businesses, residents, and appropriate organizations and nonprofits to assist with maintenance responsibilities, watch programs, litter collection days, and similar events.

Policy 1.11: Require proposed development to implement and develop funding mechanisms to 1) maintain sidewalks, roadway paving, and landscaping 2) implement streetscape design improvements, and 3) accommodate growth with an emphasis on reduced reliance on the automobile.

Policy 1.12: Consider the California Highway Design Manual (HDM), the California Manual of Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials (NACTO) guidelines, and the American Association of State Highway Transportation Officials (AASHTO) Guidelines when designing pedestrian and bicycle facilities.

Policy 1.13: Accommodate the needs of bicyclists of all types (commuters, recreational riders, children, and families) in planning, developing, and maintaining a bikeway network that is safe and convenient.

Policy 1.14: Work with the College of the Sequoias and Sierra Pacific High School to provide a multi-use trail from Greenfield Avenue at Centennial Drive through the school properties to 13th Avenue.

Policy 1.15: Consider development of a loop trail system within the Youth Soccer Complex and the Bob Hill Youth Athletic Complex by cooperating and coordinating efforts with the complexes' managers.

Policy 1.16: Where existing streets cannot feasibly be widened, and it is determined that additional travel lanes are warranted, this Master Plan should not be used to prohibit implementation of the recommendations of the warrant study. If the warrant study recommends modifications inconsistent with this Master Plan, the Public Works Director, and ultimately the City Council, can make such modifications upon finding that the modifications are the best solution to maintain safety for all travel modes.

Objective 2: *Develop a comprehensive pedestrian and bikeway network that is feasible, fundable over the life of the Master Plan, and serves the pedestrian's as well as bicyclist's needs for all trip purposes.*

Policy 2.1: Expand the current bikeway network to fill the gaps in existing routes, provide links to trip attractors, and enhance safety for all roadway users and bicyclists of all abilities.

Policy 2.2: Develop a pedestrian and bikeway network that enhances safety and convenience of walking and bicycling to work and to school as a means to reduce dependence on the automobile, improve air quality, and promote healthy exercise.

Policy 2.3: Include facilities that support bicycling in all new development projects. This should include pedestrian/bicycle connections from contemporary subdivision designs to surrounding arterials and collectors, bicycle parking at shopping, employment, and recreational centers, and bikeways on new collector roadways.

Policy 2.4: For schools in the City of Hanford, evaluate and consider opportunities to improve pedestrian and bicycle safety within a quarter mile radius of school grounds, including, but not limited to, crosswalks, lighting, signage, pavement markings, traffic calming, ADA access, crossing supervision, and wide sidewalks.

Objective 3: *Provide the related support facilities and amenities necessary for bicycle travel to assume a significant role as a local alternative mode of transportation and recreation.*

Policy 3.1: Consider the support of facilities such as secure bicycle parking, showers, and storage lockers for equipment and clothing for City employees. Encourage other employers to provide similar programs.

Policy 3.2: Require secure bicycle parking at shopping, employment, and recreational centers.

Policy 3.3: Adopt a bicycle parking ordinance that specifies parking needs for commercial, office, multi-family, and industrial developments of a certain size.

Policy 3.5: Encourage new large scale commercial, office, and industrial development to provide a variety of support facilities such as secure and convenient bicycle parking and shower/locker facilities.

Policy 3.6: Ensure secure, adequate and easily accessible bike parking at destinations throughout Hanford.

Policy 3.7: Install directional and informational signage, “Share the Road” signs, markers, and stencils on on-street bikeways, local roads, and State Routes to improve “way-finding” for bicyclists, assist emergency personnel, and heighten motorist’s awareness.

Policy 3.8: Encourage all Hanford school districts to provide and actively maintain sufficient, convenient, safe, and attractive bicycle racks at all public schools.

Objective 4: *Improve safety for pedestrians and bicyclists by implementing education and promotion programs for all Hanford residents and by enforcing pedestrian, bicycle, and motorist laws and regulations affecting pedestrian and bicycle safety.*

Policy 4.1: Develop and distribute pedestrian/bicycle safety material and education programs for child pedestrians and bicyclists and develop programs for adult bicyclists and motorists that increase knowledge of safe walking/bicycling practices and encourage individual behavior change with emphasis on walking/bicycle safety and laws related to walking and cycling.

Policy 4.2: Continue the enforcement of the California Vehicle Code (CVC) with respect to pedestrian and bicyclists’ rights and responsibilities in order to reduce CVC violations that result in collisions.

Policy 4.3: Consider assigning an officer to pedestrian and bicycle safety.

Policy 4.4: Develop a schedule of fines applicable to infractions committed by bicyclists within the City of Hanford (allowable under CVC Section 42001 (d)).

Policy 4.5: Promote programs that reduce incidences of theft and continue efforts to recover stolen bicycles through the bicycle license program.

Policy 4.6: Coordinate the delivery of bicycle safety education programs to schools, utilizing assistance from law enforcement agencies, local sports and/or bicycle shops, and other appropriate groups and organizations.

Policy 4.7: Improve safety of busy intersection crossings using one or more of the following: routine pedestrian signal cycles, pedestrian push buttons, high-visibility crosswalk markings, signage, and education.

Policy 4.8: Prioritize safety improvements in the vicinity of schools, public transit, and other high-priority pedestrian destinations.

Policy 4.9: Improve collection and analysis of collision data. The Public Works Department shall review this data to identify problem areas which require immediate attention.

Policy 4.10: Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.

Policy 4.11: Restrict parking near intersections to ensure visibility and traffic safety.

Policy 4.12: Work to reduce the rate of pedestrian and bicycle collisions, injuries, and fatalities.

Policy 4.13: Identify safety counter measures at areas of high collision activity. Recommend and implement safety improvements.

Policy 4.14: Driveways and driveway landscaping shall be designed to minimize interference with pedestrians.

Policy 4.15: Ensure that on-street parking does not conflict with Class II bike lanes.

Policy 4.16: The City shall include bicycle detection and signal timing requirements along with traffic signal installation or modification requirements for new developments. Bicycle detection and timing should be implemented on a City-wide basis, as funding and implementation opportunities occur.

Objective 5: *Require that routine maintenance of local roads consider pedestrian and bicycle safety.*

Policy 5.1: Work with the City's existing maintenance reporting system with a central point of contact that can be used to report, track, and respond to routine pedestrian and bicycle maintenance issues in a timely manner and increase public awareness of the existing system as a means to report pedestrian and bicycle facilities needing repair and/or clean-up.

Policy 5.2: Establish a standard for trimming intrusive and obstructive vegetation and clearing of debris from pedestrian and bicycle areas.

Policy 5.3: Maintain and/or improve the quality, operation, and condition of pedestrian and bicycle infrastructure.

Policy 5.4: Maintain geometry, pavement surface condition, debris removal, markings, and signage on Class II and Class III bikeways to the same standards and condition as the adjacent motor vehicle lanes.

Policy 5.5: Continue and encourage residents to report maintenance issues through the maintenance reporting system on the City's website.

Policy 5.6: Require that road construction projects minimize their impacts on pedestrians and bicycles through the proper placement of construction signs and equipment, and by providing adequate detours.

Objective 6: *Increase public awareness of the benefits of available walking and bicycling programs.*

Policy 6.1: Provide current and easily accessible information and public outreach programs about the bicycle and pedestrian plan, bicycle parking, and other related programs.

Policy 6.2: Encourage bicycling and walking through incentive/awareness programs.

Policy 6.3: Develop and promote education and encouragement programs, including but not limited to Bike to Work Day, Bike to School Day, Walk to School Day, Bicycle Safety courses and City-wide pedestrian and bicycle network maps. School programs to encourage walking and biking should include the elementary, middle, and high school levels. Promote programs of the Police Department such as Bicycle Rodeos, bicycle and pedestrian pamphlets, senior and historic walks/tours, and classroom education. Evaluate the success and effectiveness of each program and introduce at least one new initiative each year.

Policy 6.4: Participate in the development and maintenance of a pedestrian and bicycle safety campaign as a tool to deliver comprehensive safety awareness, driver, cyclist, and pedestrian education information.

Objective 7: *Encourage methods to increase pedestrian access and mobility for ages and ability.*

Policy 7.1: Encourage the inclusion of amenities, such as benches, landscaping, or art, in pedestrian improvement projects.

Policy 7.2: Continue to implement the City's ADA Self Evaluation and Transition Plan and make ongoing improvements to facilities and sidewalks in public streets.

Policy 7.3: Review City sidewalk design standards to ensure continued compliance with requirements of the Americans with Disabilities Act and to better serve pedestrian needs.

Policy 7.4: Identify gaps and deficiencies in the City's existing pedestrian network and develop strategies to rectify them.

Policy 7.5: Consider the use of root barriers to help prevent sidewalk deterioration from street trees.

Policy 7.6: In the Downtown, facilitate the flow of traffic and access to Downtown businesses and activities consistent with maintaining a pedestrian-friendly environment.

Policy 7.8: Consider a program for installing shade trees along streets where currently little or none exist to encourage walking.

Policy 7.9: Create a pedestrian network map that showcases access to Hanford's historic buildings, parks, and places to shop and dine.

Objective 8: *Street crossings should be safe and accessible.*

Policy 8.1: Crosswalks should be a minimum of 6 feet in width, and at least 10 feet in business districts.

Policy 8.2: Appropriate pedestrian crossing signage should be displayed in advance of and adjacent to all marked controlled crosswalks in order to enhance visibility of pedestrians by motorists.

Policy 8.3: Controlled pedestrian crosswalks should be well marked with high visibility paint, be adequately lighted, have clear sight distances, and be free from obstructions, such as foliage and poles.

Policy 8.4: Mid-block crosswalks, if supported by an engineering study, should be designated in areas with relatively high pedestrian activity and crossing patterns, mainly in the Downtown.

Policy 8.5: Where feasible, pedestrian crossing islands should be considered where pedestrians are required to cross a wide multi-lane street, especially at uncontrolled locations.

Policy 8.6: Curb extensions should be considered at intersection corners in highly urbanized areas as a way to minimize the crossing distance of pedestrians and to increase visibility in areas of high urban activity.

Policy 8.7: Identify and mitigate impediments and obstacles to walking to locations that attract pedestrians, such as business districts, schools, transit stops, recreational facilities, and senior facilities.

Policy 8.8: Modify signal timing as needed to provide pedestrians with sufficient crossing time and minimize pedestrian/vehicle conflicts.

Policy 8.9: Identify locations where lighting should be enhanced to provide better visibility and a more comfortable nighttime environment for pedestrians.

Policy 8.10: Consider opportunities to upgrade existing pedestrian signals by adding countdown, audible, and tactile/vibrational signals.

Objective 9: *Maximize the amount of funding for pedestrian and bicycle projects and programs throughout Hanford, with an emphasis on implementation of this Master Plan.*

Policy 9.1: Work with federal, state, regional, and local agencies and any other available public or private funding sources to secure funding for the pedestrian and bicycle system.

Policy 9.2: Encourage multi-jurisdictional funding applications to implement the regional pedestrian and bicycle system.

Policy 9.3: Seek funding from the Active Transportation Program (ATP) and other grants for alternative transportation.

Objective 10: *Integrate pedestrian and bicycle facilities with public transit.*

Policy 10.1: Develop and enhance opportunities for pedestrians and bicyclists to easily access other modes of transportation.

Policy 10.2: Continue to work with KART to accommodate bicycles on transit and plan for the need for additional bicycle storage capacity on transit to ensure capacity keeps up with demand.

5.3 Bikeway Prioritization Criteria

Recognizing that there are limited financial resources that can be devoted to development of the Master Plan, recommended bikeway projects were prioritized for implementation (recommended pedestrian projects are not prioritized.) Four characteristics or prioritization criteria were used to judge or evaluate the relative importance of each bikeway project to the overall network. Those projects ranking highest in this evaluation were identified as high priority. All other projects were identified as either medium or low priority. Each is discussed in the following section. The criteria used to prioritize the projects are:

- Community and City support: Projects that were rated high in the community outreach workshops were given high priority;
- Closure of a gap or gaps in the pedestrian/bicycle plan: Connectivity is important and projects that enable direct travel are given higher priority;

- Expansion of existing network: Projects that improve pedestrian/bicycle access extending existing facilities by infill of the network grid for better walkway and bikeway coverage are given higher priority; and
- Ease of Implementation: Projects that are currently mostly in County jurisdiction were given low priority.

5.4 Bikeway Project Prioritization

Based upon the criteria described above, bikeway projects were divided into high, medium, and low priority projects. High priority projects meet the above criteria by filling gaps in the existing network, extending the existing network to provide connections between residential neighborhoods and trip attractors, increasing coverage of the pedestrian and bicycle network, providing connections to the regional network, and promoting walking and bicycle use. These projects also ranked highest by the participants at the community outreach workshops. Low priority projects are mostly on the edge of the community and will require coordination with Kings County since many of the road segments are currently outside the city limits. A detailed listing of projects by segment, including segment length and estimated costs, are described below in Tables 5-1, 5-2, and 5-3. The methodology used for calculating costs is shown in Appendix F.

5.5 Pedestrian and Bikeway Project Cost Estimates

The costs to implement the bikeway project segments are presented in Tables 5-1, 5-2, and 5-3. The costs to implement the pedestrian projects are presented in Table 5-4. The estimated costs were developed using unit construction cost assumptions obtained from similar projects in California, Kings County, and the City of Hanford. More detailed estimates should be developed after completion of a feasibility analysis, preliminary engineering, and design.

Costs are not included for pavement repair. These costs also do not include right-of-way acquisition, any needed pavement construction or reconstruction, or inflation factors. It is recommended that an additional eight percent (8%) of the estimated costs shown in the tables be added to the project for mobilization and traffic control.

Although the cost estimates are based on actual costs experienced locally and in various California communities, more detailed cost estimates should be developed after preliminary engineering designs are completed for each proposed project. These cost estimates are to be used primarily for project planning and grant applications.

Table 5-1
High Priority 2016 Bikeway Project Improvements

Roadway Segment	Class	Miles	Estimated Cost
12 th Avenue from Hume to Houston	III	0.50	\$2,300
11½ Avenue/Milpas/Echo from Davis to Hume	III	0.99	\$14,059
Glacier Way from Flint to Fargo	III	1.01	\$13,254
Glacier Way from Fargo to Cortner	III	0.38	\$7,130
11 th Avenue from Florinda to Ivy	III	0.18	\$2,243
Williams/Jones Street from Davis to Hume	III	0.8.	\$10,149
Redington Street from Grangeville to Lacey	II	1.01	\$22,963
Irwin Street (10½) from Hanford-Armona to Houston	III	1.03	\$4,687
10 th Avenue from Third to Hanford-Armona	III	0.71	\$3,767
10 th Avenue from Hanford-Armona to Houston	III	1.01	\$8,079
9¼ Avenue from Leland to Grangeville	III	.51	\$2,329
9¼ Avenue from Grangeville to Lacey	III	1.01	\$8,942
Leland Way from Douty to 10 th	III	0.51	\$8,367
Leland Way from 10 th to 9¼	III	0.69	\$11,472
Elm Street from Greenfield to 11 th	III	0.14	\$1,265
Ivy Street from 11 th to 10 th	III	1.01	\$11,529
Sixth from 11 th to 10 th	II	1.03	\$18,548
Davis Street from 11½ to Williams	III	0.67	\$8,827
Hume Avenue from 12 th to Jones	III	1.05	\$9,919
Houston Avenue from 12 th to 10 th	III	2.00	\$10,063
Subtotal			\$179,892
Mobilization and Traffic Control (8%)			14,391
Total		16.10	\$194,283

Table 5-2
Medium Priority 2016 Bikeway Project Improvements

Roadway Segment	Class	Miles	Estimated Cost
13 th Avenue from Grangeville to Lacey	III	1.00	\$3,738
Centennial Drive from Berkshire to Grangeville	II	0.20	\$2,613
Centennial Drive from Grangeville to Greenfield	II	0.45	\$4,509

Roadway Segment	Class	Miles	Estimated Cost
Centennial Drive from Greenfield to Lacey	II	0.60	\$11,110
Centennial Drive from Lacey to 12 th	III	0.65	\$3,594
12 th Avenue from Fargo to Grangeville	II	1.00	\$11,961
Fitzgerald Avenue from Fargo to Grangeville	III	1.03	\$16,762
University Avenue from Grangeville to Greenfield	III	0.46	\$6,498
Campus Drive from Greenfield to Lacey	III	0.55	\$4,169
Campus Drive from Lacey to Glendale	III	0.51	\$4,054
11 th Avenue from Flint to Fargo	III	1.01	\$11,529
11 th Avenue from Fargo to Grangeville	III	1.01	\$12,201
11 th Avenue from Seventh to Hanford-Armona	III	0.81	\$10,954
11 th Avenue from Hanford-Armona to Hume	III	0.54	\$7,095
11 th Avenue from Hume to Houston	III	0.49	\$6,584
Mission Drive from Flint to 10 th	III	0.56	\$9,373
Neill Way from Fargo to Leland	III	0.51	\$8,367
Pepper Drive from Glacier to 11 th	III	0.41	\$4,629
Pepper Drive/Aspen from 11 th to Encore	III	0.36	\$4,485
Encore Drive from Aspen to 10 th	III	0.77	\$9,114
Encore Drive from 10 th to Fargo	III	0.50	\$8,338
Muscat Place from 12 th to Fitzgerald	III	0.24	\$3,278
Cortner Street from Glacier to Kensington	III	1.16	\$13,685
Mustang/Berkshire from 13 th to Centennial	III	0.55	\$4,169
Grangeville from 13 th to Centennial	III	0.51	\$2,329
Liberty Street from Centennial to 12 th	III	0.33	\$2,674
Kings County Drive from 12 th to Lacey	III	0.51	\$4,054
Mall Drive from 12 th to Lacey	III	0.53	\$4,112
Lacey Boulevard from Centennial to Mall Drive	III	0.60	\$2,588
Lacey Boulevard from Garner to Irwin	III	0.65	\$8,769
Lacey Boulevard from 10 th to 9 th	III	0.90	\$8,022
Lacey Boulevard from 9 th to 8 th (SR 43)	III	1.03	\$9,862
Garner Avenue from Lacey to Seventh	III	0.34	\$3,565
Seventh from Mall Drive to 11 th	II	0.75	\$8,971
Third Street from 10 th to 9 th	III	1.03	\$6,412
Hanford-Armona Boulevard from 10 th to airport	III	0.55	\$3,307
Subtotal			\$247,474
Mobilization and Traffic Control (8%)			19,798
Total		23.10	\$267,272

Table 5-3
Low Priority 2016 Bikeway Project Improvements

Roadway Segment	Class	Miles	Estimated Cost
13 th Avenue from Fargo to Grangeville	III	1.00	\$4,600
13 th Avenue from Lacey to Hanford-Armona	III	1.11	\$5,779
13 th Avenue from Hanford-Armona to Houston	III	1.19	\$6,872
12 th Avenue from Houston to Iona	III	1.00	\$5,256
12 th Avenue from Iona to Idaho	III	1.00	\$3,738
11 th Avenue from Houston to Iona	III	1.00	\$4,600
11 th Avenue from Iona to Idaho	III	1.00	\$3,738
11 th Avenue from Idaho to Jackson	III	1.00	\$3,738
10 th Avenue from Houston to Iona	III	1.00	\$4,600
10 th Avenue from Iona to Idaho	III	1.01	\$3,767
10 th Avenue from Idaho to Jackson	III	1.01	\$3,767
9 th Avenue from Lacey to Hanford-Armona	III	0.96	\$5,348
9 th Avenue from Hanford-Armona to Houston	III	1.04	\$5,578
9 th Avenue from Houston to Iona	III	1.00	\$4,600
9 th Avenue from Iona to Idaho	III	1.00	\$3,738
Flint Avenue from 12 th to 11 th	III	1.00	\$4,600
Flint Avenue from 11 th to SR 43	III	1.00	\$6,325
Fargo Avenue from 13 th to Centennial	III	0.50	\$2,300
Grangeville from 9 th to 8½	III	0.50	\$2,300
Glendale Avenue from 12½ to 12 th	II	0.61	\$4,797
Houston Avenue from 13 th to 12 th	III	1.02	\$3,795
Houston Avenue from 10 th to 9 th	III	1.00	\$7,188
Iona Avenue from 12 th to 9 th	III	3.01	\$11,242
Idaho Avenue from 12 th to 9 th	III	3.00	\$11,213
Jackson Avenue from 11 th to 10 th	III	1.00	\$3,738
Subtotal			\$127,217
Mobilization and Traffic Control (8%)			10,177
Total		27.35	\$137,394

**Table 5-4
Pedestrian 2016 Project Improvements**

Project	Units	Estimated Cost
9¼ Avenue from Leland to Lacey – 18 ADA curb ramps	18 ramps	\$103,500
Phillips Street from alley north of Fourth to Third – sidewalk and 8 ADA curb ramps	580 ft & 8 ramps	\$79,350
Phillips Street underpass @ SR 198 – improve lighting and consider wall murals	N/A	\$35,938
10 th Avenue from Grangeville to Terrace – 10 ADA curb ramps	10 ramps	\$57,500
Leland Way from 10 th to 9 th – 35 ADA curb ramps	35 ramps	\$201,250
Irwin Street from Grangeville to downtown – 48 ADA curb ramps	48 ramps	\$276,000
Monroe Elementary School – add curbs/gutter, ramps, and sidewalk on Leoni Drive from Monroe to Grangeville	2,660 ft. & 26 ramps	\$417,163
Update/refurbish signing and school crosswalks around schools using thermoplastic and fluorescent green signs	70 crosswalks & estimated 280 signs	\$267,663
Restripe crosswalks and other pavement markings in the Downtown area with thermoplastic	300 crosswalks & 309 pavement markings	\$544,721

5.6 Environmental Assessment

This Master Plan was prepared at roughly the same time that the City of Hanford updated its General Plan. The Environmental Impact Report (EIR) that was prepared for the General Plan Update was written so that it could be utilized as the environmental document for this Master Plan, and was identified as such as a subsequent implementation project in the EIR.

Due to the timelines for the grant that funded the preparation of this Master Plan, it may need to be accepted, but not adopted, prior to the completion of the EIR. Once the EIR is certified, the Master Plan will be brought to the City Council for official adoption.

5.7 Funding Opportunities

This section describes the most probable funding sources to implement the projects recommended in this Master Plan. These sources include regional/local, State, Federal, and non-traditional private funding opportunities. These sources were available at the time of writing, but could be modified or made unavailable in the future.

5.7.1 REGIONAL AND LOCAL FUNDING SOURCES

California Clean Air Act (CCAA) – SJVAPCD Remove II Program. These funds, otherwise known as Clean Air Funds, are generated by a surcharge on automobile registration imposed by authorized air districts in California to provide funds to meet responsibilities mandated under the California Clean Air Act (CCAA). For the City of Hanford, this program is administered by the San Joaquin Valley Air Pollution Control District (SJVAPCD). The Remove II Grant Program includes a bicycle infrastructure component to assist with the development or expansion of a comprehensive bicycle transportation network. The program provides incentives for construction of Class I, Class II, and Class III bicycle facilities. The program serves to promote bicycling as a viable option of transportation for residents traveling short distances to school, work, and commercial sites. Applications are accepted on an ongoing basis as funds are available. More information for the program can be found at:

http://valleyair.org/General_info/Grant_Programs/GrantPrograms.htm

The purpose of this program is to assist with the development or expansion of a comprehensive bicycle transportation network. Residents of the San Joaquin Valley can utilize commuter bicycling as an alternative to daily vehicular travel. Therefore, the program serves to promote bicycling as a viable option of transportation for residents traveling short distances (less than five miles) to school, work and commercial sites. Funds are available for eligible projects that meet specific program criteria on a first-come, first-serve basis until the program funds are exhausted. Projects serving commuters, rather than recreational users are given higher priority for funding. The maximum incentive for a Class I bicycle path and a Class II bicycle lane is \$150,000 and \$100,000.

City of Hanford. Bicycle projects can be implemented in conjunction with another project including pavement resurfacing, new developments, and frontage development. Local funds to implement projects can also come from a dedication of a certain dollar amount in a City's Capital Improvements Program (CIP). Developers can contribute either directly or indirectly through impact fees.

General Fund. As with any public improvement, local general fund revenues can be used to build and maintain pedestrian and bicycle facilities, or to provide a match for State and Federal grants.

Developer Fees. Development fees could be levied and administered by local jurisdictions to provide improvements to accommodate new development.

Other Local Programs. Local agencies may implement other local programs to provide bikeways and bicycle facilities including "adopt-a-bikeway" and memorials. These programs require that private individuals or groups donate money, property, or time for the design, acquisition, and construction of bikeway facilities.

5.7.2 STATE FUNDING SOURCES

Active Transportation Program (ATP). The Active Transportation Program (ATP) program was originally enacted in 2013. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program. The program focuses on increasing bicycle and pedestrian trips, health, and safety. The latest cycle approved \$360 million with an annual grant application process between March and May. This is currently the most important funding source for pedestrian and bikeway improvements. More information and application procedures can be obtained at <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

California Infrastructure and Economic Development Bank (I-Bank). The mission of I-Bank is to finance public infrastructure and private development to promote economic growth, revitalize communities, and enhance quality of life for Californians. The Infrastructure State Revolving Fund Program (ISRF) provides low-cost financing to public agencies for a wide variety of infrastructure projects. Funding is available from \$50,000 to \$25,000,000 with loan terms of up to 30 years. Preliminary applications are accepted continuously. Additional information may be found at http://www.ibank.ca.gov/infrastructure_loans.htm.

California Office of Traffic Safety (OTS). This funding source can be used for pedestrian and bicycle safety projects as well as roadway projects. It can also be used for traffic calming projects and programs and safety and education programs. It is one of the few sources that funds support programs in addition to capital projects. For example, traffic safety rodeos may be funded for elementary, middle, and high schools, and community groups in an effort to increase awareness among various age groups. To boost compliance with the law and decrease injuries, safety helmets can be properly fitted and distributed to children in need. Court diversion courses may be established in communities for those violating the bicycle helmet law. Other programs target high-risk populations and areas with multicultural public education addressing safer driving, biking and walking behaviors. Information on available grant programs can be found at www.ots.ca.gov/

Local Transportation Fund (LTF). Under Transportation Development Act (TDA) Article III, LTF allocations include return-to-source funds generated from the sales tax on gasoline. They are returned to the source county for local transportation projects; up to two percent of these funds may be set aside for bicycle and pedestrian projects. These funds can be used for engineering, right-of-way acquisition, and the construction of projects emphasizing bicycle commuters rather than recreational bicycle users. Projects may include trails serving major transportation corridors, bicycle safety programs, restriping Class II bicycle lanes, secure bicycle parking at employment centers, retrofitting to comply with American with Disabilities Act (ADA), and route improvements. Each county establishes its own formula for allocating the funds to the local jurisdictions within that county. Up to 20 percent of the amount available each

year to the City may be allocated to restripe Class II bicycle lanes. These funds can be used directly for bicycle and pedestrian projects or as the local match for competitive State and Federal sources. Projects must be approved by a local Bicycle Advisory Committee and be included in the bicycle plan, transportation element, or other adopted plan. More information and application procedures can be obtained at <http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>.

State Transportation Improvement Program (STIP). The STIP is a multi-year capital improvement program of transportation projects funded with both Federal and State monies. The available funding is divided into two programs: the Interregional Transportation Improvement Plan (ITIP) and the Regional Transportation Improvement Plan (RTIP). The City would work through KCAG to nominate projects for inclusion in the STIP. Additional information can be found at: <http://www.dot.ca.gov/hq/LocalPrograms/stip.htm>

Land and Water Conservation Fund Program. This program provides grants to plan, acquire, and develop recreation parks and facilities including bikeway and pedestrian trails. The California Department of Parks and Recreation provides reimbursement grant funds of 50% of the total projects costs. More information and application procedures can be obtained at: http://www.parks.ca.gov/?page_id=21360

Mello-Roos Community Facilities District Act of 1982. This program allows a sponsoring agency to issue a special tax bond for a community facilities district to finance public facilities and services such as parks, recreation areas, parkways, and open spaces. Bicycle and pedestrian projects could be included in any proposed public facility. More information and application procedures can be obtained at <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=53001-54000&file=53311-53317.5>

5.7.3 FEDERAL FUNDING SOURCES

Congestion Management and Air Quality (CMAQ) Program. The purpose of the CMAQ Program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards for ozone and carbon monoxide by reducing congestion and improving air quality. This program will fund the construction of bicycle and pedestrian facilities, as well as bicycle support programs such as brochures, maps, and public service announcements. The projects must be mainly for transportation rather than recreation, be included in Transportation Improvement Projects (TIP), and complete the National Environmental Policy Act (NEPA) requirements. Additional information can be found at: http://www.dot.ca.gov/hq/transprog/federal/cmaq/Official_CMAQ_Web_Page.htm.

Highway Safety Improvement Program (HSIP). The purpose of this program is to reduce traffic fatalities and serious injuries on public roads through the implementation of infrastructure-related highway safety improvements. Work on any publicly-owned roadway or pedestrian/bicycle pathway or trail that corrects or improves the safety for its users is eligible. Project types may include intersection safety improvements; pavement and shoulder widening; installation of rumble strips or other warning devices; installation of skid-resistant surfaces; improved safety for bicyclists, pedestrians, and persons with disabilities; elimination of hazards

at railway-highway crossings; traffic calming features; improved signage or pavement markings; and improvement in the collection and analysis of crash data. More information on the HSIP can be found at <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>.

Recreational Trails Program (RTP). This program provides funds to develop and maintain recreational trails and trail related facilities for both motorized and nonmotorized recreational trail users. Uses can include maintenance, new trail development, purchase of right-of-way and education programs. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking and bicycling. More information about this possible funding source can be found at http://www.parks.ca.gov/?Page_id=24881.

TIGER Discretionary Grants. On April 3, 2015, U.S. Transportation Secretary Anthony Foxx announced \$500 million will be made available for transportation projects across the country under a seventh round of the highly successful U.S. Department of Transportation's (DOT) Transportation Investment Generating Economic Recovery (TIGER) competitive grant program. In 2015, TIGER 2015 discretionary grants funded capital investments in surface transportation infrastructure and were awarded on a competitive basis to projects that have a significant impact on the nation, a region, or metropolitan area. The TIGER 2015 grant program will continue to make transformative surface transportation investments by providing significant and measurable improvements over existing conditions. The grant program focused on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for disconnected communities both urban and rural, while emphasizing improved connection to employment, education, services and other opportunities, workforce development, or community revitalization. More information about this possible funding source can be found at <https://www.transportation.gov/tiger>

Revised Surface Transportation Program (STP). On July 6, 2012, the President signed the Moving Ahead for Progress in the 21st Century Act (MAP-21) into law. The effective date of this MAP-21 STP eligibility guidance is October 1, 2012. The STP requirements in effect on October 1, 2012, will apply to all related funding obligated on or after that date, whether carryover or new. The funding is for bicycle transportation and pedestrian walkways and the modification of public sidewalks to comply with the Americans with Disabilities Act. More information about this possible funding source can be found at http://www.dot.ca.gov/hq/transprog/federal/rstp/Official_RSTP_Web_Page.htm

5.7.4 PRIVATE FUNDING SOURCES

In addition to the sources listed above, there are several non-traditional funding sources that are available for the implementation of project and program recommendations. The following paragraphs briefly describe several of the innovative ways that communities have funded parts of their bicycle programs.

California Conservation Corps (CCC). The program provides emergency assistance and public service conservation work for City, County, State, Federal and non-profit organizations. Both urban and rural projects are eligible and are selected on the basis of environmental and

natural resource benefits and public use and on-the-job training opportunities. Use of the CCC would be effective at reducing project costs. The Active Transportation Program encourages participation of the CCC and Local Conservation Corps. More information may be found at <http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>.

Grant and Foundation Opportunities. Private foundations provide excellent opportunities for funding specific capital projects or single event programs. Generally, to qualify for these types of funds, a bicycle advisory committee or established non-profit group acting in its behalf must exist. Typically, private foundations are initially established for specific purposes, e.g. children and youth needs, promotion of certain professional objectives, educational opportunities, the arts, and community development. An excellent source of information about foundations and their funding potential can be found in the Foundation Directory, available at many public libraries or on-line at www.fconline.foundationcenter.org/. Several foundations to consider are:

- People for Bikes;
- Bikes Belong Coalition;
- Compton Foundation, Inc.;
- REI Corporate Contribution Programs; and
- Robert Wood Johnson Foundation.

Memorial Funds. These programs are advertised as potential donor projects to be funded via ongoing charitable contributions or funds left to a particular project through a will. Most memorial projects include a memorial plaque at a location specific to the improvement or at a scenic vista point.

Revenue-Producing Operations. As part of the development of a trail or bike path, plans can specifically include the location of a revenue-producing operation adjacent to the proposed improvement. For example, bicycle rental facilities, food and drink establishments, bike storage facilities and equipment centers, and/or equestrian centers would be appropriate uses. The on-going lease revenues from these operations could then be used for trail and/or path maintenance.

5.8 Maintenance and Security of Bikeways

Both off-street and on-street bikeways need regular maintenance. Bicycles are more susceptible than motor vehicles to pavement irregularities such as cracks, potholes, broken glass, sand, or gravel. Roadway construction activities present additional maintenance and safety needs because of increased roadway wear from heavy vehicle traffic and increased debris. Unmaintained landscaping causes safety issues by obstructing travel lanes and hindering visibility. Major storms can leave debris in bikeways, presenting hazards to cyclists.

5.8.1 BIKEWAY FACILITY MAINTENANCE

Maintenance of street rights-of-way and adjacent landscaping has direct impacts to nearby, on-street Class II and III bikeways. The City's street maintenance and repair operations should include the following policies to ensure that they reflect the needs of bicyclists:

Street sweeping. As motor vehicles travel along the roadway, debris is pushed to the outside lanes and shoulders, and the center of intersections. Roads that also serve as Class II or III bikeways should be swept frequently, and should include removing debris on the shoulder and at intersections;

Minor repairs and improvements. Potholes and cracks along the shoulder of roadways affect bicyclists more than motor vehicles. Repairs should be made in a timely manner and should be flush to the existing pavement surface. Striping and restriping of bike lanes should occur on a regularly scheduled basis and whenever slurry seal or asphalt overlay is completed;

Trash pickup. The purpose of having bicycle lanes is thwarted when trash cans are placed in the bicycle travel lane. Encourage the public to not place trash cans awaiting pickup in bike lanes;

Street resurfacing. When streets are resurfaced, utility covers, grates and other in-street items should be brought up to the new level of pavement. Similarly, the new asphalt should be tapered to meet the gutter edge and provide a smooth transition between the roadway and the gutter pan. When only partial resurfacing is needed, resurfacing should include the bicycle lane. This will ensure a smoother, more bicycle-friendly riding surface;

Actively coordinate with maintenance workers. Maintenance supervision and staff should be involved in the development of bicycle-related maintenance policies to ensure that City staff and maintenance workers understand each others' needs and limitations;

Proactively sweep streets after special events. The Public Works Department should work closely with the Police Department to ensure that streets with Class II and III bicycle facilities are swept after automobile collisions, severe storms, parades, and other events when debris may be deposited in the bikeways; and,

Drainage grates. When repaving or maintaining roadways, drainage grates should be inspected to ensure that grate patterns are perpendicular to the road so that bicycle wheels cannot fall between grates. Replacement of bicycle-unfriendly grates should occur as soon as practical after they are identified.

5.8.2 BIKEWAYS IN CONSTRUCTION ZONES

Street construction and longer duration maintenance activities present particular challenges for bicyclists. Road construction and maintenance can sometimes force bicyclists out into travel lanes with vehicles. To help alleviate impacts to bicyclists during road construction and maintenance, several guidelines are recommended to help inform bicyclists of and protect them from obstacles:

Bicycle traffic control. Ensure that bicycle facilities are not reduced or eliminated in construction zones and that roadway improvement projects provide reasonable and appropriate bicycle detours.

Construction vehicles. To the extent feasible, avoid parking construction or maintenance vehicles in bicycle lanes or on designated bicycle routes.

Signage and warnings. Provide suitable construction warning signs for any activities that involve work in a designated bikeway. Signage should warn bicyclists well in advance of any location where the bicycle lane is closed for construction or maintenance activities.

Construction detours. Provide detour routes, designated with traffic cones, for bicyclists using bikeways that are undergoing long-term construction.



Temporary speed limits in construction zones. A temporary reduction of speed limits or work zone speed limit should be considered on roadways where motor vehicles travel 40 mph or greater.

Temporary transitions during construction. Metal plates that cross or cover bicycle lanes or routes that occur for longer durations should have temporary transition paving to allow the bicycle to easily ride up onto the plate. A sign warning that the plate may be slippery should be posted.



5.9 Maintenance and Security of the Pedestrian Network

The City of Hanford Street Maintenance Division provides residents and visitors with maintenance of 207 miles of roadway that includes sidewalks. The Division installs 30,000 square feet of sidewalks each year. The City asks residents to help them maintain City streets and sidewalks by contacting them or filling out the website form if they spot any damaged asphalt or sidewalks.

5.9.1 STRATEGIES FOR IMPROVED SIDEWALK MAINTENANCE

The City's sidewalk maintenance and repair operations should include the following strategies to ensure that they reflect the needs of pedestrians.

Deficient Maintenance Practices Negatively Affect Safety and Security. Without appropriate maintenance practices, the safety and security of users is at a higher level of risk. Poor maintenance practices that allow graffiti, trash, and general disrepair sends the signal that nobody cares or is watching. In addition, quality maintenance practices will reduce incidents of litter, graffiti, and vandalism. The most common ADA complaints relate to sidewalk maintenance are: cracks, holes, and loose gravel. Poor sidewalk surfaces such as swelling,

cracking, and other repair issues are ADA problems. Also, poor maintenance practices can lead to dangerous conditions or physical obstacles, which have been linked to causing constraints for pedestrians. Consider the following ongoing approach to routine maintenance:

- Conduct regular inspections to identify trip hazards, cracks, and other surface problems;
- Use GIS or other technology systems to efficiently conduct annual inspections and repairs; and
- Identify areas that are frequented with litter and debris.

Pavement. The most common ADA complaints relate to sidewalk maintenance are: cracks, holes, and loose gravel. Frequent sidewalk problems include step separation (vertical displacement of 0.5 inches or greater), badly cracked concrete (holes and rough spots wider than 0.5 inches), spalled areas (crumbling or flaking concrete), depressions that trap water (depressions, reverse cross-slopes, indentations), and tree root damage. Typical shared-use path maintenance issues are virtually identical to sidewalks including step separation, badly cracked pavement, settled areas that trap water, tree root damage, and vegetation overgrowth.

Sidewalk Design. Tight budgets and timelines can lead to lower quality design and construction. However, the difficulty of finding and receiving additional funding for issues is well-noted and thus the likelihood that facilities will receive additional funding to correct or improve their facilities in the near future is unlikely. When designing and constructing sidewalks or shared-use paths, the City should subscribe to the following principles to ensure quality design:

- Treat sidewalks and shared-use paths as the transportation facilities they are;
- Design and construct facilities correctly the first time and to the highest standards;
- Ensure designers are trained in bicycle and pedestrian design;
- Adopt uniform statewide standards that incorporate ADA guidelines and requirements;
- Incorporate quality control into the construction process to ensure that the facility designed is the facility that is built. Particular attention should be given to accessibility issues such as grades and slopes;
- Design for safety first. Keep safety in mind throughout facility design; and
- Design for all users. Assume a range of skill levels and different groups of users will be utilizing the facility.

5.9.2 STRATEGIES FOR IMPROVING SECURITY

There is no way to “ensure” total security on any transportation facility. However, there are many strategies that can be utilized to enhance it. Communities like Hanford should consider regular inspections of facilities. Inadequate maintenance involving vegetation removal can create security issues. The City could implement an easy system for users to report problems and complaints such as an online reporting system for users to report maintenance issues such as downed trees, burned-out lighting, or security problems such as vandalism or suspicious behavior.

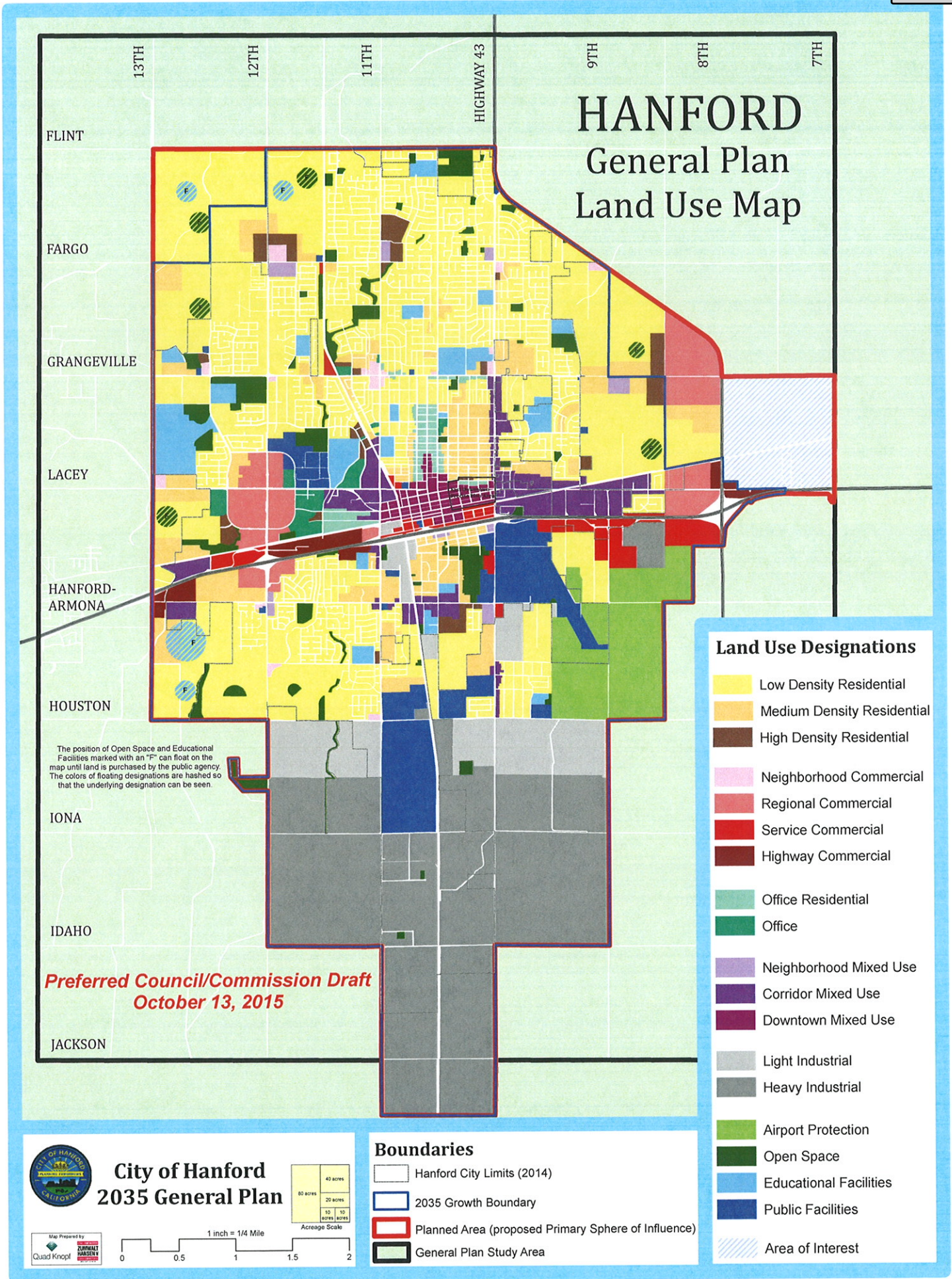
Facilities with More Users Have Fewer Security Issues. Another important component of security is “eyes,” in other words, the more people present, the less likelihood of criminal activity. To that end, the design of sidewalks and multi-use paths should create a pleasant environment where people want to spend time. Heavily used facilities typically experience less crime.

Fear of Crime and Appearance. Even when reported data indicate that a facility has experienced almost no incidents of criminal activity, public perception of crime may lead to the avoidance of the facility. Research has shown that fear of crime is higher for women than men, and women are more likely to avoid walking after dark. Physical factors such as litter, poorly maintained buildings, and graffiti as well as social influences like publicly intoxicated individuals, homeless people, and groups of youth all affect an individual’s perception of risk. Studies have also found that a lack of familiarity with an area and dark areas create an increased fear of crime.

APPENDICES

APPENDIX A

HANFORD 2035 GENERAL PLAN LAND USE MAP

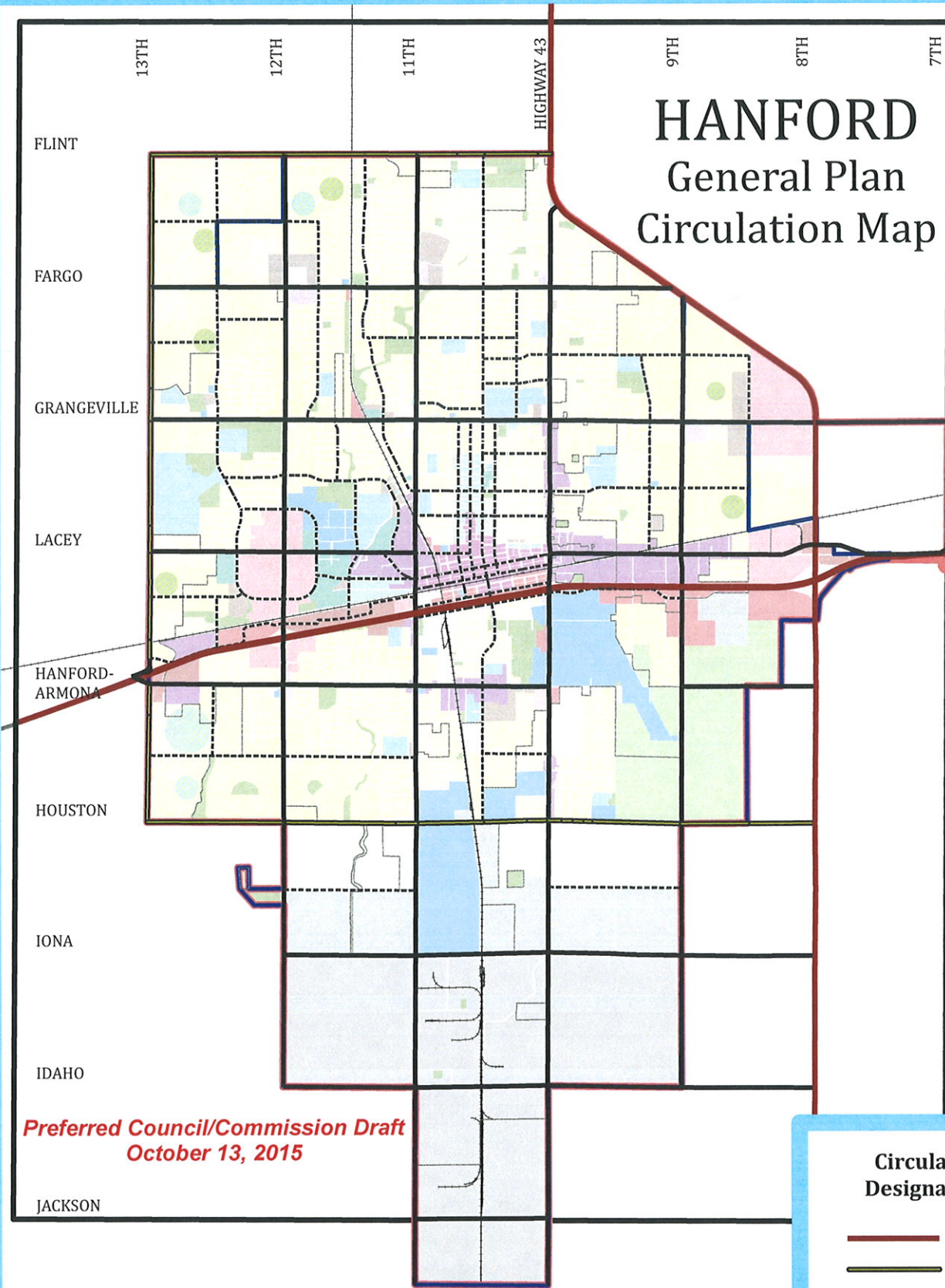


APPENDIX B

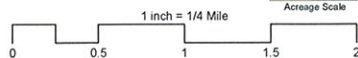
HANFORD 2035 GENERAL PLAN CIRCULATION MAP

HANFORD

General Plan Circulation Map



City of Hanford
2035 General Plan



Boundaries

- Hanford City Limits (2014)
- 2035 Growth Boundary
- Planned Area (proposed Primary Sphere of Influence)
- General Plan Study Area

Circulation Designations

- Highway
- Major Arterial
- Arterial
- Collector
- Railroad

APPENDIX C

SAMPLE BICYCLE PARKING ORDINANCES

SAMPLE BICYCLE PARKING ORDINANCES

BEND OREGON – BICYCLE PARKING ORDINANCE

3.3.600 Bicycle Parking Standards.

All uses that are subject to Site Development Review shall provide bicycle parking, in conformance with the following standards, which are evaluated during Site Development Review. This section does not apply to single-family, two-family, and three-family housing (attached, detached or manufactured housing), home occupations or other developments with fewer than 10 vehicle parking spaces.

A. Number of Bicycle Parking Spaces. A minimum of one bicycle parking space per use is required for all uses subject to Site Development Review. Table 3.3.600 lists additional standards that apply to specific types of development:

Table 3.3.600

Required On-Site Bicycle Parking

Use	Requirement
Multifamily dwellings with 4 units or more:	1 covered space per unit. Covered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.
Retirement home or assisted living complex:	2 covered spaces or 1 covered space for every 10 employees, whichever is greater
Retail sales and service	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Multiple uses	For buildings with multiple uses (such as a commercial or mixed-use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required.
Street vendors, itinerant merchants, and similar temporary sales operations	No bicycle spaces required

Table 3.3.600**Required On-Site Bicycle Parking**

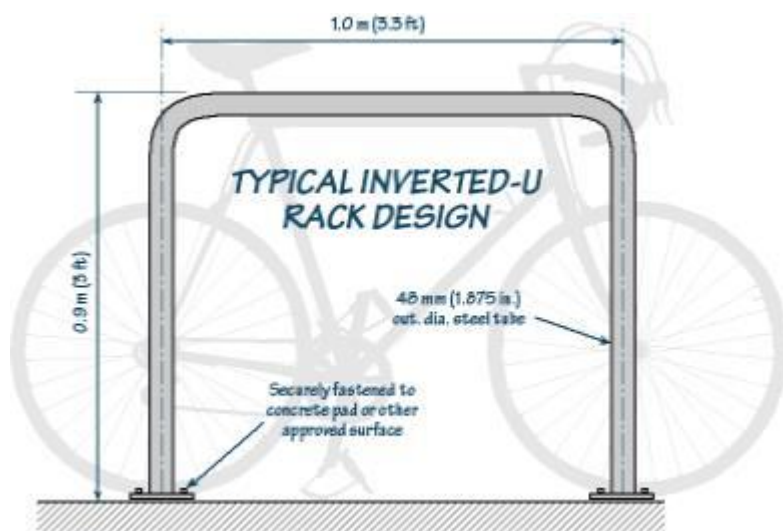
Use	Requirement
Restaurants, cafes, and bars	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Professional office	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Medical or dental office or clinic or hospital	1 covered space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Stadium, arena, theater or similar use	1 covered space for every 20 seats
Public or private recreational facility	1 space for every 10 employees plus 1 space for every 20 motor vehicle spaces
Parking lots	All public and commercial parking lots and parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.
Industrial uses without retail trade or service	1 covered space for every 20 employees
Industrial uses with retail	1 covered space for every 20 employees
Elementary school	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
Junior high school	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
High school	1 covered space for every 25 students. All spaces should be sheltered under an eave, overhang, independent structure, or similar cover.
College, university or trade school	1 space for every 10 motor vehicle spaces plus 1 covered space for every dormitory unit. Colleges and trade schools shall provide one bicycle parking space for every 10 motor vehicle spaces plus one space for every dormitory unit. Fifty percent of the bicycle parking spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.

B. Special Standards for the Central Business District. Within the Central Business District, bicycle parking for customers shall be provided in the right-of-way along the street either on the sidewalks or in specially constructed areas such as pedestrian curb extensions at a rate of one space per 3,000 square feet of gross floor area of the building. In addition, individual uses shall

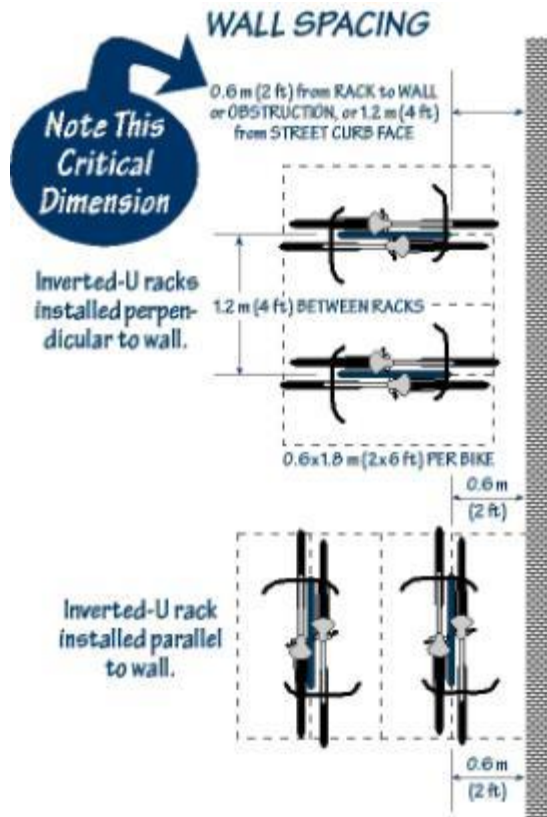
provide covered bicycle parking at the rate of one bicycle space for every 10 employees. At a minimum, each use shall provide one covered bicycle parking space. The bicycle parking shall not exceed six bicycles per parking area. Only when providing the required bicycle parking spaces is not feasible as determined by the City, the developer may pay a fee established by City.

C. Location and Design.

1. All bike racks shall have following design features:
 - a. Inverted ñUò style racks or similar design as illustrated below.
 - b. Each rack shall provide each bicycle parking space with at least two points of contact for a standard bicycle frame.
 - c. The bike rack shall have rounded surfaces and corners.
 - d. The bike rack shall be coated in a material that will not damage the bicycle's painted surfaces.



2. Each required bicycle parking space shall be on asphaltic concrete, portland cement, or similar hard surface material and each space shall be at least two feet wide by six feet long with a minimum vertical clearance of seven feet. An access aisle width of at least five feet wide shall be provided and maintained beside or between each row of bicycle parking.
3. The location of the rack and subsequent parking shall not interfere with pedestrian passage, leaving a clear area of at least 36 inches between bicycles and other existing and potential obstructions. Customer spaces may or may not be sheltered. When provided, sheltered parking (within a building, or under an eave, overhang, or similar structure) shall be provided at a rate of one space per 10 employees, with a minimum of one space per use.



4. Bicycle parking shall be conveniently located to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided. Street furniture includes benches, street lights, planters and other pedestrian amenities.

D. **Visibility and Security.** Bicycle parking shall be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage, except for bicycles stored per subsection (E) of this section.

E. **Options for Storage.** Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.

F. **Lighting.** Bicycle parking should be at least as well-lit as vehicle parking for security.

G. **Reserved Areas.** Areas set aside for bicycle parking should be clearly marked and reserved for bicycle parking only.

H. **Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as not to conflict with vision clearance standards (BDC Chapter 3.1, Lot, Parcel and Block Design, Access and Circulation). [Ord. NS-2016, 2006]

SAN JOSE BICYCLE PARKING ORDINANCE

Part 2.5 - BICYCLE PARKING REQUIREMENTS

20.90.190 - Bicycle parking space design standards.

- A. For the purpose of this section, "bicycle parking facilities" shall refer to long-term and short-term bicycle parking facilities as defined in Section 20.90.050.
1. All bicycle parking spaces provided shall be on a hard and stable surface.
 2. All bicycle parking facilities shall be securely anchored to the surface so they cannot be easily removed and shall be of sufficient strength to resist vandalism and theft.
 3. All bicycle parking facilities shall support bicycles by at least two contact points on the bicycle to prevent the bicycle from falling over and to prevent damage to wheels, frame, or other components.
 4. All bicycle parking facilities within vehicle parking areas shall be separated by a curb or other physical barrier to protect bicycles from damage by automobiles and other moving vehicles.
 5. Short-term bicycle parking facilities are subject to and shall meet all the following requirements:
 - a. The facilities shall be located at least three feet away from any wall, fence, or other structure.
 - b. When multiple short-term bicycle parking facilities are installed together in sequence, they shall be installed at least three feet apart and located in a configuration that provides space for parked bicycles to be aligned parallel to each other.
 - c. The facilities shall be installed in a clear space at least two feet in width by six feet in length to allow sufficient space between parked bicycles.
 - d. Permanently anchored bicycle racks shall be installed to allow the frame and one or both wheels of the bicycle to be securely locked to the rack.

20.90.195 - Bicycle parking space location.

- A. Short-term bicycle parking facilities that consist of permanently anchored bicycle racks shall be located in a convenient, highly visible and well lighted area within twenty feet of a building entrance and within view of pedestrian traffic.

- B. Short-term bicycle parking facilities that consist of: covered, lockable enclosures with permanently anchored racks for bicycles; or lockable bicycle rooms with permanently anchored racks; or lockable, permanently anchored bicycle lockers shall be located in a convenient, highly visible and well-lighted area within one hundred feet of a common publicly accessible building entrance and within view of pedestrian traffic.
- C. Long-term bicycle parking facilities for tenant and occupant use shall be conveniently accessible by pedestrians from the street and located within one hundred feet of building entrances accessible by tenants and occupants.

APPENDIX D

BICYCLE AND PEDESTRIAN SAFETY EDUCATION PROGRAMS

SAMPLE BICYCLE AND PEDESTRIAN SAFETY EDUCATION PROGRAMS

California Safe Routes to School Program. Safe Routes to Schools programs are designed to decrease traffic and pollution and increase the health of children and the community. Safe Routes to Schools promotes walking and biking to school using education. The program addresses parents' safety concerns by educating children and the public, partnering with traffic law enforcement, and developing plans to create safer streets.

<http://saferoutestoschools.org>

http://guide.saferoutesinfo.org/education/strategies_for_educating_children.cfm

An Organizers Guide to Bicycle Rodeos. A rodeo is a bicycle skills event which provides an opportunity for bicyclists to practice and develop skills that will help them to become better bicyclists and avoid typical crashes. Some rodeos are designed as large, municipal events with skills activities, exhibits and games, while others are much smaller in format, requiring a smaller number of volunteers. The goal of any bicycle rodeo is to provide an opportunity for the participants to learn, practice, and demonstrate their bicycle handling skills in a fun, noncompetitive atmosphere.

http://saferoutespartnership.org/sites/default/files/pdf/Bike_Rodeo_CT.pdf

League of American Bicyclists. Kids I - Designed for parents, instructors explain how to teach a child to ride a bike. Topics include how to perform a bicycle safety check, helmet fitting and bike sizing. Includes 10-minute “Kids Eye View” video and parent brochure. Kids II - 7-hour class for 5th & 6th graders includes on-bike skills and safe riding routes.

<http://bikeleague.org>

International Bicycle Fund. This website offers education programs for bike safety, health, and use of bicycle helmets. It offers numerous learning opportunities in both video and literature.

<http://www.ibike.org/education>

Bike Smart Youth Bicycle Safety Program. Bike Smart conducts bicycle skills training for Santa Cruz County youth in grades 3rd -12th. They offer classroom presentations, assemblies, hands-on bicycle skills obstacle courses (“Rodeos”), community rides (on-street training), as well as education booths at local fair and special events. The programs are carried out at schools, community centers and events. The website identifies various activities and events for educating the public on bicycle safety. Since 2003 Bike Smart has worked with over 17,000 youth throughout Santa Cruz and Monterey Counties.

<http://bikesmart.org>

APPENDIX E

SAMPLE BICYCLE PROMOTION PROGRAMS

SAMPLE BICYCLE PROMOTION PROGRAMS

CITY OF BERKELEY

Bicycle Promotion Programs

Bicycling has gained significant publicity, both positive and negative, in the San Francisco Bay Area over the past few years due in great measure to the efforts of bicycle activists and coverage by the media. Attention grabbing events such as Critical Mass in San Francisco, conflicts with bike messengers, and protest rides for better bicycle access on Bay Area bridges have gained national attention. Bicyclists have received a vote of confidence from the general public with the recent decision to include a bicycle path on the new eastern span of the San Francisco-Oakland Bay Bridge. AC Transit has added new buses with front loading bicycle racks to many of its local and transbay routes. In addition, bicycle access to the BART system was improved this July by the relaxing of some commute-hour restrictions. The most notable of these was the opening of the Fremont-Richmond line, which serves the Berkeley area, to bicyclists at all times. Through this exposure, both good and bad, bicycling is becoming more visible in the Bay Area. The question now is: What else can be done to promote bicycling as a viable transportation mode, and in particular what can the City of Berkeley do?

Implementing many of the infrastructure and education elements of this Plan will itself promote bicycling in Berkeley. A basic first step towards encouraging people to bike is providing them with safe and convenient bicycle facilities.

This Chapter focuses on promoting bicycle use for commute trips, since commute trips cause much of the traffic congestion and are a group of trips that can be easily targeted with employer programs. It is acknowledged that there are many other types of trips, such as shopping and entertainment. In the future, the City can explore ways to be involved in promoting bicycle use for these types of trips as well.

Guidelines for a Bicycle Promotion Program in Berkeley

In the present climate of concern over the crowded conditions of our roads and the lack of adequate parking, a variety of Transportation Demand Management (TDM) programs have been implemented by state and local governments and private industry. These programs have focused on education and incentives to get people away from the SOV (single occupant vehicle), with carpools, vanpools, and transit being the most popular alternative modes. Bicycle commuting is often an overlooked or underutilized opportunity for attaining trip reduction goals.

Like the rest of the San Francisco Bay Area, Berkeley suffers from congestion on its streets and highways; parking is at a premium in the commercial and residential neighborhoods. The following section provides the City of Berkeley with the tools to develop an effective bicycle promotion program to increase bicycle commuting and alleviate some of the demand on the overcrowded transportation infrastructure.

The following bicycle promotion program for Berkeley is based on research of existing bicycle commute programs in the Bay Area and around the country sponsored by both government agencies and private industry. Although any city, company, university or other organization can implement a bike commute promotion program, the most successful programs result from collaboration between the public and private sectors. The City of Berkeley's primary role will be to serve as the "model employer" for the bicycle commute promotion program. With the City setting the example, other employers in Berkeley can be more successfully persuaded to institute programs of their own.

Whether the bicycle commute program is sponsored by the City or by a local company, an effective bicycle commuting promotion program must do the following:

Identify benefits of bicycle commuting - Before bicycling will be considered as a commute alternative, the feasibility and benefits of bicycle commuting must be made known to the potential cyclist. Many people are unaware of the opportunities that bicycle commuting can provide. Bicycle commuting reduces the costs of commuting to the employee; bicycle commuting improves health through exercise and can lower employer costs through a reduction in health insurance costs and better performance by employees; bicycle commuting can save time for the employees during the actual commute and can replace time and money spent in lengthy workouts in a gym; bicycle commuting reduces the demand on overcrowded streets and highways and the need for parking; bicycle commuting does not pollute the air. In sum, bicycle commuting is an enjoyable, low cost and healthy alternative to the traditional commute.

Provide an incentive to use bicycle commuting - Many of the existing TDM programs use monetary or other incentives to lure the prospective participant out of their single-occupant-vehicle and into a carpool or transit. These TDM programs should be expanded to include incentives for bicycle commuting.

Support and applaud bicycle commuting - Endorsement of bicycle commuting by those in charge is a significant aspect of a promotion program. Prospective bicycle commuters are more apt to try out this underutilized mode if it is accepted and supported by elected officials and city department heads. Endorsement from "the people in charge" of city government will go a long way towards persuading individuals to bicycle commute, and companies to establish bicycle commute programs of their own.

Implementation of a Bicycle Promotion Program

The implementation of bicycle promotion programs, typically part of an overall trip reduction program, is usually staff intensive. Currently, minimal staff resources are dedicated to the City's trip reduction program, due to funding constraints. This section proposes many possible programs and activities which are appropriate for the bicycle promotion program in Berkeley. However, the amount of funding available for staff and programs will determine how many of the following programs can be implemented. Programs targeting the entire Berkeley community could be developed and implemented by Berkeley TRiP, if they are provided adequate funding for this task. Local bicycle merchants are natural allies in any effort to promote cycling, and their participation should be solicited.

The bicycle promotion program has been divided into two segments; one directed at city employees and the other geared for the general population of Berkeley.

Elements of a City Employee Campaign to Identify Benefits of Bicycle Commuting

- **Info Flyer** - Publish a "Bicycle Commute Info sheet" with information on bicycles and other needed equipment, where the safe and secure bicycle parking is located, where bike shops are located, and the available transit-access options.
- **Informational Materials** - Make available bicycle route maps, safety information, effective-cycling pamphlets and flyers of upcoming bicycle events.
- **Bicycle Club** - Start a bicycle commuter club and information network to advise the potential bicycle commuter of their best commute routes, to locate experienced bicycle commuters in their area ("Bicycle Buddies") who are willing to assist and escort them during their first bicycle commutes, and to find out what events and activities are coming up. RIDES for Bay Area Commuters provides this service for potential bicycle commuters, including information about bicycle access on bridges and transit throughout the area.
- **Bicycle Safety Demonstrations** - Hold demonstrations during the lunch hour on safe-riding, how to bicycle commute, and bicycle repair. The City, local businesses, local bicycling clubs or advocacy groups can sponsor these events.
- **Bicycle Commute Competition** - Hold a competition between city departments and agencies to determine which has the most bicycle commuters during a week.

Elements of a Citywide Campaign to Identify Benefits of Bicycle Commuting

- **Media Campaigns** - Television and radio public service announcements can help reach a broad audience. A weekly bicycle newspaper column that can discuss local bicycling news as well as advertise upcoming events.
- **Bicycle Hot Line** - Telephone Hot Line for reporting potholes, missing bike route signs or other bicycle related hazards. The system could also be expanded to provide bicycle news on upcoming events. Also provide comparable service on the World Wide Web.
- **Bicycle safety demonstrations** - Expand the program of demonstrations discussed above to include presentations at schools, fairs or other city events. Get the Police Department involved in developing and presenting these programs.
- **"Berkeley Bicycle Safety Week"** - Develop a week-long event to promote the benefits of bicycling to the citywide audience. Include activities in the schools as part of the program. This event can culminate in a "Berkeley Fun Ride" one evening bringing together all the participants.
- **City Bicycle Rides** - To maintain interest and attention on bike commuting after the "Bicycle Safety Week" is over, a monthly or quarterly City ride could be organized. These rides should be supervised and designed with clear safety guidelines and a pre-determined route. Or a Bike Day could be instituted once a month when everyone is encouraged to use a bicycle for that day's trips. Or, a ride could be organized with a popular Berkeley personality, like a writer or U.C. athlete.

Elements of a City Employee Bicycle Commuting Incentive Campaign

- **Parking** ĩ Secure and protected long-term parking must be provided. Options include bicycle lockers, bicycle storage rooms, locked cages, attendant parking or allowing bicycles into the workplace.
- **Cash Incentives** – There are many types of cash incentives which can be used to encourage bike commuting. The cost of these programs can be mitigated by soliciting sponsorships from stores, restaurants and other retailers. They include:
 - Cash dividends for each day of bicycling, similar to a transit subsidy;
 - Monthly drawings for prizes;
 - Mileage reimbursement for city business travel by bike;
 - Discount coupons or credit at bike stores, restaurants or other retail businesses;
 - Bike purchase financing;
 - Parking cash-out program.
- **Convenience Incentives** ĩ One of the major obstacles to bicycle commuting is the perceived inconvenience factor. The following list of programs addresses these concerns.
 - “Guaranteed Ride Home” (the City currently participates in a program organized by Alameda County)
 - Fleet bicycles for business travel (the City has instituted this program)
 - Trial commute bikes
 - On-site bicycle repair kits
 - On-call bicycle repair services
 - Flex hours
 - Showers and locker rooms (or gym membership)
 - Relaxed dress codes

Elements of a Citywide Bicycle Commuting Incentive Campaign

- **Bikeways** - Implementation of the bicycle network in this Plan will be critical to a successful encouragement program. Bicycle route maps and identifiable route signage systems are also necessary to support the route network.
- **Parking** - The provision of secure, protected, convenient and inexpensive bicycle parking, as identified in this Plan, is crucial to lure the commuter to the bicycle.

Elements of a City Employee Campaign to Support and Applaud Bicycle Commuting

- **"Ride with an Elected Official"** ĩ Sponsor a ride for city employees with an elected official and/or department heads to demonstrate their support and enthusiasm for bicycle commuting.
- **Special Programs** ĩ Organize Berkeley bicycle commute events for city employees to coincide with regional and national events such as Bike to Work Day, Beat the Backup Day, Earth Day and Transit Week.

Elements of a Citywide Campaign to Support and Applaud Bicycle Commuting

Efforts to support and applaud bicycle commuting to the general population of Berkeley will be primarily accomplished through the media campaigns, education programs and special events discussed above. In addition, the City of Berkeley can choose to encourage other Berkeley employers to organize bicycle commute programs of their own. In particular, the City should encourage U.C. Berkeley and B.U.S.D., two of the largest employers in Berkeley, to promote bicycling to their staff, faculty, students, and parents.

With the City's Bicycle Commute Program firmly established, the City can provide valuable assistance to the employers willing to undertake this important task. An employer resource kit, most likely put together by Berkeley TRiP, could be provided to each interested employer. The kit should include:

- Text for a letter from the CEO/President explaining the Bicycle Commute Program and urging his/her employees to consider the bicycle when making commute choices;
- Articles about bicycling as a great commute alternative. These stories can be used in company newsletters, as all-staff memos, bulletin board fliers or any other outreach method in place at the company.
- A list of programs and events for use in the company's program. The list will provide details of existing events as well as new programs that could be implemented. City-sponsored events should be included in this list.
- A resource list detailing sample bicycle promotion programs, resource centers for bicycle promotion assistance, and local bicycle coalitions. This list will be invaluable for the companies that may not be aware of the benefits of bicycle commuting.
- Route maps showing the best bike commute routes in Berkeley to be distributed and posted. Many potential bike commuters could find the option more appealing with information about the fastest, safest and easiest routes to use.
- Bicycle Safety and Road Sharing Brochures developed through the education program discussed in Chapter 5.
- Sample bicycle promotional items such as T-shirts, water bottles, etc.

PEDESTRIAN AND BICYCLE INFORMATION CENTER, U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

Strategies to Promote Walking and Bicycling

Getting people walking and bicycling will help build support for creation of more walkable places, decrease air pollution and traffic congestion and improve physical health, among other benefits. Research reveals that creating places for walking and bicycling and other forms of physical activity may be associated with increased physical activity.

Below is a list of strategies that a walking or bicycling coalition or partnership may select from to get going. If there is not yet an established coalition in your community, then find out more about how to build a coalition. The ideas below can be used to inspire and motivate people to get out of their cars and walk.

1. Make Walking and Bicycling Part of the Business: Walk at work programs

Partner with large employers to design and publicize routes to walk or bike to work, give time for walking or bicycling during the day or foster walking or bicycling groups.

One example is Berkeley's walking groups for employees. Some employers also offer incentives for physical activity through their insurance provider. American Heart Association provides support to business-based walking programs through incentive items, printable material and recognition.

2. Offer Incentives and Buddies: Mileage clubs

Use online and community-based programs that encourage walking and bicycling and provide incentives for reaching mileage goals either individually or in groups. See the America on the Move program or a "Walk Across a State" program like this one in Texas.

3. Provide a Guide: Walking and bicycling maps

Provide maps of local attractions as well as locations of practical amenities such as restrooms. For inspiration, see examples from Feet First and Walk Arlington. Add walking routes to the Trails web site and invite community members to view them. Walking maps can also include the walking time required to reach a variety of popular destinations.

4. Plant the Seeds: Marketing campaigns

The City of Tempe's Tempe in Motion program includes a marketing campaign with signage on buses, street banners, water bill inserts, and television.

5. Build on What's There: Existing programs

Work with commute trip reduction programs to encourage walking and bicycling to work. For an example, see Pierce, Wa.'s [Commuter Reduction Program](#). Loaner car programs like [Zip Car](#) help employees get errands done without driving their own vehicle to work.

6. Make it Appealing: Special events

Hold a [Car Free Day](#) event. Hold a walk to raise money or enjoy an aspect of the community. This might be an art walk or fundraising walk. See [March of Dimes Walk](#) or the [Walk for Alzheimer's](#) program for starting ideas. There are many other worthwhile organizations that use walks to raise money. The [American Volkssport Association](#) offers organized walking routes, special walking events and a point accrual system.

7. Involve Children and Families: Walk/Bike to school day programs

Organize a [Walk/Bike to School Day](#) event to encourage children and families to walk and/or bike to school. This event can also be a way to attract media attention and involve community leaders.

8. Add a Little History: Educational and historical walks or bike tours

One example of educational and historical walking programs is run by Walk Boston, which offers [educational and guided walking tours](#), some of which focus on historical areas of the city.

9. Jump on the Bandwagon: Partner with popular programs

For example, if environmental groups are active and successful in a community, it makes sense to find ways to partner with them to promote walking and bicycling. For many tools on how to develop programs that promote behaviors that help the environment, go to the [Tools of Change](#) web site.

Need more ideas?

For strategies to increase physical activity for entire communities, visit the [Centers for Disease Control](#) web site. Other sites have ideas on how individuals can [get motivated to walk](#).

How do you make these ideas happen?

Having a group of people that care about increasing the safety and appeal of walking and bicycling will help make this possible. They're finding out who's making decisions regarding traffic in their hometowns and how they can be a part of the policy and planning process. They're lobbying city officials for traffic calming, more sidewalks, new bike lanes, and standardized bicycle and pedestrian facilities for the disabled. And, most importantly, they're biking and walking.

There are different ways to find strength in numbers and coalitions and to organize an effective outreach campaign so you can get your ideas across and generate walkable, bikeable solutions.

Your coalition or group has the potential to be your most valuable tool in promoting walkability and bikability in your community. That's why it's so important that your group makes the most of its resources and energy, and learn to work with agencies, the private sector, and the media to gain support for your projects.

Whether you've already gathered a group together, or are simply thinking of putting together a pedestrian coalition, you'll benefit from these tips, tools, and resources designed to help you effectively organize and mobilize, initiate and grow.

Take some valuable pointers from [America Walks](#) and the [League of American Bicyclists](#), two of the nation's largest support and advocacy groups for walking and bicycling. On their sites, you'll find plenty of helpful resources to get your own campaigns going.

The Federal Highway Administration (FHWA)'s [Pedestrian Safety Toolkit & Resource Catalog](#) is divided into these six helpful sections:

1. Making a Commitment: Motivate key decision-makers to take action in making your community safer and more walkable.
2. Getting Organized: Establish a formal Coordinating Committee and announce the program to the general public.
3. Gathering Data: Compile statistics to define the pedestrian safety problems facing your community.
4. Developing a Plan: Define communities' priorities and specify action to be taken in support of the program goals.
5. Implementing Your Program: Take action and keep the media informed about your activities.
6. Evaluation & Feedback: Figure out what works and doesn't work and make the necessary adjustments to the program.

APPENDIX F

**HANFORD BIKEWAY SIGNING AND STRIPING
PRELIMINARY OPINION OF
PROBABLE IMPROVEMENT COSTS**

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Estimated Pricing

Description	Unit Price	Unit
Install Bike Lane Sign-Class II	\$300.00	EA
Remove Existing Stripe	\$0.20	LF
Install 4" Stripe	\$0.19	LF
Install 6" Stripe	\$0.21	LF
Install Sharrow-Class III	\$100.00	EA
Install Bike Lane Stencil - Pavement Marking	\$80.00	EA
Install Bike Route Sign-Class III	\$300.00	EA
Contingency	25%	EA
Construction Engineering	15%	EA

2016 Hanford Bikeway Improvements (by segment)**13th Avenue from Fargo to Grangeville - Class III Bike Route**

1.00 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (8 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$3,200
Contingencies:					\$800
Construction Engineering					\$600
Total:					\$4,600

13th Avenue from Grangeville to Lacey - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$2,600
Contingencies:					\$650
Construction Engineering					\$488
Total:					\$3,738

13th Avenue from Lacey to Hanford-Armona - Class III Bike Route

1.11 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	1.11	Mile	\$1,200	\$1,332
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.11	Mile	\$800	\$888
Subtotal:					\$4,020
Contingencies:					\$1,005
Construction Engineering					\$754
Total:					\$5,779

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

13th Avenue from Hanford-Armona to Houston - Class III Bike Route

1.19 miles

4 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	1.19	Mile	\$1,200	\$1,428
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.19	Mile	\$800	\$952
Subtotal:					\$4,780
Contingencies:					\$1,195
Construction Engineering					\$897
Total:					\$6,872

Centennial Drive from Berkshire to Grangeville - Class II Bike Lanes

0.20 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.20	Mile	\$1,056	\$212
2	Install Bike Lane Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install 6" Stripe	0.20	Mile	\$2,218	\$444
4	Install 4" Stripe	0.20	Mile	\$2,006	\$402
5	Bike Lane Stencil-Pavement Marking (2 per int.)	1	intersection	\$160	\$160
Subtotal:					\$1,818
Contingencies:					\$455
Construction Engineering					\$341
Total:					\$2,613

Centennial Drive from Grangeville to Greenfield - Class II Bike Lanes

0.45 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.45	Mile	\$1,056	\$476
2	Install Bike Lane Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install 6" Stripe	0.45	Mile	\$2,218	\$998
4	Install 4" Stripe	0.45	Mile	\$2,006	\$903
5	Bike Lane Stencil-Pavement Marking (2 per int.)	1	intersection	\$160	\$160
Subtotal:					\$3,137
Contingencies:					\$784
Construction Engineering					\$588
Total:					\$4,509

Centennial Drive from Greenfield to Lacey - Class II Bike Lanes

0.60 miles

6 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.60	Mile	\$1,056	\$634
2	Install Bike Lane Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install 6" Stripe	0.60	Mile	\$2,218	\$1,331
4	Install 4" Stripe	0.60	Mile	\$2,006	\$1,204
5	Bike Lane Stencil-Pavement Marking (2 per int.)	6	intersection	\$160	\$960
Subtotal:					\$7,729
Contingencies:					\$1,932
Construction Engineering					\$1,449
Total:					\$11,110

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Centennial Drive from Lacey to 12th - Class III Bike Route

0.65 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.65	Mile	\$1,200	\$780
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.65	Mile	\$800	\$520
Subtotal:					\$2,500
Contingencies:					\$625
Construction Engineering					\$469
Total:					\$3,594

12th Avenue from Fargo to Grangeville - Class II Bike Lanes

1.00 miles

4 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	1.00	Mile	\$1,056	\$1,056
2	Install Bike Lane Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install 6" Stripe	1.00	Mile	\$2,218	\$2,218
4	Install 4" Stripe	1.00	Mile	\$2,006	\$2,007
5	Bike Lane Stencil-Pavement Marking (2 per int.)	4	intersection	\$160	\$640
Subtotal:					\$8,321
Contingencies:					\$2,080
Construction Engineering					\$1,560
Total:					\$11,961

12th Avenue from Hume to Houston - Class III Bike Route

0.50 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.50	Mile	\$1,200	\$600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.50	Mile	\$800	\$400
Subtotal:					\$1,600
Contingencies:					\$400
Construction Engineering					\$300
Total:					\$2,300

12th Avenue from Houston to Iona - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	1.00	Mile	\$1,056	\$1,056
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$3,656
Contingencies:					\$914
Construction Engineering					\$686
Total:					\$5,256

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

12th Avenue from Iona to Idaho - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$2,600
Contingencies:					\$650
Construction Engineering					\$488
Total:					\$3,738

Fitzgerald Avenue from Fargo to Grangeville - Class III Bike Route

1.03 miles

16 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	16	intersection	\$600	\$9,600
3	Install Share the Road Signs (4 per 1/2 mile)	1.03	Mile	\$1,200	\$1,236
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.03	Mile	\$800	\$824
Subtotal:					\$11,660
Contingencies:					\$2,915
Construction Engineering					\$2,187
Total:					\$16,762

University Avenue from Grangeville to Greenfield - Class III Bike Route

0.46 miles

6 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install Share the Road Signs (4 per 1/2 mile)	0.46	Mile	\$1,200	\$552
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.46	Mile	\$800	\$368
Subtotal:					\$4,520
Contingencies:					\$1,130
Construction Engineering					\$848
Total:					\$6,498

Campus Drive from Greenfield to Lacey - Class III Bike Route

0.55 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.55	Mile	\$1,200	\$660
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.55	Mile	\$800	\$440
Subtotal:					\$2,900
Contingencies:					\$725
Construction Engineering					\$544
Total:					\$4,169

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Campus Drive from Lacey to Glendale - Class III Bike Route

0.51 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
Subtotal:					\$2,820
Contingencies:					\$705
Construction Engineering					\$529
Total:					\$4,054

11 1/2 Avenue/Milpas/Echo from Davis to Hume - Class III Bike Route

0.99 miles

13 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	13	intersection	\$600	\$7,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.99	Mile	\$1,200	\$1,188
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.99	Mile	\$800	\$792
Subtotal:					\$9,780
Contingencies:					\$2,445
Construction Engineering					\$1,834
Total:					\$14,059

Glacier Way from Flint to Fargo - Class III Bike Route

1.01 miles

12 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	12	intersection	\$600	\$7,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$9,220
Contingencies:					\$2,305
Construction Engineering					\$1,729
Total:					\$13,254

Glacier Way from Fargo to Cortner - Class III Bike Route

0.38 miles

7 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	7	intersection	\$600	\$4,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.38	Mile	\$1,200	\$456
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.38	Mile	\$800	\$304
Subtotal:					\$4,960
Contingencies:					\$1,240
Construction Engineering					\$930
Total:					\$7,130

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

11th Avenue from Flint to Fargo - Class III Bike Route

1.01 miles

10 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	10	intersection	\$600	\$6,000
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$8,020
Contingencies:					\$2,005
Construction Engineering					\$1,504
Total:					\$11,529

11th Avenue from Fargo to Grangeville - Class III Bike Route

1.01 miles

9 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	1.01	Mile	\$1,056	\$1,067
2	Install Bike Route Signs (2 per intersection)	9	intersection	\$600	\$5,400
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$8,487
Contingencies:					\$2,122
Construction Engineering					\$1,592
Total:					\$12,201

11th Avenue from Florinda to Ivy - Class III Bike Route

0.18 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.18	Mile	\$1,200	\$216
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.18	Mile	\$800	\$144
Subtotal:					\$1,560
Contingencies:					\$390
Construction Engineering					\$293
Total:					\$2,243

11th Avenue from Seventh to Hanford-Armona - Class III Bike Route

0.81 miles

10 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	10	intersection	\$600	\$6,000
3	Install Share the Road Signs (4 per 1/2 mile)	0.81	Mile	\$1,200	\$972
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.81	Mile	\$800	\$648
Subtotal:					\$7,620
Contingencies:					\$1,905
Construction Engineering					\$1,429
Total:					\$10,954

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

11th Avenue from Hanford-Armona to Hume - Class III Bike Route

0.54 miles

5 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.81	Mile	\$1,056	\$855
2	Install Bike Route Signs (2 per intersection)	5	intersection	\$600	\$3,000
3	Install Share the Road Signs (4 per 1/2 mile)	0.54	Mile	\$1,200	\$648
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.54	Mile	\$800	\$432
Subtotal:					\$4,935
Contingencies:					\$1,234
Construction Engineering					\$926
Total:					\$7,095

11th Avenue from Hume to Houston - Class III Bike Route

0.49 miles

6 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install Share the Road Signs (4 per 1/2 mile)	0.49	Mile	\$1,200	\$588
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.49	Mile	\$800	\$392
Subtotal:					\$4,580
Contingencies:					\$1,145
Construction Engineering					\$859
Total:					\$6,584

11th Avenue from Houston to Iona - Class III Bike Route

1.00 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$3,200
Contingencies:					\$800
Construction Engineering					\$600
Total:					\$4,600

11th Avenue from Iona to Idaho - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$2,600
Contingencies:					\$650
Construction Engineering					\$488
Total:					\$3,738

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

11th Avenue from Idaho to Jackson - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$2,600
Contingencies:					\$650
Construction Engineering					\$488
Total:					\$3,738

Williams/Jones Street from Davis to Hume - Class III Bike Route

0.83 miles

9 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	9	intersection	\$600	\$5,400
3	Install Share the Road Signs (4 per 1/2 mile)	0.83	Mile	\$1,200	\$996
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.83	Mile	\$800	\$664
Subtotal:					\$7,060
Contingencies:					\$1,765
Construction Engineering					\$1,324
Total:					\$10,149

Redington Street from Grangeville to Lacey - Class II Bike Lanes

1.01 miles

14 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	1.01	Mile	\$1,056	\$1,067
2	Install Bike Lane Signs (2 per intersection)	14	intersection	\$600	\$8,400
3	Install 6" Stripe	1.01	Mile	\$2,218	\$2,240
4	Install 4" Stripe	1.01	Mile	\$2,006	\$2,027
5	Bike Lane Stencil-Pavement Marking (2 per int.)	14	intersection	\$160	\$2,240
Subtotal:					\$15,974
Contingencies:					\$3,994
Construction Engineering					\$2,995
Total:					\$22,963

Irwin Street (10 1/2) from Hanford-Armona to Hume - Class III Bike Route

1.03 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.03	Mile	\$1,200	\$1,236
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.03	Mile	\$800	\$824
Subtotal:					\$3,260
Contingencies:					\$815
Construction Engineering					\$612
Total:					\$4,687

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Mission Drive from Flint to 10th - Class III Bike Route

0.56 miles

9 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	9	intersection	\$600	\$5,400
3	Install Share the Road Signs (4 per 1/2 mile)	0.56	Mile	\$1,200	\$672
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.56	Mile	\$800	\$448
Subtotal:					\$6,520
Contingencies:					\$1,630
Construction Engineering					\$1,223
Total:					\$9,373

10th Avenue from Third to Hanford-Armona - Class III Bike Route

0.71 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.71	Mile	\$1,200	\$852
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.71	Mile	\$800	\$568
Subtotal:					\$2,620
Contingencies:					\$655
Construction Engineering					\$492
Total:					\$3,767

10th Avenue from Hanford-Armona to Houston - Class III Bike Route

1.01 miles

6 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$5,620
Contingencies:					\$1,405
Construction Engineering					\$1,054
Total:					\$8,079

10th Avenue from Houston to Iona - III Bike Route

1.00 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$3,200
Contingencies:					\$800
Construction Engineering					\$600
Total:					\$4,600

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

10th Avenue from Iona to Idaho - Class III Bike Route

1.01 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$2,620
Contingencies:					\$655
Construction Engineering					\$492
Total:					\$3,767

10th Avenue from Idaho to Jackson - Class III Bike Route

1.01 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$2,620
Contingencies:					\$655
Construction Engineering					\$492
Total:					\$3,767

Neill Way from Fargo to Leland - Class III Bike Route

0.51 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
Subtotal:					\$5,820
Contingencies:					\$1,455
Construction Engineering					\$1,092
Total:					\$8,367

9 1/4 Avenue from Leland to Grangeville- Class III Bike Route

0.51 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
Subtotal:					\$1,620
Contingencies:					\$405
Construction Engineering					\$304
Total:					\$2,329

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

9 1/4 Avenue from Grangeville to Lacey - Class III Bike Route

1.01 miles

7 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	7	intersection	\$600	\$4,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$6,220
Contingencies:					\$1,555
Construction Engineering					\$1,167
Total:					\$8,942

9th Avenue from Lacey to Hanford-Armona - Class III Bike Route

0.96 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.96	Mile	\$1,200	\$1,152
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.96	Mile	\$800	\$768
Subtotal:					\$3,720
Contingencies:					\$930
Construction Engineering					\$698
Total:					\$5,348

9th Avenue from Hanford-Armona to Houston - Class III Bike Route

1.04 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	1.04	Mile	\$1,200	\$1,248
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.04	Mile	\$800	\$832
Subtotal:					\$3,880
Contingencies:					\$970
Construction Engineering					\$728
Total:					\$5,578

9th Avenue from Houston to Iona - Class III Bike Route

1.00 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$3,200
Contingencies:					\$800
Construction Engineering					\$600
Total:					\$4,600

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

9th Avenue from Iona to Idaho - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$2,600
Contingencies:					\$650
Construction Engineering					\$488
Total:					\$3,738

Flint Avenue from 12th to 11th - Class III Bike Route

1.00 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$3,200
Contingencies:					\$800
Construction Engineering					\$600
Total:					\$4,600

Flint Avenue from 11th to Hwy 43 - Class III Bike Route

1.00 miles

4 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$4,400
Contingencies:					\$1,100
Construction Engineering					\$825
Total:					\$6,325

Pepper Drive from Glacier to 11th - Class III Bike Route

0.41 miles

4 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	0.41	Mile	\$1,200	\$492
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.41	Mile	\$800	\$328
Subtotal:					\$3,220
Contingencies:					\$805
Construction Engineering					\$604
Total:					\$4,629

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Pepper Drive/Aspen from 11th to Encore - Class III Bike Route

0.36 miles

4 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	0.36	Mile	\$1,200	\$432
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.36	Mile	\$800	\$288
Subtotal:					\$3,120
Contingencies:					\$780
Construction Engineering					\$585
Total:					\$4,485

Encore Drive from Aspen to 10th - Class III Bike Route

0.77 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.77	Mile	\$1,200	\$924
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.77	Mile	\$800	\$616
Subtotal:					\$6,340
Contingencies:					\$1,585
Construction Engineering					\$1,189
Total:					\$9,114

Encore Drive from 10th to Fargo - Class III Bike Route

0.50 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.50	Mile	\$1,200	\$600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.50	Mile	\$800	\$400
Subtotal:					\$5,800
Contingencies:					\$1,450
Construction Engineering					\$1,088
Total:					\$8,338

Fargo Avenue from 13th to Centennial - Class III Bike Route

0.50 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.50	Mile	\$1,200	\$600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.50	Mile	\$800	\$400
Subtotal:					\$1,600
Contingencies:					\$400
Construction Engineering					\$300
Total:					\$2,300

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Muscat Place from 12th to Fitzgerald - Class III Bike Route

0.24 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.24	Mile	\$1,200	\$288
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.24	Mile	\$800	\$192
Subtotal:					\$2,280
Contingencies:					\$570
Construction Engineering					\$428
Total:					\$3,278

Cortner Street from Glacier to Kensington - Class III Bike Route

1.16 miles

12 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	12	intersection	\$600	\$7,200
3	Install Share the Road Signs (4 per 1/2 mile)	1.16	Mile	\$1,200	\$1,392
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.16	Mile	\$800	\$928
Subtotal:					\$9,520
Contingencies:					\$2,380
Construction Engineering					\$1,785
Total:					\$13,685

Leland Way from Douty to 10th - Class III Bike Route

0.51 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
Subtotal:					\$5,820
Contingencies:					\$1,455
Construction Engineering					\$1,092
Total:					\$8,367

Leland Way from 10th to 9 1/4 - Class III Bike Route

0.69 miles

11 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	11	intersection	\$600	\$6,600
3	Install Share the Road Signs (4 per 1/2 mile)	0.69	Mile	\$1,200	\$828
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.69	Mile	\$800	\$552
Subtotal:					\$7,980
Contingencies:					\$1,995
Construction Engineering					\$1,497
Total:					\$11,472

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Mustang/Berkshire from 13th to Centennial - Class III Bike Route

0.55 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.55	Mile	\$1,200	\$660
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.55	Mile	\$800	\$440
Subtotal:					\$2,900
Contingencies:					\$725
Construction Engineering					\$544
Total:					\$4,169

Grangeville Boulevard from 13th to Centennial - Class III Bike Route

0.51 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
Subtotal:					\$1,620
Contingencies:					\$405
Construction Engineering					\$304
Total:					\$2,329

Grangeville Boulevard from 9th to 8 1/2 - Class III Bike Route

0.50 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.50	Mile	\$1,200	\$600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.50	Mile	\$800	\$400
Subtotal:					\$1,600
Contingencies:					\$400
Construction Engineering					\$300
Total:					\$2,300

Elm Street from Greenfield to 11th - Class III Bike Route

0.14 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.14	Mile	\$1,200	\$168
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.14	Mile	\$800	\$112
Subtotal:					\$880
Contingencies:					\$220
Construction Engineering					\$165
Total:					\$1,265

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Ivy Street from 11th to 10th - Class III Bike Route

1.01 miles

10 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	10	intersection	\$600	\$6,000
3	Install Share the Road Signs (4 per 1/2 mile)	1.01	Mile	\$1,200	\$1,212
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.01	Mile	\$800	\$808
Subtotal:					\$8,020
Contingencies:					\$2,005
Construction Engineering					\$1,504
Total:					\$11,529

Liberty Street from Centennial to 12th - Class III Bike Route

0.33 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.33	Mile	\$1,200	\$396
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.33	Mile	\$800	\$264
Subtotal:					\$1,860
Contingencies:					\$465
Construction Engineering					\$349
Total:					\$2,674

Kings County Drive from 12th to Lacey - Class III Bike Route

0.51 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.51	Mile	\$1,200	\$612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.51	Mile	\$800	\$408
Subtotal:					\$2,820
Contingencies:					\$705
Construction Engineering					\$529
Total:					\$4,054

Mall Drive from 12th to Lacey - Class III Bike Route

0.53 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.53	Mile	\$1,200	\$636
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.53	Mile	\$800	\$424
Subtotal:					\$2,860
Contingencies:					\$715
Construction Engineering					\$537
Total:					\$4,112

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Lacey Boulevard from Centennial to Mall Drive - Class III Bike Route

0.60 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	0.60	Mile	\$1,200	\$720
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.60	Mile	\$800	\$480
Subtotal:					\$1,800
Contingencies:					\$450
Construction Engineering					\$338
Total:					\$2,588

Lacey Boulevard from Garner to Irwin - Class III Bike Route

0.65 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.65	Mile	\$1,200	\$780
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.65	Mile	\$800	\$520
Subtotal:					\$6,100
Contingencies:					\$1,525
Construction Engineering					\$1,144
Total:					\$8,769

Lacey Boulevard from 10th to 9th - Class III Bike Route

0.99 miles

6 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	6	intersection	\$600	\$3,600
3	Install Share the Road Signs (4 per 1/2 mile)	0.99	Mile	\$1,200	\$1,188
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.99	Mile	\$800	\$792
Subtotal:					\$5,580
Contingencies:					\$1,395
Construction Engineering					\$1,047
Total:					\$8,022

Lacey Boulevard from 9th to 8th (SR 43) - Class III Bike Route

1.03 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	1.03	Mile	\$1,200	\$1,236
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.03	Mile	\$800	\$824
Subtotal:					\$6,860
Contingencies:					\$1,715
Construction Engineering					\$1,287
Total:					\$9,862

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Garner Avenue from Lacey to Seventh - Class III Bike Route

0.34 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.34	Mile	\$1,200	\$408
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.34	Mile	\$800	\$272
Subtotal:					\$2,480
Contingencies:					\$620
Construction Engineering					\$465
Total:					\$3,565

Seventh Street from Mall Drive to 11th - Class II Bike Lanes

0.75 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.75	Mile	\$1,056	\$792
2	Install Bike Lane Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install 6" Stripe	0.75	Mile	\$2,218	\$1,664
4	Install 4" Stripe	0.75	Mile	\$2,006	\$1,505
5	Bike Lane Stencil-Pavement Marking (2 per int.)	3	intersection	\$160	\$480
Subtotal:					\$6,241
Contingencies:					\$1,560
Construction Engineering					\$1,170
Total:					\$8,971

Sixth Street from 11th to 10th - Class II Bike Lanes

1.03 miles

11 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.18	Mile	\$1,056	\$191
2	Install Bike Lane Signs (2 per intersection)	11	intersection	\$600	\$6,600
3	Install 6" Stripe	1.03	Mile	\$2,218	\$2,285
4	Install 4" Stripe	1.03	Mile	\$2,006	\$2,067
5	Bike Lane Stencil-Pavement Marking (2 per int.)	11	intersection	\$160	\$1,760
Subtotal:					\$12,903
Contingencies:					\$3,226
Construction Engineering					\$2,419
Total:					\$18,548

Glendale Avenue from 12 1/2 (Aquifer) to 12th - Class II Bike Lanes

0.61 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Lane Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install 6" Stripe	0.61	Mile	\$2,218	\$1,353
4	Install 4" Stripe	0.61	Mile	\$2,006	\$1,224
5	Bike Lane Stencil-Pavement Marking (2 per int.)	1	intersection	\$160	\$160
Subtotal:					\$3,337
Contingencies:					\$834
Construction Engineering					\$626
Total:					\$4,797

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Third Street from 10th to 9th - Class III Bike Route

1.03 miles

4 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	4	intersection	\$600	\$2,400
3	Install Share the Road Signs (4 per 1/2 mile)	1.03	Mile	\$1,200	\$1,236
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.03	Mile	\$800	\$824
Subtotal:					\$4,460
Contingencies:					\$1,115
Construction Engineering					\$837
Total:					\$6,412

Davis Street from 11 1/2 to Williams - Class III Bike Route

0.67 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	0.67	Mile	\$1,200	\$804
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.67	Mile	\$800	\$536
Subtotal:					\$6,140
Contingencies:					\$1,535
Construction Engineering					\$1,152
Total:					\$8,827

Hanford-Armona Boulevard from 10th to airport entrance - Class III Bike Route

0.55 miles

2 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	2	intersection	\$600	\$1,200
3	Install Share the Road Signs (4 per 1/2 mile)	0.55	Mile	\$1,200	\$660
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	0.55	Mile	\$800	\$440
Subtotal:					\$2,300
Contingencies:					\$575
Construction Engineering					\$432
Total:					\$3,307

Hume Avenue from 12th to Jones - Class III Bike Route

1.05 miles

8 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	8	intersection	\$600	\$4,800
3	Install Share the Road Signs (4 per 1/2 mile)	1.05	Mile	\$1,200	\$1,260
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.05	Mile	\$800	\$840
Subtotal:					\$6,900
Contingencies:					\$1,725
Construction Engineering					\$1,294
Total:					\$9,919

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Houston Avenue from 13th to 12th - Class III Bike Route

1.02 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.02	Mile	\$1,200	\$1,224
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.02	Mile	\$800	\$816
Subtotal:					\$2,640
Contingencies:					\$660
Construction Engineering					\$495
Total:					\$3,795

Houston Avenue from 12th to 10th - Class III Bike Route

2.00 miles

5 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	5	intersection	\$600	\$3,000
3	Install Share the Road Signs (4 per 1/2 mile)	2.00	Mile	\$1,200	\$2,400
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	2.00	Mile	\$800	\$1,600
Subtotal:					\$7,000
Contingencies:					\$1,750
Construction Engineering					\$1,313
Total:					\$10,063

Houston Avenue from 10th to 9th - Class III Bike Route

1.00 miles

5 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	5	intersection	\$600	\$3,000
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$5,000
Contingencies:					\$1,250
Construction Engineering					\$938
Total:					\$7,188

Iona Avenue from 12th to 9th - Class III Bike Route

3.01 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	3.01	Mile	\$1,200	\$3,612
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	3.01	Mile	\$800	\$2,408
Subtotal:					\$7,820
Contingencies:					\$1,955
Construction Engineering					\$1,467
Total:					\$11,242

2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS

Idaho Avenue from 12th to 9th - Class III Bike Route

3.00 miles

3 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	3	intersection	\$600	\$1,800
3	Install Share the Road Signs (4 per 1/2 mile)	3.00	Mile	\$1,200	\$3,600
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	3.00	Mile	\$800	\$2,400
Subtotal:					\$7,800
Contingencies:					\$1,950
Construction Engineering					\$1,463
Total:					\$11,213

Jackson Avenue from 11th to 10th - Class III Bike Route

1.00 miles

1 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	1	intersection	\$600	\$600
3	Install Share the Road Signs (4 per 1/2 mile)	1.00	Mile	\$1,200	\$1,200
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	1.00	Mile	\$800	\$800
Subtotal:					\$2,600
Contingencies:					\$650
Construction Engineering					\$488
Total:					\$3,738

2035 Hanford Bikeway Improvements (combined)

All 2035 Class II Bike Lanes

40.23 miles

141 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Lane Signs (2 per intersection)	141	intersection	\$600	\$84,600
3	Install 6" Stripe	40.23	Mile	\$2,218	\$89,215
4	Install 4" Stripe	40.23	Mile	\$2,006	\$80,718
5	Bike Lane Stencil-Pavement Marking (2 per int.)	141	intersection	\$160	\$22,560
Subtotal:					\$277,093
Contingencies:					\$69,273
Construction Engineering					\$51,955
Total:					\$398,321

All Class III Bike Routes

5.55 miles

13 intersection(s)

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Remove Existing Stripe (grind)	0.00	Mile	\$1,056	\$0
2	Install Bike Route Signs (2 per intersection)	13	intersection	\$600	\$7,800
3	Install Share the Road Signs (4 per 1/2 mile)	5.55	Mile	\$1,200	\$6,660
4	Add Sharrow Pavement Marking (4 per 1/2 mile)	5.55	Mile	\$800	\$4,440
Subtotal:					\$18,900
Contingencies:					\$4,725
Construction Engineering					\$3,544
Total:					\$27,169

**2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS**

2016 Pedestrian Project Improvements

Estimated Pricing

Description	Unit Price	Unit
ADA curb ramps	\$4,000.00	EA
Curb/gutter	\$30.00	LF
Sidewalk (5 feet wide)	\$40.00	LF
Traffic signs	\$400.00	LF
Thermoplastic crosswalks	\$1,060.00	EA
Thermoplastic markings	\$8.00	SF

9 1/4 Avenue from Leland to Lacey - 18 ADA curb ramps

18 ADA ramps

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Install ADA curb ramps	18	ramp	\$4,000	\$72,000
Subtotal:					\$72,000
Contingencies:					\$18,000
Construction Engineering					\$13,500
Total:					\$103,500

Phillips Street from alley n/of Fourth to Third - sidewalk and 8 ADA curb ramps

8 ADA ramps

580 feet

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Install ADA curb ramps	8	ramp	\$4,000	\$32,000
2	Install sidewalk	580	foot	\$40	\$23,200
Subtotal:					\$55,200
Contingencies:					\$13,800
Construction Engineering					\$10,350
Total:					\$79,350

Phillips Street underpass @ SR 198 - improve lighting and consider murals

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Improve lighting	1	each	\$10,000	\$10,000
2	Add murals	1	each	\$15,000	\$15,000
Subtotal:					\$25,000
Contingencies:					\$6,250
Construction Engineering					\$4,688
Total:					\$35,938

10th Avenue from Grangeville to Terrace - 10 ADA ramps

10 ADA ramps

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Install ADA curb ramps	10	ramp	\$4,000	\$40,000
Subtotal:					\$40,000
Contingencies:					\$10,000
Construction Engineering					\$7,500
Total:					\$57,500

**2016 Hanford Bikeway Signing and Striping (by segment)
2035 Hanford Bikeway Signing and Striping (combined)
2016 Pedestrian Project Improvements
PRELIMINARY OPINION OF PROBABLE IMPROVEMENT COSTS**

Leland Way from 10th to 9th - 35 ADA ramps

35 ADA ramps

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Install ADA curb ramps	35	ramp	\$4,000	\$140,000
					Subtotal: \$140,000
					Contingencies: \$35,000
					Construction Engineering \$26,250
					Total: \$201,250

Irwin Street from Grangeville to downtown - 48 ADA ramps

48 ADA ramps

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Install ADA curb ramps	48	ramp	\$4,000	\$192,000
					Subtotal: \$192,000
					Contingencies: \$48,000
					Construction Engineering \$36,000
					Total: \$276,000

Monroe Elementary - add c/g, ADA ramps, sidewalk on Leoni Drive from Monre to Grangeville

26 ADA ramps:

2660 feet

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Install ADA curb ramps	26	ramp	\$4,000	\$104,000
2	Install curb and gutter	2660	foot	\$30	\$79,800
3	Install sidewalk	2660	foot	\$40	\$106,400
					Subtotal: \$290,200
					Contingencies: \$72,550
					Construction Engineering \$54,413
					Total: \$417,163

||NOTE: Does not include ROW acquisition or demolition |

Update/refurbish signing and school crosswalks around schools

70 crosswalks

280 signs

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Thermoplastic crosswalks	70	each	\$1,060	\$74,200
2	Flourescent traffic signs	280	each	\$400	\$112,000
					Subtotal: \$186,200
					Contingencies: \$46,550
					Construction Engineering \$34,913
					Total: \$267,663

Restripe crosswalks and pavement markings in the Downtown area

300 crosswalks

309 pavement markings

ITEM NO.	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Thermoplastic crosswalks	300	each	\$1,060	\$318,000
2	Thermoplastic markings (AHEAD text)	2	each	\$248	\$496
3	Thermoplastic markings (arrow)	64	each	\$120	\$7,680
4	Thermoplastic markings (combo arrow)	11	each	\$216	\$2,376
5	Thermoplastic markings (railroad crossing)	15	each	\$880	\$13,200
6	Thermoplastic markings (STOP text)	124	each	\$176	\$21,824
7	Thermoplastic markings (stop bar)	78	each	\$160	\$12,480
8	Thermoplastic markings (YIELD text)	15	each	\$192	\$2,880
					Subtotal: \$378,936
					Contingencies: \$94,734
					Construction Engineering \$71,051
					Total: \$544,721

**AGREEMENT FOR
PROFESSIONAL SERVICES
FOR
Preparation of Plans and Specifications for
The Bicycle and Pedestrian Facilities Improvements – Preliminary Engineering
and Design Services**

This Agreement for Professional Services (“Agreement”) is made and entered into this _____ day of _____, 2017, by and between the City of Hanford, a Municipal Corporation (“City”), and QK, Inc. (“Consultant”).

RECITALS

A. Consultant represents to City that they are specially trained, experienced, licensed and competent to perform the services which will be required by this Agreement; and

B. Consultant represents to City that they possesses the skill, experience, ability, background, certification and knowledge to provide the services described in this Agreement on the terms and conditions described herein.

C. City desires to retain Consultant to render professional architectural services as set forth in this Agreement.

The Project Manager for the “CONSULTANT” will be Lisa Wallis-Dutra, PE, TE

The name of the “CITY” is as follows: City of Hanford

The Contract Administrator for CITY will be Lisa Dock, PE

NOW THEREFORE, in consideration of the mutual covenants set forth herein for such other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the parties hereto agree as follows:

1. **Retention of Consultant.** Subject to the terms and conditions set forth herein, City retains Consultant to perform the services identified in this Agreement, as an independent contractor and Consultant hereby accepts this independent contractor appointment.

2. **Scope of Services.** The Consultant shall perform the services described as Tasks in the Scope of Work, attached hereto and made a part hereof and identified as Exhibit “A”, in accordance with all the provisions of this Agreement. Exhibit “A” may be amended from time to time as agreed, in writing, by City and Consultant. All of the services identified in the Scope of Work listed below shall hereinafter be collectively referred to as “Services”. Consultant shall correct any and all errors and/or omissions in the performance of the Services and any documents resulting therefrom even though City has accepted said Services or documents. Consultant shall make such corrections upon City’s request and at no cost or expense to City.

3. **Time of Performance.** The Services of Consultant are to commence upon execution of this Agreement and shall continue until all authorized work is approved by the City. All such work shall be completed no later than **60 days** from commencement.

4. **Compensation.** Compensation to be paid to Consultant shall be **\$ 46,000.00**, as noted in Exhibit "B". In no event shall Consultant's compensation exceed **\$ 46,000.00** without additional written authorization from City. Payment by City under this Agreement shall not be deemed a waiver of defects, even if such defects were known to the City at the time of payment.

5. **Method of Payment.** Consultant shall submit monthly billings to City describing the work performed during the preceding month. Consultant's bills shall include a brief description of the Services performed and the date the Services were performed the number of hours spent and by whom, and a description of any reimbursable expenditures. City shall pay Consultant no later than 60 days after the date of submittal of a complete invoice for completed tasks and approval of the invoice by City staff. When payments made by City equal 90% of the maximum fee provided for in this Agreement, no further payments shall be made until the final work under this Agreement has been accepted by City.

6. **State Prevailing Wage Rates.** The State of California's General Prevailing Wage Rates are not applicable to this contract. **Note:** The Federal "Payment of Predetermined Minimum Wage" applies only to federal-aid construction contracts.

7. **Retention of Funds**

a. Any subcontract entered into as a result of this Contract shall contain all of the provisions of this section.

b. No retainage will be withheld by the Agency from progress payments due the prime consultant. Retainage by the prime consultant or subconsultants is prohibited, and no retainage will be held by the prime consultant from progress due subconsultants. Any violation of this provision shall subject the violating prime consultant or subconsultants to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the prime consultant or subconsultant in the event of a dispute involving late payment or nonpayment by the prime consultant or deficient subconsultant performance, or noncompliance by a subconsultant. This provision applies to both DBE and non-DBE prime consultants and subconsultants.

8. **Extra Work.** At any time during the term of this Agreement, City may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Services, but which the parties did not reasonably anticipate would be necessary on the date of execution of this Agreement. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from City.

9. **Termination.** This Agreement may be terminated by the City immediately and without notice for cause or by City without cause upon ten (10) days' written notice of termination to Consultant. Upon termination, Consultant shall be entitled to compensation for Services performed up to the effective

date of termination, unless this Agreement is terminated for cause, in which case, City may withhold compensation due Consultant in order to reimburse City for any losses, damages or expenses caused by Consultant's default under this Agreement.

10. **Ownership of Documents.** All plans, studies, documents and other writings and electronic disks containing drawings prepared by and for Consultant, its officers, employees, agents and subcontractors in the course of implementing this Agreement, except working notes and internal documents, shall become the property of the City, and the City shall have the sole right to use such materials in its discretion without further compensation to Consultant or to any other party. Consultant shall, at Consultant's expense, provide such reports, plans, studies, documents and other writings to City upon written request.

However, the City's use of completed documents for other projects and/or the use of uncompleted documents without the written authorization of Consultant, will be at the City's sole risk.

11. **Licensing of Intellectual Property.** This Agreement creates a non-exclusive and perpetual license for City to use, modify, reuse or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data electronic or otherwise recorded on computer diskettes which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data"). Consultant shall require all subcontractors to agree in writing that City is granted non-exclusive and perpetual license for any Documents & Data the subcontractor prepared under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. City shall not be limited in any way in its use of the Documents & Data at any time, provided that any such use not within the purpose intended by this Agreement shall be at City's sole risk.

12. **Confidentiality.** All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents & Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of City, be used by Consultant for any purposes other than the performance of the Services under this Agreement, nor shall such materials be disclosed to any person or entity not connected with the performance of the Services under this Agreement. Nothing furnished to Consultant which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name, insignia, photographs, or the project for which Consultant's Services are rendered, or any publicity pertaining to the Consultant's Services under this Agreement in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent by City.

13. **Equal Opportunity Employment.** Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subconsultant, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant

provisions of City's programs or guidelines currently in effect or hereinafter enacted regarding equal opportunity employment.

14. **Insurance Requirements.**

a. Consultant, at Consultant's own cost and expense, shall procure and maintain, for the duration of this Agreement, the following insurance policies.

i. **Workers Compensation Coverage.** Consultant shall maintain Worker's Compensation Insurance or Employer's Liability Insurance for its employees in accordance with the laws of the State of California. In addition, Consultant shall require each subconsultant to similarly maintain worker's compensation insurance or employer's liability insurance in accordance with the laws of the State of California for all of subconsultant's employees. Any notice of cancellation, non-payment of premium, non-renewal or modification of any Workers' compensation policies must be received by the City at least ten (10) days prior to such cancellation, non-renewal or modification.

ii. **General Liability Coverage.** Consultant shall maintain commercial general liability insurance in an amount not less than one million dollars (\$1,000,000) per occurrence for bodily injury, personal injury and property damage. If a commercial general liability insurance form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the Services to be performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit identified in this paragraph.

iii. **Automobile Liability Coverage.** Consultant shall maintain automobile liability insurance covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with the Services to be performed under this Agreement, including coverage for owned, hired and non-owned vehicles, in an amount of not less than two million dollars (\$2,000,000) combined single limit for each occurrence.

iv. **Professional Liability Coverage.** Consultant shall maintain professional errors and omissions liability insurance for protection against claims alleging negligent acts, errors or omissions which may arise from Consultant's Services under this Agreement, whether such Services be by the Consultant or by its employees, subcontractors, or subconsultants. The amount of this insurance shall not be less than one million dollars (\$1,000,000) on a combined single-limit per occurrence basis.

b. **Endorsements.** Each general liability and automobile liability insurance policy shall be with insurers possessing a Best's rating of no less than A:VII and which are licensed to conduct business in California, and shall be endorsed with the following specific language:

i. The City, its elected or appointed officers, officials, employees, agents and volunteers shall be covered as additional insureds on all such policies of insurance with respect to liability arising out of Services performed by or on behalf of the Contractor, including materials, parts or equipment furnished in connection with such Services or operations.

ii. These policies of insurance shall be considered primary insurance as respects the City, its elected or appointed officers, officials, employees, agents and volunteers. Any insurance maintained by the City, including any self-insured retention the City may have, shall be considered excess insurance only and shall not contribute with the policies of insurance obtained by Consultant.

iii. These policies of insurance shall act for each insured and additional insured as though a separate policy had been written for each, except with respect to the limits of liability of the insuring company.

iv. The insurer shall agree to waive all rights of subrogation against City, its officials, officers, agents, employees and volunteers for losses arising from work performed by Consultant for City.

v. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its elected or appointed officers, officials, employees, agents or volunteers.

vi. The insurance provided by these policies shall not be suspended, voided, canceled, modified or reduced in coverage or in limits except after thirty (30) days written notice has been received by the City.

vii. The general liability insurance coverage shall be at least as broad as Insurance Services Office commercial general liability coverage (occurrence form CG0001 1188). The automobile liability insurance coverage shall be at least as broad as Insurance Services Office form number CA 0001 0692 Code 1 (any auto).

c. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City. At the City's option, Consultant shall demonstrate financial capability for payment of such deductibles or self-insured retentions.

d. Certificates of Insurance. Consultant shall provide certificates of insurance and amendatory endorsements affecting coverage to City as evidence of the insurance coverage required herein. Certificates of such insurance shall be filed with the City on the date of execution of this Agreement by Consultant. Current certification of insurance shall be kept on file with the City at all times during the term of this Agreement. City reserves the right to require and Consultant shall provide within five (5) days of City's request, complete certified copies of all insurance policies and endorsements affecting coverage which are required by this Agreement.

15. Indemnification. To the fullest extent allowable by law, Consultant agrees to indemnify, defend and hold harmless the City and its officials, officers, employees, agents and volunteers from and against all claims, demands, actions, injuries, liabilities, losses, costs or damages, direct or indirect, and any and all attorneys' fees and other expenses which City or its officials, officers, employees, agents or volunteers may sustain or incur as a consequence of or are in any way related to Consultant's or its owners, directors, officers, managers, employees, agents and subcontractor's willful or negligent acts or omissions in the performance of the services and Consultant's responsibilities and obligations to be performed under this

agreement or its failure to perform or comply with any of its obligations or responsibilities contained in this agreement; excluding, however, such liability, claims, losses, damages or expenses arising from City's sole negligence or willful acts. This duty to indemnify, defend, and hold harmless shall survive the termination of this agreement.

16. **Independent Contractor Status.** It is understood and agreed that Consultant, in the performance of the Services to be performed pursuant to this Agreement, shall act as and be an independent contractor and shall not act as an agent or employee of City. Consultant shall obtain no retirement benefits or other benefits which accrue to City's employees and Consultant hereby expressly waives any claim it may have to any such rights. Nothing in this Agreement shall create or be construed as creating a partnership, joint venture or any other relationship between City and Consultant.

17. **Consultant's Books and Records.**

a. Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services, or expenditures and disbursements charged to City for a minimum period of three (3) years, or for any longer period required by law, from the date of final payment to Consultant under this Agreement.

b. Consultant shall maintain all documents and records that demonstrate performance under this Agreement for a minimum period of three (3) years, or for any longer period required by law, from the date of termination or completion of this Agreement.

c. Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit, at any time during regular business hours, upon written request by the City. Copies of such documents shall be provided to the City for inspection at the City offices.

d. Where City has reason to believe that such records or documents may be lost or discarded due to dissolution, disbandment or termination of Consultant's business, City may, by written request, require that custody of the records be given to the City and that the records and documents be maintained in the City offices. Access to such records and documents shall be granted to any party authorized by Consultant, Consultant's representatives, or Consultant's successor-in-interest.

18. **Interest of Consultant.** Consultant (including principals, associates and employees) covenants and represents that it does not now have any investment or interest in real property and shall not acquire any interest, direct or indirect, in the area covered by this Agreement or any other source of income, interest in real property or investment which would be affected in any manner or degree by the performance of Consultant's Services hereunder. Consultant further covenants and represents that in the performance of the Services hereunder, no person having any such interest shall perform any Services under this Agreement.

Consultant is not a designated employee within the meaning of the Political Reform Act because Consultant:

a. will conduct research and arrive at conclusions with respect to rendition of information, advice, recommendation or counsel independent of the control and direction of the City or of any City official, other than normal agreement monitoring; and

b. possesses no authority with respect to any City decision beyond rendition of information, advice, recommendation or counsel. FPPC Reg.18700(aX2).)

19. **Professional Ability of Consultant.** City has relied upon Consultant's representations regarding its training and ability to perform the Services hereunder as a material inducement to enter into this Agreement. Consultant shall therefore provide properly skilled personnel to perform all Services under this Agreement. The primary provider of the Services called for by this Agreement shall be Greg Ray, who shall not be replaced without the written consent of the City. All work performed by Consultant under this Agreement shall be in accordance with applicable legal requirements and shall meet the standard of quality ordinarily to be expected of competent persons in Consultant's field of expertise.

20. **Subcontracting**

a. Nothing contained in this contract or otherwise, shall create any contractual relation between CITY and any subconsultant(s), and no subcontract shall relieve CONSULTANT of its responsibilities and obligations hereunder. CONSULTANT agrees to be as fully responsible to CITY for the acts and omissions of its subconsultant(s) and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by CONSULTANT. CONSULTANT's obligation to pay its subconsultant(s) is an independent obligation from CITY'S obligation to make payments to the CONSULTANT.

b. CONSULTANT shall perform the work contemplated with resources available within its own organization and no portion of the work pertinent to this contract shall be subcontracted without written authorization by CITY's Contract Administrator, except that, which is expressly identified in the approved Cost Proposal.

c. CONSULTANT shall pay its subconsultants within ten (10) calendar days from receipt of each payment made to CONSULTANT by CITY.

d. All subcontracts entered into as a result of this contract shall contain all the provisions stipulated in this contract to be applicable to subconsultants.

e. Any substitution of subconsultant(s) must be approved in writing by CITY's Contract Administrator prior to the start of work by the subconsultant(s).

21. **Equipment Purchase**

a. Prior authorization in writing, by CITY's Contract Administrator shall be required before CONSULTANT enters into any unbudgeted purchase order, or subcontract exceeding \$5,000 for supplies, equipment, or CONSULTANT services. CONSULTANT shall provide an evaluation of the necessity or desirability of incurring such costs.

b. For purchase of any item, service or consulting work not covered in CONSULTANT's Cost Proposal and exceeding \$5,000 prior authorization by CITY's Contract Administrator; three competitive quotations must be submitted with the request, or the absence of bidding must be adequately justified.

c. Any equipment purchased as a result of this contract is subject to the following: “CONSULTANT shall maintain an inventory of all nonexpendable property. Nonexpendable property is defined as having a useful life of at least two years and an acquisition cost of \$5,000 or more. If the purchased equipment needs replacement and is sold or traded in, CITY shall receive a proper refund or credit at the conclusion of the contract, or if the contract is terminated, CONSULTANT may either keep the equipment and credit CITY in an amount equal to its fair market value, or sell such equipment at the best price obtainable at a public or private sale, in accordance with established CITY procedures; and credit CITY in an amount equal to the sales price. If CONSULTANT elects to keep the equipment, fair market value shall be determined at CONSULTANT’s expense, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from an appraiser mutually agreeable to by CITY and CONSULTANT, if it is determined to sell the equipment, the terms and conditions of such sale must be approved in advance by CITY.” 49 CFR, Part 18 requires a credit to Federal funds when participating equipment with a fair market value greater than \$5,000 is credited to the project.

22. **Compliance with Laws.** Consultant shall use the proper standard of care in performing the Services and shall comply with all applicable federal, state and local laws, codes, ordinances and regulations. In addition, if the request for proposal to provide professional services which are the subject of this Agreement cited any federal or state financial assistance involved in the project for which the Services are provided, the Consultant shall perform all services in accordance with all applicable federal and state laws, rates and regulations.

23. **Licenses.** Consultant represents and warrants to City that it has all licenses, permits, qualifications, insurance and approvals of whatsoever nature which are legally required of Consultant to lawfully and competently perform the Services. Consultant represents and warrants to City that Consultant shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals which are legally required of Consultant to lawfully and competently perform the Services. Consultant shall maintain a City of Hanford business license.

24. **Assignment and Subcontracting.** The parties recognize that a substantial inducement to City for entering into this Agreement is the reputation, experience and competence of Consultant. Assignments of any or all rights, duties or obligations of the Consultant under this Agreement will be permitted only with the express consent of the City, which consent may be withheld in the sole and absolute discretion of City. Consultant shall not subcontract any portion of the Services to be performed under this Agreement without the written consent of the City, which consent may be withheld in the sole and absolute discretion of City. If City consents to such subcontract, Consultant shall be fully responsible to City for all acts or omissions of the subcontractor. Nothing in this Agreement shall: (1) create any contractual relationship between City and subcontractor; (ii) create any obligation on the part of the City to pay or to see to the payment of any monies due to any such subcontractor; (iii) or relieve Consultant of any of its obligations and responsibilities under this Agreement.

25. **Attorneys’ Fees.** If an action at law or in equity is necessary to enforce or interpret the terms of this Agreement, the prevailing party shall be entitled to reasonable attorneys’ fees, costs and necessary disbursements in addition to any other reasonable relief to which he may be entitled. With respect to any suit,

action or proceeding arising out of or related to this Agreement, or the documentation related hereto, the parties hereby submit to the jurisdiction and venue of the Superior or Municipal Court, whichever is applicable, in the County of Kings, State of California for any proceeding arising hereunder.

26. **Sole and Only Agreement.** This Agreement supersedes any and all other agreements, either oral or in writing, between the parties hereto with respect to the matters set forth herein and contains all of the covenants and agreements between the parties regarding said matters. Each party to this Agreement acknowledges that no representations, inducements, promises or agreements, orally or in writing, have been made by any party or anyone acting on behalf of any party which are not embodied in this Agreement and no other agreement, statement or promise shall be valid or binding.

27. **Conflict of Interest**

- a. CONSULTANT shall disclose any financial, business, or other relationship with CITY that may have an impact upon the outcome of this contract, or any ensuing CITY construction project. CONSULTANT shall also list current clients who may have a financial interest in the outcome of this contract, or any ensuing CITY construction project, which will follow.
- b. CONSULTANT hereby certifies that it does not now have, nor shall it acquire any financial or business interest that would conflict with the performance of services under this contract.
- c. CONSULTANT hereby certifies that neither CONSULTANT, nor any firm affiliated with CONSULTANT will bid on any construction contract, or on any contract to provide construction inspection for any construction project resulting from this contract. An affiliated firm is one, which is subject to the control of the same persons through joint-ownership, or otherwise.
- d. Except for subconsultants whose services are limited to providing surveying or materials testing information, no subconsultant who has provided design services in connection with this contract shall be eligible to bid on any construction contract, or on any contract to provide construction inspection for any construction project resulting from this contract.

28. **Rebates, Kickbacks, or Other Unlawful Consideration.** CONSULTANT warrants that this contract was not obtained or secured through rebates kickbacks or other unlawful consideration, either promised or paid to any CITY employee. For breach or violation of this warranty, CITY shall have the right in its discretion; to terminate the contract without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

29. **Invalidity.** If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions shall nevertheless continue in full force and effect without being impaired or invalidated in any way.

30. **Amendment.** No change, amendment or modification of this Agreement shall be valid unless the same be in writing and signed by the parties hereto.

31. **Governing Law.** This Agreement shall be construed and governed pursuant to the laws of the State of California.

32. **Waiver.** Waiver of a breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this Agreement.

33. **Mediation.** The parties agree to make a good faith attempt to resolve any disputes arising out of this Agreement through mediation prior to commencing litigation. The parties shall mutually agree upon the mediator and shall divide the costs of mediation equally. If the parties are unable to agree upon a mediator, the dispute shall be submitted to JAMS/ENDISPUTE (“JAMS”) or its successor in interest. JAMS shall provide the parties with the names of five qualified mediators. Each party shall have the option to strike two of the five mediators selected by JAMS and thereafter the mediator remaining shall hear the dispute. If the dispute remains unresolved after mediation, either party may commence litigation.

34. **Prohibited Interests.** Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or result from the award or making of this Agreement. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

35. **Statement of Compliance.**

a. CONSULTANT’s signature affixed herein, and dated, shall constitute a certification under penalty of perjury under the laws of the State of California that CONSULTANT has, unless exempt, complied with, the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.

b. During the performance of this Contract, Consultant and its subconsultants shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. Consultant and subconsultants shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Consultant and subconsultants shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 (a-f) et seq.) and the 5applicable regulations promulgated there under (California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Contract by reference and made a part hereof as if set forth in full. Consultant and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement.

c. The Consultant shall comply with regulations relative to Title VI (nondiscrimination in federally-assisted programs of the Department of Transportation – Title 49 Code of Federal Regulations,

Part 21 - Effectuation of Title VI of the 1964 Civil Rights Act). Title VI provides that the recipients of federal assistance will implement and maintain a policy of nondiscrimination in which no person in the state of California shall, on the basis of race, color, national origin, religion, sex, age, disability, be excluded from participation in, denied the benefits of or subject to discrimination under any program or activity by the recipients of federal assistance or their assignees and successors in interest.

d. The Consultant, with regard to the work performed by it during the Agreement shall act in accordance with Title VI. Specifically, the Consultant shall not discriminate on the basis of race, color, national origin, religion, sex, age, or disability in the selection and retention of Subconsultants, including procurement of materials and leases of equipment. The Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the U.S. DOT's Regulations, including employment practices when the Agreement covers a program whose goal is employment.

36. **Debarment and Suspension Certification.**

a. CONSULTANT's signature affixed herein, shall constitute a certification under penalty of perjury under the laws of the State of California, that CONSULTANT has complied with Title 2 CFR, Part 180, "OMB Guidelines to Agencies on Government wide Debarment and Suspension (nonprocurement)", which certifies that he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager, is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by any federal agency within the past three (3) years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past three (3) years. Any exceptions to this certification must be disclosed to CITY.

b. Exceptions will not necessarily result in denial of recommendation for award, but will be considered in determining CONSULTANT responsibility. Disclosures must indicate to whom exceptions apply, initiating agency, and dates of action.

c. Exceptions to the Federal Government Excluded Parties List System maintained by the General Services Administration are to be determined by the Federal highway Administration.

37. **Funding Requirements**

a. It is mutually understood between the parties that this contract may have been written before ascertaining the availability of funds or appropriation of funds, for the mutual benefit of both parties, in order to avoid program and fiscal delays that would occur if the contract were executed after that determination was made.

b. This contract is valid and enforceable only, if sufficient funds are made available to CITY for the purpose of this contract. In addition, this contract is subject to any additional restrictions, limitations, conditions, or any statute enacted by the Congress, State Legislature, or CITY governing board that may affect the provisions, terms, or funding of this contract in any manner.

c. It is mutually agreed that if sufficient funds are not appropriated, this contract may be amended to reflect any reduction in funds.

d. CITY has the option to void the contract under the 30-day termination clause pursuant to Article VI, or by mutual agreement to amend the contract to reflect any reduction of funds.

38. **Change in Terms.**

- a. This contract may be amended or modified only by mutual written agreement of the parties.
- b. CONSULTANT shall only commence work covered by an amendment after the amendment is executed and notification to proceed has been provided by CITY's Contract Administrator.
- c. There shall be no change in CONSULTANT's Project Manager or members of the project team, as listed in the approved Cost Proposal, which is a part of this contract without prior written approval by CITY's Contract Administrator.

39. **Disadvantaged Business Enterprises (DBE) Participation.**

- a. This contract is subject to 49 CFR, Part 26 entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs". Consultants who obtain DBE participation on this contract will assist Caltrans in meeting its federally mandated statewide overall DBE goal.
- b. The goal for DBE participation for this contract is 0 %. Participation by DBE consultant or subconsultants shall be in accordance with information contained in the Consultant Proposal DBE Commitment (Exhibit 10-O1), or in the Consultant Contract DBE Information (Exhibit 10-O2) attached hereto and incorporated as part of the Contract. If a DBE subconsultant is unable to perform, CONSULTANT must make a good faith effort to replace him/her with another DBE subconsultant, if the goal is not otherwise met.
- c. DBEs and other small businesses, as defined in 49 CFR, Part 26 are encouraged to participate in the performance of contracts financed in whole or in part with federal funds. CONSULTANT or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. CONSULTANT shall carry out applicable requirements of 49 CFR, Part 26 in the award and administration of US DOT-assisted agreements. Failure by CONSULTANT to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as CITY deems appropriate.
- d. Any subcontract entered into as a result of this contract shall contain all of the provisions of this section.
- e. A DBE firm may be terminated only with prior written approval from CITY and only for the reasons specified in 49 CFR 26.53(f). Prior to requesting CITY consent for the termination, CONSULTANT must meet the procedural requirements specified in 49 CFR 26.53(f).
- f. A DBE performs a Commercially Useful Function (CUF) when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a CUF, the DBE must also be responsible with respect to materials and supplies used on the contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a CUF, evaluate the amount of work subcontracted, industry practices, whether the amount the firm is to be paid under the contract is commensurate with the
- g. A DBE does not perform a CUF if its role is limited to that of an extra participant in a transaction, contract, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, examine similar transactions, particularly those in which DBEs do not participate.

h. If a DBE does not perform or exercise responsibility for at least thirty percent (30%) of the total cost of its contract with its own work force, or the DBE subcontracts a greater portion of the work of the contract than would be expected on the basis of normal industry practice for the type of work involved, it will be presumed that it is not performing a CUF.

i. CONSULTANT shall maintain records of materials purchased or supplied from all subcontracts entered into with certified DBEs. The records shall show the name and business address of each DBE or vendor and the total dollar amount actually paid each DBE or vendor, regardless of tier. The records shall show the date of payment and the total dollar figure paid to all firms. DBE prime consultants shall also show the date of work performed by their own forces along with the corresponding dollar value of the work.

j. Upon completion of the Contract, a summary of these records shall be prepared and submitted on the form entitled, "Final Report-Utilization of Disadvantaged Business Enterprise (DBE), First-Tier Subconsultants" CEM-2402F [Exhibit 17-F, of the LAPM], certified correct by CONSULTANT or CONSULTANT's authorized representative and shall be furnished to the Contract Administrator with the final invoice. Failure to provide the summary of DBE payments with the final invoice will result in twenty-five percent (25%) of the dollar value of the invoice being withheld from payment until the form is submitted. The amount will be returned to CONSULTANT when a satisfactory "Final Report-Utilization of Disadvantaged Business Enterprises (DBE), First-Tier Subconsultants" is submitted to the Contract Administrator.

k. If a DBE subconsultant is decertified during the life of the contract, the decertified subconsultant shall notify CONSULTANT in writing with the date of decertification. If a subconsultant becomes a certified DBE during the life of the Contract, the subconsultant shall notify CONSULTANT in writing with the date of certification. Any changes should be reported to CITY's Contract Administrator within 30 days.

40. **Contingent Fee.** CONSULTANT warrants, by execution of this contract that no person or selling agency has been employed, or retained, to solicit or secure this contract upon an agreement or understanding, for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees, or bona fide established commercial or selling agencies maintained by CONSULTANT for the purpose of securing business. For breach or violation of this warranty, CITY has the right to annul this contract without liability; pay only for the value of the work actually performed, or in its discretion to deduct from the contract price or consideration, or otherwise recover the full amount of such commission, percentage, brokerage, or contingent fee.

41. **Disputes.**

a. Any dispute, other than audit, concerning a question of fact arising under this contract that is not disposed of by agreement shall be decided by a committee consisting of CITY's Contract Administrator and (Insert Department Head or Official), who may consider written or verbal information submitted by CONSULTANT.

b. Not later than 30 days after completion of all deliverables necessary to complete the plans, specifications and estimate, CONSULTANT may request review by CITY Governing Board of unresolved claims or disputes, other than audit. The request for review will be submitted in writing.

c. Neither the pendency of a dispute, nor its consideration by the committee will excuse CONSULTANT from full and timely performance in accordance with the terms of this contract.

42. **Inspection of Work.** CONSULTANT and any subconsultant shall permit CITY, the state, and the FHWA if federal participating funds are used in this contract; to review and inspect the project activities and files at all reasonable times during the performance period of this contract including review and inspection on a daily basis.

43. **Safety.**

- a. CONSULTANT shall comply with OSHA regulations applicable to CONSULTANT regarding necessary safety equipment or procedures. CONSULTANT shall comply with safety instructions issued by CITY Safety Officer and other CITY representatives. CONSULTANT personnel shall wear hard hats and safety vests at all times while working on the construction project site.
- b. Pursuant to the authority contained in Section 591 of the Vehicle Code, CITY has determined that such areas are within the limits of the project and are open to public traffic. CONSULTANT shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. CONSULTANT shall take all reasonably necessary precautions for safe operation of its vehicles and the protection of the traveling public from injury and damage from such vehicles.
- c. Any subcontract entered into as a result of this contract, shall contain all of the provisions of this Article.

44. **Ownership of Data.**

- a. Upon completion of all work under this contract, ownership and title to all reports, documents, plans, specifications, and estimates produce as part of this contract will automatically be vested in CITY; and no further agreement will be necessary to transfer ownership to CITY. CONSULTANT shall furnish CITY all necessary copies of data needed to complete the review and approval process.
- b. It is understood and agreed that all calculations, drawings and specifications, whether in hard copy or machine-readable form, are intended for one-time use in the construction of the project for which this contract has been entered into.
- c. CONSULTANT is not liable for claims, liabilities, or losses arising out of, or connected with the modification, or misuse by CITY of the machine-readable information and data provided by CONSULTANT under this contract; further, CONSULTANT is not liable for claims, liabilities, or losses arising out of, or connected with any use by CITY of the project documentation on other projects for additions to this project, or for the completion of this project by others, except only such use as many be authorized in writing by CONSULTANT.
- d. Applicable patent rights provisions regarding rights to inventions shall be included in the contracts as appropriate (48 CFR 27, Subpart 27.3 - Patent Rights under Government Contracts for federal-aid contracts).
- e. CITY may permit copyrighting reports or other agreement products. If copyrights are permitted; the agreement shall provide that the FHWA shall have the royalty-free nonexclusive and irrevocable right to reproduce, publish, or otherwise use; and to authorize others to use, the work for government purposes.

45. **Claims Filed by City's Construction Contractor.**

- a. If claims are filed by CITY's construction contractor relating to work performed by CONSULTANT's personnel, and additional information or assistance from CONSULTANT's personnel is required in order to evaluate or defend against such claims; CONSULTANT agrees to make its personnel

available for consultation with CITY'S construction contract administration and legal staff and for testimony, if necessary, at depositions and at trial or arbitration proceedings.

b. CONSULTANT's personnel that CITY considers essential to assist in defending against construction contractor claims will be made available on reasonable notice from CITY. Consultation or testimony will be reimbursed at the same rates, including travel costs that are being paid for CONSULTANT's personnel services under this contract.

c. Services of CONSULTANT's personnel in connection with CITY's construction contractor claims will be performed pursuant to a written contract amendment, if necessary, extending the termination date of this contract in order to resolve the construction claims.

46. **Confidentiality of Data.**

a. All financial, statistical, personal, technical, or other data and information relative to CITY's operations, which are designated confidential by CITY and made available to CONSULTANT in order to carry out this contract, shall be protected by CONSULTANT from unauthorized use and disclosure.

b. Permission to disclose information on one occasion, or public hearing held by CITY relating to the contract, shall not authorize CONSULTANT to further disclose such information, or disseminate the same on any other occasion.

c. CONSULTANT shall not comment publicly to the press or any other media regarding the contract or CITY's actions on the same, except to CITY's staff, CONSULTANT's own personnel involved in the performance of this contract, at public hearings or in response to questions from a Legislative committee.

d. CONSULTANT shall not issue any news release or public relations item of any nature, whatsoever, regarding work performed or to be performed under this contract without prior review of the contents thereof by CITY, and receipt of CITY'S written permission.

e. Any subcontract entered into as a result of this contract shall contain all of the provisions of this Article.

f. All information related to the construction estimate is confidential, and shall not be disclosed by CONSULTANT to any entity other than CITY.

47. **National Labor RELationbs Board Certification.** In accordance with Public Contract Code Section 10296, CONSULTANT hereby states under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against CONSULTANT within the immediately preceding two-year period, because of CONSULTANT's failure to comply with an order of a federal court that orders CONSULTANT to comply with an order of the National Labor Relations Board.

48. **Cost Principles and Administrative Requirements.**

a. CONSULTANT agrees that the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., shall be used to determine the cost allowability of individual items.

b. CONSULTANT also agrees to comply with federal procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

c. Any costs for which payment has been made to CONSULTANT that are determined by subsequent audit to be unallowable under 49 CFR, Part 18 and 48 CFR, Federal Acquisition Regulations System,

Chapter 1,
Part 31.000 et seq., are subject to repayment by CONSULTANT to CITY.

49. **Authority to Enter Agreement.** Consultant has all requisite power and authority to conduct its business and to execute, deliver and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and to bind each respective party.

50. **Retention of Records / Audit.** For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of the contract pursuant to Government Code 8546.7; CONSULTANT, subconsultants, and CITY shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of the contract, including but not limited to, the costs of administering the contract. All parties shall make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract. The state, State Auditor, CITY, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of CONSULTANT and it's certified public accountants (CPA) work papers that are pertinent to the contract and indirect cost rates (ICR) for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested.

51. **Audit Review Procedures**

- a. Any dispute concerning a question of fact arising under an interim or post audit of this contract that is not disposed of by agreement, shall be reviewed by CITY'S Chief Financial Officer.
- b. Not later than 30 days after issuance of the final audit report, CONSULTANT may request a review by CITY'S Chief Financial Officer of unresolved audit issues. The request for review will be submitted in writing.
- c. Neither the pendency of a dispute nor its consideration by CITY will excuse CONSULTANT from full and timely performance, in accordance with the terms of this contract.

52. **Notice.** Except as otherwise expressly provided herein, any notice, consent, authorization or other communication to be given hereunder shall be in writing and shall be deemed duly given and received when delivered personally, when transmitted by facsimile or e-mail if receipt is acknowledged by the addressee, one business day after being deposited for next-day delivery with a nationally recognized overnight delivery service, or three business days after being mailed by first class mail, charges and postage prepaid, property addressed to the party to receive such notice at the last address furnished for such purpose by the party to whom notice is directed and addressed as follows:

City of Hanford
900 S. 10th Avenue
Hanford, California 93230

QK, Inc.

901 E. Main Street

Visalia, CA 93292

53. **Contract.** The two parties to this contract, who are the before named CONSULTANT and the before named CITY, hereby agree that this contract constitutes the entire agreement which is made and concluded in duplicate between the two parties. Both of these parties for and in consideration of the payments to be made, conditions mentioned, and work to be performed; each agree to diligently perform in accordance with the terms and conditions of this contract as evidenced by the signatures below.

IN WITNESS WHEREOF, the parties have executed this Agreement effective on the day and in the year first set forth above.

CITY OF HANFORD,
a Municipal Corporation

By: _____
Darrel Pyle, City Manager Date

CONSULTANT: QK, Inc.

By: _____
Name Date

APPROVED AS TO CONTENT:

ATTEST:

Johnathan Doyel,
Deputy Public Works Dir./City Engineer

Jennifer Gomez, City Clerk

Scope of Work

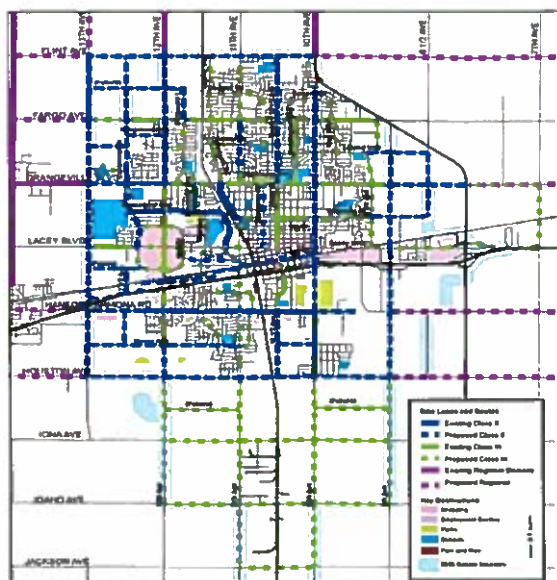
Project Understanding

In 2014 and 2015, QK worked closely with the City of Hanford to prepare the Hanford Pedestrian and Bicycle Master Plan. In the Implementation Plan of said Master Plan, QK identified the 56 high- and medium-priority bikeway improvement segments and 16 school campus areas listed in this project's RFP, based on the following criteria:

- Community and City support
- Closure of a gap or gaps in the pedestrian/bicycle plan
- Expansion of existing network

Seven of these segments, covering approximately five miles of roadway, were designated as Class II bikeways, with the remaining 49 segments designated as Class III, covering over 34 miles.

Because vertical control is unnecessary and the total length of the project makes a topographic survey or specific aerial flight cost-prohibitive, QK proposes utilizing existing aerial photography for base mapping. QK has access to existing aerial photography with accuracy and resolution that is more than adequate to provide the foundation for a construction-ready design while eliminating unnecessary costs. Proposed design elements – signs, striping, and/or pavement markings – can be overlaid on the aerial photographs and supplemented with design details as necessary.



2035 Bikeway Plan - Hanford Bicycle & Pedestrian Master Plan

Scope of Work

Task 1: Project Management/ City Coordination Meetings

QK will provide overall design services and project management for this project. The project management responsibilities include:

- Preparing and keeping the master project schedule
- Coordinating and conducting all project meetings
- Overseeing all work items identified in this Scope of Work
- Performing Quality Assurance and Quality Control (QA/QC) measures, ensuring the design is in conformance with applicable standards and policies; QK has an established QA/QC program currently in place
- Coordinating review submittals and approvals with the City
- Preparing and submitting project invoices on a monthly basis

QK tracks expenditures, including labor and indirect costs, on a weekly basis. Expenditures are compared to the original budget and the estimated percent of project completion. Should there be any discrepancies, they are reviewed and adjustments made, as needed, to meet the project budget. Any concerns regarding necessary changes to the project scope and budget will be brought to the City's attention immediately for resolution.

QK will schedule, coordinate, and facilitate all identified project meetings with the City and other appropriate agencies. A meeting agenda will be prepared and submitted to the City at least two business days before the meeting is held. Minutes will be prepared after each meeting, summarizing discussion items and identifying actions taken, to be taken, responsible party, and resolution date. Meeting minutes will be distributed to the attendees and other interested parties within two business days of meeting occurrence. In addition, QK will respond to any City staff questions/correspondence within two working days of the request.

For the purpose of this Scope of Work, we have assumed, and budgeted for, the following meetings:

- Project kick-off meeting
- 30% design review meeting
- 95% design review meeting



QK is available to attend additional meetings, on a time and materials basis, as needed and approved by the City. Meetings shall be held at the City's offices, or at the project site, as deemed appropriate based on the meeting agenda.

Task 2: Data Collection and Site Assessment

Aerial photography will be the primary source of graphic reference for the base map used in project design. Existing GIS data may be used to supplement the aerial photography and provide additional information for site visits and project meetings.

Field site assessments will be performed at the onset of the project to determine if proposed bicycle or pedestrian facilities are appropriate for each of the project locations. Factors to be evaluated include:

- Safety of the proposed facilities within the existing roadway geometrics
- Compliance of the proposed facilities with relevant federal, state, and local standards, especially the California Manual on Uniform Traffic Control Devices (CA MUTCD)
- Conflicts with existing utilities and other roadway features that may require alternate design of the proposed facilities.

Task 3: Project Design

Task 3.1: 30% Plans

QK will complete 30% design for the first submittal. This submittal will not include full construction details, but is intended to obtain City approval of the pedestrian and bikeway segments, limits, and classifications outlined in the Hanford Pedestrian and Bicycle Master Plan prior to a complete, detailed design. The plan set will include, but not be limited to, the following:

- Cover Sheet
- Signing and pavement delineation plans

All plans will be prepared on the City of Hanford title block. Signing and pavement delineation plans shall be at a scale of 1" = 40' or 1" = 20' as appropriate for the project and approved by the City. Aerial photography will be shown behind the proposed improvements.

The 30% plans will be submitted to the City for review and comment. Prior to submittal of the 30% plans to

the City, QK will conduct an internal QA/QC review of the complete package, and will revise as needed.

Deliverables:

- Full-sized plans – 24" x 36" (5 sets)

Task 3.2: 95% Plans, Specifications, and Estimates (PS&E)

QK will meet with the City after review of the 30% submittal to discuss the comments received and determine how best to proceed with the project design. QK will obtain direction and/or approval on the 30% submittal before proceeding to the 95% PS&E.

Upon City direction and/or approval of the 30% plans, QK will complete the full 95% PS&E package for submittal. All comments to the 30% PS&E will be addressed as appropriate. In addition to the 95% plans, specifications (appropriate for a federally-funded project) and estimates of probable costs will be prepared. The 95% PS&E will be submitted to the City for review and comment. Prior to submittal of the 95% PS&E to the City, QK will conduct an internal QA/QC review of the complete PS&E package, and will revise the package as needed.

Deliverables:

- Full-sized plans (5 sets)
- Specifications (2 sets)
- Estimates of probable costs (2 sets)
- Electronic files of the plans in AutoCAD Civil 3D, specifications in Microsoft Word, and estimates in Microsoft Excel
- Adobe files of the plans, specifications, estimates
- City's red-line comments from the 30% submittal

Task 3.3: Final Construction Documents

QK will meet with the City after review of the 95% submittal to discuss the comments received. QK will obtain direction and/or approval on the 95% submittal package before proceeding to the final, signed construction set.

Once final approval for the project is received from the City, QK will prepare the final, signed PS&E package and provide to the City for bidding purposes. The City's red-line comments to the 95% submittal will also be returned.

Deliverables:

- Full-sized, signed plan (mylar)
- Signed specifications (1 set)
- Estimates of probable costs (1 set)

Proposal

- Electronic files of the plans in AutoCAD Civil 3D, specifications in Microsoft Word, and estimates in Microsoft Excel
- Adobe files of the plans, specifications, and estimates
- City's red-line comments to the 95% submittal

Task 3.4: Update GIS Data

After project completion, QK will update the Bike Plan GIS data and prepare a bikeway display poster showing existing (including new lanes and routes constructed with this project) and proposed bike lanes and routes. Because QK has already created and owns the GIS shape files and display poster, this task can be completed with a minimum of expense.

Deliverables:

- Full-sized poster of existing and proposed bike lanes and routes (and Adobe file)
- Updated GIS shapefile of Hanford's bikeways

Task 3.5: Bidding Assistance

QK understands that the City of Hanford will coordinate the bidding process, but will be available to answer contractor questions and prepare addenda to assist the process. For the purpose of this cost proposal, QK anticipates a maximum of two addenda prepared. Additional addenda may be prepared on a time and materials basis.

If requested, QK is able to assist the City of Hanford in soliciting bids from contractors for the projects on a time and materials basis. The following services can be included in this task:

- Coordination with QK design team with any design revisions, additions, questions, RFI's, construction disputes, etc.
- Attend pre-bid and site walk meeting
- Review three lowest bids and their good faith DBE efforts
- Verify low bidder's qualifications
- Prepare bid summary
- Prepare recommendation for award of contract
- Prepare Notice of Award
- Prepare and send award package to Caltrans

After the award of the project, QK may prepare and transmit the contract documents to the contractor. After the contractor has executed the documents, QK may review the contracts, bonds and insurance and forward the contracts to the City Attorney for review

and execution by the City of Hanford. If this service is requested in writing by the City, it will be provided on a time and materials basis.

Note:

All fees include only the work specifically described above. This fee does not include design or plan preparation for any street work apart from signing and pavement delineation. It does not include environmental compliance, topographic surveying, utility coordination, Caltrans documentation, right-of-way engineering, or other items not specifically described above. Additional work can be provided by QK for an additional fee.

Cost Proposal

Cost Proposal

As directed by the RFP, the proposed fee structure and copy of QK's 2017 charge rate schedule have been provided under this separate sealed cover.

Based on the Scope of Work presented in our Proposal, below is our proposed cost proposal for the City of Hanford – Bicycle and Pedestrian Facilities Improvements – Preliminary Engineering and Design Services. The fixed fee will be invoiced monthly based upon the percentage of work completed within each billing period.

Task	Description	Fee
1.0	Project Management/City Coordination Meetings	\$4,700.00
2.0	Data Collection and Site Assessment	\$6,000.00
3.0	Project Design	\$35,300.00
	TOTAL FEE	\$46,000.00
Note: Changes in project scope, by the Agency, may add duration and cost to the consultant services.		

Notes:

1. Expenses for reproduction, mailing, mileage, etc. are billed in addition to our fixed fee per our Charge Rate Schedule, submitted under separate sealed cover.
2. Tasks billed by fixed fees will be invoiced monthly based on the percentage of work completed.
3. Additional services requested in writing and approved by the client will be provided on a time and materials basis.

Cost Proposal

2017 Charge Rate Schedule	
Technical Services	
Project Assistant	\$88 /hour
Project Administrator	\$88 /hour
Assistant CADD Technician/Designer /GIS Technician	\$83 /hour
Associate CADD Technician/Designer /GIS Technician	\$97 /hour
Senior Associate CADD Technician/Designer/ GIS Analyst	\$112 /hour
Senior CADD Technician/Designer /GIS Analyst	\$127 /hour
Professional Services	
Engineering	
Assistant Engineer	\$110 /hour
Associate Engineer	\$133 /hour
Senior Associate Engineer	\$156 /hour
Senior Engineer	\$180 /hour
Principal Engineer	\$199 /hour
Planning/Environmental/Landscape Architecture	
Assistant Planner/Environmental Scientist	\$77 /hour
Associate Planner/Environmental Scientist	\$97 /hour
Senior Associate Planner/Environmental Scientist	\$121 /hour
Senior Planner/Environmental Scientist/Landscape Architect	\$142 /hour
Principal Planner/Environmental Scientist	\$157 /hour
Senior Principal Planner/Environmental Scientist	\$187 /hour
Construction and Project Management	
Field Construction Observer	\$99 /hour
Associate Field Construction Observer	\$118 /hour
Senior Field Construction Observer	\$138 /hour
Assistant Construction Manager	\$110 /hour
Associate Construction Manager	\$129 /hour
Project Manager	\$133 /hour
Senior Associate Construction/Project Manager	\$148 /hour
Senior Construction/Project Manager	\$165 /hour
Principal Project Manager	\$180 /hour
Surveying	
Assistant Surveyor	\$97 /hour
Associate Surveyor	\$110 /hour
Senior Associate Surveyor	\$133 /hour
Senior Surveyor	\$156 /hour
One-Person Survey Crew	\$121 /hour
Two-Person Survey Crew	\$198 /hour
Three-Person Survey Crew	\$240 /hour

Fees are based on the median hourly pay rate for employees in each classification, plus indirect costs, overhead, and profit.

Expenses:

Plotting, In-house Printing and Reproduction, Equipment Rentals, Laboratory Analyses	1.15 x Cost
Transportation and per diem	1.15 x Cost
Mileage	\$0.63/mile
Off-road vehicles	\$50.00/day
Communication expenses (telephone, parcel post, etc.)	1.15 x Cost
Other Expenses - Including Subconsultants & Purchased Services through Subcontracts	1.15 x Cost

Rates are effective through December 31, 2017. If contract assignment extends beyond that date, a new rate schedule may be added to the contract. Litigation support will be billed at \$300 per hour. Rates based on "Prevailing Wage" (PW) for Construction Surveying will be determined by project and County per California law.



Bicycle Facility Improvements

Project Background:

The City's Pedestrian and Bicycle Master plan was accepted by Council action on February 16, 2016. The updated plan is compatible with the goals and objectives as set forth in the City's General Plan is currently in the process of being updated.

Existing Conditions:

The City's current bicycle facility network is a combination of Class II (striped bike lanes) and the Class III (bike routes or shared lanes) that is incomplete and does not provide a cohesive transportation network.

Project Justification:

This project will fund the installation of new Class II and Class III bicycle paths within existing roadways in conformance with the city's recently accepted Pedestrian and Bicycle Master Plan. The new facilities provide an alternative mode of transportation other than motorized vehicles and will provide air quality benefits as well.

Fiscal Implications:

Funding for this project will be allocated from Congestion Mitigation/Air Quality (CMAQ) funds and Gas Tax Reserves.

Project Budget Summary:

		6-Year Funding Allocation					
		2017	2018	2019	2020	2021	2022
Expenditure	Program or Project	Construction					
	Engineering / Inspection	50,000					
	Construction	455,000					
	Contingency	45,000					
	Department Overhead	15,000					
Total Expenditure		\$565,000	\$0	\$0	\$0	\$0	\$0
Revenue	Funding						
	052 RSTP Reserves	64,800					
	055 Congestion Mitigation/Air Quality (CMAQ)	500,200					
Total Funding		\$565,000	\$0	\$0	\$0	\$0	\$0



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017

AGENDA SECTION: M

SUBJECT:

Public Works: Purchase of one 2017 Power Prime 6" trailer mounted pump from Rain for Rent, of San Joaquin, Ca., in the amount of \$45,086.81; authorize an additional appropriation of \$23,156.81 from Wastewater Capital Reserves; and declare one 2003 6" pump as surplus.

RECOMMENDATION:

That the City Council, by motion:

1. Approve the purchase of one 2017 Power Prime trailer mounted pump from Rain for Rent, of San Joaquin, in the amount of \$45,086.81;
2. Authorize an additional appropriation of \$21,930.00 from Wastewater Capital Reserves;
3. Declare an existing 2003 Power Prime 6" pump as surplus and authorize the sale of the unit.

BACKGROUND:

The Fleet Replacement Reserve Budget provides funds to replace an existing 2003 6" trailer mounted pump that has outlived its useful life. The unit being replaced has met the City's established replacement lifecycle service life of 10 years. The portable pump is used at the Wastewater Treatment Plant for pumping basins and structures when permanent pumps are out of service. The engine on the 2003 pump does not meet the current SJVAPCD requirements and is not permitted to be operated after January 1, 2017.

Bids to purchase one Power Prime 6" trailer mounted pump were requested from three (3) vendors with bid results summarized as follows:

Rain for Rent of San Joaquin ----- \$45,086.81
 Telstar Instruments of Concord----- \$47,797.00
 Rain for Rent (online bid services)--- Did not submit bid.

FISCAL IMPACT:

The FY 16/17 Fleet Replacement Reserve Budget provided an estimate of \$21,930.00 for the purchase of one replacement 6" portable pump. To date approximately \$21,931.00 has been collected through the fleet replacement program. The total purchase price for the new portable pump is \$45,086.81, including tax and delivery charges. An additional appropriation of \$23,156.81 from Wastewater Capital Reserves is necessary to fully fund the purchase. There are sufficient funds in the reserve account to fund the purchase shortfall without impacting planned vehicle and equipment purchases budgeted in FY 16/17 and 17/18. Attached for Council review are copies of the vendor quote and budget page 151 (Fleet Replacement Reserve) and budget page 15 (schedule 3).

ATTACHMENTS:

Rain for rent quote

Budget 151

Budget Page 15 (Schedule 3)



QUOTATION

RAIN FOR RENT - San Joaquin
21500 West Manning
San Joaquin, CA 93360

Your Sales Person

Mike Bronze
MBRONZE@rainforrent.com
559-907-8379

24/7 Emergency 800-742-7246
rainforrent.com

CONTACT	Joe Bettencourt	CONTACT		QUOTATION#	
COMPANY	CITY OF HANFORD	JOB SITE			
CUSTOMER #	112372	ADDRESS	10555 Houston Ave.		051160178
ADDRESS	900 SOUTH 10TH AVENUE	CITY	Hanford		Version# 2
CITY, ST ZIP	Hanford, CA 93230	STATE	CA		PO#
PHONE	559-585-2500	ZIP	93230		Date: 2/8/2017
EMAIL		PHONE			

JOB DESCRIPTION	APPLICATIONS	LIQUID PARAMETERS
Job Title: DV150C Pump Purchase	DV150C Pump Purchase	Materials:
Est. Delivery Date: 7/21/2016		Flow:
DV150C Pump Purchase		Suction Lift:
		Friction Loss:
		Static Head:
		Other:

Quotation# 051160178

Rental:	\$0.00	
Sales:	\$45,036.81	
Service (Hauling, Labor, Misc):	\$50.00	
Grand Total:	\$45,086.81	
Does not include sales tax		
Recommended Optional Items - Rental:	\$0.00	Accept Decline Initial
Recommended Optional Items - Sales:	\$0.00	☐ ☐ ☐
Does not include sales tax		
By checking Accept and initialing Customer is acknowledging that the additional cost for the above items will be added to the Grand Total.		
Recommended Optional Item - LDW	\$0.00	

By signing this Quotation, Customer represents that he/she has read and agreed to both the Statement of Work and Scope of Agreement sections, and is also agreeing to the Grand Total amount listed above, plus any recommended optional items if checked and initialed. If Customer requires a Purchase Order number to process and submit payment, it must be supplied to Rain for Rent at the time of acceptance of this Quotation. Please insert Purchase Order number here: _____

This quotation has NOT been identified as prevailing wage

Loss Damage Waiver Option

I have received and reviewed the Loss Damage Waiver Program Agreement incorporated as the last page of this estimate. By initialing this paragraph, I understand that I am agreeing to enter into and be bound by the terms of the Loss Damage Waiver Program Agreement and that I am authorized to enter into this Agreement on behalf of Customer.

Initial here: _____

Customer _____

Date _____

Quotation# 051160178 Confidentiality Notice: This quotation and associated document(s) are privileged and confidential, and are intended for the sole use of the addressee(s). They cannot be used, circulated, duplicated, quoted or otherwise referred to or disclosed to third parties for any reason without the written consent of an Officer of Western Oilfields Supply Company dba Rain for Rent. If you have received this information in error, please immediately contact us at retum@rainforrent.com. Thank you.

Attachment: Rain for rent quote (1840 : PW: Purchase of one 2017 Power Prime 6" Trailer Mounted Pump)

Public Works

City of Hanford FY16/17 & FY17/18 Biennial Budget

LINE ITEM SUMMARY

PUBLIC WORKS - FLEET REPLACEMENT RESERVE

Fund: 448 Division: 2050

	2014-15 ACTUAL	2015-16 ADOPTED	2015-16 PROJECTED	2016-17 PROPOSED	2017-18 PROPOSED
<u>FIXED ASSETS</u>					
2050 888599 Prior Year Fixed Assets	1,384,075	976,060	1,500,330	-	-
2050 817049 MISC SMALL EQUIP (PARKS)	-	-	-	5,000	-
2050 817301 1-CONTAINER DELIVERY TRUCK	-	-	-	42,000	-
2050 817302 1-MOTORCYCLE (PD)	-	-	-	31,000	-
2050 817303 3-CARS, PATROL	-	-	-	135,000	-
2050 817304 4-PICKUP, 1/2 TON	-	-	-	78,400	-
2050 817305 7-PICKUP, 3/4 TON	-	-	-	210,000	-
2050 817306 1-PICKUP, FLATBED (STREETS)	-	-	-	37,000	-
2050 817307 1-PICKUP, 4 DOOR 4X4 (FIRE)	-	-	-	29,100	-
2050 817308 1-SERVICE TRUCK (SEWER)	-	-	-	65,400	-
2050 817309 1-CHIPPER BOX TRUCK (PARKS)	-	-	-	40,700	-
2050 817310 1-PICKUP, FLATBED DUMP TRUCK (STREETS)	-	-	-	64,500	-
2050 817311 1-TRACTOR (STREETS)	-	-	-	99,000	-
2050 817312 1-TRUCK, BOOM/LIFT (PARKS)	-	-	-	114,000	-
2050 817313 1-TRUCK, 30YD AUTOMATED	-	-	-	301,300	-
2050 817315 3-TILT TRAILERS (PARKS)	-	-	-	19,500	-
→ 2050 817316 1-TRAILER MOUNTED PUMP (WWTP)	-	-	-	21,930	- ←
2050 817317 2-PORTABLE TRAILER MNTD GENSETS	-	-	-	211,000	-
2050 817318 1-RIDING DUMP MOWER	-	-	-	29,000	-
2050 818027 MISC SMALL EQUIP (PARKS)	-	-	-	-	5,000
2050 818300 3-CARS, PATROL	-	-	-	-	135,000
2050 818301 1-TRUCK, 30YD AUTOMATED	-	-	-	-	301,300
2050 818302 1-STREET SWEEPER	-	-	-	-	275,000
2050 818303 1-INTEGRATED TOOL LOADER (STREETS)	-	-	-	-	175,000
2050 818304 1-WOOD CHIPPER (PARKS)	-	-	-	-	38,300
2050 818305 1-HYDRO VAC (SEWER)	-	-	-	-	346,000
TOTAL FIXED ASSETS	1,384,075	976,060	1,500,330	1,533,830	1,275,600
<u>TRANSFERS/REIMBURSEMENTS</u>					
2050 9100 Interfund Charges	(1,435,190)	(1,426,880)	(1,426,880)	(1,637,450)	(1,635,100)
TOTAL TRANSFERS/REIMB.	(1,435,190)	(1,426,880)	(1,426,880)	(1,637,450)	(1,635,100)
NET EXPENDITURE	(51,115)	(450,820)	73,450	(103,620)	(359,500)

Summary Schedules

City of Hanford FY16/17 & FY17/18 Biennial Budget

SCHEDULE 3

SUMMARY OF FUND TRANSACTIONS

		FUNDS AVAILABLE			APPROPRIATIONS			Fund Balance 06/30/18
		Fund Balance 07/01/17	Receipts/ Transfers	Total Available	Operating	Capital	Debt Service	
001	General	1,327,430	26,739,350	28,066,780	26,391,797	-	-	1,674,983
002	Economic Uncertainty Reserve	4,988,000	48,000	5,036,000	-	-	-	5,036,000
004	Accumulated Capital Outlay	2,281,040	(77,880)	2,203,160	-	943,000	-	1,260,160
005	Downtown Re-Investment Fund	114,180	6,510	120,690	-	-	-	120,690
020	Parking	107,600	9,350	116,950	-	-	-	116,950
023	Special Aviation	-	639,000	639,000	-	639,000	-	-
025	Central Parking Improvement	130,210	104,550	234,760	81,090	10,000	-	143,670
042	Gas Tax (040-044)	2,066,790	1,157,560	3,224,350	-	1,750,000	-	1,474,350
050-054	Transportation Funds	2,023,720	1,132,050	3,155,770	-	722,000	-	2,433,770
055	CMAQ	-	420,000	420,000	-	420,000	-	-
056	Prop 1B-Transp Bonds	-	-	-	-	-	-	-
100-001	CDBG Entitlement	-	127,740	127,740	127,740	-	-	-
101	City Housing Loan	1,027,430	-	1,027,430	-	-	-	1,027,430
115-101	Cal HOME Program	-	-	-	-	-	-	-
120-001	HOME Grants	-	257,900	257,900	257,900	-	-	-
160	9th Ave Sewer Assessment District	100,850	13,750	114,600	-	-	-	114,600
161	12th Ave Sewer Assessment District	824,230	56,390	880,620	-	100,000	-	780,620
180	Park Impact Fees	4,526,170	842,020	5,368,190	-	150,000	-	5,218,190
181	Transportation Impact Fees	1,369,680	1,082,890	2,452,570	-	150,000	-	2,302,570
182	Fire Protection Impact Fees	1,051,460	161,530	1,212,990	-	-	-	1,212,990
183	Police Protection Impact Fees	713,960	89,190	803,150	-	-	-	803,150
184	Storm Water Impact Fees	685,240	66,720	751,960	-	50,000	-	701,960
185	Water System Impact Fees	2,645,330	574,980	3,220,310	-	50,000	-	3,170,310
186	Wastewater System Impact Fees	3,073,880	714,100	3,787,980	-	50,000	-	3,737,980
187	Refuse/Recycle Impact Fees	482,300	92,820	575,120	-	-	-	575,120
240-275	Landscape Assessment Districts	754,130	475,320	1,229,450	-	-	456,100	773,350
300	Airport	2,770	239,830	242,600	155,430	71,000	-	16,170
306	Refuse	1,429,480	6,779,970	8,209,450	7,548,790	25,000	-	635,661
310	City of Hanford Public Housing Authority	-	172,990	172,990	172,990	-	-	-
320	Intermodal Facility	-	47,580	47,580	47,580	-	-	-
330	Courthouse Square	-	187,990	187,990	187,990	-	-	-
358	Storm Drainage	4,200,850	1,375,410	5,576,260	790,330	223,500	-	4,562,430
361	Wastewater Maintenance and Operation	1,355,010	3,663,730	5,018,740	3,474,850	-	-	1,543,890
362	WWTP Expansion Reserve	2,000,000	-	2,000,000	-	-	-	2,000,000
363	Wastewater Capital Improvement	1,475,070	-	1,475,070	-	296,500	-	1,178,570
369	1996 Sewer Refund Bond Debt Service	-	-	-	-	-	-	-
374	CIEDB 2002 WW Dbl Svc	-	579,680	579,680	-	-	579,680	-
375	2011 BofA Lease/Pur	-	219,290	219,290	-	-	219,290	-
375-001	2012 Rfd Swr Rev Bond	-	940,360	940,360	-	-	940,360	-
375-002	2015 Rfd Swr Rev Bond	-	312,740	312,740	-	-	312,740	-
390	Water Maintenance and Operation	2,374,110	3,594,820	5,968,930	3,845,010	-	-	2,123,920
391	Water Capital Improvement	1,702,100	3,203,490	4,905,590	-	2,060,000	-	2,845,590
394-004	Gvmt Capital Wtr Lease/Pur Agrmt	-	296,510	296,510	-	-	296,510	-
394-005	2013 Water Refund Revenue Bond	-	1,139,800	1,139,800	-	-	1,139,800	-
394-006	2014 BofA Solar Lease/Purchase	-	583,550	583,550	-	-	583,550	-
395	Prop 84 Grant Funds	-	-	-	-	-	-	-
409	Insurance	1,500,000	-	1,500,000	-	-	-	1,500,000
410	Workers' Compensation	1,495,370	-	1,495,370	121,630	-	-	1,373,740
414	Computer Replacement Reserve	667,860	-	667,860	-	-	-	667,860
415	Computer Maintenance	90,700	-	90,700	9,300	-	-	81,400
416	Building Maintenance	206,450	(38,710)	167,740	(39,980)	-	-	207,720
417	Building Capital/Equip. Repl. Reserve	502,180	-	502,180	(80,990)	-	-	583,170
447	Fleet Maintenance	222,700	3,500	226,200	13,340	-	-	212,860
448	Fleet Reserve	10,255,520	140,400	10,395,920	(359,500)	-	-	10,755,420
450	Fire Cap/Equip Repl Reserve	438,340	-	438,340	44,230	-	-	394,110
452	Aquatics Cap/Equip Repl Reserve	272,000	-	272,000	-	-	-	272,000
506	RDA Successor Agency Admin Funds	240,000	188,860	428,860	188,860	-	-	240,000
514-002	Police Mini Grants	-	-	-	-	-	-	-
523	Joint Rec/Ed Facility Project	-	-	-	-	-	-	-
524-001	Grants	-	-	-	-	-	-	-
555-562	CFD 91-1 Bond	-	-	-	-	-	-	-
		60,724,140	58,365,630	119,089,770	42,978,387	7,710,000	4,528,030	63,873,353



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017

AGENDA SECTION: N

SUBJECT:

Public Works: Purchase of one 2017 Altec Aerial Boom Truck from Altec Industries, of Dixon, in the amount of \$162,109.00; authorize an additional appropriation of \$8,103.00 from Fleet Replacement Reserves; and declare one 1993 Ford Chipper Body Dump Truck and one 1994 Chevy Aerial Boom Truck as surplus.

RECOMMENDATION:

That the City Council, by motion:

1. Approve the purchase of one 2017 Altec LR758 Aerial Boom Truck from Altec Industries of Dixon, Ca., in the amount of \$162,109.00;
2. Authorize an additional appropriation of \$8,103.00 from Fleet Replacement Reserves; and
3. Declare an existing 1994 Chevy Aerial Boom Truck and 1993 Ford Chipper Body Dump Truck as surplus and authorize the sale of these vehicles.

BACKGROUND:

The Fleet Replacement Reserve Budget provides funds to replace one 1994 Chevy aerial boom truck and one 1993 Ford chipper body dump truck that have outlived their useful life. The units being replaced have met the City's established replacement lifecycle service life of 15/20 years. The vehicles being replaced are showing signs of advanced wear as documented by equipment maintenance records. Maintenance costs have steadily increased over the years, and the equipment has become unreliable for everyday use. The new unit will combine the features of both trucks.

The City received a quote through the National Joint Powers Alliance (NJPA), which allows participating municipal agencies to purchase equipment for lower overall purchase prices due to larger overall quantity and contract pricing (Contract No. 031014-ALT). The City of Hanford is a member of NJPA.

FISCAL IMPACT:

The FY 16/17 Fleet Replacement Reserve Budget provided an estimate of \$40,700.00 for the purchase of one replacement chipper box dump truck and \$114,000.00 for one aerial boom truck. To date approximately \$154,006.00 has been collected through the fleet replacement program. The total purchase price for the new aerial boom truck is \$162,109.00, including tax and delivery charges. An additional appropriation of \$8,103.00 from Fleet Replacement Reserves is necessary to fully fund the purchase. There are sufficient funds in the reserve account to fund the purchase shortfall without impacting budgeted vehicle / equipment purchases in FY 16/17 and 17/18. Attached for Council review are copies of the vendor quote and budget page 151 (Fleet Replacement Reserve).

ATTACHMENTS:

Altec quote(Aerial Truck)

Budget Page 151 (Aerial Truck)



Date: 11/15/2016

Customer: City of Hanford

Stock Unit LR758 M2-106 4x2

- Altec Model LR758 Articulating Overcenter Aerial Device with a fiberglass upper boom and fiberglass insulator in the lower boom
- Ground to Bottom of Platform Height: 58.3 ft at 3.0 ft from centerline of rotation (17.8 m at 0.9 m)
- Working Height: 63.3 ft (19.3 m)
- Maximum Side Reach: 46.4 ft at 9.8 ft platform height (14.1 m at 3 m)
- Overcenter Side Reach: 43.6 ft at 27.0 ft platform height (13.3 m at 8.2 m)
- Upper Boom Articulation: 0 to 270 degrees. Insulator provides 212.0 in (5384.8 mm) of isolation
- Lower Boom Articulation: 0 to 125 degrees. Insulator provides 15.0 in (381 mm) of isolation.
- Two (2) sets of hydraulic tool circuits at the platform
- Platform Cover
- Platform Liner
- ISO-Grip Insulating 4 Function, Proportional Speed, Upper Control Handle - with safety interlock and interlock guard
- Single, one man, fiberglass platform 24 x 24 x 39 in
- Insulating, ANSI Category C, 46KV and below
- T-Box (48 inch) with Street and Curbside Compartments
- Steel Chip Dump Body - 14.5 cubic yard capacity (96 wide x 60 high x 132 long in). Ladder box on curbside, single piece tailgate
- A-Frame Primary outriggers with safety interlock system
- T-100 style pintle hitch
- Cab Guard with sheet metal non-skid surface
- Complete LED FMVSS Lighting Package
- 6-way trailer Receptacle (Pin Type) Installed At Rear
- Electric Trailer Brake Controller
- Standard safety kit included
- Non-skid walking surfaces

Freightliner M2-106 Chassis Information

- Freightliner M2-106 Regular Cab, 126 in CA
- 4x2 Drivetrain
- 33,000 lb GVWR with 13,220 lb FAWR and 21,000 lb RAWR
- CUMMINS 6.7L ISB 240 HP Engine
- Allison 3500 RDS Automatic Transmission
- White

Visit www.altec.com for additional models and information. Quote valid for 45 days; Price does not reflect any local, state or Federal Excise Taxes (F.E.T.).

In the interest of product improvement, Altec Inc. reserves the right to modify, change or revise design and specifications, and furnish products so altered without prior notice.

One (1) year parts warranty. One (1) year labor warranty. Ninety (90) days warranty for travel charges. Warranty on structural integrity of the following major components is to be warranted for so long as the initial purchaser owns the product: Booms, boom articulation links, hydraulic cylinder structures, outrigger weldments, pedestals, sub bases, and turntables

Sales Price:	\$ 139,433
Delivery & Doc Fees & Est Taxes	\$ 16,638
NJPA Accessories	\$ 4,958
1 Year Contract for PM Inspection/Schedule ⁺	\$ 1,080
Total:	\$ 162,109

IMPORTANT INFORMATION: Vehicles over a maximum gross vehicle weight of 26,000 lbs require the operator to have a Commercial Driver's License. It is the responsibility of the owner to maintain compliance with this requirement. Altec recommends close monitoring of additional weight attributed to fuel, tools, occupants, equipment, cargo, and equipment in tow, which may impact overall Gross Vehicle Weight. Altec Industries, Inc. assume no responsibility for the customer operation of products in a manner that violates federal, state or local laws.

LINE ITEM SUMMARY

PUBLIC WORKS - FLEET REPLACEMENT RESERVE

Fund: 448 Division: 2050

		2014-15 ACTUAL	2015-16 ADOPTED	2015-16 PROJECTED	2016-17 PROPOSED	2017-18 PROPOSED
	<u>FIXED ASSETS</u>					
2050 888599	Prior Year Fixed Assets	1,384,075	976,060	1,500,330	-	-
2050 817049	MISC SMALL EQUIP (PARKS)	-	-	-	5,000	-
2050 817301	1-CONTAINER DELIVERY TRUCK	-	-	-	42,000	-
2050 817302	1-MOTORCYCLE (PD)	-	-	-	31,000	-
2050 817303	3-CARS, PATROL	-	-	-	135,000	-
2050 817304	4-PICKUP, 1/2 TON	-	-	-	78,400	-
2050 817305	7-PICKUP, 3/4 TON	-	-	-	210,000	-
2050 817306	1-PICKUP, FLATBED (STREETS)	-	-	-	37,000	-
2050 817307	1-PICKUP, 4 DOOR 4X4 (FIRE)	-	-	-	29,100	-
2050 817308	1-SERVICE TRUCK (SEWER)	-	-	-	65,400	-
→ 2050 817309	1-CHIPPER BOX TRUCK (PARKS)	-	-	-	40,700	- ←
2050 817310	1-PICKUP, FLATBED DUMP TRUCK (STREETS)	-	-	-	64,500	-
2050 817311	1-TRACTOR (STREETS)	-	-	-	99,000	-
→ 2050 817312	1-TRUCK, BOOM/LIFT (PARKS)	-	-	-	114,000	- ←
2050 817313	1-TRUCK, 30YD AUTOMATED	-	-	-	301,300	-
2050 817315	3-TILT TRAILERS (PARKS)	-	-	-	19,500	-
2050 817316	1-TRAILER MOUNTED PUMP (WWTP)	-	-	-	21,930	-
2050 817317	2-PORTABLE TRAILER MNTD GENSETS	-	-	-	211,000	-
2050 817318	1-RIDING DUMP MOWER	-	-	-	29,000	-
2050 818027	MISC SMALL EQUIP (PARKS)	-	-	-	-	5,000
2050 818300	3-CARS, PATROL	-	-	-	-	135,000
2050 818301	1-TRUCK, 30YD AUTOMATED	-	-	-	-	301,300
2050 818302	1-STREET SWEEPER	-	-	-	-	275,000
2050 818303	1-INTEGRATED TOOL LOADER (STREETS)	-	-	-	-	175,000
2050 818304	1-WOOD CHIPPER (PARKS)	-	-	-	-	38,300
2050 818305	1-HYDRO VAC (SEWER)	-	-	-	-	346,000
	TOTAL FIXED ASSETS	1,384,075	976,060	1,500,330	1,533,830	1,275,600
	<u>TRANSFERS/REIMBURSEMENTS</u>					
2050 9100	Interfund Charges	(1,435,190)	(1,426,880)	(1,426,880)	(1,637,450)	(1,635,100)
	TOTAL TRANSFERS/REIMB.	(1,435,190)	(1,426,880)	(1,426,880)	(1,637,450)	(1,635,100)
	NET EXPENDITURE	(51,115)	(450,820)	73,450	(103,620)	(359,500)



**AGENDA
STAFF REPORT**

MEETING DATE: 2/21/2017	AGENDA SECTION: O
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SUBJECT:

Finance: Warrant Register

RECOMMENDATION:

Approve warrant register for \$1,810,025.06 for period 02/02/17-02/15/17.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:

120048-120293

Check Register

City of Hanford
Department of Finance

COUNCIL MEETING:

02/21/17

	Issue Date	Check Numbers	Amount
CHECKS	02/02/17 to 02/15/17	120048 to 120293	\$1,810,025.06
			\$1,810,025.06

Warrant Register

Report: S:\Cognos\ACCOUNTS PAYABLE\CHECKS\WARRANT REGISTER-AGENDA.imr

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
400 CITY PAYROLL REVOLVING	2073 AMERICAN FIDELITY-DEFERRD	2/2/17	120048	AMERICAN FIDELITY ASSURANCE-FLEX AMERICAN FIDELITY ASSURANCE-FLEX	2,747.41		DED:396 AMFID FLEX	
					2,747.41			
400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	2/2/17	120049	CALIF STATE DISBURSEMENT UNIT CALIF STATE DISBURSEMENT UNIT	1,178.86		DED:206 ATTACHMENT	
					1,178.86			
400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	2/2/17	120050	FRANCHISE TAX BOARD FRANCHISE TAX BOARD	934.36		DED:210 ATTACHMENT	
					934.36			
400 CITY PAYROLL REVOLVING	2059 EMPLOYEES ASSOCNS PAYABLE	2/2/17	120051	G E M A 1121211070 G E M A	720.00		DED:621 GEMA DUES	
					720.00			
400 CITY PAYROLL REVOLVING	2059 EMPLOYEES ASSOCNS PAYABLE	2/2/17	120052	H M E A 0000129193 H M E A	35.00		DED:600 HMEA DUES	
					35.00			
400 CITY PAYROLL REVOLVING	2059 EMPLOYEES ASSOCNS PAYABLE	2/2/17	120053	H P O A 511400393 H P O A	2,600.00		DED:607 HPOA	
					2,600.00			
400 CITY PAYROLL REVOLVING	2059 EMPLOYEES ASSOCNS PAYABLE	2/2/17	120054	I A F F, LOCAL 3898 A/C#9129026 I A F F, LOCAL 3898	1,161.00		DED:615 I A F F	

Warrant Register

Report: S:\Cognos\ACCOUNTS PAYABLE\CHECKS\WARRANT REGISTER-AGENDA.imr

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
400 CITY PAYROLL REVOLVING	2059 EMPLOYEES ASSOCNS PAYABLE	2/2/17	120054...	I A F F, LOCAL 3898 A/C#9129026 I A F F, LOCAL 3898	10.50		DED:622 I A F F	
					1,171.50			
400 CITY PAYROLL REVOLVING	2071 ICMA ROTH IRA PAYABLE	2/2/17	120055	I C M A RETIREMENT TRUST-ROTH IRA I C M A RETIREMENT TRUST-ROTH IRA	660.00		DED:550 ROTH IRA	
					660.00			
400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	2/2/17	120056	KINGS CO SHERIFF KINGS CO SHERIFF	220.12		DED:209 ATTACHMENT	
					220.12			
400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	2/2/17	120057	MICHAEL H MEYER MEYER, MICHAEL H	274.62		DED:205 ATTACHMENT	
					274.62			
400 CITY PAYROLL REVOLVING	2059 EMPLOYEES ASSOCNS PAYABLE	2/2/17	120058	S E I U LOCAL 521 S E I U LOCAL 521	3,021.50		DED:601 SEIU MEMBR	
400 CITY PAYROLL REVOLVING	2059 EMPLOYEES ASSOCNS PAYABLE	2/2/17		S E I U LOCAL 521 S E I U LOCAL 521	501.39		DED:602 SEIU FEEPR	
					3,522.89			
400 CITY PAYROLL REVOLVING	2063 EMPLOYEES ATTACHMENT PAY	2/2/17	120059	U S DEPT OF EDUCATION U S DEPT OF EDUCATION	179.61		DED:212 ATTACHMENT	
					179.61			

Warrant Register

Report: S:\Cognos\ACCOUNTS PAYABLE\CHECKS\WARRANT REGISTER-AGENDA.imr

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2050 FLEET REPLACEMENT RESERVE	816304 2-TRUCKS, 30YD AUTOMATED	2/7/17	120060	GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	298,252.66	P173321	REF TRK 3BPZL7173321	
2050 FLEET REPLACEMENT RESERVE	816304 2-TRUCKS, 30YD AUTOMATED	2/7/17		GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	298,252.66	P173322	REF TRK 3BPZL7173322	
					596,505.32			
511 MISC CASH DEPOSITS TRUST	3005-200 KC-EL RANCHO DEBT SERVICE	2/7/17	120061	KINGS CO PUBLIC WORKS KINGS CO PUBLIC WORKS	3,133.40		DEBT SVC COLL 01/17	
					3,133.40			
1512-1 POLICE-RECORDS	7460 DUPLICATING EXPENSE	2/7/17	120062	MARLIN LEASING CORP DBA MARLIN BUSINESS BANK	609.14	14705338	LEASE-KYOCERA 401-1217419	
					609.14			
1511 POLICE-SUPPORT SERVICE	7780 UTILITIES-ELECTRICITY	2/7/17	120063	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	1,962.74		2017-01	
1711 PARKS & REC-SPORTS	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	300.30		2017-01 BABE RUTH	
1711 PARKS & REC-SPORTS	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	(551.79)		2017-01 BROWN	
1711 PARKS & REC-SPORTS	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	23.38		2017-01 CAMPUS	
1711 PARKS & REC-SPORTS	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	133.73		2017-01 GREENFIELD	

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1711 PARKS & REC-SPORTS	7780 UTILITIES-ELECTRICITY	2/7/17	120063...	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	17.40		2017-01 HARRIS	
1711 PARKS & REC-SPORTS	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	174.72		2017-01 LACEY	
1711 PARKS & REC-SPORTS	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	224.39		2017-01 SOFTBALL COMP	
1713 PARKS & REC-LONGFIELD	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	1,252.30		2017-01	
1722 PARKS & REC-PARKS	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	1,163.85		2017-01	
2061 STORM DRAINAGE-OPERATING	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	5,404.80		2017-01	
2072 SANITARY SEWER COLLECTION	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	1,822.41		2017-01	
2081 WATER-OPERATIONS	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	87,211.14		2016-12	
2100 BUILDING MAINTENANCE	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	3,977.76		2017-01	
240 LAD 90-1 T606 PINECASTLE	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	102.63		2017-01	

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241 LAD 90-2 T610 PARK MONTRY	7780 UTILITIES-ELECTRICITY	2/7/17	120063...	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	48.52		2017-01	
242 LAD 90-3 T595 MANS #7 & 8	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	25.43		2017-01	
243 LAD 90-4 T619 HYDE PARK	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	23.09		2017-01	
245 LAD 92-1 PORTOFINO 1 & 2	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	22.75		2017-01	
246 LAD 92-2 CIELO EN TIERRA	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	23.09		2017-01	
247 LAD 93-1 T634 VINTAGE EST	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	68.42		2017-01	
250 LAD 94-2 T708 STONECREST	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	174.27		2017-01	
251 LAD 94-3 T696 QUAIL RUN	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	27.51		2017-01	
252 LAD 97-1 T711 ROSEWOOD	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	23.94		2017-01	
255 LAD 98-1 T747 CRYSTL SPR	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	23.28		2017-01	

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257 LAD 01-1 T680 PAC GR #1	7780 UTILITIES-ELECTRICITY	2/7/17	120063...	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	46.16		2017-01	
258 LAD 01-2 T770 CAMBRIA #1	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	47.68		2017-01	
259 LAD 01-3 T771 POPPY HILL	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	25.43		2017-01	
262 LAD 03-1 T789 LA PARC	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	22.95		2017-01	
264 LAD 04-2 T799 CAMBRIDGE	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	92.33		2017-01	
265 LAD 04-3 T795 CAMBRIDGE	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	189.38		2017-01	
268 LAD 05-2 T835 COPPER VLLY	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	50.88		2017-01	
269 LAD 06-1 T794 QUAIL PARK	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	102.34		2017-01	
270 LAD 09-1 T877 VICTORY	7780 UTILITIES-ELECTRICITY	2/7/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	23.09		2017-01	
					104,280.30			
400 CITY PAYROLL REVOLVING	2057 EMP GROUP INS-PR DEDUCTNS	2/7/17	120064	STANDARD INSURANCE COMPANY STANDARD INSURANCE COMPANY	436.49		2017-02 LIFE EE	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
400 CITY PAYROLL REVOLVING	2057 EMP GROUP INS-PR DEDUCTNS	2/7/17	120064...	STANDARD INSURANCE COMPANY STANDARD INSURANCE COMPANY	1,557.73		2017-02 LIFE ER	
					1,994.22			
400 CITY PAYROLL REVOLVING	2074 TRANSAMERICA	2/7/17	120065	TRANSAMERICA LIFE INSURANCE CO TRANSAMERICA LIFE INSURANCE CO	1,229.22	2502287273	2017-01 TRANSAM	
					1,229.22			
2081 WATER-OPERATIONS	7650 CHEMICALS	2/7/17	120066	UNIVAR UNIVAR	340.25	F0863270	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	2/7/17		UNIVAR UNIVAR	59.17	F0863271	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	2/7/17		UNIVAR UNIVAR	1,045.92	F0863272	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	2/7/17		UNIVAR UNIVAR	377.24	F0863274	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	2/7/17		UNIVAR UNIVAR	281.08	F0863279	BLANKET PURCHASE ORDER	
					2,103.66			
2071 WASTEWATER TREATMENT PLNT	7770 TRAINING/TRAVEL/MEETING	2/10/17	120067	JOE BETTENCOURT BETTENCOURT, JOE	224.00	TR J BETTENC	ADV/ELK GRV/02/14-17	
2071 WASTEWATER TREATMENT PLNT	7770 TRAINING/TRAVEL/MEETING	2/10/17		JOE BETTENCOURT BETTENCOURT, JOE	589.24	TR J BETTENC	LDG/ELK GRV/02/14-17	

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					813.24			
2071 WASTEWATER TREATMENT PLNT	7770 TRAINING/TRAVEL/MEETING	2/10/17	120068	ARLANDA LLC DBA WASTEWATER TECHNOLOGY TRAINERS	50.00	TR J BETTENC	REG/ELK GRV/02/14-17	
					50.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120069	A-1 PROPERTY MANAGEMENT A-1 PROPERTY MANAGEMENT	102.37	REFUND	UB REFUND	
					102.37			
511 MISC CASH DEPOSITS TRUST	3005-070 DISAB ACCES-BL-SB1186	2/15/17	120070	AARON'S SALES & LEASE AARON'S SALES & LEASE	42.08		LICENSE REFUND	
					42.08			
1310 WORKERS' COMPENSATION	7169 WORKERS' COMP INSURANCE	2/15/17	120071	ACCLAMATION INSURANCE MGMT SVC-WC ACCLAMATION INSURANCE MGMT SVC	3,973.81	014650 01/17	2017-01 ADMN SVC FEE	
					3,973.81			
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	2/15/17	120072	ADMINISTRATIVE SOLUTIONS INC ADMINISTRATIVE SOLUTIONS INC	550.00	100142	RETIREE ENROLL PACKTS	
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	2/15/17		ADMINISTRATIVE SOLUTIONS INC ADMINISTRATIVE SOLUTIONS INC	4,650.00	101955	2017-01 COBRA ADMIN	
					5,200.00			
2081 WATER-OPERATIONS	7650 CHEMICALS	2/15/17	120073	ALL VALLEY PRINTING ALL VALLEY PRINTING	50.55	170028	ESTIMATED SHIPPING/HANDLI	

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2081 WATER-OPERATIONS	7650 CHEMICALS	2/15/17	120073...	ALL VALLEY PRINTING ALL VALLEY PRINTING	467.47	170028	MAGNET/WTR CONSERVATION	
2081 WATER-OPERATIONS	7650 CHEMICALS	2/15/17		ALL VALLEY PRINTING ALL VALLEY PRINTING	334.62	170029	BROCHURE, LOW WTR USE	
2081 WATER-OPERATIONS	7650 CHEMICALS	2/15/17		ALL VALLEY PRINTING ALL VALLEY PRINTING	334.62	170059	BROCHURE, WTR CONSERV	
1721 PARKS & REC-COMM PROM/EVT	7495 PROF AND SPEC SERVICES	2/15/17		ALL VALLEY PRINTING ALL VALLEY PRINTING	60.06	170085	POSTERS-KIDS FEST	
					1,247.32			
1412 BUILDING INSPECTION	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120074	ALLSTEEL INC ALLSTEEL INC	1,251.48	536608	SUM CHAIR HIGH BACK/2 SUM	
					1,251.48			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120075	FRANK ALVISO ALVISO, FRANK	119.00		RETIREE INSUR/CITY COST	
					119.00			
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	2/15/17	120076	AMERICAN INCORPORATED AMERICAN INCORPORATED	2,437.15	7058824	RPLC EVAP COIL/CTY HL	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	2/15/17		AMERICAN INCORPORATED AMERICAN INCORPORATED	321.50	7059493	RPR HEATER WELD SHP	
					2,758.65			

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2011 PW-STREET MAINTENANCE	7720 STREET CONST & MAINT MTRL	2/15/17	120077	LEWIS L LARIMER DBA AMERICAN PORTABLE WELDING	1,535.00	20126	LABOR-SIGNAL POLE SE CORN	
2011 PW-STREET MAINTENANCE	7720 STREET CONST & MAINT MTRL	2/15/17		LEWIS L LARIMER DBA AMERICAN PORTABLE WELDING	100.00	20126	TRIP CHARGE	
2011 PW-STREET MAINTENANCE	7720 STREET CONST & MAINT MTRL	2/15/17		LEWIS L LARIMER DBA AMERICAN PORTABLE WELDING	209.13	20126	WELDING SUPPLIES	
					1,844.13			
2020 AIRPORT - OPERATING	7495 PROF AND SPEC SERVICES	2/15/17	120078	AMERIGAS - FRESNO AMERIGAS - FRESNO	88.15	3059909970	2017 TANK RENTAL	
					88.15			
1610 FIRE-ADMIN/SUPPRESS ION	7495 PROF AND SPEC SERVICES	2/15/17	120079	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	108.17	1501799372	BLANKET PURCHASE ORDER	
1511 POLICE-SUPPORT SERVICE	7580 RENTS AND LEASES-EQUIP	2/15/17		AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	59.29	1501804923	RUGS 01/10-17	
1610 FIRE-ADMIN/SUPPRESS ION	7495 PROF AND SPEC SERVICES	2/15/17		AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	107.85	1501807962	BLANKET PURCHASE ORDER	
1610 FIRE-ADMIN/SUPPRESS ION	7495 PROF AND SPEC SERVICES	2/15/17		AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	108.17	1501808785	BLANKET PURCHASE ORDER	
1511 POLICE-SUPPORT SERVICE	7580 RENTS AND LEASES-EQUIP	2/15/17		AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	59.29	1501815032	RUGS 01/24/17	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1610 FIRE-ADMIN/SUPPRESS ION	7495 PROF AND SPEC SERVICES	2/15/17	120079...	AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	107.85	1501817986	BLANKET PURCHASE ORDER	
1610 FIRE-ADMIN/SUPPRESS ION	7495 PROF AND SPEC SERVICES	2/15/17		AMERIPRIDE UNIFORM SERVICE AMERIPRIDE UNIFORM SERVICE	108.17	1501818806	BLANKET PURCHASE ORDER	
					658.79			
1309 LIABILITY INSURANCE	7333 INSUR-LIABILITY DEDUCT	2/15/17	120080	APPLEBY & COMPANY INC APPLEBY & COMPANY INC	180.09	700318	P PEREZ-INJURY/MED	
1309 LIABILITY INSURANCE	7333 INSUR-LIABILITY DEDUCT	2/15/17		APPLEBY & COMPANY INC APPLEBY & COMPANY INC	180.11	700320	P PEREZ-INJURY/MED	
1309 LIABILITY INSURANCE	7333 INSUR-LIABILITY DEDUCT	2/15/17		APPLEBY & COMPANY INC APPLEBY & COMPANY INC	75.00	700321	P PEREZ-INJURY/MED	
1309 LIABILITY INSURANCE	7333 INSUR-LIABILITY DEDUCT	2/15/17		APPLEBY & COMPANY INC APPLEBY & COMPANY INC	180.12	701045	P PEREZ-INJURY/MED	
					615.32			
1100 CITY COUNCIL	7770 TRAINING/TRAVEL/MEETING	2/15/17	120081	DAVID G AYERS AYERS, DAVID G	214.54	EXP 01/20	EXP/SACTO/01/20	
					214.54			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120082	B & B CONSTRUCTION SERVICES B & B CONSTRUCTION SERVICES	100.00	REFUND	UB REFUND	
					100.00			

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1713 PARKS & REC-LONGFIELD	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120083	B S N SPORTS, INC B S N SPORTS, INC	280.33	98714936	BLANKET PURCHASE ORDER	
					280.33			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120084	STEVEN BAILEY BAILEY, STEVEN	90.11		RFD STATE DISAB INSUR	
					90.11			
1611 FIRE-FIRE PREVENTION	7770 TRAINING/TRAVEL/MEETING	2/15/17	120085	MATTHEW BAKER BAKER, MATTHEW	224.00	TR BAKER2	ADV/SN LUIS OB/03/5-8	
					224.00			
2020 AIRPORT - OPERATING	7433 FUEL AND LUBE MAINTENANCE	2/15/17	120086	W BANKS MOORE, INC DBA BANKS & CO	100.00	74797	2017-01 UST INSPECT	
2020 AIRPORT - OPERATING	7433 FUEL AND LUBE MAINTENANCE	2/15/17		W BANKS MOORE, INC DBA BANKS & CO	100.00	75358	2017-02 UST INSPECT	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	2/15/17		W BANKS MOORE, INC DBA BANKS & CO	100.00	75447	2017-02 UST INSPECT	
2020 AIRPORT - OPERATING	7433 FUEL AND LUBE MAINTENANCE	2/15/17		W BANKS MOORE, INC DBA BANKS & CO	4.78	75464	3PK EMC/TLS PAPER	
					304.78			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120087	GAVINO BARRERA BARRERA, GAVINO	35.25		RFD STATE DISB INSUR	
					35.25			

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1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120088	GENE BASSETT BASSETT, GENE	119.00		RETIREE INSUR/CITY COST	
					119.00			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120089	BENISTAR / HARTFORD-6795 BENISTAR / HARTFORD-6795	119.00		RETIREE INSUR/B BROWN	
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17		BENISTAR / HARTFORD-6795 BENISTAR / HARTFORD-6795	119.00		RETIREE INSUR/D GARCIA	
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17		BENISTAR / HARTFORD-6795 BENISTAR / HARTFORD-6795	119.00		RETIREE INSUR/R MATTOS	
					357.00			
1719 PARKS & REC-YOUTH SERV	7495 PROF AND SPEC SERVICES	2/15/17	120090	RAMON BETANCOURT BETANCOURT, RAMON	198.00		FLD PREP 01/28-29	
					198.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120091	BLANKS, BRETT D BLANKS, BRETT D	256.30	REFUND	UB REFUND	
					256.30			
1611 FIRE-FIRE PREVENTION	7770 TRAINING/TRAVEL/MEETING	2/15/17	120092	MICHAEL BRIONES BRIONES, MICHAEL	224.00	TR BRIONES2	ADV/SN LUIS OB/03/5-8	
					224.00			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120093	BURTON'S FIRE, INC BURTON'S FIRE, INC	966.10	35361	BLANKET PURCHASE ORDER	

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2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120093...	BURTON'S FIRE, INC BURTON'S FIRE, INC	185.13	35386	BLANKET PURCHASE ORDER	
					1,151.23			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120094	RICHARD BUTTS BUTTS, RICHARD	119.00		RETIREE INSUR/CITY COST	
					119.00			
1315 COMPUTER MAINTENANCE	7430 COMPUTER MAINTENANCE	2/15/17	120095	C D W GOVERNMENT LLC C D W GOVERNMENT LLC	197.77	GSM4815	ADAPTER - STARTECH DP TO	
1315 COMPUTER MAINTENANCE	7430 COMPUTER MAINTENANCE	2/15/17		C D W GOVERNMENT LLC C D W GOVERNMENT LLC	428.89	GSM4815	KEYBOARD - LOGITECH MK520	
					626.66			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120096	JOHN M CAIN CAIN, JOHN M	119.00		RETIREE INSUR/CITY COST	
					119.00			
1210 FINANCE-UTILITY BILLING	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120097	CAL & STAN INC DBA CAL BENNETTS-ALLWAYS MOVING	139.75	4737-0	DELIVERY, INSTALLATION	
1111 PERSONNEL	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		CAL & STAN INC DBA CAL BENNETTS-ALLWAYS MOVING	247.25	4738-0	ASSEMBLE, DELIVERY, INSTA	
1412 BUILDING INSPECTION	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		CAL & STAN INC DBA CAL BENNETTS-ALLWAYS MOVING	69.71	6086-0	DELIVERY, ASSEMBLY,ORDER	
					456.71			

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1511 POLICE-SUPPORT SERVICE	7770 TRAINING/TRAVEL/MEETING	2/15/17	120098	CALIF ASSOC PROPERTY & EVIDENCE INC CALIF ASSOC PROPERTY & EVIDENCE INC	200.00	TR HERNANDEZ	REG/GRDN GRVE/4/2-7	
					200.00			
1611 FIRE-FIRE PREVENTION	7495 PROF AND SPEC SERVICES	2/15/17	120099	CALIF DEPT FORESTRY & FIRE PROTECT CALIF DEPT FORESTRY & FIRE PROTECT	1,068.26	129885	AFS PLAN KC JAIL EXP	
1611 FIRE-FIRE PREVENTION	7495 PROF AND SPEC SERVICES	2/15/17		CALIF DEPT FORESTRY & FIRE PROTECT CALIF DEPT FORESTRY & FIRE PROTECT	1,899.12	132656	INSPECTION-KC JAIL	
					2,967.38			
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	2/15/17	120100	CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	32.00	206195	LIVESCAN-REYES	
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	2/15/17		CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	49.00	211402	LIVESCAN-SUMMERS	
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	2/15/17		CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	49.00	211402	LIVESCAN-ULLAL	
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	2/15/17		CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	32.00	211402	LIVESCIN-RODRIUGEZ	
1511 POLICE-SUPPORT SERVICE	7495 PROF AND SPEC SERVICES	2/15/17		CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	625.66	212692	2016-10 QTR 2 CLETS	
1511 POLICE-SUPPORT SERVICE	7495 PROF AND SPEC SERVICES	2/15/17		CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	625.66	212692	2016-11 QTR2 CLETS	

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1511 POLICE-SUPPORT SERVICE	7495 PROF AND SPEC SERVICES	2/15/17	120100...	CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	625.66	212692	2016-12 QTR 2 CLETS	
1511 POLICE-SUPPORT SERVICE	7495 PROF AND SPEC SERVICES	2/15/17		CALIF DEPT OF JUSTICE CALIF DEPT OF JUSTICE	1,044.00	214287	LIVE SCAN/FINGERPRINTS	
					3,082.98			
1513 POLICE-OPERATIONS	7600-022 PAL PROGRAM EXPENSE	2/15/17	120101	CALIF MILITARY DEPT ACCOUNTING CALIF MILITARY DEPT ACCOUNTING	800.00		2017-03 902 N 11TH AV	
					800.00			
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	2/15/17	120102	CALIF STATE BOARD OF EQUALIZATION CALIF STATE BOARD OF EQUALIZATION	1,110.78	2416	TANK FEE 10-12/2016	
					1,110.78			
2071 WASTEWATER TREATMENT PLNT	7770 TRAINING/TRAVEL/MEETING	2/15/17	120103	CALIF WATER ENVIRONMENT ASSOC CALIF WATER ENVIRONMENT ASSOC	572.00	TR ENGEN-GA6	REG/SNTA RSA/2/27-3/1	
					572.00			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120104	TERRY CARR CARR, TERRY	119.00		RETIREE INSUR/CITY COST	
					119.00			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120105	JORDAN CASARES CASARES, JORDAN	28.16		RFD STATE DISAB INSUR	
					28.16			

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1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120106	DEBORAH CASSERA CASSERA, DEBORAH	119.00		RETIREE INSUR/CITY COST	
					119.00			
1310 WORKERS' COMPENSATION	7169 WORKERS' COMP INSURANCE	2/15/17	120107	CENTRAL SAN JOAQUIN VALLEY RMA CENTRAL SAN JOAQUIN VALLEY RMA	40,826.90	RMA20170170	FY17 QTR2 WKRS COMP	
					40,826.90			
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	2/15/17	120108	CENTRAL VALLEY COMPREHENSIVE CARE CENTRAL VALLEY COMPREHENSIVE CARE	221.00		E ORDONEZ	
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	2/15/17		CENTRAL VALLEY COMPREHENSIVE CARE CENTRAL VALLEY COMPREHENSIVE CARE	221.00		G MARTINEZ	
1513 POLICE-OPERATIONS	7495 PROF AND SPEC SERVICES	2/15/17		CENTRAL VALLEY COMPREHENSIVE CARE CENTRAL VALLEY COMPREHENSIVE CARE	314.00		F AVLOS	
1722 PARKS & REC-PARKS	7495 PROF AND SPEC SERVICES	2/15/17		CENTRAL VALLEY COMPREHENSIVE CARE CENTRAL VALLEY COMPREHENSIVE CARE	89.00		D RHEA	
2031 REFUSE	7495 PROF AND SPEC SERVICES	2/15/17		CENTRAL VALLEY COMPREHENSIVE CARE CENTRAL VALLEY COMPREHENSIVE CARE	179.00		M HERNANDEZ	
2071 WASTEWATER TREATMENT PLNT	7495 PROF AND SPEC SERVICES	2/15/17		CENTRAL VALLEY COMPREHENSIVE CARE CENTRAL VALLEY COMPREHENSIVE CARE	70.00		A VANSTORY	
2071 WASTEWATER TREATMENT PLNT	7495 PROF AND SPEC SERVICES	2/15/17		CENTRAL VALLEY COMPREHENSIVE CARE CENTRAL VALLEY COMPREHENSIVE CARE	70.00		I JANG	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2072 SANITARY SEWER COLLECTION	7495 PROF AND SPEC SERVICES	2/15/17	120108...	CENTRAL VALLEY COMPREHENSIVE CARE CENTRAL VALLEY COMPREHENSIVE CARE	70.00		M COSSEY	
					1,234.00			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120109	CENTRAL VALLEY TRUCK CENTER, INC CENTRAL VALLEY TRUCK CENTER	385.54	F003442873	BLANKET PURCHASE ORDERS	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		CENTRAL VALLEY TRUCK CENTER, INC CENTRAL VALLEY TRUCK CENTER	2,276.53	F003443326	BLANKET PURCHASE ORDERS	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		CENTRAL VALLEY TRUCK CENTER, INC CENTRAL VALLEY TRUCK CENTER	574.54	F003443889	BLANKET PURCHASE ORDERS	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		CENTRAL VALLEY TRUCK CENTER, INC CENTRAL VALLEY TRUCK CENTER	567.29	F003444663	BLANKET PURCHASE ORDERS	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		CENTRAL VALLEY TRUCK CENTER, INC CENTRAL VALLEY TRUCK CENTER	780.35	F003444938	BLANKET PURCHASE ORDERS	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		CENTRAL VALLEY TRUCK CENTER, INC CENTRAL VALLEY TRUCK CENTER	426.45	F003445621	BLANKET PURCHASE ORDERS	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		CENTRAL VALLEY TRUCK CENTER, INC CENTRAL VALLEY TRUCK CENTER	35.50	F003445633	BLANKET PURCHASE ORDERS	
					5,046.20			
1720 PARKS & REC-ADULT/SPCL	7495 PROF AND SPEC SERVICES	2/15/17	120110	SUSAN CHAVEZ CHAVEZ, SUSAN	89.61		DECORATIONS/MELCO	
					89.61			

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	2/15/17	120111	FLEETCOR TECHNOLOGIES INC DBA CHEVRON & TEXACO BUSINESS CARD SV	229.15	49622047	2017-01 FUEL CARD	
					229.15			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120112	JERRY CHOW CHOW, JERRY	119.00		RETIREE INSUR/CITY COST	
					119.00			
240 LAD 90-1 T606 PINECASTLE	7550 OTHER CONTRACTUAL SERVICE	2/15/17	120114	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	1,010.25	594	2017-01	
245 LAD 92-1 PORTOFINO 1 & 2	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	149.67	594	2017-01	
249 LAD 94-1 T712 GATEWAY EST	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	90.27	594	2017-01	
249 LAD 94-1 T712 GATEWAY EST	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	44.80	594	2017-01 BASIN	
253 LAD 97-2 T742 SUMMERFLD	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	38.83	594	2017-01	
255 LAD 98-1 T747 CRYSTL SPR	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	211.98	594	2017-01	
266 LAD 04-4 T802-3 SIERRA	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	42.95	594	2017-01	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
266 LAD 04-4 T802-3 SIERRA	7550 OTHER CONTRACTUAL SERVICE	2/15/17	120114...	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	184.46	594	2017-01 BASIN	
267 LAD 05-1 MISSION PARK	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	35.35	594	2017-01	
267 LAD 05-1 MISSION PARK	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	38.23	594	2017-01 BASIN	
241 LAD 90-2 T610 PARK MONTRY	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	86.07	595	2017-01	
242 LAD 90-3 T595 MANS #7 & 8	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	89.99	595	2017-01	
250 LAD 94-2 T708 STONECREST	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	599.76	595	2017-01	
250 LAD 94-2 T708 STONECREST	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	599.76	595	2017-01 PARK FRNTAGE	
250 LAD 94-2 T708 STONECREST	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	599.75	595	2017-01 RR FRNTAGE	
251 LAD 94-3 T696 QUAIL RUN	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	500.11	595	2017-01	
251 LAD 94-3 T696 QUAIL RUN	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	500.10	595	2017-01 INTERIOR PARK	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
258 LAD 01-2 T770 CAMBRIA #1	7550 OTHER CONTRACTUAL SERVICE	2/15/17	120114...	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	152.55	595	2017-01	
258 LAD 01-2 T770 CAMBRIA #1	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	152.54	595	2017-01 RR FRNTAGE	
259 LAD 01-3 T771 POPPY HILL	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	94.44	595	2017-01	
264 LAD 04-2 T799 CAMBRIDGE	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	283.46	595	2017-01	
264 LAD 04-2 T799 CAMBRIDGE	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	283.45	595	2017-01 INTERIOR BASN	
269 LAD 06-1 T794 QUAIL PARK	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	556.00	595	2017-01	
269 LAD 06-1 T794 QUAIL PARK	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	461.00	595	2017-01 RR FRNTAGE	
246 LAD 92-2 CIELO EN TIERRA	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	75.61	596	2017-01	
247 LAD 93-1 T634 VINTAGE EST	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	124.22	596	2017-01	
257 LAD 01-1 T680 PAC GR #1	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	98.51	596	2017-01	

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257 LAD 01-1 T680 PAC GR #1	7550 OTHER CONTRACTUAL SERVICE	2/15/17	120114...	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	42.68	596	2017-01 BASN	
260 LAD 01-4 T769 SILVER OAK	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	1,177.96	596	2017-01	
262 LAD 03-1 T789 LA PARC	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	94.74	596	2017-01	
262 LAD 03-1 T789 LA PARC	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	260.06	596	2017-01 RR	
265 LAD 04-3 T795 CAMBRIDGE	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	854.65	596	2017-01	
265 LAD 04-3 T795 CAMBRIDGE	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	959.29	596	2017-01 PARK	
265 LAD 04-3 T795 CAMBRIDGE	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	247.20	596	2017-01 RR	
268 LAD 05-2 T835 COPPER VLLY	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	509.02	596	2017-01	
270 LAD 09-1 T877 VICTORY	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	81.34	596	2017-01	
243 LAD 90-4 T619 HYDE PARK	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	19.11	597	2017-01	

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244 LAD 91-1 T641 SIERA VISTA	7550 OTHER CONTRACTUAL SERVICE	2/15/17	120114...	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	170.21	597	2017-01	
248 LAD 93-2 T673 WALNUT FRST	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	184.65	597	2017-01	
248 LAD 93-2 T673 WALNUT FRST	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	42.58	597	2017-01 SLOUGH FRNTAG	
252 LAD 97-1 T711 ROSEWOOD	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	48.16	597	2017-01	
254 LAD 97-3 T743 COUNTRY CR	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	581.53	597	2017-01	
256 LAD 98-2 T759 MT VW #1	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	413.74	597	2017-01	
261 LAD 02-1 T776 ASHTON PARK	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	803.14	597	2017-01	
263 LAD 04-1 T810 SIDONIA	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	166.69	597	2017-01	
271 LAD 09-2 T843 LENNAR	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	738.24	597	2017-01	
271 LAD 09-2 T843 LENNAR	7550 OTHER CONTRACTUAL SERVICE	2/15/17		CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT INC	654.00	597	2017-01 UNIT III	

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273 LAD 14-01 T843 INDEP SUB3	7550 OTHER CONTRACTUAL SERVICE	2/15/17	120114...	CLEAN CUT LANDSCAPE MANAGEMENT INC CLEAN CUT LANDSCAPE MANAGEMENT IN	395.00	597	2017-01	
					15,548.10			
1315 COMPUTER MAINTENANCE	7495 PROF AND SPEC SERVICES	2/15/17	120115	COMCAST BUSINESS COMCAST BUSINESS	2,839.06	50288765	939068019 ETHERNET	
					2,839.06			
2072 SANITARY SEWER COLLECTION	7320 COMMUNICATIONS	2/15/17	120116	COMCAST CABLE COMMUNICATIONS, INC COMCAST CABLE COMMUNICATIONS, INC	52.96	0439763 2/17	8155500390439763 SCADA	
2081 WATER-OPERATIONS	7320 COMMUNICATIONS	2/15/17		COMCAST CABLE COMMUNICATIONS, INC COMCAST CABLE COMMUNICATIONS, INC	52.97	0439763 2/17	8155500390439763 SCADA	
					105.93			
1315 COMPUTER MAINTENANCE	7495 PROF AND SPEC SERVICES	2/15/17	120117	COMPUTER SYSTEMS PLUS INC COMPUTER SYSTEMS PLUS INC	1,634.45	95815	2017-01 EMAIL/SCAN	
					1,634.45			
2031 REFUSE	817011 15-1YD CONTAINERS	2/15/17	120118	CONSOLIDATED FABRICATORS CONSOLIDATED FABRICATORS	6,563.70	183355	DUMPSTER-ONE YARD	
2031 REFUSE	817011 15-1YD CONTAINERS	2/15/17		CONSOLIDATED FABRICATORS CONSOLIDATED FABRICATORS	650.00	183355	ESTIMATED SHIPPING/HANDLI	
					7,213.70			
2050 FLEET REPLACEMENT RESERVE	817303 3-CARS, PATROL	2/15/17	120119	COOK'S COMMUNICATIONS CORP COOK'S COMMUNICATIONS CORP	11,144.67	131195	UPFIT DODGE CHARGERS	

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2050 FLEET REPLACEMENT RESERVE	817303 3-CARS, PATROL	2/15/17	120119...	COOK'S COMMUNICATIONS CORP COOK'S COMMUNICATIONS CORP	11,144.67	131196	UPFIT DODGE CHARGERS	
2050 FLEET REPLACEMENT RESERVE	817303 3-CARS, PATROL	2/15/17		COOK'S COMMUNICATIONS CORP COOK'S COMMUNICATIONS CORP	11,124.29	131271	UPFIT DODGE CHARGERS	
2050 FLEET REPLACEMENT RESERVE	817303 3-CARS, PATROL	2/15/17		COOK'S COMMUNICATIONS CORP COOK'S COMMUNICATIONS CORP	11,124.29	131397	UPFIT DODGE CHARGERS	
					44,537.92			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120120	COSTCO WHOLESALE #1244 COSTCO WHOLESALE #1244	6,531.51	REFUND	UB REFUND	
					6,531.51			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120121	BRIAN DECUIR DECUIR, BRIAN	119.00		RETIREE INSUR/CITY COST	
					119.00			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120122	VALERIEANNE DELACRUZ DELACRUZ, VALERIEANNE	11.35		RFD STATE DISAB INSUR	
					11.35			
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	2/15/17	120123	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	605.44	750015413	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	2/15/17		DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	935.69	750015418	BLANKET PURCHASE ORDER	

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2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	2/15/17	120123...	DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	45.89	750015451	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	2/15/17		DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	2,123.92	750015492	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	2/15/17		DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	960.55	750015502	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	2/15/17		DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	673.85	750015548	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	2/15/17		DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	2,696.07	750015810	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	2/15/17		DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	726.52	750015838	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	2/15/17		DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	1,178.90	750015859	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	2/15/17		DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	45.89	750015871	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7434 TIRES AND TUBES	2/15/17		DELRAY TIRE & RETREADING, INC DELRAY TIRE & RETREADING, INC	1,923.30	750015874	BLANKET PURCHASE ORDER	
					11,916.02			
1713 PARKS & REC-LONGFIELD	7495 PROF AND SPEC SERVICES	2/15/17	120124	DIRECTV LLC DIRECTV LLC	92.48	30589364244	00714205 BLANKET PO	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
92.48								
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120125	ZERO WASTE USA INC DBA DOG WASTE DEPOT	251.55	125235	WASTE BAGS 2 CASES	
251.55								
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120126	EVA DOMINGUEZ DOMINGUEZ, EVA	34.52		RFD STATE DISAB INSUR	
34.52								
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120127	DESTINY DURAN DURAN, DESTINY	3.51		RFD STATE DISAB INSUR	
3.51								
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120128	DVP, LP DVP, LP	58.17	REFUND	UB REFUND	
58.17								
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	2/15/17	120129	ELBERT DISTRIBUTING, INC ELBERT DISTRIBUTING, INC	272.20	3205209	DIESEL TREATMENT 2271	
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	2/15/17		ELBERT DISTRIBUTING, INC ELBERT DISTRIBUTING, INC	791.66	3406322	GAS TREATMENT #2021	
1,063.86								
1111 PERSONNEL	7495 PROF AND SPEC SERVICES	2/15/17	120130	EMPLOYEE RELATIONS INC EMPLOYEE RELATIONS INC	8.00	76927	PRE EMP FABIAN AVALOS	
8.00								

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2071 WASTEWATER TREATMENT PLNT	7770 TRAINING/TRAVEL/MEETING	2/15/17	120131	APRIL ENGEN-GARZA ENGEN-GARZA, APRIL	160.00	TR ENGEN-GA4	ADV/SNTA RSA/2/27-3/1	
2071 WASTEWATER TREATMENT PLNT	7770 TRAINING/TRAVEL/MEETING	2/15/17		APRIL ENGEN-GARZA ENGEN-GARZA, APRIL	707.12	TR ENGEN-GA4	LDG SNTA RSA/2/27-3/1	
					867.12			
1511 POLICE-SUPPORT SERVICE	7495 PROF AND SPEC SERVICES	2/15/17	120132	ENVIRONMENTAL SYSTEMS RESEARCH INST ENVIRONMENTAL SYSTEMS RESEARCH IN	3,572.50	93244666	S/F MTC ANNUAL	
1511 POLICE-SUPPORT SERVICE	7495 PROF AND SPEC SERVICES	2/15/17		ENVIRONMENTAL SYSTEMS RESEARCH INST ENVIRONMENTAL SYSTEMS RESEARCH IN	372.50	93244666	S/F MTC-ARCGIS DESKTOP SE	
1610 FIRE-ADMIN/SUPPRESS ION	7495 PROF AND SPEC SERVICES	2/15/17		ENVIRONMENTAL SYSTEMS RESEARCH INST ENVIRONMENTAL SYSTEMS RESEARCH IN	3,572.50	93244666	S/F MTC ANNUAL	
1610 FIRE-ADMIN/SUPPRESS ION	7495 PROF AND SPEC SERVICES	2/15/17		ENVIRONMENTAL SYSTEMS RESEARCH INST ENVIRONMENTAL SYSTEMS RESEARCH IN	472.50	93244666	S/F MTC-ARCGIS DESKTOP SI	
					7,990.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120133	ESCANDON, RAQUEL M ESCANDON, RAQUEL M	65.76	REFUND	UB REFUND	
					65.76			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120134	MARY FARR FARR, MARY	87.54		RFD STATE DISAB INSUR	
					87.54			

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1315 COMPUTER MAINTENANCE	7495 PROF AND SPEC SERVICES	2/15/17	120135	ERIC FORCEY FORCEY, ERIC	99.00	24WGGZSW3VS1	DROPBOX PRO FY17	
					99.00			
1511 POLICE-SUPPORT SERVICE	7770 TRAINING/TRAVEL/MEETING	2/15/17	120136	FRESNO POLICE REGIONAL TRNG CTR FRESNO POLICE REGIONAL TRNG CTR	696.00	TR BARKER1	REG/FRESNO/03/13-17	
1511 POLICE-SUPPORT SERVICE	7770 TRAINING/TRAVEL/MEETING	2/15/17		FRESNO POLICE REGIONAL TRNG CTR FRESNO POLICE REGIONAL TRNG CTR	696.00	TR SHEARER2	REG/FRESNO/03/13-17	
					1,392.00			
1412 BUILDING INSPECTION	7300 UNIFORM EXPENSE	2/15/17	120137	G & K SERVICES G & K SERVICES	56.12	34462 1/17	2017-01 UNIFORMS	
1722 PARKS & REC-PARKS	7300 UNIFORM EXPENSE	2/15/17		G & K SERVICES G & K SERVICES	228.45	34462 1/17	2017-01 UNIFORMS	
2010 PW-ADMINISTRATION & ENGR	7300 UNIFORM EXPENSE	2/15/17		G & K SERVICES G & K SERVICES	83.92	34462 1/17	2017-01 UNIFORMS	
2011 PW-STREET MAINTENANCE	7300 UNIFORM EXPENSE	2/15/17		G & K SERVICES G & K SERVICES	213.32	34462 1/17	2017-01 UNIFORMS	
2031 REFUSE	7300 UNIFORM EXPENSE	2/15/17		G & K SERVICES G & K SERVICES	430.14	34462 1/17	2017-01 UNIFORMS	
2032 REFUSE-STREET CLEANING	7300 UNIFORM EXPENSE	2/15/17		G & K SERVICES G & K SERVICES	79.12	34462 1/17	2017-01 UNIFORMS	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7300 UNIFORM EXPENSE	2/15/17	120137...	G & K SERVICES G & K SERVICES	200.94	34462 1/17	2017-01 UNIFORMS	
2061 STORM DRAINAGE-OPERATING	7300 UNIFORM EXPENSE	2/15/17		G & K SERVICES G & K SERVICES	74.35	34462 1/17	2017-01 UNIFORMS	
2071 WASTEWATER TREATMENT PLNT	7300 UNIFORM EXPENSE	2/15/17		G & K SERVICES G & K SERVICES	235.67	34462 1/17	2017-01 UNIFORMS	
2072 SANITARY SEWER COLLECTION	7300 UNIFORM EXPENSE	2/15/17		G & K SERVICES G & K SERVICES	122.47	34462 1/17	2017-01 UNIFORMS	
2081 WATER-OPERATIONS	7300 UNIFORM EXPENSE	2/15/17		G & K SERVICES G & K SERVICES	342.02	34462 1/17	2017-01 UNIFORMS	
2100 BUILDING MAINTENANCE	7300 UNIFORM EXPENSE	2/15/17		G & K SERVICES G & K SERVICES	216.02	34462 1/17	2017-01 UNIFORMS	
					2,282.54			
1450-001 CDBG ENTITLEMENT REUSE FD	7495 PROF AND SPEC SERVICES	2/15/17	120138	G M S, INC G M S, INC	245.00	191106	01/17 LIC & WARRANTY	
1450-001 CDBG ENTITLEMENT REUSE FD	7495 PROF AND SPEC SERVICES	2/15/17		G M S, INC G M S, INC	65.00	191107	01/17 SERV & SUPPORT	
					310.00			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120139	DOLORES GALLEGOS GALLEGOS, DOLORES	119.00		RETIREE INSUR/CITY COST	
					119.00			

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2071 WASTEWATER TREATMENT PLNT	7785 UTILITIES-GAS	2/15/17	120140	GARY V BURROWS, INC GARY V BURROWS, INC	2,139.71	6442	RED DIESEL	
					2,139.71			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120141	GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	781.50	E43116	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	32.98	E43117	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	16.39	E43218	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	9.36	F730784	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	1,487.06	F730989	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	29.38	F731284	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	483.94	F731462	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	133.85	F732844	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		GOLDEN STATE PETERBILT GOLDEN STATE PETERBILT	997.60	F732868	BLANKET PURCHASE ORDER	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
					3,972.06			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120142	JOHN L GOMES GOMES, JOHN L	119.00		RETIREE INSUR/CITY COST	
					119.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120143	GOMES, KENNETH GOMES, KENNETH	20.92	REFUND	UB REFUND	
					20.92			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120144	DOMINGO GONZALES GONZALES, DOMINGO	119.00		RETIREE INSUR/CITY COST	
					119.00			
1722 PARKS & REC-PARKS	7550 OTHER CONTRACTUAL SERVICE	2/15/17	120145	PAUL ENCINIAS DBA GOPHER GRABBERS LLC	300.00	3403	RODENT ABATE-FREEDOM	
					300.00			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120146	DON GREEN GREEN, DON	119.00		RETIREE INSUR/CITY COST	
					119.00			
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICES	2/15/17	120147	GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	630.00		AGENCIES/COMM	
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	943.00		CITY CLERK	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICES	2/15/17	120147...	GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	3,772.25		CITY MANAGER MATTERS	
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	52.20		CODE ENFORCEMENT	
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	3,213.90		COMMUNITY DEVELOPMENT	
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	1,134.55		COUNCIL ADMIN	
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	10,124.68		FINANCE	
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	1,101.95		FIRE	
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	630.00		IT	
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	4,694.50		MEETINGS	
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	229.75		PROPERTY MGMT	
1300 CITY ATTORNEY/LEGAL SVCS	7490 CONTRACTED LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	5,405.96		PUBLIC WORKS	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17	120147...	GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	1,528.90		ABATE 900 GREENWOOD	
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	60.00		BMX LEASE/ALONZO	
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	56.25		COSTCO	
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	337.50		EDA GRANT	
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	94.50		GENERAL PLAN	
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	4,913.50		HELENA CHEMICAL	
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	907.70		LABOR FIRE CAPT/FF	
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	1,766.95		LITIG HEAT2	
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	2,488.50		LITIG SEIU GPS	
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	15,618.35		MARIJUANA	

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1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17	120147...	GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	1,947.15		ORMONDE PROP	
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	205.06		PROP/FAMILY HEALTHCAR	
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	2,232.08		RDA DISSOLUTION	
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	1,692.50		RDA SUCCESSOR AGENCY	
1300 CITY ATTORNEY/LEGAL SVCS	7518 SPECIAL LEGAL SERVICES	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	1,936.10		RMA	
1300 CITY ATTORNEY/LEGAL SVCS	7519 LIABILITY RISK MAMAGEMENT	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	6,535.84		LITIG GHIGLIA	
1300 CITY ATTORNEY/LEGAL SVCS	7519 LIABILITY RISK MAMAGEMENT	2/15/17		GRISWOLD, LASALLE, COBB, DOWD & GIN GRISWOLD, LASALLE, COBB, DOWD & GIN	989.60		LITIG ZARAGOZA	
					75,243.22			
2081 WATER-OPERATIONS	7990 MATERIALS/SUPP'S/INVENTR Y	2/15/17	120148	FERGUSON ENTERPRISES INC 1423 DBA GROENIGER & CO	39.04	1235882-2	METER GASKET 3/4"	
2081 WATER-OPERATIONS	7990 MATERIALS/SUPP'S/INVENTR Y	2/15/17		FERGUSON ENTERPRISES INC 1423 DBA GROENIGER & CO	155.42	1242653	2" METER GASKET (GH4195G)	
2081 WATER-OPERATIONS	7990 MATERIALS/SUPP'S/INVENTR Y	2/15/17		FERGUSON ENTERPRISES INC 1423 DBA GROENIGER & CO	3,458.65	1242653	2" METER STRAINERS (SP-2B	

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2081 WATER-OPERATIONS	817021 15-FIRE HYDRANTS	2/15/17	120148...	FERGUSON ENTERPRISES INC 1423 DBA GROENIGER & CO	2,730.91	1244217	CAP W/RING, PLAS HYD 2.5"	
2081 WATER-OPERATIONS	817021 15-FIRE HYDRANTS	2/15/17		FERGUSON ENTERPRISES INC 1423 DBA GROENIGER & CO	3,878.70	1244217	HOSE CAP W/RING, PLASTIC	
					10,262.72			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120149	ASHLEY GUNIA GUNIA, ASHLEY	49.56		RFD STATE DISAB INSUR	
					49.56			
2181 TRANSPORTN FACLT IMP FEE	815665 LCY REALIGN-SH43/SIERRA	2/15/17	120150	BEACON INTEGRATED PROFESSIONAL RES HAMNER, JEWELL & ASSOCIATES	30.00	8568	12/18/16-01/15-17	
					30.00			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120151	HANFORD MOTORS, LLC DBA HANFORD CHRYSLER DODGE JEEP RAM	70.98	74374	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		HANFORD MOTORS, LLC DBA HANFORD CHRYSLER DODGE JEEP RAM	27.01	74460	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		HANFORD MOTORS, LLC DBA HANFORD CHRYSLER DODGE JEEP RAM	77.54	74511	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		HANFORD MOTORS, LLC DBA HANFORD CHRYSLER DODGE JEEP RAM	194.75	74531	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		HANFORD MOTORS, LLC DBA HANFORD CHRYSLER DODGE JEEP RAM	173.75	74553-1	BLANKET PURCHASE ORDER	

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2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120151...	HANFORD MOTORS, LLC DBA HANFORD CHRYSLER DODGE JEEP RAM	28.96	74554	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		HANFORD MOTORS, LLC DBA HANFORD CHRYSLER DODGE JEEP RAM	614.05	74572	BLANKET PURCHASE ORDER	
					1,187.04			
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120152	HANFORD GLASS, INC HANFORD GLASS, INC	87.00	26770	BLANKET PURCHASE ORDER	
					87.00			
1411 PLANNING	4922 SUBDIVISION & ZONING FEES	2/15/17	120153	HANFORD JOINT UNION HIGH SCHOOL HANFORD JOINT UNION HIGH SCHOOL	1,000.00	517-0043	REFUND 517-0043APPEAL	
					1,000.00			
1721 PARKS & REC-COMM PROM/EVT	7560-001 ADVERTISING-REC MENU	2/15/17	120154	HANFORD SENTINEL HANFORD SENTINEL 234-60001039	849.00	67255	AD-CHAMBER CIRECTORY	
					849.00			
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	2/15/17	120155	C & J TOWING DBA HANFORD TOWING SERVICE	35.00	12453	TOW PD UNIT #4	
					35.00			
511 MISC CASH DEPOSITS TRUST	3005-070 DISAB ACCES-BL-SB1186	2/15/17	120156	HERNANDEZ, RENE TIMOTHY HERNANDEZ, RENE TIMOTHY	7.75		LICENSE REFUND	
					7.75			

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1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120157	ROBERT HERNANDEZ HERNANDEZ, ROBERT	119.00		RETIREE INSUR/CITY COST	
					119.00			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120158	HERSHEY, PAULINE HERSHEY, PAULINE	73.89	REFUND	UB REFUND	
					73.89			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120159	HERWALDT AUTOMOTIVE GROUP INC DBA HERWALDT MOTORSPORTS	183.50	4120793	BATTERY PD #78	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	2/15/17		HERWALDT AUTOMOTIVE GROUP INC DBA HERWALDT MOTORSPORTS	238.80	4120957	LABOR SVC PD #79	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		HERWALDT AUTOMOTIVE GROUP INC DBA HERWALDT MOTORSPORTS	97.29	4120957	PARTS SVC PD #79	
					519.59			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120160	HOLLEY, SARAH G HOLLEY, SARAH G	52.37	REFUND	UB REFUND	
					52.37			
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120161	HOLT LUMBER INC HOLT LUMBER INC	23.67	510646	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		HOLT LUMBER INC HOLT LUMBER INC	(75.20)	510824	BLANKET PURCHASE ORDER	

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2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120161...	HOLT LUMBER INC HOLT LUMBER INC	19.62	511015	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		HOLT LUMBER INC HOLT LUMBER INC	13.45	511525	BLANKET PURCHASE ORDER	
2131 COURTHOUSE SQUARE-OPERTNG	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		HOLT LUMBER INC HOLT LUMBER INC	8.75	511666	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		HOLT LUMBER INC HOLT LUMBER INC	17.32	512260	BLANKET PURCHASE ORDER	
2131 COURTHOUSE SQUARE-OPERTNG	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		HOLT LUMBER INC HOLT LUMBER INC	15.80	512409	BLANKET PURCHASE ORDER	
					23.41			
513 RENTER INSURANCE DEPOSITS	5601 RENTERS INS DEP-JANUARY	2/15/17	120162	HUB INTERNATIONAL OF CA INS SVC INC HUB INTERNATIONAL INSURANCE SVC INC	148.68		C RAY #8580	
513 RENTER INSURANCE DEPOSITS	5601 RENTERS INS DEP-JANUARY	2/15/17		HUB INTERNATIONAL OF CA INS SVC INC HUB INTERNATIONAL INSURANCE SVC INC	169.32		J PARREIRA # 8448	
513 RENTER INSURANCE DEPOSITS	5601 RENTERS INS DEP-JANUARY	2/15/17		HUB INTERNATIONAL OF CA INS SVC INC HUB INTERNATIONAL INSURANCE SVC INC	107.40		LUPE CAPOZ #8879	
513 RENTER INSURANCE DEPOSITS	5601 RENTERS INS DEP-JANUARY	2/15/17		HUB INTERNATIONAL OF CA INS SVC INC HUB INTERNATIONAL INSURANCE SVC INC	128.04		M BARRERA #8956	
513 RENTER INSURANCE DEPOSITS	5601 RENTERS INS DEP-JANUARY	2/15/17		HUB INTERNATIONAL OF CA INS SVC INC HUB INTERNATIONAL INSURANCE SVC INC	100.18		M TOOMES #9001	

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513 RENTER INSURANCE DEPOSITS	5601 RENTERS INS DEP-JANUARY	2/15/17	120162...	HUB INTERNATIONAL OF CA INS SVC INC HUB INTERNATIONAL INSURANCE SVC INC	107.40		S MORELOCK #8959	
					761.02			
2031 REFUSE	7149 OTHER PERSONNEL BENEFITS	2/15/17	120163	I C M A RETIREMENT CORP #303617 I C M A RETIREMENT CORP	125.00	17572	FY17 QTR3 PLAN FEE	
					125.00			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120164	NOAH IMPERIAL IMPERIAL, NOAH	32.07		RFD STATE DISAB INSUR	
					32.07			
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	2/15/17	120165	INTER STATE OIL COMPANY INTER STATE OIL COMPANY	266.95	0596604-IN	DIESEL EXHST 2017-02	
					266.95			
1511 POLICE-SUPPORT SERVICE	7770 TRAINING/TRAVEL/MEETING	2/15/17	120166	INTERNATIONAL CRIME FREE ASSOC INC INTERNATIONAL CRIME FREE ASSOC INC	275.00	TR RICKS	REG/EL CAJON/3/21-24	
					275.00			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120167	INTERSTATE BATTERY SYSTEMS INTERSTATE BATTERY SYSTEMS	96.47	11025887	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		INTERSTATE BATTERY SYSTEMS INTERSTATE BATTERY SYSTEMS	249.29	90035411	BLANKET PURCHASE ORDER	
					345.76			

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1412 BUILDING INSPECTION	7495 PROF AND SPEC SERVICES	2/15/17	120168	INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	408.68	31477	FY17-0895 PLN CHECK	
1412 BUILDING INSPECTION	7495 PROF AND SPEC SERVICES	2/15/17		INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	841.46	31477	FY17-0907 PLN CHECK	
1412 BUILDING INSPECTION	7495 PROF AND SPEC SERVICES	2/15/17		INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	1,380.14	31477	FY17-0946 PLN CHECK	
1412 BUILDING INSPECTION	7495 PROF AND SPEC SERVICES	2/15/17		INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	1,652.99	31477	FY17-0950 PLN CHECK	
1412 BUILDING INSPECTION	7495 PROF AND SPEC SERVICES	2/15/17		INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	366.21	31477	FY17-0951 PLN CHECK	
1412 BUILDING INSPECTION	7495 PROF AND SPEC SERVICES	2/15/17		INTERWEST CONSULTING GROUP INC INTERWEST CONSULTING GROUP INC	305.21	31477	FY17-0952 PLN CHECK	
					4,954.69			
2011 PW-STREET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120169	ITERIS INC ITERIS INC	2,037.75	69990	CAMERAS-ITERIS	
					2,037.75			
2011 PW-STREET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120170	J A MOMANEY SERVICES INC DBA J A M SERVICES INC	257.40	90670	PED BRACKETS	
					257.40			
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	2/15/17	120171	J C LANSDOWNE DIST INC J C LANSDOWNE DIST INC	1,472.88	242755	BLANKET PURCHASE ORDER	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	2/15/17	120171...	J C LANSLOWNE DIST INC J C LANSLOWNE DIST INC	429.00	243133	BLANKET PURCHASE ORDER	
2071 WASTEWATER TREATMENT PLNT	7650 CHEMICALS	2/15/17		J C LANSLOWNE DIST INC J C LANSLOWNE DIST INC	326.90	244116	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	2/15/17		J C LANSLOWNE DIST INC J C LANSLOWNE DIST INC	1,188.12	244395	BLANKET PURCHASE ORDER	
2071 WASTEWATER TREATMENT PLNT	7650 CHEMICALS	2/15/17		J C LANSLOWNE DIST INC J C LANSLOWNE DIST INC	369.26	244396	BLANKET PURCHASE ORDER	
					3,786.16			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120172	JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	17.05	D200832	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	105.43	D200918	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	233.30	D201023	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	(34.26)	D201036	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	(59.93)	D201037	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	83.97	D201044	BLANKET PURCHASE ORDER	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120172...	JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	54.78	D201054	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	303.36	D201060	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	120.50	D201066	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	(16.09)	D201068	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	34.26	D201076	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	(34.34)	D201077	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	564.14	D201124	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		JEFF'S AUTO SUPPLY JEFF'S AUTO SUPPLY	649.40	F200845	BLANKET PURCHASE ORDER	
					2,021.57			
1111 PERSONNEL	7560 ADVERTISING & PUBLIC REL	2/15/17	120173	JOBS AVAILABLE JOBS AVAILABLE	507.00	1703013	SENIOR PLANNER AD	
					507.00			

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2667 T.D.A. - TRANSPORTATION	815623 HARRIS RESURF/CAMERON-IVY	2/15/17	120174	JOSEPH M ROBINSON DBA JOE ROBINSON CONCRETE	150.00		HARRIS ST CONCRTE RPR	
					150.00			
2071 WASTEWATER TREATMENT PLNT	7412 EQUIPMENT MAINTENANCE	2/15/17	120175	JOHNSON'S BOILER & CONTROL, INC JOHNSON'S BOILER & CONTROL, INC	540.00	12362	LABOR	
2071 WASTEWATER TREATMENT PLNT	7412 EQUIPMENT MAINTENANCE	2/15/17		JOHNSON'S BOILER & CONTROL, INC JOHNSON'S BOILER & CONTROL, INC	85.00	12362	MILEAGER PER INV	
2071 WASTEWATER TREATMENT PLNT	7412 EQUIPMENT MAINTENANCE	2/15/17		JOHNSON'S BOILER & CONTROL, INC JOHNSON'S BOILER & CONTROL, INC	559.00	12362	MOTOR DRIVE-HONEYWELL	
					1,184.00			
2081 WATER-OPERATIONS	7412 EQUIPMENT MAINTENANCE	2/15/17	120176	JORGENSEN CO INC JORGENSEN CO INC	353.60	5640992	FIRE EXT 5LB ABC/WELL SIT	
2091 INTERMODAL-OPERATING	7550 OTHER CONTRACTUAL SERVICE	2/15/17		JORGENSEN CO INC JORGENSEN CO INC	2,178.00	5641894	WTR MOTOR GONG RPLC - TRA	
					2,531.60			
2011 PW-STREET MAINTENANCE	7770 TRAINING/TRAVEL/MEETING	2/15/17	120177	KINGS CO DEPT OF AG KINGS CO DEPT OF AG	30.00	327	PEST TRNG 3 EMP 1/25	
2011 PW-STREET MAINTENANCE	7770 TRAINING/TRAVEL/MEETING	2/15/17		KINGS CO DEPT OF AG KINGS CO DEPT OF AG	20.00	338	PEST TRNG 3 EMP 01/26	
					50.00			

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511 MISC CASH DEPOSITS TRUST	3005-120 KC-ANIMAL CNTRL IMP FEES	2/15/17	120178	KINGS CO DEPT OF FINANCE KINGS CO DEPT OF FINANCE	208.62		2017-01 ANIM CTRL	
511 MISC CASH DEPOSITS TRUST	3005-121 KC-LIBRARY IMP FEES	2/15/17		KINGS CO DEPT OF FINANCE KINGS CO DEPT OF FINANCE	12,469.52		2017-01 LIBRARY	
511 MISC CASH DEPOSITS TRUST	3005-122 KC-CRIMINAL JSTC IMP FEES	2/15/17		KINGS CO DEPT OF FINANCE KINGS CO DEPT OF FINANCE	30,941.47		2017-01 CRIM JSTC	
					43,619.61			
1100 CITY COUNCIL	7902 CONTRIB-KINGS ECON DEVEL	2/15/17	120179	KINGS CO ECON DEVELOPMENT CORP KINGS CO ECON DEVELOPMENT CORP	6,559.83	1807	2017-02	
					6,559.83			
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	2/15/17	120180	KINGS CO GLASS KINGS CO GLASS	85.00	I060690	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	2/15/17		KINGS CO GLASS KINGS CO GLASS	65.00	I060780	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		KINGS CO GLASS KINGS CO GLASS	375.65	I060780	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	2/15/17		KINGS CO GLASS KINGS CO GLASS	110.83	I060844	BLANKET PURCHASE ORDER	
1610 FIRE-ADMIN/SUPPRESSION	7495 PROF AND SPEC SERVICES	2/15/17		KINGS CO GLASS KINGS CO GLASS	35.00	I061005	RESCREEN BDRM #4	
					671.48			

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2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120181	PHILLIP J GAPEN DBA KINGS CO MOBILE LOCKSMITH SVC	162.49	2114	BLANKET PURCHASE ORDER	
					162.49			
511 MISC CASH DEPOSITS TRUST	3005-101 SCH DVL FEES-HANFORD ELEM	2/15/17	120182	KINGS CO OFFICE OF EDUCATION KINGS CO OFFICE OF EDUCATION	33,694.75		2017-01 HESD	
511 MISC CASH DEPOSITS TRUST	3005-102 SCH DVL FEES-PIONEER ELEM	2/15/17		KINGS CO OFFICE OF EDUCATION KINGS CO OFFICE OF EDUCATION	56,093.00		2017-01 PIONEER	
511 MISC CASH DEPOSITS TRUST	3005-106 SCH DVL FEES-ARMONA ELEM	2/15/17		KINGS CO OFFICE OF EDUCATION KINGS CO OFFICE OF EDUCATION	48,499.30		2017-01 ARMONA	
					138,287.05			
1610 FIRE-ADMIN/SUPPRESS ION	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120183	BRANDON K AINSWORTH DBA KINGS CO TROPHY & ENGRAVING	48.38	23098	PLAQUE-LYNCH RETIRE	
					48.38			
1450-016 CDBG ENTITLEMENT 2016/17	817664 KCAO - 17	2/15/17	120184	KINGS COMMUNITY ACTION ORGANIZTN KINGS COMMUNITY ACTION ORGANIZTN	14,193.28		OCT-DEC 2016	
					14,193.28			
1210 FINANCE-UTILITY BILLING	7495 PROF AND SPEC SERVICES	2/15/17	120185	KINGS CREDIT SERVICES KINGS CREDIT SERVICES	1,837.59	191911	2017-01 COLL FIN-UB	
					1,837.59			
1450-016 CDBG ENTITLEMENT 2016/17	817663 CONTINUUM OF CARE - 17	2/15/17	120186	KINGS TULARE CONTINUUM OF CARE KINGS TULARE CONTINUUM OF CARE	701.71	1022	2016-12 PRGM DELIVERY	

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701.71								
2031 REFUSE	7550 OTHER CONTRACTUAL SERVICE	2/15/17	120187	KINGS WASTE & RECYCLE AUTHORITY KINGS WASTE & RECYCLE AUTHORITY	210,350.03		2017-01 DUMP FEES	
210,350.03								
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120188	KIT CARSON SCHOOL KIT CARSON SCHOOL	3,787.29	REFUND	UB REFUND	
3,787.29								
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120189	ARTHUR KNIGHT KNIGHT, ARTHUR	119.00		RETIREE INSUR/CITY COST	
119.00								
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120190	KROEGER EQUIP & SUPPLY KROEGER EQUIP & SUPPLY	373.81	K151038	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		KROEGER EQUIP & SUPPLY KROEGER EQUIP & SUPPLY	401.27	KR17191	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		KROEGER EQUIP & SUPPLY KROEGER EQUIP & SUPPLY	253.65	KR17192	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		KROEGER EQUIP & SUPPLY KROEGER EQUIP & SUPPLY	327.04	KR17193	BLANKET PURCHASE ORDER	
1,355.77								
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120191	THE LAWNMOWER MAN LAWN MOWER MAN, THE	275.70	4720666	BLANKET PURCHASE ORDER	

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2011 PW-STREET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120191...	THE LAWNMOWER MAN LAWNMOWER MAN, THE	32.18	4720836	BLANKET PURCHASE ORDER	
					307.88			
1110 CITY MANAGER-CITY CLERK	7450 PUBLICATIONS AND DUES	2/15/17	120192	LEAGUE OF CALIF CITIES LEAGUE OF CALIF CITIES	411.18	7510	2017 DUES (DIVISION)	
					411.18			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120193	MARA LEWIS LEWIS, MARA	9.10		RFD STATE DISAB INSUR	
					9.10			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120194	LITTLE WORLEY'S AUTO ELECTRIC LITTLE WORLEY'S AUTO ELECTRIC	82.69	45915	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	2/15/17		LITTLE WORLEY'S AUTO ELECTRIC LITTLE WORLEY'S AUTO ELECTRIC	35.00	45929	BLANKET PURCHASE ORDER	
					117.69			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120195	JOHN LOBOA LOBOA, JOHN	119.00		RETIREE INSUR/CITY COST	
					119.00			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120196	GLORIA LOPEZ LOPEZ, GLORIA	119.00		RETIREE INSUR/CITY COST	
					119.00			

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400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120197	ISIAIAH LOPEZ LOPEZ, ISIAIAH	32.43		RFD STATE DISAB INSUR	
					32.43			
2071 WASTEWATER TREATMENT PLNT	7412 EQUIPMENT MAINTENANCE	2/15/17	120198	LOU'S GLOVES INC LOU'S GLOVES INC	109.00	016546	GLOVES, LATEX EXAM, HERO,	
					109.00			
1513 POLICE-OPERATIONS	7533 GRAFFITI CONTROL	2/15/17	120199	LOWE'S LOWE'S	6.45		PAINT/PAINT SUPPLIES	
1711 PARKS & REC-SPORTS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		LOWE'S LOWE'S	138.55		BLANKET PURCHASE ORDER	
1711 PARKS & REC-SPORTS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		LOWE'S LOWE'S	21.94		BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		LOWE'S LOWE'S	11.20		BLANKET PURCHASE ORDER	
2011 PW-STREET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		LOWE'S LOWE'S	166.06		BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		LOWE'S LOWE'S	167.83		BLANKET PURCHASE ORDER	
2131 COURTHOUSE SQUARE-OPERTNG	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		LOWE'S LOWE'S	421.42		BLANKET PURCHASE ORDER	
					933.45			

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2183 POLICE PROTECTION IMP FEE	817611 POLICE BLDG DEMOLITION	2/15/17	120200	AMERICAN INCORPORATED DBA M D CONCRETE CUTTING & DEMOLITION	17,850.00	7059035	DEMOLISH 2 BLDGS-416 N DO	
					17,850.00			
1611 FIRE-FIRE PREVENTION	7770 TRAINING/TRAVEL/MEETING	2/15/17	120201	SUSAN MARTINEZ MARTINEZ, SUSAN	287.50	TR MARTINEZ3	ADV/BUELLTON/3/12-17	
1611 FIRE-FIRE PREVENTION	7770 TRAINING/TRAVEL/MEETING	2/15/17		SUSAN MARTINEZ MARTINEZ, SUSAN	517.38	TR MARTINEZ3	LDG/BUELLTON/3/12-17	
					804.88			
1714 PARKS & REC-POOL/SKATE	7495 PROF AND SPEC SERVICES	2/15/17	120202	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	24.50	1538645	PLUNGE 2017-02	
2020 AIRPORT - OPERATING	7495 PROF AND SPEC SERVICES	2/15/17		MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	30.00	1538645	AIRPORT 2017-02	
2071 WASTEWATER TREATMENT PLNT	7495 PROF AND SPEC SERVICES	2/15/17		MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	24.50	1538645	WWTP 2017-02	
2091 INTERMODAL-OPERATING	7550 OTHER CONTRACTUAL SERVICE	2/15/17		MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	49.00	1538645	AMTRAK 2017-02	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	2/15/17		MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	110.50	1538645	CITY OFFICES 2017-02	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	2/15/17		MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	71.00	1538645	CIVIC AUD 2017-02	

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2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	2/15/17	120202...	MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	24.50	1538645	CORP YD 2017-02	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	2/15/17		MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	24.50	1538645	LONGFIELD 2017-02	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	2/15/17		MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	48.00	1538645	PD EVIDENCE 2017-02	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	2/15/17		MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	30.00	1538645	PD INVEST 2017-02	
2100 BUILDING MAINTENANCE	7550 OTHER CONTRACTUAL SERVICE	2/15/17		MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	34.50	1538645	VETS/SR CTR 2017-02	
2131 COURTHOUSE SQUARE-OPERTNG	7495 PROF AND SPEC SERVICES	2/15/17		MATSON ALARM COMPANY, INC MATSON ALARM COMPANY, INC	178.00	1538645	CRTHS 2017-02	
					649.00			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120203	JOSEPH MCDANIEL MCDANIEL, JOSEPH	17.97		RFD STATE DISB INSUR	
					17.97			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120204	STEVIE MCFALL MCFALL, STEVIE	1.39		RFD STTE DISAB INSUR	
					1.39			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120205	MANUEL MEDRANO MEDRANO, MANUEL	119.00		RETIREE INSUR/CITY COST	

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					119.00			
2010 PW-ADMINISTRATION & ENGR	7495 PROF AND SPEC SERVICES	2/15/17	120206	MICHAEL SUTHERLAND & ASSN MICHAEL SUTHERLAND & ASSN	130.00	162579-3	TRACT 914 UNIT FINAL	
2010 PW-ADMINISTRATION & ENGR	7495 PROF AND SPEC SERVICES	2/15/17		MICHAEL SUTHERLAND & ASSN MICHAEL SUTHERLAND & ASSN	97.50	162582-2	TRACT 917 FINAL/SIGN	
					227.50			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120207	ALYSSA MIRANDA MIRANDA, ALYSSA	38.61		RFD STATE DISAB INSUR	
					38.61			
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120208	MORGAN & SLATES MORGAN & SLATES	84.53	1435366	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		MORGAN & SLATES MORGAN & SLATES	208.15	1435622	BLANKET PURCHASE ORDER	
2031 REFUSE	7412 EQUIPMENT MAINTENANCE	2/15/17		MORGAN & SLATES MORGAN & SLATES	208.82	1435669	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		MORGAN & SLATES MORGAN & SLATES	85.66	1436064	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		MORGAN & SLATES MORGAN & SLATES	83.58	1436332	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		MORGAN & SLATES MORGAN & SLATES	38.34	1436380	BLANKET PURCHASE ORDER	

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2061 STORM DRAINAGE-OPERATING	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120208...	MORGAN & SLATES MORGAN & SLATES	33.64	1436696	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		MORGAN & SLATES MORGAN & SLATES	149.88	1436898	BLANKET PURCHASE ORDER	
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		MORGAN & SLATES MORGAN & SLATES	10.02	1437696	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		MORGAN & SLATES MORGAN & SLATES	22.16	1437712	BLANKET PURCHASE ORDER	
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		MORGAN & SLATES MORGAN & SLATES	44.79	1438453	BLANKET PURCHASE ORDER	
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		MORGAN & SLATES MORGAN & SLATES	0.92	1438559	BLANKET PURCHASE ORDER	
2072 SANITARY SEWER COLLECTION	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		MORGAN & SLATES MORGAN & SLATES	38.29	1438562	BLANKET PURCHASE ORDER	
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		MORGAN & SLATES MORGAN & SLATES	8.74	1438597	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		MORGAN & SLATES MORGAN & SLATES	10.23	1438628	BLANKET PURCHASE ORDER	
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		MORGAN & SLATES MORGAN & SLATES	83.38	1438666	BLANKET PURCHASE ORDER	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120208...	MORGAN & SLATES MORGAN & SLATES	39.26	1438856	BLANKET PURCHASE ORDER	
					1,150.39			
511 MISC CASH DEPOSITS TRUST	3005-070 DISAB ACCES-BL-SB1186	2/15/17	120209	MORRISON'S SILK SCRIN &SPORTS-R MORRISON'S SILK SCRIN &SPORTS-R	7.50		LICENSE REFUND	
					7.50			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120210	MURPHY, DESIREE MURPHY, DESIREE	79.53	REFUND	UB REFUND	
					79.53			
2181 TRANSPORTN FACLT IMP FEE	815665 LCY REALIGN-SH43/SIERRA	2/15/17	120211	N V 5, INC DBA N V 5 INC DBA	32,856.11	58136	2016-12 PROF SVCS	
					32,856.11			
1713 PARKS & REC-LONGFIELD	7495 PROF AND SPEC SERVICES	2/15/17	120212	NEWEGG BUSINESS INC NEWEGG BUSINESS INC	139.41	1300108566	PRINTER - BROTHER DCPL252	
1315 COMPUTER MAINTENANCE	7430 COMPUTER MAINTENANCE	2/15/17		NEWEGG BUSINESS INC NEWEGG BUSINESS INC	53.60	1300114091	DVD DRIVE - LG USB 2.0 SU	
					193.01			
511 MISC CASH DEPOSITS TRUST	3001-1 REC-AUDITORIUM DEP TRUST	2/15/17	120213	ANITA NUNEZ NUNEZ, ANITA	250.00		REFUND CIVIC DEP 7032	
					250.00			

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1110 CITY MANAGER-CITY CLERK	7440 OFFICE EXPENSE	2/15/17	120214	OFFICE DEPOT (CONTRACT) OFFICE DEPOT	323.01	7643251	BLANKET PURCHASE ORDER	
1201 FINANCE-ACCOUNTING	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	609.00	7643251	BLANKET PURCHASE ORDER	
1201 FINANCE-ACCOUNTING	7460 DUPLICATING EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	497.45	7643251	BLANKET PURCHASE ORDER	
1210 FINANCE-UTILITY BILLING	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	81.74	7643251	BLANKET PURCHASE ORDER	
1210 FINANCE-UTILITY BILLING	7470 PRINTING	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	273.55	7643251	CASH/COUNTER RECEIPTS	
1411 PLANNING	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	233.47	7643251	BLANKET PURCHASE ORDER	
1412 BUILDING INSPECTION	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	274.53	7643251	BLANKET PURCHASE ORDER	
1413 CITY HFD PUBLIC HSG AUTH	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	51.66	7643251	BLANKET PURCHASE ORDER	
1512-1 POLICE-RECORDS	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	944.89	7643251	BLANKET PURCHASE ORDER	
1512-1 POLICE-RECORDS	7460 DUPLICATING EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	392.11	7643251	BLANKET PURCHASE ORDER	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1610 FIRE-ADMIN/SUPPRESSION	7440 OFFICE EXPENSE	2/15/17	120214...	OFFICE DEPOT (CONTRACT) OFFICE DEPOT	230.50	7643251	BLANKET PURCHASE ORDER	
1611 FIRE-FIRE PREVENTION	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	111.58	7643251	BLANKET PURCHASE ORDER	
1710 PARKS & REC-ADMIN	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	35.04	7643251	BLANKET PURCHASE ORDER	
1713 PARKS & REC-LONGFIELD	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	105.17	7643251	BLANKET PURCHASE ORDER	
1719 PARKS & REC-YOUTH SERV	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	70.29	7643251	BLANKET PURCHASE ORDER	
1720 PARKS & REC-ADULT/SPCL	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	194.94	7643251	BLANKET PURCHASE ORDER	
2010 PW-ADMINISTRATION & ENGR	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	271.17	7643251	BLANKET PURCHASE ORDER	
2010 PW-ADMINISTRATION & ENGR	7460 DUPLICATING EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	78.42	7643251	BLANKET PURCHASE ORDER	
2031 REFUSE	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	46.86	7643251	BLANKET PURCHASE ORDER	
2071 WASTEWATER TREATMENT PLNT	7440 OFFICE EXPENSE	2/15/17		OFFICE DEPOT (CONTRACT) OFFICE DEPOT	156.84	7643251	BLANKET PURCHASE ORDER	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2081 WATER-OPERATIONS	7440 OFFICE EXPENSE	2/15/17	120214...	OFFICE DEPOT (CONTRACT) OFFICE DEPOT	7.56	7643251	BLANKET PURCHASE ORDER	
					4,989.78			
1611 FIRE-FIRE PREVENTION	7455 POSTAGE AND FREIGHT	2/15/17	120215	EXPRESS MESSENGER SYSTEMS DBA ON TRAC	3.59	8572969	INTERWEST 01/06/17	
1201 FINANCE-ACCOUNTING	7455 POSTAGE AND FREIGHT	2/15/17		EXPRESS MESSENGER SYSTEMS DBA ON TRAC	3.59	8573041	DAVID WELLHOUSE 01/20	
					7.18			
1610 FIRE-ADMIN/SUPPRESS ION	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120216	LOWE'S HOME CENTERS INC ORCHARD SUPPLY COMPANY LLC	749.39		BLANKET PURCHASE ORDER	
					749.39			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120217	O'REILLY AUTOMOTIVE STORES INC DBA O'REILLY AUTO PARTS	60.10	3632-494656	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		O'REILLY AUTOMOTIVE STORES INC DBA O'REILLY AUTO PARTS	419.91	3632-495024	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		O'REILLY AUTOMOTIVE STORES INC DBA O'REILLY AUTO PARTS	99.32	3632-496912	BLANKET PURCHASE ORDER	
					579.33			
1722 PARKS & REC-PARKS	7780 UTILITIES-ELECTRICITY	2/15/17	120218	P G & E P G & E	10.18		2017-01 6276476966-7	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
2072 SANITARY SEWER COLLECTION	7780 UTILITIES-ELECTRICITY	2/15/17	120218...	P G & E P G & E	154.07		2017-01 5401477022-3	
					164.25			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120219	PACIFIC BELL-UTILITIES PACIFIC BELL-UTILITIES	211.29	REFUND	UB REFUND	
					211.29			
1309 LIABILITY INSURANCE	7333 INSUR-LIABILITY DEDUCT	2/15/17	120220	COREY TRAVIS PEDREIRO PEDREIRO, COREY TRAVIS	418.56		DAMAGES TO VEHICLE	
					418.56			
1711 PARKS & REC-SPORTS	7495 PROF AND SPEC SERVICES	2/15/17	120221	DAVID PEREZ PEREZ, DAVID	231.00		FLD PREP 01/28-29	
					231.00			
1210 FINANCE-UTILITY BILLING	7440 OFFICE EXPENSE	2/15/17	120222	ELK RIVER SYSTEMS INC DBA PERFORATED PAPER.COM	113.89	9849076	3 K GREEN PERF PAPER	
1210 FINANCE-UTILITY BILLING	7440 OFFICE EXPENSE	2/15/17		ELK RIVER SYSTEMS INC DBA PERFORATED PAPER.COM	13.89	9849076	ESTIMATED SHIPPING/HANDLI	
					127.78			
2667 T.D.A. - TRANSPORTATION	815623 HARRIS RESURF/CAMERON-IVY	2/15/17	120223	PIEROTTE'S PLUMBING INC PIEROTTE'S PLUMBING INC	315.00	35379	HARRIS ST LEAK WORK	
					315.00			

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1210 FINANCE-UTILITY BILLING	7455 POSTAGE AND FREIGHT	2/15/17	120224	PRESORT CENTER OF FRESNO, LLC PRESORT CENTER OF FRESNO, LLC	9.28	410031211	01/09-01/13/17	
1210 FINANCE-UTILITY BILLING	7455 POSTAGE AND FREIGHT	2/15/17		PRESORT CENTER OF FRESNO, LLC PRESORT CENTER OF FRESNO, LLC	8.62	410031391	01/17-01/20/17	
1210 FINANCE-UTILITY BILLING	7455 POSTAGE AND FREIGHT	2/15/17		PRESORT CENTER OF FRESNO, LLC PRESORT CENTER OF FRESNO, LLC	974.50	410031658	2017-01 DELINQ	
1210 FINANCE-UTILITY BILLING	7470 PRINTING	2/15/17		PRESORT CENTER OF FRESNO, LLC PRESORT CENTER OF FRESNO, LLC	173.10	410031658	2017-01 PRINTING	
1210 FINANCE-UTILITY BILLING	7455 POSTAGE AND FREIGHT	2/15/17		PRESORT CENTER OF FRESNO, LLC PRESORT CENTER OF FRESNO, LLC	7.32	410031728	01/23-01/27/17	
					1,172.82			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120225	MAYRA PUERNER PUERNER, MAYRA	12.86		RFD STATE DIASB INSUR	
					12.86			
1513 POLICE-OPERATIONS	817068 30-CRADLE MODEMS MDT'S	2/15/17	120226	QUICK PC SUPPORT LLC DBA QPCS LLC	9,450.00	13270	CNDLEPNT/ANTENNAS/PANORA	
					9,450.00			
2104 ACCUM CAPITAL OUTLAY	813602 GENERAL/MASTR PLAN UPDATE	2/15/17	120227	QUAD KNOFF, INC QUAD KNOFF, INC	16,893.47	87216	12/18/16-01/14/17	
					16,893.47			

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390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120228	QUALITY CONST, INC QUALITY CONST, INC	100.00	REFUND	UB REFUND	
					100.00			
2071 WASTEWATER TREATMENT PLNT	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120229	QUINN COMPANY QUINN COMPANY	205.02	PC000373958	LAB SAMPLE BOTTLES	
					205.02			
1610 FIRE-ADMIN/SUPPRESS ION	7495 PROF AND SPEC SERVICES	2/15/17	120230	TAYLOR BROTHERS, INC DBA R E S COM	50.00	1503818	MONTHLY PEST CONTROL	
					50.00			
2081 WATER-OPERATIONS	7412 EQUIPMENT MAINTENANCE	2/15/17	120231	ROBERT P SULLIVAN DBA R P S INDUSTRIES	17,697.00	64537	WELL PUMP SHELTER VERT TU	
					17,697.00			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120232	JOE H RAMSEY RAMSEY, JOE H	119.00		RETIREE INSUR/CITY COST	
					119.00			
2104 ACCUM CAPITAL OUTLAY	817654 DOWNTOWN 2010 PLAN	2/15/17	120233	RAYMOND FIGUEROA DBA RAY FIGUEROA CONSTRUCTION	18,175.00	1280	SIDEWALK/PHILLIPS	
2104 ACCUM CAPITAL OUTLAY	817654 DOWNTOWN 2010 PLAN	2/15/17		RAYMOND FIGUEROA DBA RAY FIGUEROA CONSTRUCTION	17,950.00	1281	CURB & SIDEWALK	
					36,125.00			

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1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120234	DAVID REBELO REBELO, DAVID	119.00		RETIREE INSUR/CITY COST	
					119.00			
1412 BUILDING INSPECTION	4210 CONSTRUCTION PERMITS	2/15/17	120235	LESTER COOPER DBA RED'S ROOFING CO	48.00	FY17-1212	REFUND PERMIT OVRCHG	
					48.00			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120236	JERRY REED REED, JERRY	119.00		RETIREE INSUR/CITY COST	
					119.00			
1310 WORKERS' COMPENSATION	7490 CONTRACTED LEGAL SERVICES	2/15/17	120237	RENNE SLOAN HOLTZMAN SAKAI LLC RENNE SLOAN HOLTZMAN SAKAI LLC	60.00	33201	2016-11 CRVE OUT AGR	
					60.00			
2010 PW-ADMINISTRATION & ENGR	7460 DUPLICATING EXPENSE	2/15/17	120238	MARCEY L STARK DBA REPROGRAPHIC MACHINE SALES CO	376.36	192579	PRINTHEADS	
					376.36			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120239	DANIELE REYES REYES, DANIELE	22.87		RFD STATE DISB INSUR	
					22.87			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120240	JAN REYNOLDS REYNOLDS, JAN	119.00		RETIREE INSUR/CITY COST	
					119.00			

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2104 ACCUM CAPITAL OUTLAY	817601 ADA BLDG MODIFICATIONS	2/15/17	120241	ROBERT S MARKS PLUMBING INC ROBERT S MARKS PLUMBING INC	249.58	82527	TOILET/TEEN CTR	
					249.58			
1309 LIABILITY INSURANCE	7333 INSUR-LIABILITY DEDUCT	2/15/17	120242	JOHN STEVE ROCHA ROCHA, JOHN STEVE	8,000.00		DAMAGE TO VEHICLE	
					8,000.00			
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	2/15/17	120243	ROE OIL COMPANY ROE OIL COMPANY	116.50	144566CT	2016-12 PD FUEL MTRCY	
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	2/15/17		ROE OIL COMPANY ROE OIL COMPANY	142.54	145358CT	2017-01 FUEL PD MTRCY	
2040 FLEET MAINTENANCE	7433 FUEL AND LUBE MAINTENANCE	2/15/17		ROE OIL COMPANY ROE OIL COMPANY	1.78	145589	2017-01 LATE FEE	
					260.82			
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120244	RUCKSTELL CALIF SALES CO RUCKSTELL CALIF SALES CO	340.66	701160	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		RUCKSTELL CALIF SALES CO RUCKSTELL CALIF SALES CO	197.05	701163	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		RUCKSTELL CALIF SALES CO RUCKSTELL CALIF SALES CO	145.77	701219	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		RUCKSTELL CALIF SALES CO RUCKSTELL CALIF SALES CO	68.29	701226	BLANKET PURCHASE ORDER	

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2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120244...	RUCKSTELL CALIF SALES CO RUCKSTELL CALIF SALES CO	56.69	701252	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		RUCKSTELL CALIF SALES CO RUCKSTELL CALIF SALES CO	372.93	701301	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		RUCKSTELL CALIF SALES CO RUCKSTELL CALIF SALES CO	235.93	701320	BLANKET PURCHASE ORDER	
					1,417.32			
1511 POLICE-SUPPORT SERVICE	7603 SWAT	2/15/17	120245	SAFARILAND SAFARILAND	48.50	1060-003854	VEST REPAIR	
					48.50			
1722 PARKS & REC-PARKS	7770 TRAINING/TRAVEL/MEETING	2/15/17	120246	DENNIS PRENDERGAST DBA SAFETY TRAINING ZONE	60.00	150120170	TRNG 1 EMP @60.00	
					60.00			
1100 CITY COUNCIL	7495 PROF AND SPEC SERVICES	2/15/17	120247	SAMPSON, SAMPSON & PATTERSON, LLP SAMPSON, SAMPSON & PATTERSON, LLP	4,500.00		FY16 AUDIT 2017-01	
					4,500.00			
1711 PARKS & REC-SPORTS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120248	SANCHEZ FEED & SEED, INC SANCHEZ FEED & SEED, INC	94.38	226738	BLANKET PURCHASE ORDER	
					94.38			
1719 PARKS & REC-YOUTH SERV	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120249	SAVE MART SUPERMARKETS SAVE MART SUPERMARKETS	130.42	032017010211	WHAT'S COOKING/CAMP	

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Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1719 PARKS & REC-YOUTH SERV	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120249...	SAVE MART SUPERMARKETS SAVE MART SUPERMARKETS	127.29	032017011712	WHAT'S COOKING/CAMP	
					257.71			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120250	GEORGE SEPEDA SEPEDA, GEORGE	119.00		RETIREE INSUR/CITY COST	
					119.00			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120251	MERCY SHARPE SHARPE, MERCY	10.61		RFD STATE DISAB INSUR	
					10.61			
1512-1 POLICE-RECORDS	7495 PROF AND SPEC SERVICES	2/15/17	120252	SHRED-IT US JV LLC DBA SHRED-IT USA LLC	220.37	8121740623	DOC SHREDDING	
					220.37			
1721 PARKS & REC-COMM PROM/EVT	7495 PROF AND SPEC SERVICES	2/15/17	120253	SIGNWORKS, INC SIGNWORKS, INC	114.75	24217	BANNER KIDS FEST	
1431 CENTRL PRKNG & BUS ID-OP	814644 SIXTH/DOUTY PKNG LOT RENO	2/15/17		SIGNWORKS, INC SIGNWORKS, INC	1,046.78	24268	PARKING SIGNS-CITY HALL	
					1,161.53			
1512-1 POLICE-RECORDS	7455 POSTAGE AND FREIGHT	2/15/17	120254	JEFFREY S PORTERFIELD DBA SMALL BIZ CENTER	126.56	2049	BLANKET PURCHASE ORDER	
1512-1 POLICE-RECORDS	7455 POSTAGE AND FREIGHT	2/15/17		JEFFREY S PORTERFIELD DBA SMALL BIZ CENTER	32.81	2063	BLANKET PURCHASE ORDER	

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					159.37			
1111 PERSONNEL	7770 TRAINING/TRAVEL/MEETING	2/15/17	120255	SMART & FINAL CORP SMART & FINAL CORP	47.91	177552	BLANKET PURCHASE ORDER	
1100 CITY COUNCIL	7770 TRAINING/TRAVEL/MEETING	2/15/17		SMART & FINAL CORP SMART & FINAL CORP	107.63	177777	BLANKET PURCHASE ORDER	
1100 CITY COUNCIL	7700 EMPLOYEE SVC AWARD DINNER	2/15/17		SMART & FINAL CORP SMART & FINAL CORP	210.36	178549	CITY DINNER SUPP/PLATES,	
1719 PARKS & REC-YOUTH SERV	7680 CONCESSION SUPPLIES	2/15/17		SMART & FINAL CORP SMART & FINAL CORP	272.19	178647	TEEN CTR SNACK BAR	
					638.09			
1711 PARKS & REC-SPORTS	7495 PROF AND SPEC SERVICES	2/15/17	120256	STEPHEN SMITH SMITH, STEPHEN	231.00		FLD PREP 01/28-29	
					231.00			
2011 PW-STREET MAINTENANCE	7780 UTILITIES-ELECTRICITY	2/15/17	120257	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	5,691.46		2017-01	
2011 PW-STREET MAINTENANCE	7780 UTILITIES-ELECTRICITY	2/15/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	31,756.47		2017-01	
2040 FLEET MAINTENANCE	7780 UTILITIES-ELECTRICITY	2/15/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	1,817.51		2017-01	
2071 WASTEWATER TREATMENT PLNT	7780 UTILITIES-ELECTRICITY	2/15/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	36,706.11		2017-01	

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244 LAD 91-1 T641 SIERA VISTA	7780 UTILITIES-ELECTRICITY	2/15/17	120257...	SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	123.03		2017-01	
248 LAD 93-2 T673 WALNUT FRST	7780 UTILITIES-ELECTRICITY	2/15/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	49.26		2017-01	
253 LAD 97-2 T742 SUMMERFLD	7780 UTILITIES-ELECTRICITY	2/15/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	23.85		2017-01	
256 LAD 98-2 T759 MT VW #1	7780 UTILITIES-ELECTRICITY	2/15/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	49.14		2017-01	
260 LAD 01-4 T769 SILVER OAK	7780 UTILITIES-ELECTRICITY	2/15/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	148.16		2017-01	
261 LAD 02-1 T776 ASHTON PARK	7780 UTILITIES-ELECTRICITY	2/15/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	49.28		2017-01	
263 LAD 04-1 T810 SIDONIA	7780 UTILITIES-ELECTRICITY	2/15/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	24.63		2017-01	
273 LAD 14-01 T843 INDEP SUB3	7780 UTILITIES-ELECTRICITY	2/15/17		SOUTHERN CALIF EDISON CO SOUTHERN CALIF EDISON CO	47.58		2017-01	
					76,486.48			
2020 AIRPORT - OPERATING	7785 UTILITIES-GAS	2/15/17	120258	SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	49.09		2017-01 1052157816	
2091 INTERMODAL-OPERATING	7785 UTILITIES-GAS	2/15/17		SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	129.80		2017-01 1826156000	

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2100 BUILDING MAINTENANCE	7785 UTILITIES-GAS	2/15/17	120258...	SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	829.68		2017-01 1742156100	
2100 BUILDING MAINTENANCE	7785 UTILITIES-GAS	2/15/17		SOUTHERN CALIF GAS CO SOUTHERN CALIF GAS CO	1,894.56		2017-01 1805156100	
					2,903.13			
2061 STORM DRAINAGE-OPERATING	7412 EQUIPMENT MAINTENANCE	2/15/17	120259	STANLEY VIERRA DBA STAN VIERRA ELECTRIC	89.50	111305	THRML SWITCH PUMP #48	
					89.50			
1610 FIRE-ADMIN/SUPPRESS ION	7440 OFFICE EXPENSE	2/15/17	120260	STAPLES STAPLES	57.24	191	BLANKET PURCHASE ORDER	
					57.24			
1711 PARKS & REC-SPORTS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120261	SUPERIOR SOIL SUPERIOR SOIL	579.15	17-71981	TURFACE 50# BAGS	
					579.15			
1610 FIRE-ADMIN/SUPPRESS ION	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120262	INTERLINE BRANDS INC DBA SUPPLYWORKS	267.66	388573479	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		INTERLINE BRANDS INC DBA SUPPLYWORKS	843.47	388574857	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		INTERLINE BRANDS INC DBA SUPPLYWORKS	130.59	388717548	BLANKET PURCHASE ORDER	

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2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120262...	INTERLINE BRANDS INC DBA SUPPLYWORKS	33.46	388719478	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		INTERLINE BRANDS INC DBA SUPPLYWORKS	50.92	388854945	BLANKET PURCHASE ORDER	
1711 PARKS & REC-SPORTS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		INTERLINE BRANDS INC DBA SUPPLYWORKS	78.04	389772245	BLANKET PURCHASE ORDER	
2100 BUILDING MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		INTERLINE BRANDS INC DBA SUPPLYWORKS	838.12	389890351	BLANKET PURCHASE ORDER	
					2,242.26			
1315 COMPUTER MAINTENANCE	7495 PROF AND SPEC SERVICES	2/15/17	120263	SWAGIT PRODUCTIONS, LLC SWAGIT PRODUCTIONS, LLC	50.00	8455	2017-01 AUDIO STREAM	
					50.00			
2011 PW-STREET MAINTENANCE	7720 STREET CONST & MAINT MTRL	2/15/17	120264	TERRY JOHNSON TRUCKING, INC TERRY JOHNSON TRUCKING, INC	750.00	93428	SAND 75 TONS	
2011 PW-STREET MAINTENANCE	7720 STREET CONST & MAINT MTRL	2/15/17		TERRY JOHNSON TRUCKING, INC TERRY JOHNSON TRUCKING, INC	750.00	93705	2017-01 SAND	
					1,500.00			
2031 REFUSE	817015 1335-AUTO CONTRS 100GAL	2/15/17	120265	WASTEQUIP MFG DBA TOTER LLC	339.19	65445227	BODY HOT STAMP	
2031 REFUSE	817015 1335-AUTO CONTRS 100GAL	2/15/17		WASTEQUIP MFG DBA TOTER LLC	10,987.80	65445227	CARTS-BLK 96 GAL	

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2031 REFUSE	817015 1335-AUTO CONTRS 100GAL	2/15/17	120265...	WASTEQUIP MFG DBA TOTER LLC	9,311.69	65445227	CARTS-BLUE 96 GAL	
2031 REFUSE	817015 1335-AUTO CONTRS 100GAL	2/15/17		WASTEQUIP MFG DBA TOTER LLC	9,311.69	65445227	CARTS-GREEN 96 GAL	
2031 REFUSE	817015 1335-AUTO CONTRS 100GAL	2/15/17		WASTEQUIP MFG DBA TOTER LLC	2,637.97	65445227	ESTIMATED SHIPPING/HANDLI	
					32,588.34			
1511 POLICE-SUPPORT SERVICE	7495 PROF AND SPEC SERVICES	2/15/17	120266	TRANSUNION RISK & ALTERNATIVE DATA TRANSUNION RISK & ALTERNATIVE DATA	50.25	47911 01/17	ACCT 47911 SEARCH/RPTS/12	
					50.25			
1201 FINANCE-ACCOUNTING	7999 CAL CARD CLEARING	2/15/17	120267	U S BANK CORPORATE PAYMENT SYSTEM U S BANK CORP - CAL CARD	6,298.35		CAL CARD 2016-12	
					6,298.35			
2104 ACCUM CAPITAL OUTLAY	817604 BASTILLE BLDG RENOVATIONS	2/15/17	120268	UNITED PARCEL SERVICE UNITED PARCEL SERVICE	24.48	F7476V047	PKG BUILDERS EXCHG	
2020 AIRPORT - OPERATING	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		UNITED PARCEL SERVICE UNITED PARCEL SERVICE	21.20	F7476V496	PKG SYN TECH	
					45.68			
1210 FINANCE-UTILITY BILLING	7455 POSTAGE AND FREIGHT	2/15/17	120269	UNITED STATES POSTAL SERVICE UNITED STATES POSTAL SERVICE	28.20	702787502	ACS RTNADDR10/16-1/17	
					28.20			

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2081 WATER-OPERATIONS	7650 CHEMICALS	2/15/17	120270	UNIVAR UNIVAR	569.56	F0863699	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	2/15/17		UNIVAR UNIVAR	318.07	F0863700	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	2/15/17		UNIVAR UNIVAR	392.04	F0863701	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	2/15/17		UNIVAR UNIVAR	295.87	F0863948	BLANKET PURCHASE ORDER	
2081 WATER-OPERATIONS	7650 CHEMICALS	2/15/17		UNIVAR UNIVAR	547.36	F0863949	BLANKET PURCHASE ORDER	
					2,122.90			
2071 WASTEWATER TREATMENT PLNT	7550 OTHER CONTRACTUAL SERVICE	2/15/17	120271	UNIVERSITY ENTERPRISES, INC UNIVERSTIY ENTERPRISES, INC	112.55	CASARES	ENROLL/MANUAL PKAGE	
					112.55			
1315 COMPUTER MAINTENANCE	7495 PROF AND SPEC SERVICES	2/15/17	120272	VALLEY NETWORK SOLUTIONS INC VALLEY NETWORK SOLUTIONS INC	90.00	17-0202075	PRINTER REPAIR	
					90.00			
2031 REFUSE	7412 EQUIPMENT MAINTENANCE	2/15/17	120273	VALLEY OXYGEN, INC VALLEY OXYGEN, INC	89.30	363490	BLANKET PURCHASE ORDER	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		VALLEY OXYGEN, INC VALLEY OXYGEN, INC	128.88	363676	BLANKET PURCHASE ORDER	

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2031 REFUSE	7412 EQUIPMENT MAINTENANCE	2/15/17	120273...	VALLEY OXYGEN, INC VALLEY OXYGEN, INC	82.55	363944	BLANKET PURCHASE ORDER	
2071 WASTEWATER TREATMENT PLNT	7412 EQUIPMENT MAINTENANCE	2/15/17		VALLEY OXYGEN, INC VALLEY OXYGEN, INC	770.08	364465	BLANKET PURCHASE ORDER	
					1,070.81			
1511 POLICE-SUPPORT SERVICE	7770 TRAINING/TRAVEL/MEETING	2/15/17	120274	JUSTIN VALLIN VALLIN, JUSTIN	224.00	TR VALLIN 5	ADV/GRDN GRV/2/26-3/1	
1511 POLICE-SUPPORT SERVICE	7770 TRAINING/TRAVEL/MEETING	2/15/17		JUSTIN VALLIN VALLIN, JUSTIN	387.60	TR VALLIN 5	LDG/GRDN GRV/2-26-3/1	
					611.60			
511 MISC CASH DEPOSITS TRUST	3005-070 DISAB ACCES-BL-SB1186	2/15/17	120275	VASCO THE POOL PEOPLE VASCO THE POOL PEOPLE	22.50		LICENSE REFUND	
					22.50			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120276	VEGA SOLORZANO, IRMA Y VEGA SOLORZANO, IRMA Y	70.04	REFUND	UB REFUND	
					70.04			
1722 PARKS & REC-PARKS	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120277	VERBENA NURSERY VERBENA NURSERY	316.38	3782	15 GAL OAK TREES (5)	
					316.38			
1610 FIRE-ADMIN/SUPPRESS ION	7320 COMMUNICATIONS	2/15/17	120278	VERIZON WIRELESS VERIZON WIRELESS	499.68	9778795828	342019390 DATA PORTS	

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					499.68			
1315 COMPUTER MAINTENANCE	7320 COMMUNICATIONS	2/15/17	120279	VERIZON WIRELESS VERIZON WIRELESS	38.01	9779614035	2017-01 AIR CARD	
					38.01			
1511 POLICE-SUPPORT SERVICE	7320 COMMUNICATIONS	2/15/17	120280	VERIZON WIRELESS VERIZON WIRELESS	20.04	9779632176	872315009 TRACKER	
					20.04			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120281	GEORGE WATSON WATSON, GEORGE	119.00		RETIREE INSUR/CITY COST	
					119.00			
2104 ACCUM CAPITAL OUTLAY	816642 DOWNTOWN 2010 PLAN PROJ	2/15/17	120282	WEST VALLEY SUPPLY INC WEST VALLEY SUPPLY INC	49.71	86075	IRRIGATION SUPPLIES	
					49.71			
2071 WASTEWATER TREATMENT PLNT	7412 EQUIPMENT MAINTENANCE	2/15/17	120283	WESTCOAST ROTOR, INC WESTCOAST ROTOR, INC	1,682.87	25861	DRIVE SHAFT - PRI. SLUDGE	
2071 WASTEWATER TREATMENT PLNT	7412 EQUIPMENT MAINTENANCE	2/15/17		WESTCOAST ROTOR, INC WESTCOAST ROTOR, INC	1,217.79	25863	BEARING/GEAR JT KIT	
					2,900.66			
259 LAD 01-3 T771 POPPY HILL	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120284	WESTSCAPES, INC WESTSCAPES, INC	9,429.70	14624	TREES/MULCH/LABOR	

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259 LAD 01-3 T771 POPPY HILL	7600 SPECIAL DEPARTMENTAL EXP	2/15/17	120284...	WESTSCAPES, INC WESTSCAPES, INC	1,506.20	14625	SPRINKLER NOZZLES	
					10,935.90			
2181 TRANSPORTN FACLT Y IMP FEE	815665 LCY REALIGN-SH43/SIERRA	2/15/17	120285	WILLIAMS SCOTSMAN, INC WILLIAMS SCOTSMAN, INC	2,840.71	99387958	PORTABLE BLDG/HELENA- INS	
					2,840.71			
390 WATER-OPERATIONS	2020-002 UNAPPLIED CREDITS FOR UBS	2/15/17	120286	WOOD, RANDY WOOD, RANDY	59.20	REFUND	UB REFUND	
					59.20			
1412 BUILDING INSPECTION	7300 UNIFORM EXPENSE	2/15/17	120287	WORKINGMAN'S STORE INC WORKINGMAN'S STORE INC	121.49	100777 01/17	2017-01 JACKETS	
1722 PARKS & REC-PARKS	7300 UNIFORM EXPENSE	2/15/17		WORKINGMAN'S STORE INC WORKINGMAN'S STORE INC	478.42	100777 01/17	2017-01 JACKETS	
2010 PW-ADMINISTRATION & ENGR	7300 UNIFORM EXPENSE	2/15/17		WORKINGMAN'S STORE INC WORKINGMAN'S STORE INC	248.35	100777 01/17	2017-01 JACKETS	
2011 PW-STREET MAINTENANCE	7300 UNIFORM EXPENSE	2/15/17		WORKINGMAN'S STORE INC WORKINGMAN'S STORE INC	375.22	100777 01/17	2017-01 JACKETS	
2031 REFUSE	7300 UNIFORM EXPENSE	2/15/17		WORKINGMAN'S STORE INC WORKINGMAN'S STORE INC	757.92	100777 01/17	2017-01 JACKETS	
2032 REFUSE-STREET CLEANING	7300 UNIFORM EXPENSE	2/15/17		WORKINGMAN'S STORE INC WORKINGMAN'S STORE INC	159.12	100777 01/17	2017-01 JACKETS	

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2040 FLEET MAINTENANCE	7300 UNIFORM EXPENSE	2/15/17	120287...	WORKINGMAN'S STORE INC WORKINGMAN'S STORE INC	244.04	100777 01/17	2017-01 JACKETS	
2061 STORM DRAINAGE-OPERATING	7300 UNIFORM EXPENSE	2/15/17		WORKINGMAN'S STORE INC WORKINGMAN'S STORE INC	125.25	100777 01/17	2017-01 JACKETS	
2071 WASTEWATER TREATMENT PLNT	7300 UNIFORM EXPENSE	2/15/17		WORKINGMAN'S STORE INC WORKINGMAN'S STORE INC	259.63	100777 01/17	2017-01 JACKETS	
2072 SANITARY SEWER COLLECTION	7300 UNIFORM EXPENSE	2/15/17		WORKINGMAN'S STORE INC WORKINGMAN'S STORE INC	156.96	100777 01/17	2017-01 JACKETS	
2081 WATER-OPERATIONS	7300 UNIFORM EXPENSE	2/15/17		WORKINGMAN'S STORE INC WORKINGMAN'S STORE INC	475.34	100777 01/17	2017-01 JACKETS	
2100 BUILDING MAINTENANCE	7300 UNIFORM EXPENSE	2/15/17		WORKINGMAN'S STORE INC WORKINGMAN'S STORE INC	202.12	100777 01/17	2017-01 JACKETS	
					3,603.86			
2040 FLEET MAINTENANCE	7495 PROF AND SPEC SERVICES	2/15/17	120288	WORLD OIL ENVIRONMENTAL SERVICES WORLD OIL ENVIORNMENTAL SERVICES	120.00	150000142209	MIXED OILS-USED 200 G	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		WORLD OIL ENVIRONMENTAL SERVICES WORLD OIL ENVIORNMENTAL SERVICES	168.92	150000142722	HD COOLANT-45 GAL	
2040 FLEET MAINTENANCE	7600 SPECIAL DEPARTMENTAL EXP	2/15/17		WORLD OIL ENVIRONMENTAL SERVICES WORLD OIL ENVIORNMENTAL SERVICES	187.47	150000142755	AMP COOLANT-38 GAL	
					476.39			

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1201 FINANCE-ACCOUNTING	7460 DUPLICATING EXPENSE	2/15/17	120289	XEROX CORP XEROX CORP	40.19	087954853	COPIES 12/21-01/21/17	
1201 FINANCE-ACCOUNTING	7460 DUPLICATING EXPENSE	2/15/17		XEROX CORP XEROX CORP	323.11	087954853	LEASE/FINANCE	
1110 CITY MANAGER-CITY CLERK	7460 DUPLICATING EXPENSE	2/15/17		XEROX CORP XEROX CORP	94.28	087954854	COPIES 12/21-01/21/17	
1110 CITY MANAGER-CITY CLERK	7460 DUPLICATING EXPENSE	2/15/17		XEROX CORP XEROX CORP	158.80	087954854	LEASE/CITY MGR	
1111 PERSONNEL	7460 DUPLICATING EXPENSE	2/15/17		XEROX CORP XEROX CORP	94.29	087954854	COPIES 12/21-01/21/17	
1111 PERSONNEL	7460 DUPLICATING EXPENSE	2/15/17		XEROX CORP XEROX CORP	158.80	087954854	LEASE/PERS	
2010 PW-ADMINISTRATION & ENGR	7460 DUPLICATING EXPENSE	2/15/17		XEROX CORP XEROX CORP	218.18	087954855	COPIES 12/21-01/21/17	
2010 PW-ADMINISTRATION & ENGR	7460 DUPLICATING EXPENSE	2/15/17		XEROX CORP XEROX CORP	318.13	087954855	LEASE/ PUBLIC WKS	
1610 FIRE-ADMIN/SUPPRESS ION	7495 PROF AND SPEC SERVICES	2/15/17		XEROX CORP XEROX CORP	296.50	087954857	2017-01 LEASE/COPIES	
1411 PLANNING	7460 DUPLICATING EXPENSE	2/15/17		XEROX CORP XEROX CORP	74.33	87954856	2017-01 LEASE COPIES	

Warrant Register

Report: S:\Cognos\ACCOUNTS PAYABLE\CHECKS\WARRANT REGISTER-AGENDA.imr

Division # and Name	Acct # and Name	Check Date	Check Number	Vendor Name	Transaction Amt	Inv#	Transaction Description	Void
1412 BUILDING INSPECTION	7460 DUPLICATING EXPENSE	2/15/17	120289...	XEROX CORP XEROX CORP	90.28	87954856	2017-01 LEASE COPIES	
1413 CITY HFD PUBLIC HSG AUTH	7460 DUPLICATING EXPENSE	2/15/17		XEROX CORP XEROX CORP	124.49	87954856	2017-01 LEASE COPIES	
1721 PARKS & REC-COMM PROM/EVT	7470 PRINTING	2/15/17		XEROX CORP XEROX CORP	313.93	88045729	2017-01 LEASE/COPIES	
					2,305.31			
1111 PERSONNEL	7496 CALPERS SERVICES	2/15/17	120290	WES YEARY YEARY, WES	119.00		RETIREE INSUR/CITY COST	
					119.00			
400 CITY PAYROLL REVOLVING	2055 ST DISABILITY TAX PAYABLE	2/15/17	120291	JORDAN YOAKUM YOAKUM, JORDAN	72.64		RFD STATE DISAB INSUR	
					72.64			
1309 LIABILITY INSURANCE	7330 LIABILITY INSURANCE	2/15/17	120292	YORK RISK SERVICES GROUP, INC YORK RISK SERVICES GROUP, INC-LIAB	4,425.30	6207 01/17	2017-01 SVC FEE	
					4,425.30			
2910 WATER CAPITAL	817649 AMR SYS UPGRADE/REPL	2/15/17	120293	ZENNER PERFORMANCE METERS INC ZENNER PERFORMANCE METERS INC	43,134.58	0034615-IN	AMR SYSTEM UPGRADE/HARDV	
					43,134.58			
					1,810,025.06			



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017

AGENDA SECTION: A

SUBJECT:

Site Plan Review No. 2015-07: a request to construct a new facility for the use of storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer, along with the storage of agricultural protection products in the Kings Industrial Park. Road Abandonment No. 2015-01: a proposal to abandon approximately 46,389 square feet (1.05 acres) of street right-of-way on Energy Street, east of 11th Avenue and north of Idaho Avenue. The project requires adoption of Mitigated Negative Declaration No. 2016-10. The project is located at the northeast intersection of 11th Avenue and Idaho Avenue, on either side of Energy Street (APN 018-242-067 and 018-242-077).

STAFF RECOMMENDATION

Staff recommends that the City Council:

1. Adopt Mitigated Negative Declaration No. 2016-10 prepared for Site Plan Review 2015-07, abandonment of Energy Street and the sale of the two parcels from the City to Helena Chemical.
2. Adopt Resolution 17-04-R, approving Site Plan Review No. 2015-07.
3. Pursuant to State Vehicle Code Division 11, Section 21101(a), find Energy Street unnecessary and adopt Resolution 17-05-R, ordering the closing of the street.

RECOMMENDED MOTION

1. I move to adopt Mitigated Negative Declaration No. 2016-10 prepared for Site Plan Review 2015-07, abandonment of Energy Street and the sale of the two parcels from the City to Helena Chemical.
2. .I move to adopt Resolution 17-04-R, approving Site Plan Review No. 2015-07.

3. I move to find Energy Street unnecessary and adopt Resolution 17-05-R, ordering the closing of the street, pursuant to State Vehicle Code Division 11, Section 21101(a).

PROJECT DESCRIPTION

Site Plan Review No. 2015-07

The project is a request to construct a new facility for the use of storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer, along with the storage of agricultural protection products in the Kings Industrial Park. See proposed site plan, attached as **Exhibit A**. See operational statement, attached as **Exhibit B**.

Road Abandonment No. 2015-01

The project is a request to abandon approximately 46,389 square feet, or 1.05 acres, of street right-of-way on Energy Street, east of 11th Avenue, north of Idaho Avenue. See proposed road abandonment, attached as **Exhibit C**.

Sale of Real Property from the City of Hanford and Former Redevelopment Agency

The City Council and the Successor Agency previously authorized a Purchase and Sale Agreement for the sale of the parcels at the December 20, 2016 City Council and Successor Agency Board respectively.

Project Location

The projects are applicable to the property located at the northeast intersection of 11th Avenue and Idaho Avenue, on either side of Energy Street (APN 018-242-067 and 018-242-077).

Existing Land Use

The project area is comprised of two vacant parcels located in the Kings Industrial Park.

Figure 1: Land Use
(Property outlined in red)

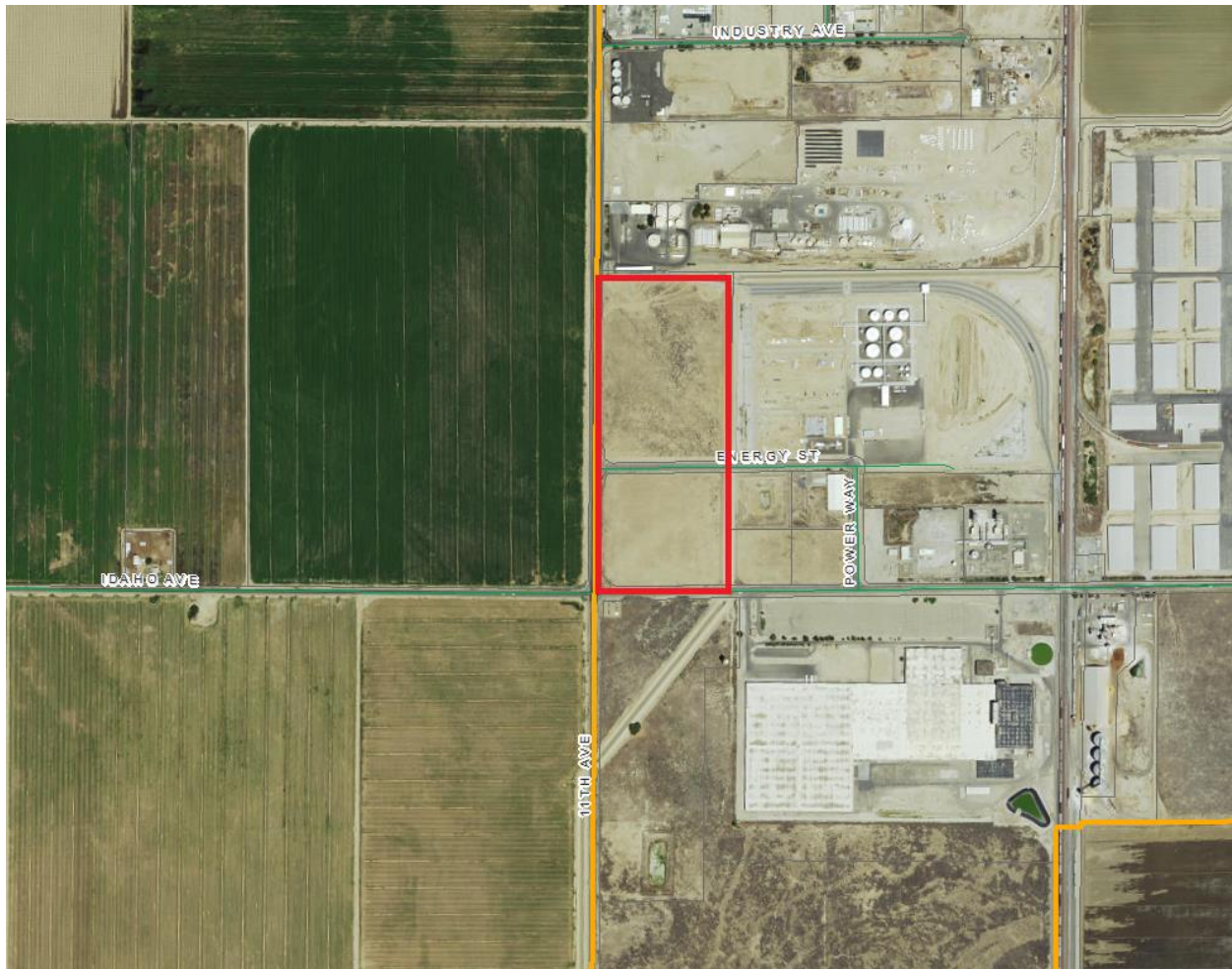
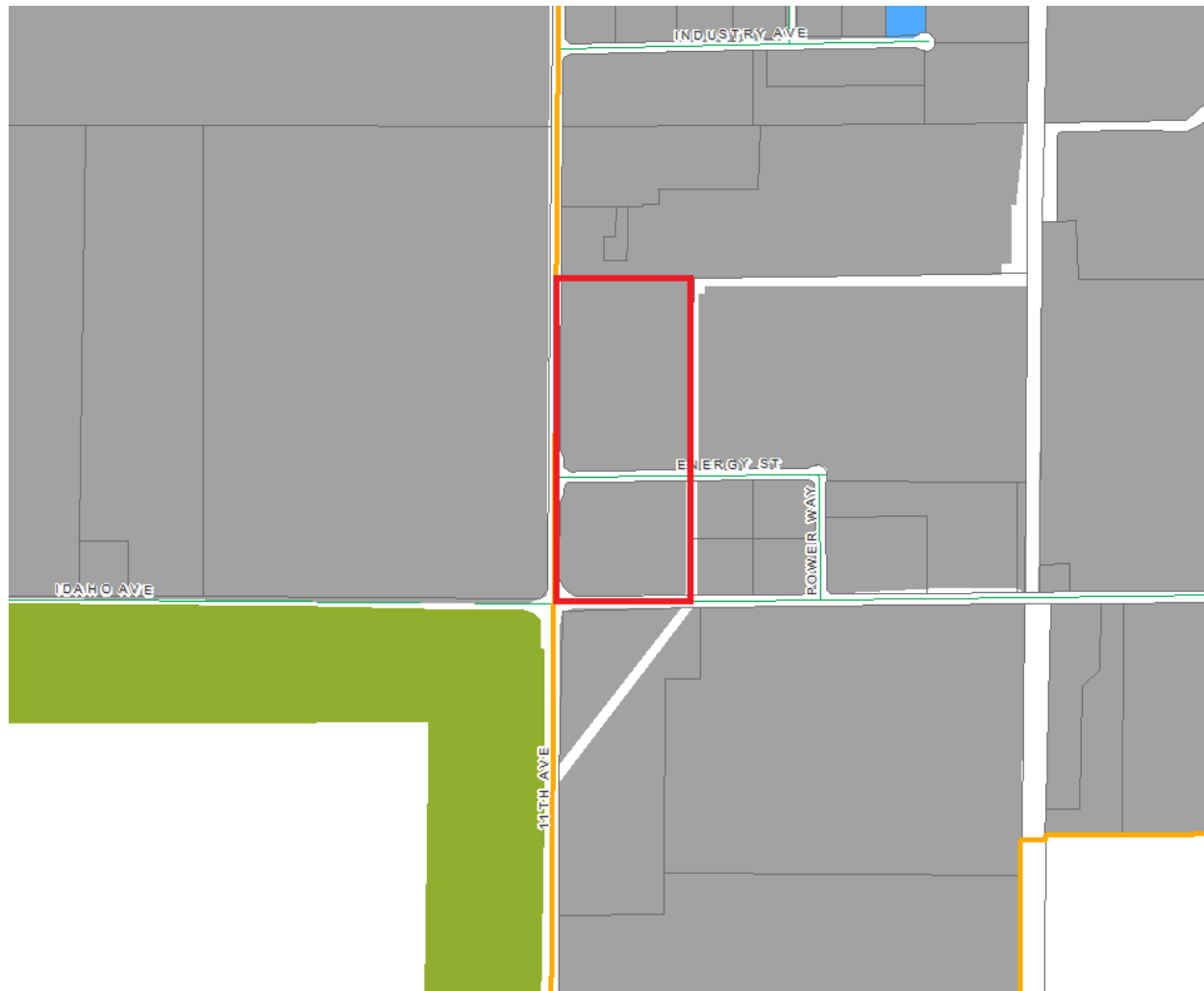


Figure 2: General Plan Designation
Heavy Industrial
(Property outlined in red)



BACKGROUND INFORMATION

General Plan Designation and County Zoning:

The General Plan designates the property as Heavy Industrial. The zoning on the property is “HI” Heavy Industrial, which corresponds with the General Plan designation. Additionally, the property falls within the Kings Industrial Park and is therefore subject to the regulations of the Kings Industrial Park Performance and Development Standards.

Adjacent Land Use and Zoning:

	Land Use	Zoning	General	Plan
--	----------	--------	---------	------

			Designation
North:	Industrial – Verdegaal Brothers	HI	Heavy Industrial
South:	Vacant	HI	Heavy Industrial
East:	Industrial – Kings Mosquito Abatement District and Tessengerlo Kerley, Inc.	HI	Heavy Industrial
West:	Agriculture and Vacant	County AL-10	Heavy Industrial

PROJECT EVALUATION

Site Plan Review No. 2015-07

The project is a request to construct a new facility for the use of storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer, along with the storage of agricultural protection products in the Kings Industrial Park.

See proposed site plan, attached as **Exhibit A**.

See operational statement, attached as **Exhibit B**.

Staff reviewed the site plan and was able to make the required findings, in accordance with Section 17.60.060 of the Hanford Municipal Code.

Road Abandonment No. 2015-01

The California Streets and Highways Code governs the procedure for a road abandonment, which requires a “Notice of Intent to Abandon” be adopted by the City Council, prior to holding a public hearing to abandon the street. In addition, the City’s process for a street abandonment allows a review by the Parking and Traffic Commission. This review occurs before the “Notice of Intent to Abandon” is recommended for approval by the Planning Commission and then adopted at a public hearing by the City Council.

The project is a request to abandon approximately 46,389 square feet, or 1.05 acres, of street right-of-way on Energy Street, east of 11th Avenue, north of Idaho Avenue.

See proposed road abandonment, attached as **Exhibit C**.

Background:

The abandonment proposal was presented to the Parking and Traffic Commission on May 28, 2015. At their meeting, the Parking and Traffic Commission added conditions to the abandonment and recommended for approval to the City Council.

A copy of the Parking and Traffic Commission staff report and minutes is attached as **Exhibit D**.

On June 23, 2015, Road Abandonment No. 2015-01 was reviewed by the Planning Commission for consistency with the General Plan.

The Planning Commission was able to determine the proposed abandonment was not in conflict with the Hanford General Plan, based on the following:

1. The proposed abandonment pertains to a public street located on Energy Street, east of 11th Avenue and north of Idaho Avenue, totaling approximately 46,389 square feet of right-of-way which can be abandoned without impacting traffic circulation of the area. The abandonment complies with the General Plan Circulation Element.
2. The proposed abandonment was referred to the following agencies for review and comment: City police, fire, public works, traffic engineer, public works utilities division, public works engineering division, Southern California Edison, Southern California Gas Company, SBC/AT&T, and Comcast. None of the various departments and utility companies has expressed objection to the abandonment.
3. The proposed abandonment is not in conflict with any portion of the Hanford General Plan, including the Circulation Element.

A finding of consistency was made by the Planning Commission and the Road Abandonment was recommended to be forwarded to the City Council. A copy of the Planning Commission staff report and minutes is attached as **Exhibit E**.

FINDINGS FOR APPROVAL

Site Plan Review No. 2015-07

In taking action on a proposed site plan, the Community Development Department shall make all of the required findings:

- A. That all the applicable provisions of this title and the other provisions of this code are complied with;

ANALYSIS: the site plan review was reviewed, in accordance with Section 17.60 of the Hanford Municipal Code, by the various departments. Conditions of approval were added to the site plan to ensure feasibility of the project.

- B. That congestion is avoided, pedestrian and vehicular safety and welfare are protected, and there will not be adverse effects on surrounding property:

ANALYSIS: the site plan was reviewed, in accordance with Section 17.60 of the Hanford Municipal Code, by the various departments. Conditions of approval were added to the site plan to ensure congestion is avoided, pedestrian and vehicular safety and welfare are protected, and that adverse effects on surrounding properties were mitigated to the extent necessary to diminish negative effects of development

- C. That the proposed lighting is so arranged, as to deflect the light away from adjoining properties.

ANALYSIS: That the following conditions of approval have been added to the project to ensure the proposed lighting is so arranged as to deflect the light away from adjoining properties:

- i. That all lighting be hooded and directed on site.
 - ii. That all exterior lighting shall be focused downward to avoid point sources of light interfering with the vision of motorists. Lighting elements shall be recessed into their fixtures to prevent glare. Exterior lighting shall be treated so as not to illuminate adjacent properties.
- D. That the proposed signs will comply with all of the applicable provisions of Chapter 17.44;

ANALYSIS: That the following conditions of approval have been added to the project to ensure that the proposed signs will comply with all of the applicable provisions of Chapter 17.44:

- i. That the applicant must apply, through separate application, for all signage through the Community Development Department.
 - ii. That no banners, streamers, or similar temporary signs shall be located at the site.
- E. That adequate provision is made to reduce adverse or potentially significant environmental impacts to acceptable levels

ANALYSIS: That in accordance with the California Environmental Quality Act (CEQA), the project was evaluated in an Environmental Assessment/Initial Study. Based on the review, it was determined that the proposed project would not result in a significant adverse impact on the environment with the incorporation of mitigation measures. Therefore, Mitigated Negative Declaration No. 2016-10 has been prepared, attached as **Exhibit F**. A “Notice of Intent to Adopt a Mitigated Negative Declaration” was circulated for comment from January 10, 2017– January 21, 2017.

Road Abandonment No. 2015-01

1. That Road Abandonment No. 2015-01 was noticed properly, in accordance with the California Streets and Highway Code. Planning staff notified public and private agencies on May 13, 2015, as well as all utility companies that may be affected, of the proposed street abandonment. On February 7, 2017, the City Council adopted a resolution to set the date of the public hearing for the abandonment of the right-of-way as February 21, 2017. Notice was published in the newspaper and posted on the property.

CONSULTATION

PRE-CONSULTATION

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

1. Troy Hommerding – Division of Environmental Health Services
2. San Joaquin Valley Air Pollution Control District

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

Kings County Department of Public Health– included in **Exhibit F**.

During pre-consultation, the Kings County Department of Health offered the following:

1. This facility maintains an existing hazardous materials business plan (HMBP) with our office. The HMBP must be updated online at <http://cers.calepa.ca.gov> within 30 days of construction completion to reflect the new site layout and the revised chemical storage.
2. This facility may be subject to the California Accidental Release Prevention (CalARP) program. As such the facility must file a current Risk Management Plan with our office prior to operation. For more information regarding the CalARP program, please contact Yatee Patel (559) 584-1411.
3. If above ground tanks for fuel or petroleum products will be stored at this facility, the facility will be subject to the California Aboveground Petroleum Storage Act (APSA) California Health & Safety Code 25270-25270.13 and 40 CFR 112. The act requires the owner/operator to file a storage statement, pay a facility fee, and prepare & implement a federal Spill Prevention Control and Countermeasure (SPCC) plan. Effective January 1, 2008, our agency is the administering agency for the act. Please contact our office at (559)584-1411 for additional information and assistance in complying with the act.
4. Any hazardous wastes, including used oil, used oil filters, and waste antifreeze generated during the operation of the business must be managed in accordance with Federal, State, and local laws and regulations, including registration with our office as a hazardous waste generator. It is the business owner/operators responsibility to characterize the wastes to determine if they are hazardous. Please contact us at 559/584-1411 for assistance.
5. Valley Fever: *Coccidioides immitis*, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

Road Abandonment No. 2015-01

1. Valley Fever: *Coccidioides immitis*, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

The applicable comments have been added to the project as mitigation measures, appearing in the mitigation monitoring and reporting program, attached as part of **Exhibit F**.

San Joaquin Valley Air Pollution Control District – included in Exhibit F.

During pre-consultation, the San Joaquin Valley Air Pollution Control District (SJVAPCD), determined they needed additional information in order to properly assess the project's impact on air quality. As a result, staff incorporated additional information into the initial study and sent the environmental study to the District for a second review. The contents of SJVAPCD's response are detailed under the Consultation subsection.

CONSULTATION

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

1. San Joaquin Valley Air Pollution Control District
2. Kings County Community Development Agency

San Joaquin Valley Air Pollution Control District – attached as Exhibit G.

The SJVAPCD reviewed the proposed Mitigated Negative Declaration for the project and offered the following:

1. On page 16, the MND states that the District has not established a numerical threshold for significance for PM₁₀. The District would like to clarify that the District has established a significance threshold of 15 tons per year of PM₁₀. The District's *Guidance for Assessing and Mitigating Air Quality Impacts (GAMIAQI)* is available online at http://www.valleyair.org/transportation/GAMIAQI_3-19-15.pdf and provides guidance on how to address air quality under the California Environmental Quality Act, as well as information related to the significance thresholds.

Staff Response: This mistake was a clerical error in the report. Staff is cognizant of the 15 tons per year threshold for PM10 emissions. The CalEEMod analysis for the project verifies that the significance threshold is not exceeded for PM10 emissions.

2. On page 17, the MND states that the project is surrounded by existing industrial development and will not result in exposure of sensitive receptors to substantial pollutant concentrations. The MND further states that the project is not located near residential/sensitive receptors; therefore, a health risk assessment is not required to be performed. The District would like to clarify that the existing industrial development surrounding the project has worksite receptors that should be evaluated. Furthermore, there are residential receptors in the surrounding area of the project. Therefore, the District recommends conducting a screening analysis that includes all sources of emission to determine if it is necessary to conduct a health risk assessment (HRA).

Staff Response: Staff consulted representatives of Helena to verify that none of the fertilizer products contained chemicals which are considered to be toxic air contaminants (TACs). Helena Chemical personnel offered that among the several air permits required for their various Helena Chemical locations in California, no air permits cited TACs as an issue. The applicant also added they are having a consultant prepare their Authority to Construct permits for their new location to demonstrate compliance with the regional air requirements.

3. Based on the MND, the operational trips are estimated to be 68 trips per day for the sales office, and fertilizer staff and a maximum of 60 trips per day for delivery trucks. The CalEEMod analysis does not properly analyze the operational emissions for the following reasons:
 - Based on the trip information above, approximately 53% of the trips are sales, office, and fertilizer staff which are associated with Light Duty Auto (LDA) vehicles while the remaining 47% of the trips are delivery trucks, which are associated with Heavy Heavy Duty (HHD) vehicles. The CalEEMod analysis provided used the default fleet mix and was not adjusted to reflect the project's specific fleet. Therefore, the analysis should adjust the fleet mix to represent the project's specific fleet.
 - The CalEEMod analysis used the default trip length of 7.3 miles for delivery trucks. However, depending on where the delivery trucks are coming from, the trip length may be underestimated.

Staff Response: In response to the project's specific fleet, staff reassessed the air emissions by changing the fleet mix using CalEEMod. Although the emissions did increase, air impacts did not exceed the Air District's significance thresholds. The new CalEEMod analysis has been attached to the initial study. Therefore, no additional mitigations are required. In response to the trip length for delivery, since Helena Chemical's clientele can be located any number of places, assigning a trip length is not possible. Therefore, the trip length will remain at CalEEMod's defaulted mileage.

4. The proposed project will be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and modified Stationary Source Review) and will require District permits. Prior to construction the project proponent should submit to the District an application for an Authority to Construct (ATC). For further information or assistance, the project proponent may contact the District's Small Business Assistance (SBA) Office at (559)230-5888.
5. The proposed project may be subject to District Rules and Regulations, including: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants). The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559)230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm.

Staff Response: The following mitigation measures are requirements of development of the project and appear in the mitigation monitoring and reporting program (MMRP), attached as part of **Exhibit F**:

- i. The project will be subject to Regulation VIII to reduce PM10 emissions and subject to Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) as a condition of approval. Additional District rules may apply from the SJVUAPCD: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).
 - ii. The applicant must implement the District's mandatory dust control measures. Effective dust control must be maintained on the job site at all times, in order to reduce the risk of valley fever to workers and nearby industrial businesses.
6. The District recommends that a copy of the District's comments be provided to the project proponent.

Staff Response: Per the District's request, staff provided a copy of the District's comments to the project proponent.

Kings County, Community Development Agency – attached as **Exhibit H**.

The Kings County Community Development Agency offered that, "the properties involved in the project are within the City of Hanford and borders the unincorporated Kings County area, to the west of the subject properties, the zoning is AG-20 (General Agricultural).

The Kings County Board of Supervisors has adopted a “Right to Farm” Ordinance which among the other things declares that normal and usual farming operations and activities are not a nuisance. The ordinance requires that in unincorporated areas, activities such as rezoning, land division, zoning permits, building permits (for new residences), and transfers of property must be accompanied by recording of a notice and disclosure statement.”

The County requests that neighboring residents should be prepared for the inherent and potential inconveniences and discomforts often associated with normal and usual agriculture activities and operations. They should also be aware the County will not take any nuisance abatement actions against any normal and usual farming operations.

Staff Response: A copy of the letter from the Kings County Community Development Agency has been provided to the applicant.

PUBLIC COMMENTS

A Notice of Intent to Adopt a Mitigated Negative Declaration was noticed for a period of 20 days, beginning on January 10, 2017. A response was received from Verdegaal Brothers, Inc. stating, “Verdegaal Brothers, Inc. has no objection and is supportive of Helena Chemical acquiring the two parcels south of Verdegaal Brothers, Inc. in the Kings Industrial Park. As a fertilizer company, Helena Chemical Company will be a compatible neighbor.” A copy of the letter has been attached as **Exhibit I**.

ENVIRONMENTAL ASSESSMENT

In accordance with CEQA, the project was evaluated in an Environmental Assessment/Initial Study. Based on the review, it was determined that the proposed project would not result in a significant adverse impact on the environment with the incorporation of mitigation measures. Therefore, Mitigated Negative Declaration No. 2016-10 has been prepared, attached as **Exhibit F**.

FISCAL IMPACT:

ATTACHMENTS:

CC Resolution 17-04-R
 CC Resolution 17-05-R
 Exhibit A Site Plan No. 2015-07
 Exhibit B Operational Statement
 Exhibit C Road Abandonment No. 2015-01
 Exhibit D Parking and Traffic Commission Staff Report and Minutes
 Exhibit E Planning Commission Staff Report and Minutes
 Exhibit F Initial Study and Mitigated Neg. Dec. No. 2016-10
 Exhibit G SJVAPCD Consultation
 Exhibit H Kings County Comm. Dev. Comments
 Exhibit I Verdegaal Brothers

RESOLUTION 17-04-R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD APPROVING SITE PLAN REVIEW NO. 2015-07, A REQUEST TO CONSTRUCT A NEW FACILITY FOR THE USE OF STORAGE, BLENDING, AND SALE OF BULK AND PREPACKAGED DRY AND LIQUID FERTILIZER, ALONG WITH THE STORAGE OF AGRICULTURAL PROTECTION PRODUCTS IN THE KINGS INDUSTRIAL PARK. THE PROJECT IS LOCATED AT THE NORTHEAST INTERSECTION OF 11TH AVENUE AND IDAHO AVENUE, ON EITHER SIDE OF ENERGY STREET (APN 018-242-067 AND 018-242-077).

At a regular meeting of the City Council of the City of Hanford duly called and held on February 21, 2017, at 7:00 p.m. in the Council Chambers of the Civic Auditorium, it was moved by Council Member _____, and seconded by Council Member _____, and duly carried, that the following resolution be adopted:

WHEREAS, an application, filed by Helena Chemical for Site Plan Review No. 2015-07, was presented to the City Council; and

WHEREAS, the proposed project is located at the northeast intersection of 11th Avenue and Idaho Avenue, on either side of Energy Street (APN 018-242-067 and 018-242-077); and

WHEREAS, the City Council of the City of Hanford, at a regular meeting on February 21, 2017, held a public hearing and received testimony and evidence regarding proposed Site Plan Review No. 2015-07; and

WHEREAS, the City of Hanford reviewed the application for the Site Plan Review No. 2015-07, attached as **Exhibit C**, and staff was able to make the required finding, in accordance with the Hanford Municipal Code Section 17.60.060 and consistent with the Hanford General Plan, the City of Hanford Municipal Code, and the Kings Industrial Park Development and Performance Standards:

- A. That all the applicable provisions of this title and the other provisions of this code are complied with;

ANALYSIS: the site plan review was reviewed, in accordance with Section 17.60 of the Hanford Municipal Code, by the various departments. Conditions of approval were added to the site plan to ensure feasibility of the project.

- B. That congestion is avoided, pedestrian and vehicular safety and welfare are protected, and there will not be adverse effects on surrounding property:

ANALYSIS: the site plan was reviewed, in accordance with Section 17.60 of the Hanford Municipal Code, by the various departments. Conditions of approval were added to the site plan to ensure congestion is avoided, pedestrian and vehicular safety and welfare are

protected, and that adverse effects on surrounding properties were mitigated to the extent necessary to diminish negative effects of development

- C. That the proposed lighting is so arranged, as to deflect the light away from adjoining properties.

ANALYSIS: That the following conditions of approval have been added to the project to ensure the proposed lighting is so arranged as to deflect the light away from adjoining properties:

i. That all lighting be hooded and directed on site.

ii. That all exterior lighting shall be focused downward to avoid point sources of light interfering with the vision of motorists. Lighting elements shall be recessed into their fixtures to prevent glare. Exterior lighting shall be treated so as not to illuminate adjacent properties.

- D. That the proposed signs will comply with all of the applicable provisions of Chapter 17.44;

ANALYSIS: That the following conditions of approval have been added to the project to ensure that the proposed signs will comply with all of the applicable provisions of Chapter 17.44:

i. That the applicant must apply, through separate application, for all signage through the Community Development Department.

ii. That no banners, streamers, or similar temporary signs shall be located at the site.

- E. That adequate provision is made to reduce adverse or potentially significant environmental impacts to acceptable levels

ANALYSIS: That in accordance with the California Environmental Quality Act (CEQA), the project was evaluated in an Environmental Assessment/Initial Study. Based on the review, it was determined that the proposed project would not result in a significant adverse impact on the environment with the incorporation of mitigation measures. Therefore, Mitigated Negative Declaration No. 2016-10 has been prepared; and

WHEREAS, on the basis of the application, the documentation and information provided in the staff report, the evidence and testimony submitted at the public hearing, and the Initial Study prepared for the project, the City Council of the City of Hanford hereby makes findings in accordance with Section 15074 of the CEQA Guideline that the certification is based on the whole record before it, including the initial study and any comments received, and that there is no substantial evidence that the project will have a significant effect on the environment; and,

WHEREAS, the initial study relied upon the Final Environmental Impact Report certified for the 2002 General Plan, for which a Statement of Overriding Considerations was adopted pertaining to Agriculture and Air Quality, Resolution No. 02-39-R herein incorporated by reference; and

WHEREAS, Mitigated Negative Declaration No. 2016-10, and all notices related thereto, were prepared in compliance with the California Environmental Quality Act ("CEQA") and the City of Hanford Municipal Code and Policies; and

WHEREAS, the City Council hereby finds that no significant environmental impacts would result from the proposed project with the incorporation of mitigation measures and certify that Mitigated Negative Declaration No. 2016-10 was prepared consistent with the California Environmental Quality Act (CEQA) and City of Hanford Environmental Guidelines; and

WHEREAS, a Mitigation Monitoring and Reporting Program was prepared (attached as **Exhibit B**) and is hereby incorporated as conditions of approval of the project; and

THEREFORE, BE IT RESOLVED that the City Council of the City of Hanford hereby approves Site plan Review No. 2015-07, subject to the conditions attached in **Exhibit A**:

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

I HEREBY CERTIFY that the foregoing Resolution was passed and adopted by the Council of the City of Hanford at a regular meeting thereof held on **February 21, 2017** by the following vote:

AYES:	COUNCIL MEMBER	_____
NOES:	COUNCIL MEMBER	_____
ABSTAIN:	COUNCIL MEMBER	_____
ABSENT:	COUNCIL MEMBER	_____

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

I, JENNIFER GOMEZ, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 21st day of February, 2017.

Date: _____

APPROVED: _____
DAVE AYERS
MAYOR of the City of
Hanford

ATTEST: _____
JENNIFER GOMEZ
CITY CLERK

EXHIBIT A CONDITIONS OF APPROVAL

ADMINISTRATION DEPARTMENT

Contact City Attorney through the Planning Division (559) 585-2580
concerning questions that you may have on the conditions listed below:

Defense and Indemnification Provisions:

1. That the applicant shall defend, indemnify, and hold harmless the City of Hanford ("City"), its officials, officers, employees, representatives, agents and attorneys, from and against all claims, damages, losses, judgments, liabilities, expenses and other costs, including litigation costs and attorney's fees, arising out of, resulting from, or in connection with, the City's act or acts leading up to and including approval of any environmental document and/or granting of any approvals relating to the Project. Applicant's obligation to defend, indemnify and hold the City harmless specifically includes, but is not limited to, any suit or challenge by any third party against the City which challenges or seeks to set aside, void or annul the legality or adequacy of any environmental document approved by the City or any approval related to the Project.
2. That the applicant's obligations to defend, indemnify and hold the City, its officials, officers and employees, representatives, agents and attorneys harmless under the provisions of this paragraph shall include, but not be limited to, the cost of preparation of any administrative record by City, staff time, copying costs, court costs, the costs of any judgments or awards against the City for damages, losses, litigation costs, or attorney's fees arising out of a suit or challenge contesting the adequacy of any approval of the environmental document, or any approval related to the Project, and the costs of any settlement representing damages, litigation costs and attorney's fees to be paid to other parties arising out of a suit or challenge contesting the adequacy of the approval of the environmental document or any other approval related to the Project, if the settlement so provides.
3. That the City may, at any time, require the applicant to reimburse City for costs that have been, or which the City reasonably anticipates will be, incurred by the City during the course of any action. Applicant shall reimburse City within thirty (30) days of receipt of an itemized written invoice from City. Failure of the Applicant to timely reimburse the City shall be considered a material violation of the conditions of approval of the Project.
4. That the applicant shall comply with and shall require all contractors to comply with all prevailing wage laws, rules and regulations applicable to the Project. Unless otherwise advised in writing by the City of Hanford, Applicant shall be solely responsible for making any and all decisions regarding whether any portion or aspect of the Project, including, without limitation, any form of reimbursement by the City of Hanford to the Applicant or any contractor, will require the payment of prevailing wages. Further, Applicant will be solely responsible for the payment of any claims, fines, penalties, reimbursements, payments or any other actions that may be initiated against Applicant or any contractor as a result of failure to pay prevailing wages.

5. That the applicant shall defend, indemnify, and hold harmless the City of Hanford, its officials, officers, employees, representatives, agents and attorneys, from and against any and all claims, damages, losses, judgments, liabilities, expenses and other costs, including, without limitation, litigation costs and attorney's fees, arising out of, resulting from, or in any way in connection with any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project. Applicant's obligation to defend, indemnify and hold the City of Hanford harmless specifically includes, but is not limited to, any suit or administrative action against the City of Hanford which claims a violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project.
6. That the applicant obligations to defend, indemnify and hold the City of Hanford, its officials, officers, employees, representatives, agents and attorneys harmless as set forth herein, shall include, but shall not be limited to, staff time, copying costs, court costs, the costs of any judgments or awards against the City of Hanford for damages, losses, litigation costs, or attorney fees arising out of any violation or claim of violation of any prevailing wage law, rule or regulation applicable to any portion or aspect of the Project and costs of any settlement representing damages, litigation costs and attorney's fees to be paid to other parties arising out of any such proceeding or suit.

PLANNING DIVISION

Contact Community Development Director: Darlene R. Mata (559)585-2590
concerning questions that you may have on the conditions listed below:

General Conditions:

1. That approval of this project does not exempt compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, fees, or other City Ordinances.
2. That all approved proposals of the applicant be conditions of development, if not mentioned herein.
3. That all development conform to the site plan titled Site Plan Review Application No. 2015-07, approved by the Community Development Department. See approved site plan, attached as **Exhibit C**.
4. That no expansion of the use which would tend to increase the projected scale of operations beyond the scope and nature described in this Site Plan Review Application shall be permitted except upon application for, and approval of, modification of this application according to all procedures and requirements thereof.
5. That all applicable conditions of the Kings Industrial Park Performance Standards shall also apply, in not mentioned herein.

Special Conditions:

1. That all mitigation measures set forth in the Mitigation Monitoring and Reporting Program (MMRP) for Mitigated Negative Declaration No. 2016-10, shall also be conditions of approval of this site plan review application. See MMRP, attached as **Exhibit B**.
2. That all conditions of approval of Road Abandonment No. 2015-01, shall also be conditions of approval of this site plan review application, including:
 - a. That a full, industrial-usage capacity turn-around be constructed on the east side of Youd Ditch.
 - b. That the project acquire the additional right-of-way to construct such turn around.
 - c. That the existing facilities, including one fire hydrant, driveway, and fences be relocated to facilitate the new turn-around.
 - d. That a public utility easement be created, width 78', to accommodate the existing utilities and the maintenance thereof within the abandoned right of way.
 - e. That gated entries with knox boxes be constructed at each end of the easement to allow Fire Department access through the site.
3. That in accordance with the recommendation of the Parking and Traffic Commission and City Council, a cul-de-sac be installed, to City Standard, at the western end of the future terminus of Energy Street. The cul-de-sac must be fire-accessible and unobstructed.

Architectural Conditions:

1. That elevations, colors and materials must be approved through the Community Development Department.
2. That all pipes, gutters, and chases attached to the building wall shall be painted a similar or complementary color to the existing wall that the item is attached to.
3. That all vents, gutters, downspouts, flashing, etc. are to match the color of adjacent surface.
4. That no surface shall be mirrored, so as to cause glare and annoyance to other adjacent properties.
5. That glossy metal surfaces are to be painted to prevent glare.
6. That all painted surfaces shall be maintained in good condition. Peeling, flaking and chipped paint shall be eliminated and surfaces repainted.
7. That all mechanical equipment, including electrical and gas meters are to be screened from view, and that all new electrical transformers are either underground or screened.

8. That all new and existing electrical boxes, control boxes, and other equipment boxes (*excluding traffic control*) along the street frontage shall be painted hunter green. Prior to painting, the boxes are to be treated with an etching primer (*zinc chromate*) or equivalent.
9. That all exterior architectural elements not detailed on the plans be finished in a style and in materials in harmony with the exterior of the proposed building.

Landscaping:

1. That landscape and irrigation plans be submitted for approval by the Community Development Department prior to building permits being issued. Said plans shall conform to Ordinance No. 10-02 "Standards and Procedures for Landscaping Design and Installation" and State of California Model Water Efficient Landscape Ordinance.
2. That the landscaping and irrigation system be installed according to the approved landscape plans before the final occupancy.
3. That all proposed landscaping is to be allowed to grow to maturity and continually maintained after planting. Such maintenance is to include pruning, weeding, cleaning, fertilizing and regular watering. Dead and dying plants are to be replaced with live plant materials to ensure compliance with landscaping requirements.
4. That the irrigation system be maintained in an operational order, including replacement of missing or damaged sprinkler heads and timing equipment to be set in accordance with city watering policies.
5. That the parking area shall have one tree placed at every four (4) lineal parking spaces.
6. That all open and unlandscaped portions of any lot shall be maintained in good condition free from weeds, dust, trash, and debris.
7. That no solid fence or wall shall be constructed or obstruct landscaping maintained within the area of a corner lot on the street side of a diagonal line connecting point 30 feet along the property lines, as measured from the intersection of the property line at the street corner.
8. All landscaping areas shall be maintained, such maintenance shall include any necessary pruning, weeding, fertilizing, regular watering, mowing, trimming, edging and clearing away of plant debris. Dead and dying plants shall be replaced with other plans materials to insure compliance with landscaping requirements.
9. All open and non-landscaped portions of any lot shall be maintained in good condition, free from weeds, dust, trash and debris. All industries which use manufacturing processes that created dust shall provide watering or dust control measures.

Screening:

1. That all electrical transformers and/or air-conditioning units be screened with landscaping.

Signage:

1. That the applicant must apply, through separate application, for all signage through the Community Development Department.
2. That no banners, streamers, or similar temporary signs shall be located at the site.

Lighting:

1. That all lighting be hooded and directed on site.
2. That all exterior lighting shall be focused downward to avoid point sources of light interfering with the vision of motorists. Lighting elements shall be recessed into their fixtures to prevent glare. Exterior lighting shall be treated so as not to illuminate adjacent properties.

Environmental Requirements:

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

Off Street Parking:

1. That the proposed parking of 29 spaces, **two of which shall be ADA accessible**, exceeds the parking requirement prescribed by the Hanford Municipal Code, based on the requirement of Section 17.38.020 C 4 g., which states, "Manufacturing plants, warehouses, mini-storage facilities, and other industrial uses, one space for each two employees of the maximum working shift, and customer parking for mini-storage facilities as determined by the Community Development Department"

Calculation: $(23 \text{ employees} \div 2 = 11.5 \text{ parking stalls}) + 5 \text{ stalls for customer parking}$
= minimum 17 parking stalls

2. That a regular parking lot maintenance program be created to prevent the buildup of dust, debris, and automobile-related pollution.
3. That the parking spaces be striped.
4. That the parking lot be signed in accordance with City standards. Signing shall also include the following:

- Marked ADA-accessible spaces.
 - Marked driveways.
5. That no repair work or servicing of vehicles be conducted in an off-street loading area or parking area.
 6. Each parking space shall be not less than eighteen and one-half (18.5) feet in length and nine (9) feet in width, exclusive of aisles and access drives, except that up to thirty percent (30%) of all spaces may be provided for compact cars, with spaces not less than sixteen (16) feet in length and eight (8) feet in width, and marked for compact cars. Spaces for the handicapped shall meet state standards. (HMC 17.38.030.C)

Noise:

1. That construction equipment be muffled and construction activities be limited to the hours between dawn to dusk (7:00 a.m. to 10:00 p.m.).
2. That noise created during any time of the day or night by non-preempted sources associate with existing or proposed industrial uses shall not exceed a maximum level of 70 dBA, as measured at the property line of the industrial use producing the noise. As defined herein, the maximum noise level is the level which shall not be exceeded for more than one minute out of any one-hour time period.

Vibration:

1. That no vibration, other than from a vibration stationary use transportation facility or temporary construction work, shall be permitted which is discernible by the average person without instruments at the lot line of the use.

Odor:

1. That no emission shall be permitted of odorous gasses or other odorous matter in such quantities as to be readily discernible by the average person at the lot line of the use.

Property Maintenance

1. That no building or structure shall violate the City's Building Code by creating a fire hazard, danger to human life, or hazards to public health, safety, and general welfare, including dilapidation, broken windows, unsafe structural supports, boarded windows or doorways, dry rot, termites, and other structural defects which create hazardous conditions and invite trespassing and malicious mischief.

2. That storage of equipment, machinery, parts or vehicles which are broken, neglected, inoperable, or incapable of moving under their own power shall not be permitted unless properly screened.
3. That all buildings, towers, pipes, equipment, machinery and other structures shall be painted in non-garish color-coordinated colors as frequently as determined necessary.

Fences and Walls

1. All solid wood fences or walls and chain link fences shall be properly maintained, so not to constitute a hazard to the public or cause the depreciation of the value of the adjacent property.
2. That all raw materials that are stock piled on the property shall be enclosed by an appropriate fence, wall, or dense plant materials, so that it is hidden from view.
3. That open storage of metals shall be permitted only within an area surrounded and screened by a solid wall or fence, not less than six feet in height. A solid fence or wall shall mean any structural device forming a physical barrier, which is so constructed that more than fifty percent of the vertical surface is closed and does not permit the transmission of light, air, and vision through the surface.

Industrial Conditions:

1. That no use shall be permitted and no process, equipment or material shall be employed which is found by the planning department to be injurious to persons residing or working in the vicinity by reason of odor, fumes, dust, smoke, cinders, dirt, refuse, noise, vibrations, illumination, glare or heavy traffic, or to involve any hazard of fire, explosion, hazardous or toxic waste, or radioactivity or to emit electrical disturbances which adversely affect commercial or electronic equipment outside the boundaries of the site.
2. That no solid or liquid waste shall be discharged into a natural watercourse, nor into a public or private sewage disposal system except in compliance with the applicable regulations of the Central Valley Regional Water Quality Control Board and city ordinances and policies.
3. That no use shall be permitted, and no process or equipment shall be employed, which relies on or utilizes only the combustion of coal, coke, or agricultural biomass for the production of heat, steam, electricity or other forms of energy. This statement also applies in the Kings Industrial Park.

Dust Control:

1. That the following dust-control practices shall be implemented:

Pre-construction:

1. That material excavated or graded be sufficiently watered to prevent excessive amounts of dust. Watering should occur at least twice a day with complete coverage, preferably in the late morning and after work is completed for the day.
2. That clearing, grading, earth moving, or excavation activities cease during periods of high winds greater than 20 mph.
3. That areas disturbed by clearing, earth moving, or excavation activities be minimized at all times.

During Construction:

1. After clearing, grading, earth moving, or excavation operations, during the construction phase, fugitive emissions should be controlled by the following methods:
 - a. That non-active portions of the construction site be restricted from vehicular movement.
 - b. That active portions of the site should be sufficiently watered to prevent excessive amounts of dust.

General Fugitive Dust:

1. At all times, fugitive dust emissions should be controlled using the following procedures:
 - a. That on site vehicle speed should be limited to 15 mph.
 - b. That areas with vehicle traffic be watered periodically or have petroleum-based palliatives applied for stabilization of dust emissions.
 - c. That during rough grading and construction, streets next to the project site be swept at least once per day, or as required to remove silt which may have accumulated from construction activities.
 - d. That during rough grading and construction, access to the site should require the building of an apron into the project site from adjoining paved roadways. The apron should be paved or have a petroleum-based palliative applied.

Ozone Precursors:

1. At all times, ozone precursor emissions should be controlled by the following methods:
 - a. That all internal combustion-engine drive equipment be properly maintained and well tuned according to the manufacturer's specifications.

BUILDING DIVISION
SPR 2015-07 (502-0942) Helena Chemical
1-11-17
13863 11th Avenue

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

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

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

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

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

6. That a school impact fee of \$0.56 (or revision thereof) for each square foot of new building area be paid when building permits are issued.
7. That all special inspection reports be submitted to the Building Division prior to final inspection.
8. That all construction shall conform to the Most Current Edition (2016) of the California Building Code, California Electrical Code, California Mechanical Code, California Plumbing Code, California Fire Code, California Energy Code and CalGreen (including soils reports).
9. That Kings County Impact Fees shall apply at current rates.
10. That the tenant, lessee, and/or owner are responsible for compliance with the Americans with Disabilities Act. By federal law your facility must be made accessible to the highest degree possible.
11. That the applicant provide a complete set of AS-BUILT drawings on CD, in "tif" format, to the Building Division prior to Final Inspection.
12. That the Building Division conducts and approves a Zoning Health & Safety inspection prior to the occupancy of the building.
13. That the address is 13863 11th Avenue.

PROJECT: Site Plan Review No. 2015-07, File 502-0942. PROPOSED MULTIPLE BUILDINGS IN THE INDUSTRIAL PARK @ THE CORNER OF S. 11TH AVENUE & ENERGY STREET; AND A PROPOSAL TO APPLY FOR ABANDONMENT OF A PORTION OF ENERGY STREET BETWEEN 11TH AVENUE & LAKESIDE DITCH COMPANY. THE APPLICANT IS HELENA CHEMICAL.

I ☒ (do) ☐ (do not) have comments regarding this project.

FIRE DEPARTMENT

Contact Fire Inspector Susan Martinez @ (559) 585-4793 or smartinez@cityofhanfordca.com concerning questions that you may have on the conditions listed below:

General:

1. Approval of this project does not exempt compliance with all applicable sections of the City adopted fire codes and local fire ordinances, such as, but not all codes may be listed:
 - a. Hanford Municipal Code
 - b. City of Hanford Public Works Standards
 - c. City of Hanford Industrial Park Standards
 - d. California Building Code and its references
 - e. California Fire Code and its references
 - f. National Fire Protection Association, 13, 14, 20, 24, 30, 70, 72
 - g. Title-19, CCR
2. Deferred submittals shall be submitted within 30 days of building permit issuance, **except for the underground fire service.**
3. All fire protection systems must be installed and operational prior to occupying the building and/or issuance of a Certificate of Occupancy.
4. All permits shall be issued and fees paid prior to scheduling inspections with the Fire Department. To schedule appointments for inspections, please email smartinez@cityofhanfordca.com
5. The fire flow and fire hydrant requirements will be determined at the time of building plan submittal.
6. Scope of work shall be clearly stated on all plans submitted for permit.
7. All Deferred Submittals shall be listed on the building plan Title Page. All deferred submittals are required to be submitted within 30-days of building permit issuance.

Fire Extinguisher(s):

8. Fire extinguishers shall be mounted onto a secure surface and/or installed inside approved fire extinguisher cabinets in accordance with the most currently adopted edition of the California Fire Code (CFC).
9. Fire extinguishers that are not easily visible due to being installed inside of a fire extinguisher cabinet or are blocked from view due to building and/or other obstructions, shall have a sign posted nearby with the words Fire Extinguisher on the cabinet or above the location where the fire extinguisher is installed.
10. The size, type and location of all fire extinguishers shall be approved by the fire department.

Fire Sprinklers:

11. **Important!** The City of Hanford code requirements for automatic fire sprinkler systems are more stringent for commercial, residential and industrial buildings than the California building and fire codes. Please contact the fire department for further information.
12. A separate fire department is required for the fire sprinkler system. Contact the fire department for submittal process.
13. Please see Item #7 regarding deferred submittals.
14. **Fire Riser Room:** All new buildings that require an automatic fire sprinkler system shall contain a separate room to house the fire riser and FDC inside of it and shall have the following building elements:
 - At least one man door shall be provided - only exterior door(s) are allowed,
 - The fire riser room and the door shall be large enough to accommodate repairs and/or maintenance needed by the use of tools and the removal and/or replacement of parts/pipe to the fire riser or FDC; suggested size 4' x 4' room.
 - One-hour rated construction,
 - Fire sprinkler head coverage required,
 - Normal and emergency back-up lighting shall be installed inside the fire riser room,
 - The exterior of the fire riser door shall have permanent signage stating FIRE RISER ROOM in a contrasting color to background,
 - For existing buildings: please contact the fire department for requirements.

Fire Alarm:

15. Fire alarm and detection systems required by Chapter 9 of the currently adopted edition of the California Building Code (CBC) and CFC shall be installed per NFPA 72.
16. Fire sprinkler system(s) with 21 or more sprinkler heads shall be monitored by a Central Station Service.

17. Fire sprinkler monitoring:
 - a. Fire flow switch,
 - b. Smoke or heat detector above FACP,
 - c. Manual pull device,
 - d. Valve supervisory on the fire service backflow preventer and PIV.
18. A separate fire department is required for fire sprinkler monitoring and/or fire alarm systems required by the latest edition of the CBC. Contact the fire department for submittal process.
19. Please see Item #7 regarding deferred submittals.

Emergency Access:

20. Locked gates installed across fire department access roads:
 - a. **Manual gates** with a chain lock require a **Knox Padlock, Model #3770**, to be installed on them; a **Knox Box, Model 3200 Series**, shall be installed at lever-type key locking devices.
 - b. **Electric gates** shall be equipped with an electric **Knox Key Switch, Model 3502**, at the gate location.
 - c. In case of a loss of power, electrically operated gates shall have a means of back-up power or shall default in the open position for immediate fire department access.
 - d. At no time shall the width of the fire department access road be reduced below **20-feet wide through or at any gates** along the fire departments' emergency access roads due to protruding objects from gate supports, frames, signs, access booths, curbs, etc.
21. **Fire department apparatus emergency access road(s) shall be provided from 11th Avenue through to the end of abandoned road on Energy Street.** Emergency access roads surfaces and any transitions shall be approved by the fire department prior to installation. **Ref. RA2015-01(518-0041)**
22. Fire apparatus emergency access roads shall not be less than **20-feet wide and 13-feet, 6-inches in height (vertically)**.
23. Traffic calming devices shall not be installed onto fire department emergency access roads unless prior approval is obtained from the Hanford Fire Department.
24. All fire department emergency access roads shall be within the Hanford Fire Department radius measurements as follows:

Calculated Turning Radii:

- a. Inside Turn: 20 ft., 1 in.
- b. Curb to Curb: 36-ft, 3 in.
- c. Wall to Wall: 44 ft., 6 in.

25. Temporary or permanent fire department emergency access roads shall be constructed in accordance with **City Standard ST-36**. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.
26. The fire department may require that you submit an all-weather access road plan for our review and approval prior to construction. A sign or signs may be required to be installed along temporary fire department access roads.
27. The ordering of Knox Box products can be done directly online at www.knoxbox.com or a form can be obtained from the fire department.

Storage Tanks with Flammable/Combustible Liquids or Hazardous Materials:

28. A separate permit is required for all hazardous materials and/or flammable and combustible liquids, gases, solids, etc., over the exempt amounts set forth in the latest adopted edition of the CFC. Please contact the fire department for further information.

Fire Hydrants and Underground Fire Service:

29. A separate fire department permit is required for the underground fire service.
30. Fire hydrant protection posts shall be installed at all fire hydrants that are subject to vehicle damage.
31. The FDC is required to be within 25-feet of a fire hydrant. The exact location shall be approved by the fire department. **Knox FDC Plugs, Model #3041**, are required on all FDC's.
32. **If a new fire hydrant flow test** is required, the following shall be submitted to the fire department:
 - a. Site plan showing the closest fire hydrants (minimum of two hydrants),
 - b. Payment to the Hanford Fire Department in the amount of **\$357.19**,
 - c. Submit the above items to the Hanford Fire Department, 350 W. Grangeville Blvd., Hanford, CA 93230.
33. Fire service backflow devices shall be approved by the city water purveyor and shall comply with City Standard WA-29.

Special Requirements:

34. The following City Standards shall apply:

- Fire Hydrant Installation WA-20
- Fire Riser Room WA-27
- Fire Pumper Connection (FDC) WA-28
- Fire Service Backflow Preventer Assembly (DCDA) WA-29
- Concrete Thrust Blocks WA-32
- Protection Posts (bollards) WA-35
- Fire Department Access Roads ST-36

35. All address numbers shall be installed onto the building and shall be visible from the frontage street. The color of the address numbers shall be in a contrasting color to the building. Recommend that all separate buildings contain and install building numbers or letters.

Size of Address Numbers:

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

33. Fire lanes, No Parking, and curbs shall comply with the latest adopted edition of the California Vehicle Code, and shall be approved by the Hanford Fire Department.
34. Special circumstances may require additional review and/or alternative methods in accordance with the currently adopted editions of the CBC/CFC.
35. Combustible high-piled storage requires a separate fire department review and permit. Contact the fire department for further information.

Project: RA2015-01; File 518-0041, proposal to abandon a portion of Energy Street, between 11th Avenue and Lakeside Ditch Co. The applicant is Helena Chemical Co.

I ☒ (do) ☐ (do not) have comments regarding this project.

5/28/15

HANFORD FIRE DEPARTMENT

Contact Fire Inspector Susan Martinez concerning questions that you may have regarding the conditions listed below at (559) 585-4793 OFFICE; (559) 940-2943 CELL or by EMAIL at smartinez@cityofhanfordca.com

General:

1. Approval of this project does not exempt compliance with all applicable sections of the City adopted fire codes and local fire ordinances

Emergency Access:

- A. A Knox-box (a heavy steel box containing keys for building or gate access) shall be installed; usually at the main entrance to a building, gate or access point. More than one Knox-Box may be required at the discretion of the fire official. The top of the Knox-Box shall not exceed 6'-0" AFF.
- B. Fire department apparatus emergency access road(s) shall be provided from 11th Avenue through to the end of abandoned road on Energy Street. Emergency access roads surfaces and any transitions shall be approved by the fire department prior to installation.
- C. The emergency access road shall be unobstructed; a minimum of 20-feet wide and 13-feet, 6-inches vertical; with an all-weather finished road; and may be subject to the No Parking requirements of the California Vehicle Code.
- D. All entrance gates that are locked that lead to fire department emergency access roads, appurtenances or to a building, shall have a Knox-Box, Knox Padlock or Knox Key Switch installed to provide fire department access in case of emergency. Electric gates shall have a emergency back-up in case of power outage.
- E. The Hanford Fire Department allows the ordering of Knox Box products directly online at www.knoxbox.com or you can obtain an Authorized Order Form from the fire department.
- F. Temporary and permanent fire department emergency access roads shall comply with City Standard ST-36 for Fire Department Access Roads. Fire Department emergency access roads shall be approved and maintained at all times.

Fire Hydrants and Required Fire Flow:

- G. Existing fire hydrants shall not be tampered with, relocated, put out of service, or obstructed in any manner without prior approval from the fire department.

- H. Fire hydrant protection posts may be required for fire hydrants that are subject to vehicle damage.
- I. Blue dot location marker(s) shall be installed six-inches from the street center line on the side closest to each fire hydrant.

R:\SITE PLAN REVIEW\ROAD ABANDONMENT RA2015-01 (581-0041) HELENA CHEMICAL ENERGY STREET.docx



City of Hanford

Department of Public Works

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

Utilities Division Comments

PROJECT: SPR 2015-07 Helena Chemical Co. – 11th Ave & Energy St.

General:

1. That all work within the public street right-of-way shall be under the control of a General Engineering Contractor, licensed for that purpose. Contractor shall verify all conditions in the field prior to commencing construction.
2. That locations of existing water, sanitary sewer and storm drain mains in the vicinity of the project site will be marked by Public Works Department staff based upon the city's best available records. Contractor shall provide city with a minimum of 48 hours prior notice when requesting location of existing utilities at (559) 585-2564. The City of Hanford is not a member of Underground Service Alert (U.S.A.).
3. That all sewer and water utility work and materials shall conform to City of Hanford Standards and Specifications, latest edition. All Utility connections located within 11th Ave shall be bored.

Water:

1. That the developer shall provide an accurate fixture unit count and size water services in accordance with the requirements of the Uniform Plumbing Code, latest edition.
2. That the developer shall furnish and install any new water service assemblies required for the project including water meters and meter boxes for both domestic and landscape uses. If existing services are utilized, fixture counts to ensure adequate size of service is required. All new services are to come off Energy Street and shall be bored.
3. That the developer shall furnish and install appropriate cross connection / backflow prevention assemblies for all required water services, including fire service lines.
4. That all backflow prevention assemblies required for the development shall be tested and approved by a certified technician prior to occupancy. Copies of all backflow test results shall be provided to the City of Hanford Utilities Division.
5. It is recommended that developer install a separate irrigation service to reduce the sewage usage bill. Sewage bills are calculated off of domestic water flows.

Sewer:

Mike Cosenza
UTILITIES SUPERINTENDENT (559) 585-2564

01/26/17
DATE

Site Plan Review No. 2015-07, Road Abandonment No. 2015-01, and Disposition of Real Property
Mitigation Measures
Mitigated Negative Declaration 2016-10

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
Mitigation Measure: Aesthetics 1.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That all exterior lighting shall be focused downward to avoid point sources of light interfering with the vision of motorists. Lighting elements shall be recessed into their fixtures to prevent glare. Exterior lighting shall be installed so as not to illuminate adjacent properties.	Applicant
AIR QUALITY			
Mitigation Measure: Air Quality 1.	a) Project could potentially conflict with or obstruct implementation of the applicable air quality plan.	The project will be subject to Regulation VIII to reduce PM10 emissions and subject to Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) as a condition of approval. Additional District rules may apply from the SJVUAPCD: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). The applicant must implement the District's mandatory dust control measures. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby industrial businesses.	Applicant to file application with San Joaquin Valley Air Pollution Control District and to obtain permits from San Joaquin Valley Air Pollution Control District.
	b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	The project will be subject to Regulation VIII to reduce PM10 emissions and subject to Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) as a condition of approval. Additional District rules may apply from the SJVUAPCD: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). The applicant must implement the District's mandatory dust control measures. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby	Applicant to file application with San Joaquin Valley Air Pollution Control District and to obtain permits from San Joaquin Valley Air Pollution Control

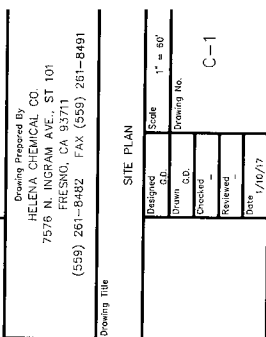
		Industrial businesses.	District.
	c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	The project is required to comply with Regulation Viii to reduce PM10 emissions, comply with Rule 2010 and Rule 2201 for New and Modified Stationary Source Review. The applicant will be further required to contact the San Joaquin Valley Air Pollution Control District to determine the additional district rules that may apply to the project.	Applicant to file application with San Joaquin Valley Air Pollution Control District and to obtain permits from San Joaquin Valley Air Pollution Control District.
CULTURAL RESOURCES			
Mitigation Measure: Cultural Resources 1.	Disturb any human remains, including those interred outside of formal cemeteries?	In the case that any human remains are discovered at any time, that construction will cease and the City is notified as well as the County Coroner pursuant to California Health and Safety Code 7050.5 and Public Resources Code 5097.98.	Applicant
GEOLOGY AND SOILS			
Mitigation Measure: Geology and soils 1.	Result in substantial soil erosion or the loss of topsoil?	Comply with the California Building Code.	Applicant
GREENHOUSE GAS EMISSIONS			
Mitigation Measure: Greenhouse Gas	Generate greenhouse gas emissions, either directly or indirectly, that	That the project comply with the adopted Climate Action Plan, which coincides with the State's goal to meet GHG-emission reduction targets identified under AB32.	Applicant

Emissions 1.	may have a significant impact on the environment?	That the project use the approve Best Performance Standards established by the San Joaquin Valley Air Pollution Control District for any stationary sources, if applicable	
Mitigation Measure: Greenhouse Gas Emissions 2.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	That the project comply with the adopted Climate Action Plan, which coincides with the State's goal to meet GHG-emission reduction targets identified under AB32.	
HAZARDOUS AND HAZARDOUS MATERIALS			
Mitigation Measure: Hazardous And Hazardous Materials 1-3	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	1. That the applicant update their hazardous materials business plan (HMBP) with the Kings County Department of Health and determine their eligibility for the California Accidental Release Prevention Program, by contacting Yatee Patel at (559)584-1411.	Applicant
		2. That the applicant comply with the Uniform Fire Code to ensure proper regulating storage of hazardous substances.	
		3. That the applicant consult and coordinate with the San Joaquin Valley Air Pollution Control District to ensure proper permitting and air emissions	
HYDROLOGY AND WATER QUALITY			
Mitigation Measure: Hydrology and Water Quality 1.	Violate any water quality standards or waste discharge requirements?	That the project is required to comply with all City ordinance, standards, and policies. The project will also be required to comply with all requirements of the Kings County Health Department, State, and Federal regulations regarding water quality standards or waste discharge.	Applicant
Mitigation Measure: Hydrology and Water Quality 3.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or	That the project complies with State of California Water Resources Control Board requirements, specifically related to the National Pollution Elimination System Permit process.	Applicant

	off-site?		
Mitigation Measure: Hydrology and Water Quality 4.	Otherwise substantially degrade water quality?	That the project is required to comply with all City ordinance, standards, and policies. The project will also be required to comply with all requirements of the Kings County Health Department, State, and Federal regulations regarding water quality standards or waste discharge.	Applicant
NOISE			
Mitigation Measure: Noise 1.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	That noise created during any time of the day or night by non-preempted sources associate with existing or proposed industrial uses shall not exceed a maximum level of 70 dBA, as measured at the property line of the industrial use producing the noise.	Applicant; Police to enforce
Mitigation Measure: Noise 2.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	That the project be required to comply with the noise limits established for industrial noise sources in the General Plan.	Applicant; Police to enforce
PUBLIC SERVICES			
Mitigation Measure: Public Services 1.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable	The project will be subject to fire impact fees.	Applicant to pay

	service ratios, response times or other performance objectives for any of the public services: FIRE		
Mitigation Measure: Public Services 2.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: POLICE	The project will be subject to police impact fees.	Applicant to pay
TRANSPORTATION AND TRAFFIC			
Mitigation Measure: Transportation and Traffic 1.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	That the development is subject to traffic impact fees and the developer will be responsible for traffic-related improvements.	Applicant to pay impact fees

Mitigation Measure: Transportation and Traffic 2.	Result in inadequate parking capacity?	That the applicant will be required to provide parking at the ratio prescribed by the Municipal Code 17.38.020 C.4.h. for manufacturing plants in the industrial area, h. "One space for each two employees of the maximum working shift."	City to require as condition of approval; Applicant to provide
UTILITIES AND SERVICE SYSTEMS			
Mitigation Measure: Utilities and Service Systems 1.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	That the developer shall comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.	Applicant
Mitigation Measure: Utilities and Service Systems 2.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	That the project comply with all State and local regulations regarding water conservation measures and landscaping.	City to require and ensure compliance



Recording Requested By:

City of Hanford

When Recorded Return To:

City of Hanford
Attn: City Clerk
319 N. Douty Street
Hanford, CA 93230

RESOLUTION 17-05-R

**ORDER OF THE CITY COUNCIL OF THE CITY OF HANFORD VACATING AND
ABANDONING APPROXIMATELY 46,389 SQUARE FEET OF PUBLIC RIGHT-OF-
WAY ON ENERGY STREET, EAST OF 11TH AVENUE**

WHEREAS, the City Council of Hanford did on **February 7, 2017**, at a regular meeting of said Council motion to declare the intention of the City Council to vacate and abandon approximately 46,389 square feet of public right-of-way on Energy Street, east of 11th Avenue in the City of Hanford and hereinafter described, and notices of said proposed public street vacation and abandonment having been posted upon said property in accordance with Section 8320 of Streets and Highway Code of the State of California, and publication of notice of said Intention and of the time and place of the public hearing set therein having been published in the manner prescribed by law for publishing resolution of the City of Hanford pursuant to Section 8320 of the Streets and Highway Code of the State of California, and

WHEREAS, on the **21st** day of **February 2017**, the City Council of the City of Hanford, after notice given by said posting and publishing as provided by law, held a public hearing and received evidence on the proposed vacation and abandonment, and the said City Council of the City of Hanford having found from all the evidence submitted that the portion of the public street described in said Resolution of Intention are unnecessary for present or future public street purposes, and should be vacated and abandoned subject to the terms and conditions set forth as follows:

1. That a full, industrial-usage capacity turn-around be constructed on the east side of Youd Ditch.
2. That the project acquire the additional right-of-way to construct such turn around.
3. That the existing facilities, including one fire hydrant, driveway, and fences be relocated to facilitate the new turn-around.
4. That a public utility easement be created, width 78', to accommodate the existing utilities and the maintenance thereof within the abandoned right of way.

5. That gated entries with knox boxes be constructed at each end of the easement to allow Fire Department access through the site.

NOW, THEREFORE, the City Council of the City of Hanford does hereby determine that the portion of said street identified in Exhibit "A," which is attached hereto and made a part hereof and hereinafter described should be vacated and abandoned, and the City Council of the City of Hanford does hereby order the vacation and abandonment of said portion of said public street in the City of Hanford, more particularly described as follows:

That portion of the southwest quarter of Section 13, Township 19 South, Range 21 East, Mount Diablo Base and Meridian, according to the Official Plat thereof, more particularly described as follows:

Commencing at the southwest corner of said southwest quarter;

Thence along the west line of said southwest quarter North 0°28'58" East a distance of 71.77 feet;

Thence at a right angle South 89°31'02" East a distance of 50.00 feet to a point on the east right-of-way line of 11th Avenue;

Thence along said east right-of-way line North 0°25'58" East a distance of 572.14 feet to the ***True Point of Beginning***:

Thence along the northerly prolongation of said east right-of-way line North 0°28'58" East a distance of 128.03 feet to the beginning of a non-tangent curve concave northeasterly and having a radius of 30.00 feet a radial to which bears North 89°31'02" West;

Thence southeasterly along said curve through a central angle of 91°15'25" an arc distance of 47.78 feet;

Thence along a line parallel with the south line of said southwest quarter, North 89°13'33" East a distance of 645.84 feet;

Thence along a line parallel with the west line of said southwest quarter, South 0°28'58" West a distance of 68.02 feet

Thence along a line parallel with the south line of said southwest quarter, South 89°13'13" West a distance of 647.16 feet to the beginning of a tangent curve concave southeasterly and having a radius of 30.00 feet;

Thence southwesterly along said curve through a central angle of 88°44'35" an arc distance of 46.47 feet to the ***True Point of Beginning***.

Area: 46,389 Square Feet, 1.06 Acres

IT IS FURTHER ORDERED that the City Clerk shall cause a certified copy of this Order, attested by the City Clerk, under seal of the City, to be duly recorded in the County Recorder's Office of the County of Kings, State of California.

ORDERED at a regular meeting of the City Council of the City of Hanford, duly called and held on the 21st day of February 2017, by the following vote:

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

I HEREBY CERTIFY that the foregoing Resolution was passed and adopted by the Council of the City of Hanford at a regular meeting thereof held on February 21, 2017 by the following vote:

AYES: COUNCIL MEMBER _____
NOES: COUNCIL MEMBER _____
ABSTAIN: COUNCIL MEMBER _____
ABSENT: COUNCIL MEMBER _____

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

I, JENNIFER GOMEZ, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 21st day of February, 2017.

Date: _____

APPROVED: _____
DAVE AYERS
MAYOR of the City of
Hanford

ATTEST: _____
JENNIFER GOMEZ
CITY CLERK

Exhibit A
Road Abandonment No. 2015-01

Exhibit A
Road Abandonment No. 2015-01

EXHIBIT "A"

STREET ABANDONMENT - PORTION OF ENERGY STREET

LEGAL DESCRIPTION

That portion of the southwest quarter of Section 13, Township 19 South, Range 21 East, Mount Diablo Base and Meridian, according to the Official Plat thereof, more particularly described as follows:

Commencing at the southwest corner of said southwest quarter;

Thence along the west line of said southwest quarter North 0°28'58" East a distance of 71.77 feet;

Thence at a right angle South 89°31'02" East a distance of 50.00 feet to a point on the east right-of-way line of 11th Avenue;

Thence along said east right-of-way line North 0°28'58" East a distance of 572.14 feet to the **True Point of Beginning**;

Thence along the northerly prolongation of said east right-of-way line North 0°28'58" East a distance of 128.03 feet to the beginning of a non-tangent curve concave northeasterly and having a radius of 30.00 feet a radial to which bears North 89°31'02" West;

Thence southeasterly along said curve through a central angle of 91°15'25" an arc distance of 47.78 feet;

Thence along a line parallel with the south line of said southwest quarter, North 89°13'33" East a distance of 645.84 feet;

Thence along a line parallel with the west line of said southwest quarter, South 0°28'58" West a distance of 68.02 feet

Thence along a line parallel with the south line of said southwest quarter, South 89°13'33" West a distance of 647.16 feet to the beginning of a tangent curve concave southeasterly and having a radius of 30.00 feet;

Thence southwesterly along said curve through a central angle of 88°44'35" an arc distance of 46.47 feet to the **True Point of Beginning**.

Area: 46,389 Square Feet, 1.06 Acres

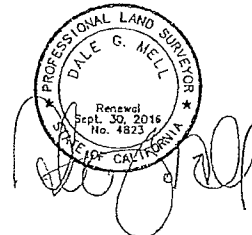


EXHIBIT FOR STREET ABANDONMENT

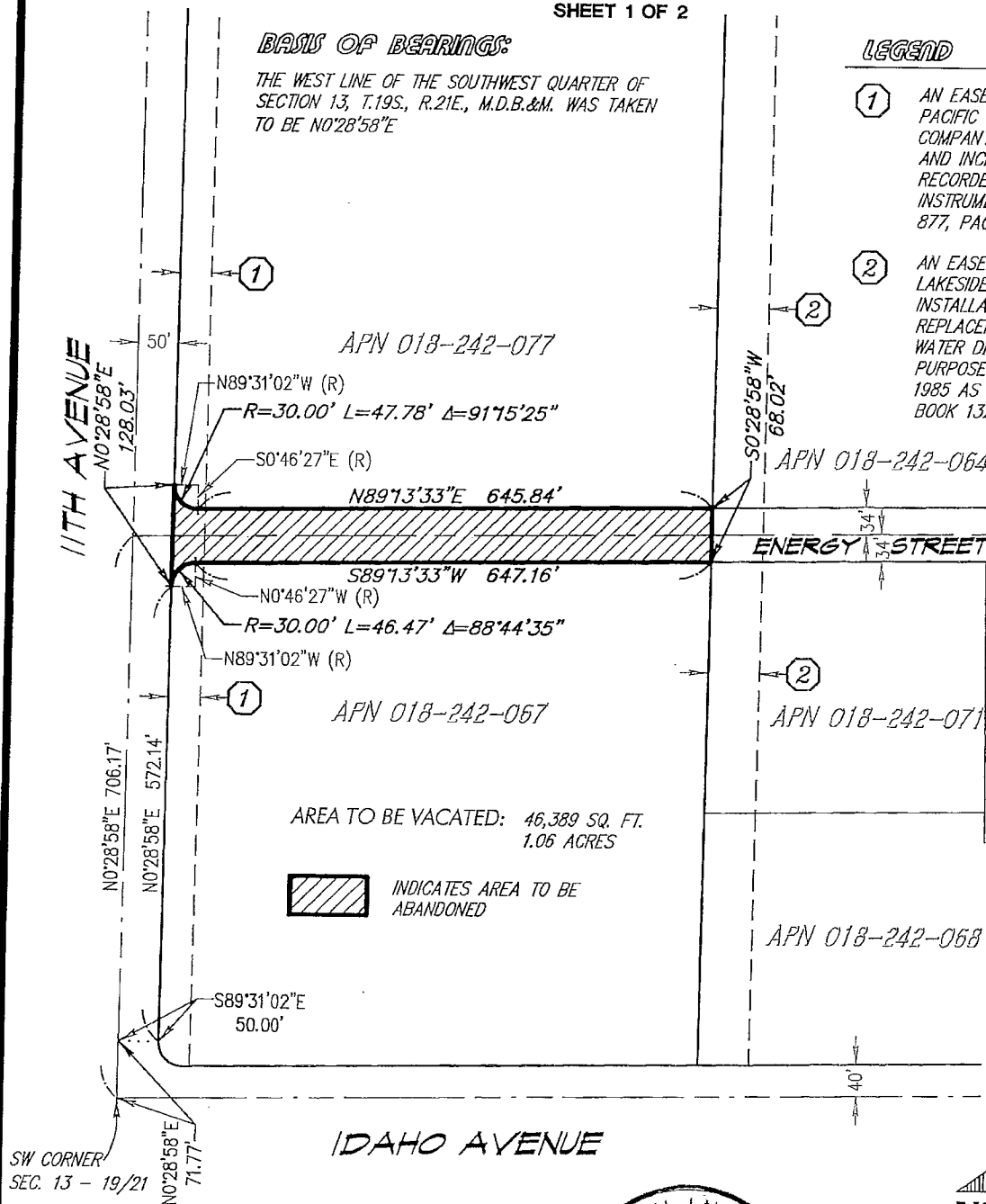
PORTION OF ENERGY STREET
SHEET 1 OF 2

BASE OF BEARINGS:

THE WEST LINE OF THE SOUTHWEST QUARTER OF
SECTION 13, T.19S., R.21E., M.D.B.&M. WAS TAKEN
TO BE N0°28'58"E

LEGEND

- ① AN EASEMENT IN FAVOR OF
PACIFIC GAS AND ELECTRIC
COMPANY FOR PUBLIC UTILITIES
AND INCIDENTAL PURPOSES,
RECORDED AUGUST 23, 1965 AS
INSTRUMENT NO. 11201 IN BOOK
877, PAGE 514, O.R.K.C.
- ② AN EASEMENT IN FAVOR OF
LAKESIDE DITCH COMPANY FOR THE
INSTALLATION, MAINTENANCE,
REPLACEMENT, AND REPAIR OF A
WATER DITCH AND INCIDENTAL
PURPOSES, RECORDED JANUARY 28,
1985 AS INSTRUMENT NO. 1295 IN
BOOK 1323, PAGE 160, O.R.K.C.



INDICATES AREA TO BE
ABANDONED

PREPARED BY:

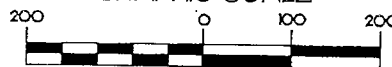
**DALE G. MELL
& ASSOCIATES**

ENGINEERING & SURVEYING SERVICES

2090 NORTH WINERY AVENUE, FRESNO, CALIFORNIA 93703
(559) 292-4046 * FAX 251-9220



GRAPHIC SCALE

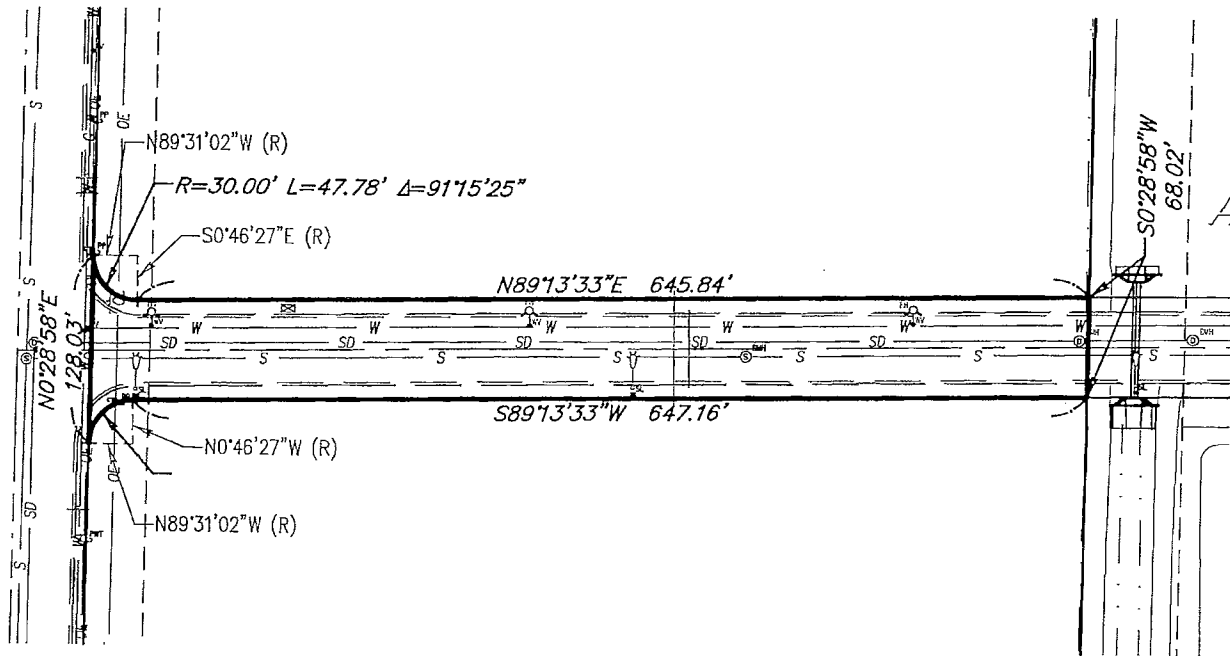


1 INCH = 200 FEET

BY: R.ESPINOZA - 04/22/15
DMA CADFILE: 15-029EX01

EXHIBIT FOR STREET ABANDONMENT

PORTION OF ENERGY STREET
SHEET 2 OF 2



NOTE:

THE PURPOSE OF THIS SHEET IS TO SHOW
EXISTING IMPROVEMENTS WITHIN AREA BEING
PROPOSED TO BE ABANDONED.

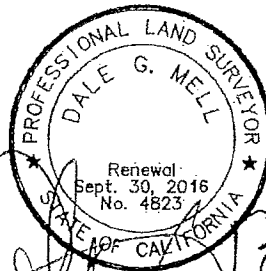
PREPARED BY:



**DALE G. MELL
& ASSOCIATES**

ENGINEERING & SURVEYING SERVICES

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GRAPHIC SCALE

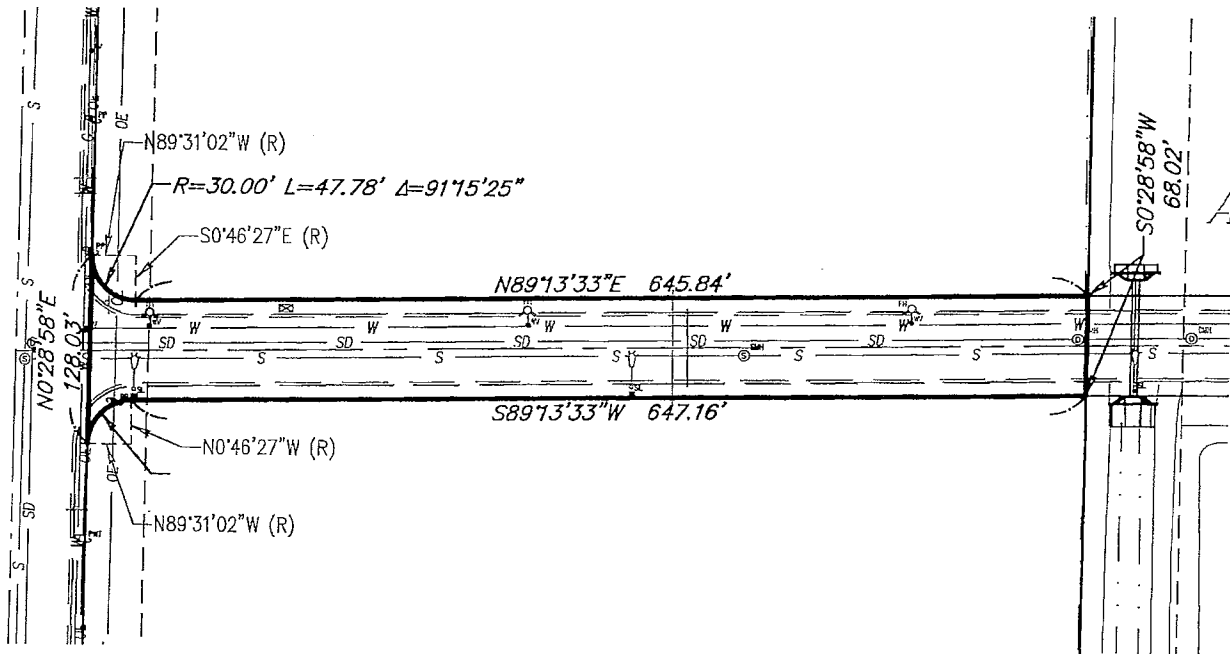


1 INCH = 120 FEET

BY: R.ESPINOZA - 04/22/15
DMA CADFILE: 15-029EX01

EXHIBIT FOR STREET ABANDONMENT

PORTION OF ENERGY STREET
SHEET 2 OF 2



NOTE:

THE PURPOSE OF THIS SHEET IS TO SHOW
EXISTING IMPROVEMENTS WITHIN AREA BEING
PROPOSED TO BE ABANDONED.

PREPARED BY:



**DALE G. MELL
& ASSOCIATES**

ENGINEERING & SURVEYING SERVICES

2090 NORTH WINERY AVENUE, FRESNO, CALIFORNIA 93703
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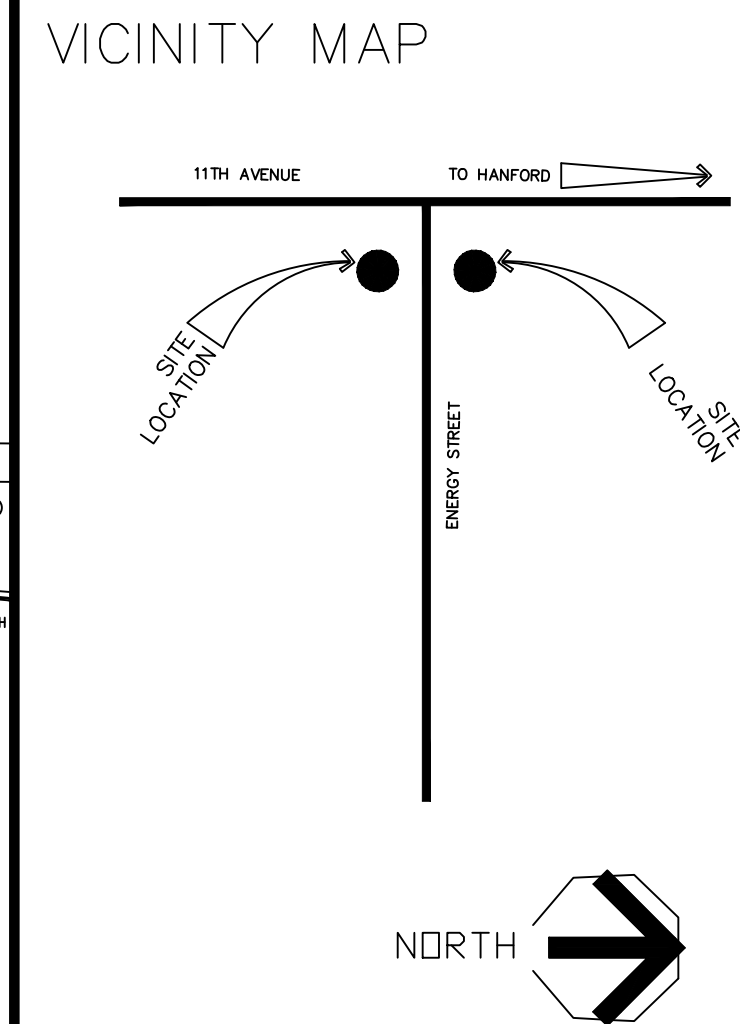
NORTH

GRAPHIC SCALE



1 INCH = 120 FEET

BY: R.ESPINOZA - 04/22/15
DMA CADFILE: 15-029EX01



NO SITE ADDRESS
APN: 018-252-067 & 018-252-077
HANFORD, CA

(E)	EXISTING
EPB	ELECTRICAL PULL BOX
FH	FIRE HYDRANT
(P)	PROPOSED IMPROVEMENT
PP	POWER POLE
SL	EXISTING SL
SMH	SEWER MAN HOLE
WM	WATER METER
WV	WATER VALVE
----	EASEMENT
-----	FENCE - CHAINLINK
-----	PROPERTY BOUNDARY
-----	PROPOSED ASPHALT
-----	PROPOSED LANDSCAPE

Drawing Prepared By
HELENA CHEMICAL CO.
7576 N. INGRAM AVE., ST 101
FRESNO, CA 93711
(559) 261-8482 FAX (559) 261-8491

Drawing Title

SITE PLAN

Designed C.D.	Scale 1" = 60'
------------------	-------------------

Drawn	Drawing No.
-------	-------------

Checked
— C-1

Reviewed
—

Date 1/10/17

Helena would like to propose with the attached Site Plan Review application the construction of a new facility at APN 018-252-067 & 018-252-077. The use of the property will be consistent with approved uses in the Heavy Industrial Zone. The new facilities Use will include the storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer along with the storage of agricultural protection products for retail use.

Proposed Improvements

Phase 1

Office – 3,334 square feet
 Shop – 4,800 square feet
 Storage Building – 2,400 square feet
 Tank Containment – Capacity for 720,000 gallons(8,842 square feet)
 Bulk Dry Fertilizer Warehouse – 20,153 square feet(Approximately 5,000 Tons of material)
 Railroad Tracks – 3,230 Linear Feet
 Truck/Tank Rinse Pad – 2,700 square feet
 10'x70' Truck Scale

Phase 2 – Constructed following the completion of Phase 1

Warehouse – 24,810 square feet
 Bulk Dry Fertilizer Warehouse Expansion - 20,500 square feet(13,000 Tons
 500,000 gallon self-contained tank
 Shop - 2,800 square feet

Phase 3 – Constructed when market influences justify the expansion

2,500,000 gallons liquid fertilizer

Operating Procedure

Unloading dry and liquid fertilizer into the tanks and dry fertilizer warehouse from the transport vehicle

Helena's operations will include the storage and blending of previously prepared liquid and dry fertilizer. The liquid and dry fertilizer is transported to the site via trucks or by rail. When liquid fertilizer is delivered to the site it is offloaded from the tanker truck on a contained loadpad and dispensed into the appropriate above ground storage tank by means of hoses, pumps, and a network of plumbing. All of the unloading process is conducted in a contained area. When dry fertilizer is delivered to the facility by truck it is offloaded into a drag paddle conveyor. The drag paddle conveyor moves the product from ground level to the

bottom of a bucket elevator. The enclosed elevator conveys the material to the peak height of the building and transfers to an enclosed belt and the belt conveys the material to the appropriate bin. All of the dry fertilizer is transferred in enclosed equipment and inside of a building except for the initial 2' drop point from the belly of the trailer to the drag paddle conveyor. If the fertilizer is delivered by rail the same process occurs as described above for both liquid and dry fertilizer products.

Loading dry and liquid fertilizer from the tanks and dry fertilizer into the transport vehicle.

All of the liquid and dry fertilizer are delivered to the customer by means of a full size truck (80,000 GVWR) or a two ton truck with a trailer(32,000 GVWR). The operations for loading vessels of sold products to Helena's retail customers are as follows:

Liquid Fertilizer – Stored in above ground storage tanks

The Liquid fertilizer can be loaded by two different methods. The first and most common way to load a truck is through a liquid blender which is equipped with load cells to weigh each product. Helena's Crop Advisors will issue a blend ticket for the customer's specific nutrient needs that consists of two or more previously prepared products. The ticket information is inputted into an automated screen that will dispense, blend and loadout the product by means of pumps, a manifold, and a network of plumbing(The manifold is connected to all of the tanks but through valves on the manifold remain separate). The second means to load a vessel is through a flow meter. This method is generally used when the retail customer order consists of a single product. The product amount is entered into a batch controller which will dispense the product by means of a pump, manifold, and a network of plumbing. The equipment serves as an accurate means to load a transport vehicle but does not serve as the point of sale.

Dry Fertilizer- Stored in Dry Fertilizer Warehouse

The dry fertilizer is stored in large piles inside of a building and is segregated by means of walls. The products to be dispensed are determined by the crop advisor and prescribed on a blend ticket based on the need of the customer's plant and soil; if the retail customer requires a single product the same process is utilized. The equipment used to dispense the product into a truck consists of 8 large hoppers that are commonly connected by means of an under bin auger and a belt conveyor. The hoppers are filled by a front end loader that scoops each product from its stored state and loads it into the predetermined hopper. Once all of the bins are filled the ticket information is entered into a computer module that variably introduces each product into the under bin auger simultaneously. As the product/products are mechanically moved through the under bin auger it transfers into a bucket elevator. The bucket elevator transports the material to an overhead auger which conveys the material into one of two overhead weigh hoppers. Once in the weigh hopper the material is loaded into the appropriate truck. A liquid pump system is oriented at the transition of the auger and the bucket elevator to allow the introduction of water or micronutrients for dust

suppressant and additional nutrients. The weigh hoppers will serve as an accurate means to load a transport vehicle and will serve as the point of sale. All of this activity is conducted in a completely enclosed structure.

Products delivered to and from proposed Packaged Warehouse

All of the products received and unloaded into the Packaged Warehouse come in packages ranging by the ounce and as large as 275 gallon totes. These products are delivered to the facility in the packages used by the manufacture and then shipped to our customers in the same package (Products are not repackaged). The products are brought in via common carrier (Fed Ex, UPS, etc.) and will be unloaded at the proposed dock. Most products are palletized and will remain on the pallet until purchased from the customer. When the products are purchased, Helena staff will organize the order onto pallets that are staged for scheduled delivery. The scheduled delivery is typically loaded onto a Helena delivery truck and shipped to the customer's farm but customers on occasion will come to the facility to pick up their own order.

Estimated Truck Trips

Helena currently generates approximately 68 trips for the sales, office, and fertilizer staff. The trucks delivering to and from the facility are approximated at 40 trips per day. The truck traffic would consist of California legal trucks (80,000 GVWR) and 2 ton trucks with trailers (32,000 GVWR). It is anticipated at full build out delivery truck trips could increase by 14-20.

Operational Hours

Monday – Friday	6:30AM – 5:00PM
Saturday	6:30AM – 12:00PM

Number of Employees

Helena employs an average of 23 employees throughout the year.

Conclusions

The proposed facility will not drastically change the frequency of truck trips, increase dust, smell, noise, or pose a public health risk. The new facility will allow Helena to relocate its existing facility at 8148 E. Lacey Blvd upon completion of Phase 1.

CITY OF HANFORD

Community Development Department
317 N. Dwyer Street
Hanford, CA 93230
(559) 585-2580
Fax (559) 583-1633

Application Fee: \$4,092.⁰⁰
Environmental Fee: _____
Community Development Filing Fee: _____
File Number: 518-0041

Application for: Street Abandonment.**Number** 2015-01

The purpose of this review is to determine if the proposed abandonment conforms with the provisions of the General Plan. PRINT or TYPE all information. Instructions for drawing a Plot Plan are on the reverse side. If the information requested is not applicable, write NA in the space provided. Feel free to use attachments to better illustrate or explain the project.

PART A. General Information

APPLICANT
Name: Helena Chemical Company
Address: 7576 N. Ingram Ave. #101
City: Fresno 93701
Phone: (559) 201-9020

ENGINEER/DESIGNER
Name: Dale Le-Mell & Associates
Address: 2040 N. Winery Avenue
City: Fresno CA 93703
Phone: (559) 292-4046

Abandonment/Location:Energy Avenue east of 11th Avenue north of Idaho AvenueLegal Description:See attached Exhibit 'A'PART B. Site PlanInstructions for Drawing a Site Plan:

1. Draw the site plan on a paper that is a minimum of 8 ½ X 11 inches and a maximum of 24 X 36 inches in size. Make the scale large enough to show all details clearly. Submit twelve (12) copies with the application. In some cases, additional copies will be necessary. The following should be shown on the plot plan:
 - a. Date, North Arrow, and scale of the drawing.
 - b. Dimensions of the exterior boundaries of the abandonment.
 - c. Name all adjacent streets, roads, or alleys showing right-of-way and dedication widths, reservation widths, and all types of improvements existing or proposed.
 - d. Other data as required permitting the Community Development Department to make the required findings.
2. Copy of the Site Plan reduced to an 8 ½ " X 11" size.

Received

APR 23 2015

City of Hanford

PART C. Noticing Information

The following must be provided:

1. An accurate scale drawing of the surrounding area for a minimum distance of five hundred (500) feet from each boundary of the site showing locations of existing streets, property lines. (Assessor's Parcel Maps that are obtainable from the Kings County Assessor's Office may be used for this purpose).
- ✓ 2. A list of the names and last known addresses of the recorded legal owners of all properties within the 500 foot distance from the exterior boundary of the site shall be obtained from the Kings County Assessor's records. (Use only the Assessor's official records, do not use other sources such as the telephone book, City Directory, etc.).

PART D. Certification

I declare that the information provided is true and correct:

Stevan E. Alexander
Signature of Applicant
Name (Print) Stevan E. Alexander
Date: 4/23/15

EXHIBIT "A"

STREET ABANDONMENT - PORTION OF ENERGY STREET

LEGAL DESCRIPTION

That portion of the southwest quarter of Section 13, Township 19 South, Range 21 East, Mount Diablo Base and Meridian, according to the Official Plat thereof, more particularly described as follows:

Commencing at the southwest corner of said southwest quarter;

Thence along the west line of said southwest quarter North 0°28'58" East a distance of 71.77 feet;

Thence at a right angle South 89°31'02" East a distance of 50.00 feet to a point on the east right-of-way line of 11th Avenue;

Thence along said east right-of-way line North 0°28'58" East a distance of 572.14 feet to the **True Point of Beginning**;

Thence along the northerly prolongation of said east right-of-way line North 0°28'58" East a distance of 128.03 feet to the beginning of a non-tangent curve concave northeasterly and having a radius of 30.00 feet a radial to which bears North 89°31'02" West;

Thence southeasterly along said curve through a central angle of 91°15'25" an arc distance of 47.78 feet;

Thence along a line parallel with the south line of said southwest quarter, North 89°13'33" East a distance of 645.84 feet;

Thence along a line parallel with the west line of said southwest quarter, South 0°28'58" West a distance of 68.02 feet

Thence along a line parallel with the south line of said southwest quarter, South 89°13'33" West a distance of 647.16 feet to the beginning of a tangent curve concave southeasterly and having a radius of 30.00 feet;

Thence southwesterly along said curve through a central angle of 88°44'35" an arc distance of 46.47 feet to the **True Point of Beginning**.

Area: 46,389 Square Feet, 1.06 Acres

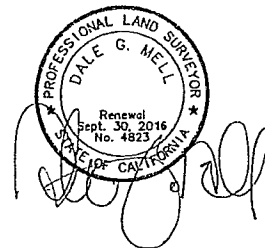


EXHIBIT FOR STREET ABANDONMENT

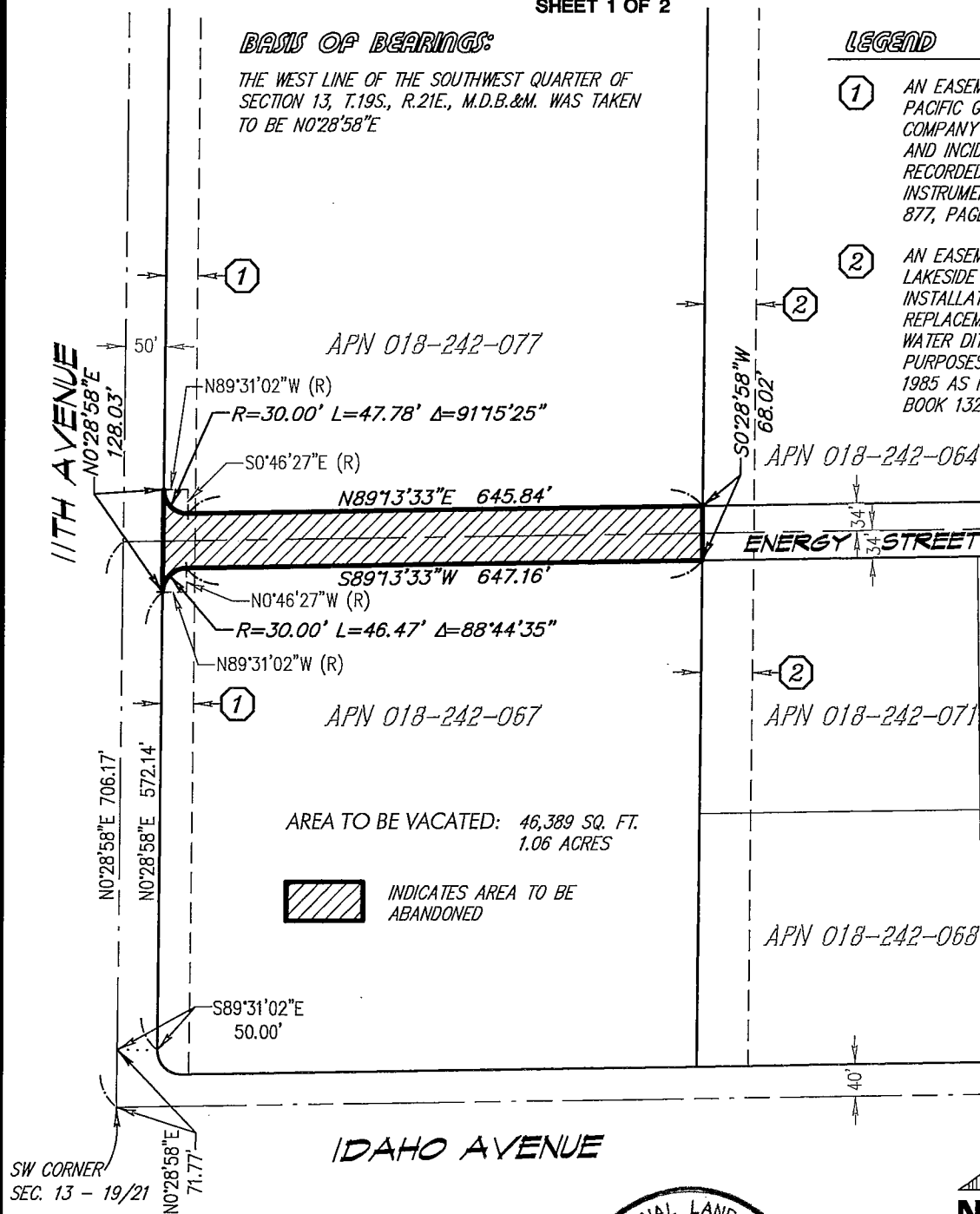
PORTION OF ENERGY STREET
SHEET 1 OF 2

BASIS OF BEARINGS:

THE WEST LINE OF THE SOUTHWEST QUARTER OF
SECTION 13, T.19S., R.21E., M.D.B.&M. WAS TAKEN
TO BE N0°28'58"E

LEGEND

- ① AN EASEMENT IN FAVOR OF
PACIFIC GAS AND ELECTRIC
COMPANY FOR PUBLIC UTILITIES
AND INCIDENTAL PURPOSES,
RECORDED AUGUST 23, 1965 AS
INSTRUMENT NO. 11201 IN BOOK
877, PAGE 514, O.R.K.C.
- ② AN EASEMENT IN FAVOR OF
LAKESIDE DITCH COMPANY FOR THE
INSTALLATION, MAINTENANCE,
REPLACEMENT, AND REPAIR OF A
WATER DITCH AND INCIDENTAL
PURPOSES, RECORDED JANUARY 28,
1985 AS INSTRUMENT NO. 1295 IN
BOOK 1323, PAGE 160, O.R.K.C.



PREPARED BY:

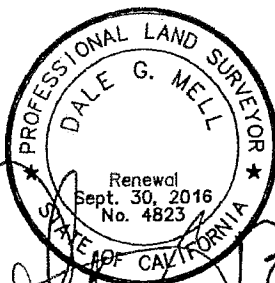


**DALE G. MELL
& ASSOCIATES**

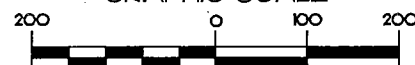
ENGINEERING & SURVEYING SERVICES

2090 NORTH WINERY AVENUE, FRESNO, CALIFORNIA 93703

(559) 292-4046 * FAX 251-9220



GRAPHIC SCALE



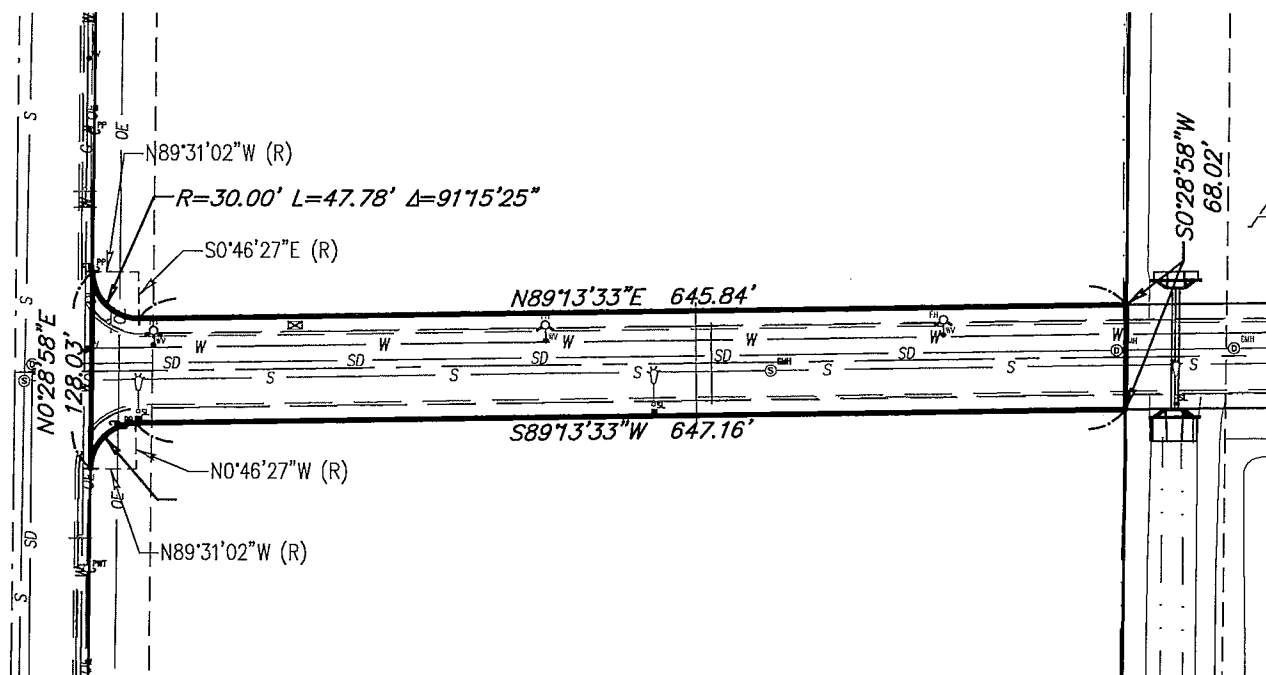
1 INCH = 200 FEET

BY: R.ESPINOZA - 04/22/15

DMA CADFILE: 15-029EX01

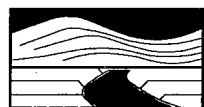
EXHIBIT FOR STREET ABANDONMENT

PORTION OF ENERGY STREET
SHEET 2 OF 2



NOTE:

THE PURPOSE OF THIS SHEET IS TO SHOW
EXISTING IMPROVEMENTS WITHIN AREA BEING
PROPOSED TO BE ABANDONED.



PREPARED BY:

**DALE G. MELL
& ASSOCIATES**

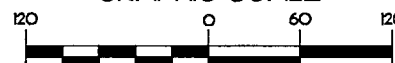
ENGINEERING & SURVEYING SERVICES

2090 NORTH WINERY AVENUE, FRESNO, CALIFORNIA 93703

(559) 292-4046 * FAX 251-9220



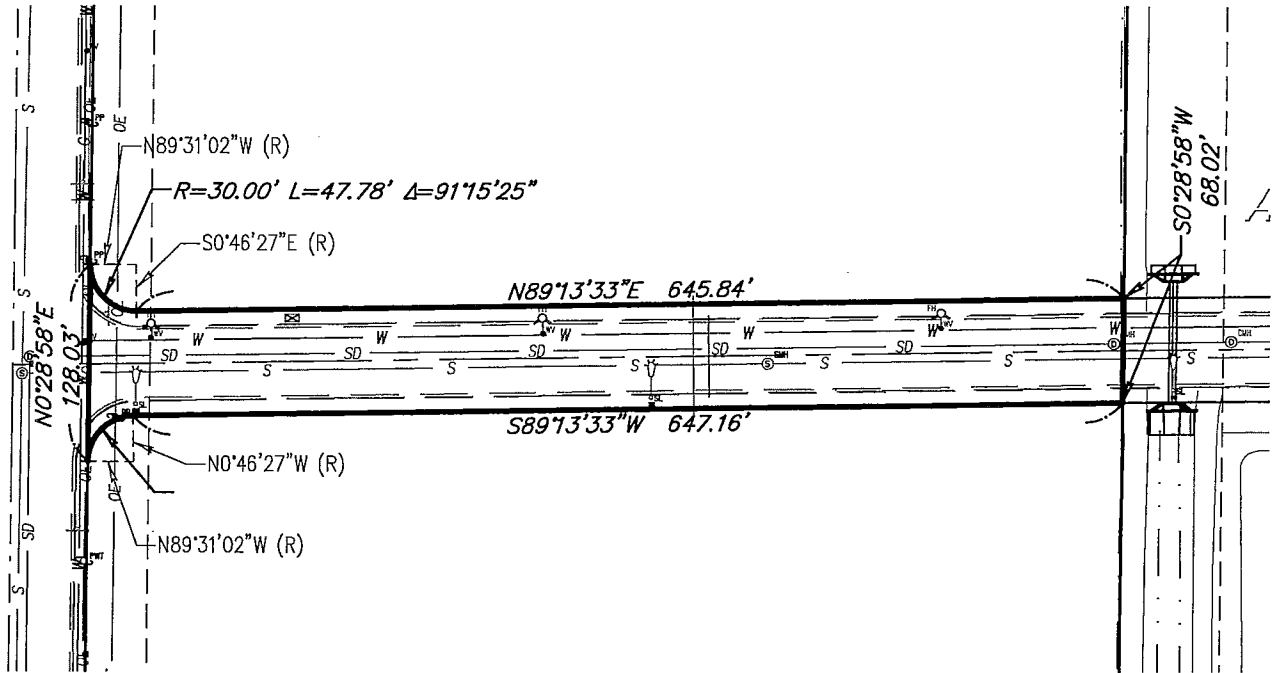
GRAPHIC SCALE



1 INCH = 120 FEET

BY: R.ESPINOZA - 04/22/15
DMA CADFILE: 15-029EX01

EXHIBIT 'B'
EXHIBIT FOR STREET ABANDONMENT
 PORTION OF ENERGY STREET
 SHEET 2 OF 2



NOTE:

THE PURPOSE OF THIS SHEET IS TO SHOW
 EXISTING IMPROVEMENTS WITHIN AREA BEING
 PROPOSED TO BE ABANDONED.



PREPARED BY:

**DALE G. MELL
 & ASSOCIATES**

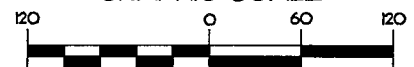
ENGINEERING & SURVEYING SERVICES

2090 NORTH WINERY AVENUE, FRESNO, CALIFORNIA 93703

(559) 292-4046 * FAX 251-9220



GRAPHIC SCALE



1 INCH = 120 FEET

BY: R.ESPINOZA - 04/22/15
 DMA CADFILE: 15-029EX01



CITY OF HANFORD

Department of Public Works

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

May 28, 2015

TO: Parking and Traffic Commission

FROM: Lisa Dock, Deputy City Engineer

SUBJECT: Road Abandonment Application 2015-01 – Abandonment of approximately 1.05 acres of right-of-way on Energy Street from 11th Street, east to the Youd Branch Lakeside Ditch.

RECOMMENDATION

That the Parking and Traffic Commission, by motion, recommend to the Planning Commission that a Notice of Intent to Abandon approximately 1.05 acres of street right-of-way from 11th Street, east to the Youd Branch Lakeside Ditch be approved with the noted conditions, and then adopted at a public hearing by the City Council.

DISCUSSION

Helena Chemicals has requested that the City of Hanford abandon approximately 1.05 acres of street right-of-way on Energy Street from 11th Street to the Youd Branch Lakeside Ditch. The request for the right-of-way abandonment is being made to allow the relocation of Helena Chemical to a suitable location in the Industrial Park. The current right-of-way of way width on Energy Street is 68 feet, and approximately 677 lineal feet of Energy Street would be abandoned by the City, and the property ownership would revert to the adjacent parcels. Helena Chemicals, in coordination with the City, is planning to move their facility from its current location on Lacey Boulevard west of State Highway 43, to the City Industrial Park location on 11th Street at Idaho Street. The proposed relocated business will occupy Parcel 4 and Parcel 9 as shown on the attached Exhibit A on 11th Avenue. By abandoning a portion of Energy Street from 11th Avenue to Youd Branch Lakeside Ditch, Energy Street would no longer separate the parcels and Helena Chemical would be able to relocate their business to the site.

Staff has notified adjacent properties of the proposed abandonment and have thusfar received support from the businesses. Additionally, notice has been sent to all utility companies for comments regarding the abandonment. The city is currently waiting for responses.

After review, the Public Works Department requests the additional conditions be put on the abandonment:

1. That a full, industrial usage capacity, turn around be constructed on the east side of Youd Ditch.
2. That the project acquire the additional right of way to construct such turn around.
3. That the existing facilities, including one fire hydrant, driveway, and fences be relocated to facilitate the new turn around.
4. That a Public Utility Easement be created, width 78', to accommodate the existing utilities and the maintenance thereof within the abandoned right of way.
5. That gated entries with knox boxes be constructed at each end of the easement to allow fire department access through the site.

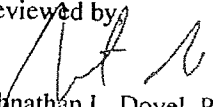
The California Streets and Highways Code governs the procedure for a road abandonment, which requires a "Notice of Intent to Abandon" be adopted by the City Council prior to holding a public hearing to abandon the street. In addition, the City's process for a street abandonment allows a review by the Parking and Traffic Commission. This review occurs before the "Notice of Intent to Abandon" is recommended for approval by the Planning Commission and then adopted at a public hearing by the City Council.

The Planning Department believes that the project meets the required Consistency Findings (consistent with the General Plan) and recommends approval to allow the road right-of-way abandonment by the Parking and Traffic Commission.

Respectfully submitted,

Lisa Dock, P.E.
Deputy City Engineer

Reviewed by


Johnathan L. Doyel, P.E./P.L.S.
Deputy Director of Public Works/
Acting City Engineer

Attachment

MINUTES

CITY OF HANFORD PARKING AND TRAFFIC COMMISSION REGULAR MEETING

May 28, 2015

The regular scheduled meeting of the City of Hanford Parking and Traffic Commission was called to order by Chairman BUTTS in the Council Chambers, 400 N. Douty Street, Hanford, California, at 5:30 p.m.

COMMISSION MEMBERS PRESENT

Appointed Members: BUTTS, DWYER, MacLELLAN, SUDDS
Staff Members: Dailey, Dock, Doyel, Freiner, Haigh
Council Representative: Russ Curry

COMMISSION MEMBERS ABSENT

Appointed Members: SUMI
Staff Members:
Council Representative:

FLAG SALUTE

CITIZENS PRESENT

Amos Riley, Plant Mgr., Tessengerlo Kerley, Inc. (TKI)
Ronnie Vest, Asst. Plant Mgr., Tessengerlo Kerley, Inc. (TKI)
Jan Kahn, Kahn, Soares & Conway
Ed Woughter, Director of Transportation, Hanford Elementary School Dist.
Jason Jones, citizen

PUBLIC COMMENT

- 1) There were none.

MINUTES

- 2) The minutes of the February 26, 2015 meeting were approved with a motion made by Commissioner DWYER. The motion was seconded by Commissioner MacLELLAN. The motion carried by the following vote:

AYES: BUTTS, DWYER, MacLELLAN
 NAYES: None
 ABSTAIN: SUDDS
 ABSENT: SUMI

STAFF REPORTS

3) ABANDONMENT- PORTION OF ENERGY STREET

Staff presented Road Abandonment Application 2015-01 to Commissioners. It is a request from Helena Chemicals that the City of Hanford abandon 1.05 acres of street right-of-way on Energy Street from 11th Avenue to Youd Branch Lakeside Ditch. The request for abandonment is being made to allow Helena Chemicals a suitable location for their relocation to the Industrial Park. Staff informed Commissioners that the Road Abandonment would happen only if Helena Chemical would acquire properties on both sides of Energy Street. Commissioner MacLELLAN asked staff if the turn-around would be big enough for trucks and on which side of the ditch will the turn-around be located. Staff told Commissioners that the turn-around is currently proposed to be on the eastside of the ditch and it would handle truck traffic. Commissioner DWYER asked if the abandonment would block access to any businesses using Energy Street as a primary entrance. Staff told Commissioners that the abandonment might affect TKI and they have given the go ahead. Amos Riley, Plant Manager for TKI stated that they were not opposed to partial abandonment of Energy Street but would prefer the turn-around be located on the west side of the ditch. Commissioner DWYER asked if there would be any cost to the city for the Road Abandonment. Staff replied that there would be little to no cost to the city.

Commissioner MacLELLAN made a motion to accept staff's recommendation to recommend to the Planning Commission that a Notice of Intent to abandon approximately 1.05 acres of street right-of-way from 11th Avenue, east to the Youd Branch Lakeside Ditch be approved with the noted conditions, and then adopted at a public hearing by the City Council. The motion was seconded by Commissioner DWYER.

The motion carried by the following vote:

AYES: BUTTS, DWYER, MacLELLAN, SUDDS
 NAYES: None
 ABSTAIN: None
 ABSENT: NUMI

4) SUGGESTED ROUTES TO SCHOOL, HANFORD ELEMENTARY SCHOOL

Staff presented the Suggested Routes to School for Hanford Elementary School to Commissioners. Commissioner DWYER asked staff if the city or the schools produce the maps. Staff informed Commissioners the city produces the maps currently and that

the city uses these maps to apply for grants. Commissioner BUTTS stated the program got started by concerned parents in the 1990's after a boy was killed on the way to school. The schools continued the program for many years. The city has become more involved in the process in recent years.

Commissioner SUDDS made a motion to accept staff's recommendation to City Council that the Suggested Routes to School plans be approved for Hanford Elementary School District for the upcoming 2015-2016 school year. The motion was seconded by Commissioner DWYER.

The motion carried by the following vote:

AYES:	BUTTS, DWYER, MacLELLAN, SUDDS
NAYES:	None
ABSTAIN:	None
ABSENT:	NUMI

5) SUGGESTED ROUTES TO SCHOOL, PIONEER ELEMENTARY SCHOOL

Staff presented the Suggested Routes to School for Pioneer Elementary School to Commissioners. Commissioner DWYER asked staff if the school had received any complaints regarding the bus stops. Staff is not aware of any complaints.

Commissioner DWYER made a motion to accept staff's recommendation to City Council that the Suggested Routes to School plans be approved for Pioneer Elementary School District for the upcoming 2015-2016 school year. The motion was seconded by Commissioner MacLELLAN.

The motion carried by the following vote:

AYES:	BUTTS, DWYER, MacLELLAN, SUDDS
NAYES:	None
ABSTAIN:	None
ABSENT:	NUMI

STAFF COMMUNICATIONS

- 6) Staff provided new commissioner, Commissioner SUDDS with the Parking and Traffic Commission Guidelines, and basic Roberts Rules for meetings.
- 7) Actions of the City Council were reviewed with the Commission.
- 8) Staff followed up on an item from Commissioners. The bushes located on the NE corner of Whitmore Street and Florinda Street have been trimmed so on-coming traffic is more visible.

ITEMS FROM COMMISSIONERS

9) Commissioner MacLELLAN:

- a. Informed staff that he was approached by a citizen asking for ADA parking on Seventh Street downtown. Staff informed Commissioners that there are ADA parking in the downtown city parking lots. already

10) Commissioner SUDDS:

- a. Informed staff she was approached by a citizen asking about bicycle safety. The citizen stated that bicyclists are riding on the wrong side of the street, cutting across lanes and riding in an unsafe manor. Lieutenant Freiner informed Commissioners that officers have been writing citations to bicyclists.

11) Commissioner BUTTS:

- a. Asked staff if the Parking & Traffic Committee could see the General Plan. Staff informed Commissioners that they will see a copy of the General Plan at the next Parking & Traffic Commission meeting. Commissioner DWYER invited all to next General Planning meeting June 17 at 5:30 in the training room.

ADJOURNMENT

Chairman BUTTS motioned to adjourn the meeting. At 7:12 p.m., Chairman BUTTS adjourned the Hanford Parking and Traffic Commission meeting.

Respectfully submitted,

Reviewed by:

Shawn Dailey, Secretary
Senior Engineering Technician

Lisa Dock, PE
Deputy City Engineer

**CITY OF HANFORD PLANNING COMMISSION
STAFF REPORT**

MEETING DATE: June 23, 2015

PROJECT: Road Abandonment No. 2015-01, a proposal to abandon approximately 46,389 square feet of street.

LOCATION: The property is located on Energy Street, east of 11th Avenue and north of Idaho Avenue.

PROJECT PLANNER: Melody N. Haigh, Community Development Manager

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 2015-15 recommending approval of Road Abandonment No. 2015-01 to City Council, based on the findings and conditions.

RECOMMENDED MOTION

1. I recommend approval of Road Abandonment No. 2015-01 to the City Council, based on the findings and conditions in Resolution No. 2015-15. (roll call vote)

PROJECT DESCRIPTION

Helena Chemical Company has requested that the City of Hanford process the abandonment of the following:

- A public street located on Energy Street, east of 11th Avenue and north of Idaho Avenue, totaling approximately 46,389 square feet of right-of-way.

BACKGROUND INFORMATION

The abandonment proposal was presented to Parking and Traffic Commission on May 28, 2015. As part of their discussion, the Parking and Traffic Commission recommended approval to the Planning Commission, regarding the intent to abandon approximately 1.05 acres of street right-of-way from 11th Street, east of the Youd Branch Lakeside Ditch with conditions noted below:

1. That a full, industrial-usage capacity turn-around be constructed on the east side of Youd Ditch.
2. That the project acquire the additional right-of-way to construct such turn around.

Road Abandonment No. 2015-01
Page 2

3. That the existing facilities, including one fire hydrant, driveway, and fences be relocated to facilitate the new turn-around.
4. That a public utility easement be created, width 78', to accommodate the existing utilities and the maintenance thereof within the abandoned right of way.
5. That gated entries with Knox boxes be constructed at each end of the easement to allow Fire Department access through the site.

The Parking and Traffic Commission voted 4-0 recommending approval of the abandonment (Numi – absent).

PROCEDURE FOR ROAD ABANDONMENT

The California Streets and Highways Code governs the procedure for road and alley way abandonment. The procedure requires that a "Notice of Intent to Abandon" is adopted by the City Council prior to holding a public hearing to abandon the street.

In addition, the City's process for right-of-way abandonment requires a review by the Parking and Traffic Commission. This review occurs before the "Notice of Intent to Abandon" is adopted by the City Council. The abandonment proposal was presented to the Parking and Traffic Commission on May 28, 2015. The Parking and Traffic Commission, after review and discussion, recommended approval of the abandonment to the Planning Commission and Hanford City Council (see attached minutes – Exhibit "C").

The purpose of the Planning Commission review is to determine whether or not the right-of-way abandonment proposal is consistent with the Hanford General Plan.

If the requested abandonment is deemed to be consistent with the Hanford General Plan, the Planning Commission may recommend approval of the abandonment to the City Council. The City Council may then set a public hearing (tentatively scheduled for August 4, 2015) and publish a "Notice of Intent to Abandon" the street right of way. The "Notice of Intent to Abandon", if approved, would be published in *the Hanford Sentinel* twice, once on July 14, 2015, and the following week on July 21, 2015, as well as being posted on the area to be abandoned for the two-week period. Concurrently, staff will notify by mail all property owners within 500 feet of the abandonment.

PROJECT EVALUATION

ANALYSIS

General Plan Designation and Zoning for the Area: The General Plan designates the area as Industrial, and it is zoned "HI" Heavy Industrial within Kings Industrial Park.

Road Abandonment No. 2015-01
Page 3

Adjacent Land Use:

	Use
North:	Vacant – Heavy Industrial
South:	Vacant – Heavy Industrial
East:	Business “Colbalt Safe” – Heavy Industrial
West:	11 th Avenue/Agricultural – Heavy Industrial

The General Plan designates the property as Industrial (Figure 1). The property is zoned “HI” Heavy Industrial.

Figure 1



The Planning Commission is required to determine whether or not the abandonment is in conformity with the General Plan Circulation Element.

Road Abandonment No. 2015-01
Page 4

Section 65402(a) of the Government Code pertaining to Conservation and Planning states, in part, the following:

"If a general plan or part thereof has been adopted, no real property shall be acquired by dedication or otherwise for street, square, park or other public purposes, and no real property shall be disposed of, **no street shall be vacated or abandoned**, and no public building or structure shall be constructed or authorized, if the adopted general plan or part thereof applies thereto, **until** the location, purpose and extent of such acquisition or disposition, **such street vacation or abandonment**, or such public building or structure **have been submitted to and reported upon by the planning agency as to conformity with said adopted general plan or part thereof.**" (emphasis added)

FINDINGS FOR APPROVAL

Consistency Finding:

- A. **The Planning Commission must find that the proposed abandonment is not in conflict with the Hanford General Plan.** A finding that the proposed abandonment is not in conflict with the Hanford General Plan can be made based on the following:
1. The proposed abandonment pertains to a public street located on Energy Street, east of 11th Avenue and north of Idaho Avenue, totaling approximately 46,389 square feet of right-of-way which can be abandoned without impacting traffic circulation of the area. The abandonment complies with the General Plan Circulation Element.
 2. The proposed abandonment was referred to the following agencies for review and comment: City police, fire, public works, traffic engineer, public works utilities division, public works engineering division, Southern California Edison, Southern California Gas Company, SBC/AT&T, and Comcast. None of the various departments and utility companies has expressed objection to the abandonment.
 3. The proposed abandonment is not in conflict with any portion of the Hanford General Plan, including the Circulation Element.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) Guidelines indicate that the project is categorically exempt per Section 15305(a), Minor Alterations in Land Use Limitations. This is allowed in areas with a slope of less than 20% for minor lot line adjustments and side yard setback variances not resulting in the creation of any new parcel. A Notice of Exemption was prepared for the proposed right-of-way abandonment (Exhibit "B).

Road Abandonment No. 2015-01
Page 5

NOTIFICATION

Planning staff notified public and private agencies on May 13, 2015, as well as all utility companies that may be affected, of the proposed street abandonment. A fourteen (14) day response time for the utility companies was allowed. No additional right of way was requested by any of the companies. All responses will be addressed in the conditions of approval in the City Council Resolution.

The project was published in the newspaper on June 12, 2015 and sent to property owners within 500 feet. The Community Development Department has only received one comment by Kings County Environmental Health:

1. That Valley Fever: As per the Kings County Public Health Officer, *Coccidioides immitis*, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction/demolition activities that disturb soils containing the spores of the fungus can put workers and the public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers or other sensitive receptors (see Exhibit "D").

CONDITIONS OF APPROVAL

Conditions of approval have been addressed in Resolution 2015-15.

Applicant

Helena Chemical Company
7576 N. Longram Avenue #101
Fresno, CA 93711

Enginner

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

ATTACHMENTS

Exhibit A – Road Abandonment Map 2015-01
Exhibit B – CEQA Exemption
Exhibit C – Parking & Traffic Commission Report
Exhibit D – Kings County Environmental Health Comment

RESOLUTION NO. 2015-15

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HANFORD RECOMMENDING APPROVAL OF ROAD ABANDONMENT NO. 2015-01, ABANDONING APPROXIMATELY 46,389 SQUARE FEET OF ENERGY STREET, EAST OF 11TH AVENUE AND NORTH OF IDAHO AVENUE.

At a regular meeting of the Planning Commission of the City of Hanford duly called and held on June 23, 2015, on motion of Commissioner _____, seconded by Commissioner _____, and duly carried, the following resolution was adopted:

WHEREAS, the Hanford Planning Commission, at its regularly scheduled meeting on June 23, 2015, held a public hearing and received testimony and evidence regarding the proposed Road Abandonment No. 2015-01; and

WHEREAS, Pursuant to Section 15305(a) of the California Environmental Quality Act (CEQA) guidelines, the project is exempt from environmental review. A Notice of Exemption has been prepared for the project in accordance with CEQA; and

WHEREAS, the City's Planning Commission determined at its June 23, 2015 meeting that the road abandonment of Energy Street would be consistent with the City's General Plan; and

BE IT FURTHER RESOLVED, on the basis of the application for the Road Abandonment, the documentation and information provided by the staff report, and evidence and testimony submitted at the public hearing, the Planning Commission for the City of Hanford hereby makes the following findings:

1. The proposed abandonment pertains to a public street located on Energy Street, east of 11th Avenue and north of Idaho Avenue, totaling approximately 46,389 square feet of right-of-way which can be abandoned without impacting traffic circulation of the area. The abandonment complies with the General Plan Circulation Element.
2. The proposed abandonment was referred to the following agencies for review and comment: City police, fire, public works, traffic engineer, public works utilities division, public works engineering division, Southern California Edison, Southern California Gas Company, SBC/AT&T, and Comcast. None of the various departments and utility companies have expressed objection to the abandonment.
3. The proposed abandonment is not in conflict with any portion of the Hanford General Plan, including the Circulation Element.
4. That a full, industrial-usage capacity turn-around be constructed on the east side of Youd Ditch.
5. That the project acquire the additional right-of-way to construct such turn around.
6. That the existing facilities, including one fire hydrant, driveway, and fences be relocated to facilitate the new turn around.
7. That a public utility easement be created, width 78', to accommodate the existing utilities and the maintenance thereof within the abandoned right of way.
8. That gated entries with knox boxes be constructed at each end of the easement to allow fire department access through the site.

NOW THEREFORE BE IT RESOLVED, that pursuant to Section 17.66.060 of the City of Hanford Zoning Ordinance, the Planning Commission forward to the City Council a recommendation that Road Abandonment No. 2015-01 be approved.

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

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

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

I, **DARLENE R. MATA**, Secretary of the City of Hanford Planning Commission, do hereby certify the foregoing resolution was duly passed and adopted by the Planning Commission of the City of Hanford at a regular meeting thereof held on the 23rd day of June, 2015.

Darlene R. Mata, Secretary

MINUTES
City of Hanford Planning Commission Meeting
Tuesday, June 23, 2015

The regular meeting of the Hanford City Planning Commission was called to order by Chairperson **FROBERG** in the Civic Auditorium, 400 North Douty Street, Hanford, California, at 7:00 p.m.

FLAG SALUTE: Led by Commissioner **NAHAL**

INVOCATION: Commissioner **PADEN**

COMMISSIONERS PRESENT

Appointed Members: **HAM, NAHAL, DOUGLAS, FERNANDES, JOHNSTON, PADEN, FROBERG**
 Advisory Members: **RAMIREZ**
 City Attorney: **MIZOTE**

COMMISSIONERS ABSENT

Appointed Members: **NONE**
 Advisory Members: **NONE**

STAFF PRESENT

Community Development Director Mata, Community Development Manager Haigh, Deputy Public Works Director Doyel, Community Development Secretary Black

1. **PUBLIC COMMENTS**

Any person may directly address the Planning Commission at this time on any item not on the agenda but that is within the subject matter jurisdiction of the Commission. A maximum of five minutes is allowed for each speaker.

None.

2. **CONSENT CALENDAR**

All items listed under the Consent Calendar are considered routine and will be enacted by one motion (ROLL CALL VOTE required). For discussion of an item on the Consent Calendar, it will be removed at the request of any member of the Planning Commission or any person in the audience and made a part of the regular agenda.

A. **Approval of Minutes of the April 14, 2015 Meeting**

Motion by Commissioner **HAM**, seconded by Commissioner **NAHAL** to approve.
 Motion carried by the following roll call vote:

AYES: HAM, NAHAL, DOUGLAS, FERNANDES JOHNSTON, PADEN,
 FROBERG
 NOES: NONE
 ABSTAIN: NONE
 ABSENT: NONE

3. PUBLIC HEARINGS

- A. **Road Abandonment No. 2015-01** filed by Helena Chemical Company, requesting abandonment of approximately 46,389 square feet of street located at Energy Street, east of 11th Avenue and north of Idaho Avenue.

Chairperson **FROBERG** opened the public hearing at 7:02 p.m. and called for the staff report.

Community Development Manager Haigh presented the staff report and recommended approval. (Due to technical difficulties, staff provided the commissioners with visuals of the project in lieu of a PowerPoint presentation.)

Chairperson **FROBERG** opened Public Comment. There was no public comment.

Chairperson **FROBERG** closed Public Comment and opened Commission Discussion.

Following Commission Discussion, Chairperson **FROBERG** closed the public hearing at 7:16 p.m. and called for a motion.

Motion by Commissioner **FERNANDES**, seconded by Commissioner **HAM**, to recommend approval of Road Abandonment No. 2015-01 to the City Council, based on the findings and conditions in Resolution No. 2015-15. Motion carried by the following roll call vote:

AYES: FERNANDES, HAM, DOUGLAS, NAHAL, JOHNSTON, PADEN,
 FROBERG
 NOES: NONE
 ABSTAIN: NONE
 ABSENT: NONE

- B **Variance Application No. 2015-02**, a request by **Lacey-Hanford Center, LLC** to deviate from the standards of the Hanford Municipal Code Section 17.44.050 to allow two monument signs on a single parcel for a property with two street frontages in the "PC" Planned Commercial Zone District. The project is located at the southwest corner of 12th Avenue and Lacey Boulevard, 366 N. 12th Avenue and 1731 W. Lacey Boulevard (APN 011-020-012).

Chairperson **FROBERG** opened the public hearing at 7:19 p.m. and called for the Staff Report.

Community Development Manager Haigh presented the staff report and recommended approval.

Chairperson **FROBERG** opened Public Comment.

FAVOR

Jim Sanders (applicant) – encouraged approval of the project

OPPOSED

None.

Chairperson **FROBERG** closed Public Comment and opened Commission Discussion.

Following Commission Discussion, Chairperson **FROBERG** closed the public hearing at 7:30 p.m. and called for a motion.

Motion by Commissioner **DOUGLAS**, seconded by Commissioner **NAHAL**, to adopt Resolution 2015-14 approving Variance 2015-02. Motion carried by the following roll call vote:

AYES:	DOUGLAS, NAHAL, HAM, FERNANDES, JOHNSTON, PADEN, FROBERG
NOES:	NONE
ABSTAIN:	NONE
ABSENT:	NONE

4. REGULAR ITEMS

A. Question-and-Answer: Planning Process

Commissioner **JOHNSTON**: 1) would like to see a bold headline in staff reports stating what the Commission's role is in considering the project; 2) requested more background information in the staff reports.

Commissioner **FERNANDES** would like to see our water towers used for advertisement, as Tulare has done with theirs, using private funds. Community Development Director Mata stated that staff has looked into it, and it is potentially very expensive.

B.. Director's Report

Community Development Director Mata announced that City Council denied the Planning Commission's recommendation and approved the hotel/motel definition and the medical office larger than 6,000 square feet in the Downtown.

Deputy Public Works Director Doyel provided an update of the City's water restrictions, stating that City Council modified the current ordinance to reduce water usage. Public Works will provide an update to City Council at the Council's July 7, 2015 meeting.

Deputy Public Works Director Doyel introduced and welcomed new City engineer, José Lemus, who will be attending Planning Commission meetings.

C. Items from Commission

None.

ADJOURNMENT

Chairperson **FROBERG** adjourned the meeting at 7:52 p.m.

Respectfully submitted,



Diana Black, Community Development Department Secretary

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

NOTICE IS HEREBY GIVEN that on Tuesday, February 7, 2017, at 7:00 p.m., a public hearing will be conducted by the City of Hanford City Council in the Council Chamber of the Civic Auditorium, 400 N. Douty Street, Hanford, California, pertaining to the following:

PROJECT DESCRIPTION AND LOCATION:

Site Plan Review No. 2015-07: a request to construct a new facility for the use of storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer, along with the storage of agricultural protection products in the Kings Industrial Park.

Road Abandonment No. 2015-01: a proposal to abandon approximately 46,389 square feet (1.05 acres) of street right-of-way on Energy Street, east of 11th Avenue and north of Idaho Avenue.

Sale/Acquisition of Real Property from the City of Hanford and Former Redevelopment Agency: a request to purchase two parcels totally 26.24 acres, parcel 018-242-077 from the City of Hanford and 018-242-067 from the former Redevelopment Agency to Helena Chemical.

The project is located at the northeast intersection of 11th Avenue and Idaho Avenue, on either side of Energy Street (APN 018-242-067 and 018-242-077). The property is designed as Heavy Industrial by the General Plan and Zoned "HI" Heavy Industrial. The project is also within the limits of the Kings Industrial Park.

COMMENT PERIOD: January 10, 2017 – January 31, 2017 [20 day comment period]

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

PUBLIC COMMENT INVITED: All interested parties are invited to submit written comment on the Mitigated Negative Declaration by January 31, 2017 and/or to appear at the hearing described above to present testimony in regard to the above listed request. All comments should be submitted to the City of Hanford, Attention: Darlene R. Mata, at the above listed address. If you challenge any action or decision regarding the project described in this notice in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City prior to, or at, the public hearing. For further information, contact the Hanford Community Development Department at (559) 585-2580 or 317 N. Douty Street, Hanford, California, 93230.

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT

Publish Date: Wednesday, January 10, 2017

NEGATIVE DECLARATION 2016-10

Project Title: Site Plan Review 2015-07, Road Abandonment 2015-01, and Sale/Acquisition of Real Property

File Number: SPR (502-0942), and RA (518-0041)

State Clearinghouse Number:

Lead Agency: City of Hanford

Applicant: Helena Chemical Company
7576 N. Ingram Avenue, Suite 101
Fresno, CA 93711

Property Owner: City of Hanford
319 N. Douty Street
Hanford, CA 93230

Project Description: **Site Plan Review No. 2015-07:** a request to construct a new facility for the use of storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer, along with the storage of agricultural protection products in the Kings Industrial Park. **Road Abandonment No. 2015-01:** a proposal to abandon approximately 46,389 square feet (1.05 acres) of street right-of-way on Energy Street, east of 11th Avenue and north of Idaho Avenue. **Purchase/Acquisition of Real Property from the City of Hanford and Former Redevelopment Agency:** a request to purchase two parcels totaling 26.24 acres; parcel 018-242-077 from the City of Hanford and 018-242-067 from the former Redevelopment Agency, to Helena Chemical Company.

Location: The project is located at the northeast intersection of 11th Avenue and Idaho Avenue, on either side of Energy Street (APN 018-242-067 and 018-242-077). The property is designed as Heavy Industrial by the General Plan and Zoned "HI" Heavy Industrial. The project is also within the limits of the Kings Industrial Park.

Attachments:

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

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

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

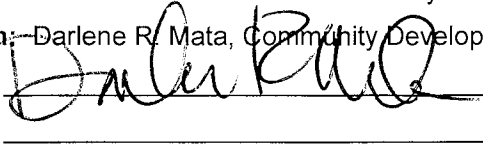
- (a) The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict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

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

Contact Person: Darlene R. Mata, Community Development Director

Phone: (559) 585-2590

Signature:



Date: January 4, 2017

Review Period: January 10, 2017 – January 31, 2017 [20 days]

INITIAL STUDY AND NEGATIVE DECLARATION 2016-10

Prepared For
Helena Chemical

Site Plan Review 2015-07
Road Abandonment 2015-01
Purchase/Acquisition of Real Property from the City of Hanford and Former Redevelopment Agency to
Helena Chemical Company

Prepared By

City of Hanford

DATE: January 4, 2017

INTRODUCTION AND REGULATORY GUIDANCE:

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

If a project is not otherwise statutorily or categorically exempt from CEQA, an Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the CEQA Guidelines, Section 15064, an environmental impact report (EIR) must be prepared if the Initial Study indicates that the proposed project under review may have a potentially significant impact on the environment. A negative declaration may be prepared instead, if the lead agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and, therefore why it does not require the preparation of an EIR. According to the CEQA Guidelines Section 15070, a negative declaration shall be prepared when either:

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

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

ENVIRONMENTAL MEASURES:

Environmental measures are methods, measures, standard regulations or practices that avoid, reduce, or minimize a project's adverse effects on various environmental resources. Based on the underlying authority, they may be applied before, during, or after construction of the project. Environmental measures are also commonly listed as conditions of approval. The City Municipal Code and other agencies currently contain measures that assist to mitigate environmental impacts.

PROJECT DESCRIPTION:

Site Plan Review No. 2015-07: a request to construct a new facility for the use of storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer, along with the storage of agricultural protection products in the Kings Industrial Park. **Road Abandonment No. 2015-01:** a proposal to abandon approximately 46,389 square feet (1.05 acres) of street right-of-way on Energy Street, east of 11th Avenue and north of Idaho Avenue. **Sale/Acquisition of Real Property from the City of Hanford and Former Redevelopment Agency:** the sale of 26.42 acres from the City of Hanford and the Hanford Redevelopment Agency to Helena Chemical Company. **Location:** The project is located at the northeast intersection of 11th Avenue and Idaho Avenue, on either side of Energy Street (APN 018-242-067 and 018-242-077). The property is designed as Heavy Industrial by the General Plan and Zoned "HI" Heavy Industrial. The project is also within the limits of the Kings Industrial Park.

ENVIRONMENTAL IMPACTS:

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

In addition, a Statement of Overriding Considerations was adopted for Agriculture and Air Quality for the EIR prepared for the 2002 General Plan Update. The project is being developed consistent with the land use designation that was evaluated in the 2002 General Plan EIR. The General Plan Update and EIR are herein incorporated by reference, including Resolution 02-39-R. Other documents used in the preparation of this environmental assessment are listed as sources and also incorporated by reference.

PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS:

The project is compatible with the General Plan and Zoning Ordinance as the project relates to surrounding properties. The proposed development is consistent with the Heavy Industrial land use designation and the proposed project is a permitted use and consistent with the standards for development in the "HI" Heavy Industrial Zone District.

SUMMARY OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION IMPACT CONCLUSIONS:

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the projects in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the City of Hanford Municipal Code. The IS/MND for the proposed Project is tiered from the 2002 General Plan Update Environmental Impact Report (EIR) (SCH No. 2002021036), certified by the City Council June 18, 2002 for which a Statement of Overriding Considerations was adopted for Agriculture and Air Quality. The proposed project is being developed consistent with the land use that was designated at the time of the preparation of the General Plan Update and associated EIR.

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

The proposed Project, as analyzed in the IS/MND, incorporates all relevant General Plan policies, standards and Mitigation Measures (MMs), as adopted by the 2002 General Plan EIR for purposes of determining environmental impacts of Project implementation. Based on the Project specific analysis presented in the IS/MND it was determined that the Project in each topical area would have either no impact, a less than significant impact, impacts that could be mitigated to a less than significant level or that project impacts were adequately analyzed in the 2002 General Plan Update EIR. The IS/MND concluded that the proposed Project would have no impact or a less than significant Project-specific impact in the following topical areas: Agricultural Resources, Biological Resources, Land Use and Planning, Mineral Resources, Population and Housing, and Recreation.

Further, it was concluded that the proposed Project would have less than significant cumulative impacts with mitigation measures for Aesthetics, Air Quality, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazard and Hazardous Materials, Hydrology and Water, Noise, Public Services, Transportation, and Utilities and Services.

The initial study utilized the full build out of the General Plan Planning Area as the area for consideration of cumulative impacts. Significant and unavoidable impacts to agricultural resources and air quality were identified with the full build out of the General Plan Planning Area. These impacts were analyzed in the 2002 General Plan EIR and determined to be a significant and unavoidable impact associated with implementation of the 2002 General Plan, of which the Project is a part and consistent with. A Statement of Overriding Considerations for these significant unavoidable impacts were adopted by the City Council as part of the approval of the 2002 General Plan Update. There are no mitigation measures that would further reduce the short-term construction and longer term operational air quality impacts. The proposed project is consistent with and implements the General Plan and would not result in any new impacts that cannot be mitigated to less than significant levels, nor would it increase the severity of any previously identified impacts. Therefore, the Statement of Overriding Considerations is re-affirmed for the proposed project and a Mitigated Negative Declaration is the recommended appropriate environmental document for the proposed project, in accordance with CEQA.

CONSULTATION:

Consultation was sent to the interested agencies on May 13, 2015 (RA 2015-01) and November 3, 2016 (SPR 2015-07, RA 2015-01, and Acquisition of Real Property).

Responses were received from the following:

1. David Kemp – Sempra Energy
2. Arnaud Marjollet for Brian Clements – San Joaquin Valley Air Pollution Control District
3. Troy Hommerding – Division of Environmental Health Services

EXHIBIT C
APPENDIX G: Initial Study and Findings
ENVIRONMENTAL ASSESSMENT NO. 2016-10

1. Project Title: Site Plan Review 2015-07, Road Abandonment 2015-01, Purchase/Acquisition of Real Property from the City of Hanford and Former Redevelopment Agency
2. Lead Agency Name and Address: City of Hanford
317 N. Douty Street
Hanford, CA 93230
3. Contact Person/Phone Number: Darlene R. Mata
Community Development Director, (559) 585-2590
4. Project Location: The project is located at the northeast intersection of 11th Avenue and Idaho Avenue, on either side of Energy Street (APN 018-242-067 and 018-242-077).
5. Project Sponsor's Name/Address: Helena Chemical Company
7576 N. Ingram Avenue Suite 101
Fresno, CA 93711
6. General Plan Designation: Heavy Industrial
7. Zoning: "HI" Heavy Industrial, within the Kings Industrial Park
8. Description of the Project: **Site Plan Review No. 2015-07:** a request to construct a new facility for the use of storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer, along with the storage of agricultural protection products in the Kings Industrial Park. **Road Abandonment No. 2015-01:** a proposal to abandon approximately 46,389 square feet (1.05 acres) of street right-of-way on Energy Street, east of 11th Avenue and north of Idaho Avenue. **Purchase/Acquisition of Real Property from the City of Hanford and Former Redevelopment Agency:** the purchase of 26.42 acres from the City of Hanford and the Hanford Redevelopment Agency by Helena Chemical Company.
9. Surrounding land uses and setting:

	Planned Land Use	Existing Zoning	Existing Land Use
North	Industrial	"HI" Heavy Industrial	Industrial Business – Verdegaal Brothers
East	Industrial	"HI" Heavy Industrial	Industrial Business – Tessengerlo Kerley
South	Industrial	"HI" Heavy Industrial	Vacant land
West	County	County Zoning	11 th Avenue/Agricultural

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

- San Joaquin Valley Air Pollution Control District

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

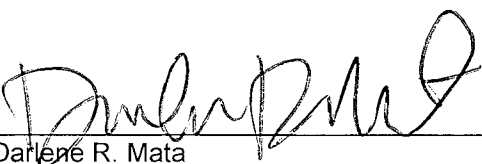
- | | | |
|---|---|--|
| ☒ Aesthetics | ☐ Agriculture Resources | ☒ Air Quality |
| ☐ Biological Resources | ☒ Cultural Resources | ☒ Geology/Soils |
| ☒ Green House Gas Emissions | ☒ Hazards & Hazardous Materials | ☒ Hydrology/Water Quality |
| ☐ Land Use/Planning | ☐ Mineral Resources | ☒ Noise |
|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

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

FOR: CITY OF HANFORD



Darlene R. Mata
Community Development Director
City of Hanford

1/4/17

DATE

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

Issues:

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Environmental Setting: The City of Hanford is located in the San Joaquin Valley. The City and the surrounding areas are predominately flat. There are no elevated landforms in the community that would represent an opportunity for a scenic vista of surroundings land.

Significance Criteria:

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

Checklist Discussion:

- No Impact – The City of Hanford is located in the San Joaquin Valley. The City and the surrounding areas are predominately flat. There are no elevated landforms in the community that would represent an opportunity for a scenic vista of surrounding land. The proposed project would not have a substantial adverse effect, as there is not a scenic vista present.
- No Impact – The proposed project will not obstruct any federal, state or locally classified scenic areas, historic properties, community landmarks or classified scenic highway or state or national scenic area. The project is located and surrounded by existing industrial development.
- Less than Significant Impact – The project is surrounded by existing industrial development and is required, through the Kings Industrial Park Performance and Development Standards process, to be developed consistent with the development standards within the Kings Industrial Park.
- Less than Significant Impact with Mitigation Incorporation – The project will include onsite lighting that will produce new sources of light and glare. The City Municipal Code contains requirements for the shielding of all lighting downward to prevent direct view of light sources from street and/or other industrial properties.

Mitigation Measures:

Mitigation Measure Aesthetics 1: That all exterior lighting shall be focused downward to avoid point sources of light interfering with the vision of motorists. Lighting elements shall be recessed into their fixtures to prevent glare. Exterior lighting shall be installed so as not to illuminate adjacent properties.

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

Source(s): 2002 Hanford General Plan, 2002 Hanford General Plan EIR, 2002 Hanford Municipal Code, Kings Industrial Park Development and Performance Standards

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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Environmental Setting: The City of Hanford is located in the San Joaquin Valley. The California Division of Land Resource Protection designates this land as "Urban and Built-Up Land." "Urban and built-up land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures"

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

Significance Criteria

The Project may result in significant impacts to agricultural resources if the project results in the removal of lands designated as prime farmland, unique farmland, or farmland of statewide importance by the Department of Conservation.

Checklist Discussion:

- a) No Impact – The proposed project is not located within an area listed as prime farmland, unique farmland, or farmland of statewide importance on the Department of Conservation website. Therefore, the project will not convert land listed as prime farmland, unique farmland, or farmland of statewide importance.
- b) No Impact - The project does not conflict with any agricultural zoning or any Williamson Act contracts. The project site is not under contract.
- c) No Impact - The project will not conflict with any forest or timberland zoning. The project does not contain and is not adjacent to any forest or timberland resources.
- d) No Impact – The project will not result in the loss of forest land or conversion of forest land to non-forest use.
- e) No Impact – The project will not result in changes to the existing environmental, which will result in conversion of farmland to a non-farmland use. The project is located in an area that is served by all planned city services and infrastructure, and is surrounded by industrial development. The project will not result in other surrounding properties converting from farmland or forest land.

Conclusion: The project will not convert prime agricultural land to a non-agricultural use and will not have any effect on agricultural or forest resources; therefore, there is no impact.

Source(s): Department of Conservation Farmland Mapping and Monitoring Program map – Kings County (2012), 2002 Hanford General Plan, 2002 Hanford General Plan EIR, 2002 Hanford Municipal Code.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	✓	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	✓	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	✓	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✓	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	✓	☐

Environmental Setting:

The California Air Resource Board (ARB) has divided California into regional air basins according to topographic air drainage features. The City of Hanford is located in the San Joaquin Valley Air Basin (SJVAB), which is approximately 250 miles long and averages 35 miles wide, is the second largest air basin in the state. Air pollution is directly related to a region's topographic features. The valley is basically flat with a slight downward gradient to the northwest. The valley opens to the sea at the Carquinez Straights where the San Joaquin – Sacramento Delta empties into San Francisco Bay. The San Joaquin Valley (SJV), thus, could be considered a "bowl" open only to the north.

Local climatologically effects, including wind speed and direction, temperature, inversion layers, and precipitation and fog, can exacerbate the air quality problem in the SJVAB.

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments laid the foundation for the regulatory activities in the 1970s and 1980s. In 1990, an amendment was approved that adopted more stringent standards. The California Clean Air Act (CCAA), signed in 1988, requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (AAQS). The California AAQS is more stringent than the National AAQS.

Both California and the federal government have established health based AAQS for seven air pollutants as shown below. These pollutants are ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}) and lead (Pb).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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These standards are designed to protect the health and welfare of the population.

State and Federal Standards Table

POLLUTANT	AVERAGING TIME	FEDERAL STANDARD	STATE STANDARD
Ozone	1-Hour	-	0.09 ppm
	8-Hour	0.075 ppm	0.07 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.03 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	0.03 ppm	-
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM10	Annual	-	20 ug/m3
	24-Hour	150 ug/m3	50 ug/m3
PM2.5	Annual	15 ug/m3	12 ug/m3
	24-Hour	35 ug/m3	-
Lead	30 Day Avg	-	1.5 ug/m3
	3 Month Avg	1.5 ug/m3	-

Notes: ppm=parts per million; ug/m3=micrograms per cubic meter

Source: California Air Resources Board 2008. Ambient Air Quality Standards (4/01/08)

<http://www.arb.ca.aqs>

Attainment Status

The air quality management plans prepared by the San Joaquin Valley Air Pollution Control District (SJVAPCD) provide the framework for SJVAB to achieve attainment of the state and federal AAQS through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants, depending on whether they meet air quality standards. Classifications of severity range from marginal, moderate, serious to severe and extreme.

At the federal level, the SJVAPCD is designated as extreme nonattainment for the 8-hour ozone standard, attainment for PM 10 and CO, and nonattainment for PM2.5. At the state level, the SJVAB is designated nonattainment for 8-hour ozone, PM10, and PM2.5 standards.

The City of Hanford is in the San Joaquin Valley Air Basin, which has been designated as non-attainment for PM-2.5 and extreme non-attainment for ozone. Over the long-term, emissions from planned growth have the potential to degrade local carbon monoxide concentrations along roads that would serve the City and could result in air emissions or deterioration of ambient air quality. The project will not conflict with the existing air quality plan.

Significance Criteria

The SJVAPCD has established the following standards of significance, a project is considered to have a significant impact on air quality if:

1. A project results in new direct or indirect emissions of ozone precursors (ROG and NOx) in excess of 10 tons per year.
2. Any project with the potential to frequently expose members of the public to objectionable odors will be deemed to have a significant impact.
3. Any project with the potential to expose sensitive receptors (including residential area) or the general public to substantial levels of toxic air contaminants would be deemed to have a potentially significant impact.
4. A project produces a PM10 emission of 15 tons per year (82 pounds per day)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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While the SJVAPCD CEQA Guidance recognizes that PM10 is a major air quality issue in the basin, it has not established a numerical threshold for significant for PM10. For the purpose of this analysis, a threshold of 15 tons per year was used as the significance threshold. This is the threshold level at which new stationary sources requiring permits from SJVAPCD must provide offsets.

The SJVUAPCD significance impact for dust is based on appropriateness of construction dust controls, including compliance with Regulation VIII fugitive PM10 prohibitions. The guidelines provide feasible control measures for construction emission of PM 10s. If construction activities comply with the applicable rules, then air pollutant emissions for construction activities would be considered less than significant. All construction projects in the City of Hanford are required to comply with the SJVUAPCD Rules and Regulations, which will be included in project approval.

A pre-consultation response was received from the Kings County Department of Public Health. The letter is attached to this initial study. The Kings County Department of Public Health has offered the following comments:

Site Plan Review 2015-17

1. This facility maintains an existing hazardous materials business plan (HMBP) with our office. The HMBP must be updated online at <http://cers.calepa.ca.gov> within 30 days of construction completion to reflect the new site layout and the revised chemical storage.
2. This facility may be subject to the California Accidental Release Prevention (CalARP) program. As such the facility must file a current Risk Management Plan with our office prior to operation. For more information regarding the CalARP program, please contact Yatee Patel (559) 584-1411.
3. If above ground tanks for fuel or petroleum products will be stored at this facility, the facility will be subject to the California Aboveground Petroleum Storage Act (APSA) California Health & Safety Code 25270-25270.13 and 40 CFR 112. The act requires the owner/operator to file a storage statement, pay a facility fee, and prepare & implement a federal Spill Prevention Control and Countermeasure (SPCC) plan. Effective January 1, 2008, our agency is the administering agency for the act. Please contact our office at (559)584-1411 for additional information and assistance in complying with the act.
4. Any hazardous wastes, including used oil, used oil filters, and waste antifreeze generated during the operation of the business must be managed in accordance with Federal, State, and local laws and regulations, including registration with our office as a hazardous waste generator. It is the business owner/operator's responsibility to characterize the wastes to determine if they are hazardous. Please contact us at 559/584-1411 for assistance.
5. Valley Fever: *Coccidioides immitis*, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

Road Abandonment No. 2015-01

1. Valley Fever: *Coccidioides immitis*, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

Checklist Discussion

- a) Less than Significant with Mitigation Incorporation - The project is located within the San Joaquin Valley Air Basin which is in non-attainment for the federal and state ambient air quality standards for zone and PM10. The project would not obstruct implementation of an air quality plan; however, temporary air quality impacts could result from construction activities. The project is not anticipated to conflict with the attainments plans adopted by the SJVUAPCD. The project will be subject to Regulation VIII to reduce PM10 emissions and subject to Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) as a condition of approval. Additional District rules may apply from the SJVUAPCD: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). Additionally, per the Kings County Department of Environmental Health, the applicant must implement the District's mandatory dust control measures. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby industrial businesses. With these measures, the project will have a less than significant impact.
- b) Less than Significant with Mitigation Incorporation - The proposed project will result in short term construction related emission. The SJVAB currently exceeds existing air quality standards for ozone and PM10. The project will be subject to the rules and regulations of the SJVUAPCD adopted to reduce emissions, therefore the project impacts will be less than significant.
- c) Less than Significant with Mitigation Incorporation – A CalEEMod analysis completed for the project established that the thresholds set forth by the San Joaquin Valley Air Pollution Control District (SJVAPCD) would not be exceeded for emissions of ozone precursors (ROG and NOx) or of PM10. The SJVAPCD establishes that a project is considered to have a significant impact on air quality if ozone precursors (ROG and NOx) exceed 10 tons per year. According to the CalEEMod analysis, Overall Construction emissions (for year 2017-2018) yields 1.28 tons/year of ROG, 2.966 tons/year of NOx. Operational totals calculated by CalEEMod calculate 0.7940 tons per year of ROG, and 0.8556 tons of NOx per year. The SJVAPCD establishes a significance threshold for PM10 as being 15 tons per year. According to the CalEEMod analysis, Overall Construction emissions (for year 2017-2018) yields 0.2605 tons per year of PM10. CalEEMod analysis shows overall operation emissions for PM10 to be 0.2964 tons per year. The significance criteria established by the District is not exceeded, therefore, the project will have a less than significant impact. Additionally, the project is required to comply with Regulation VIII to reduce PM10 emissions, comply with Rule 2010 and Rule 2201 for New and Modified Stationary Source Review. The applicant will be further required to contact the San Joaquin Valley Air Pollution Control District to determine the additional district rules that may apply to the project.
- d) Less than Significant Impact - The project is surrounding by existing industrial development and will not result in expose of sensitive receptors to substantial pollutant concentrations.
- e) Less than Significant Impact - The project will include uses in the Kings Industrial Park. No objections odors are anticipated to occur as part of the project. The project is not located near residential/sensitive receptors; therefore, a health risk assessment is not required to be performed.

Mitigation Measures:

Mitigation Measure Air Quality 1:

The project will be subject to Regulation VIII to reduce PM10 emissions and subject to Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) as a condition of approval. Additional

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
District rules may apply from the SJVUAPCD: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). Mitigation Measure Air Quality 2: The applicant must implement the District's mandatory dust control measures. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby industrial businesses. Mitigation Measure Air Quality 3: The project is required to comply with Regulation Viii to reduce PM10 emissions, comply with Rule 2010 and Rule 2201 for New and Modified Stationary Source Review. The applicant will be further required to contact the San Joaquin Valley Air Pollution Control District to determine the additional district rules that may apply to the project. Conclusion: Less than Significant with Mitigation Incorporation -The project will not create or result in any significant air quality impacts, with the incorporation of the standard City conditions of approval for compliance with the rules and regulations of the SJVUAPCD and based on the Statement of Overriding Considerations adopted for the General Plan Update EIR of which the project is consistent. Source(s): Source(s): Site Visit, 2002 Hanford General Plan, 2002 Hanford General Plan EIR, San Joaquin Valley Air Pollution Control District, CalEEmod analysis (attached), California Air Resources Board 2008, Ambient Air Quality Standards (4/1/2008) http://www.arb.ca.aqs; Consultation received from the San Joaquin Valley Air Pollution Control District (Dated November 15, 2016). Consultation received from the Kings County Department of Public Health (Dated December 1, 2016).				
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	✓
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	✓

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	✓
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	✓

Environmental Setting:

The project site is currently undeveloped and surrounded by existing industrial development within the Kings Industrial Park.

Standards of Significance

The project would have a significant effect on biological resources if it would:

1. Interfere substantially with the movement of any resident or migratory fish or wildlife species.
2. Substantially diminish habitat for fish, wildlife or plants.
3. Substantially affect a rare, threatened, or endangered species of animal or plant or the habitat of a rare, threatened or endangered species.

Checklist Discussion:

- a) No Impact - The site is surrounding by industrial development and does not contain any natural areas that may be considered habitat. The site and the surrounding areas are vacant disturbed lands, which bare no feasibility as natural habitat for any local species identified as a candidate, sensitive or special status.
- b) No Impact - The site does not contain any riparian habitat or other sensitive natural community.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) No Impact - The site is not identified as a federally protected wetland. d) No Impact - the site has no value as a natural habitat for any native resident or migratory fish or wildlife species. Therefore, development of the site will have no impact on the any native resident/migratory fish or wildlife species. e) No Impacts - there is not a local policy or ordinance in place protecting biological resources on this site. f) No Impacts – The City has not adopted a Habitat Conservation Plan, Natural Community Conservation plan or any other habitat conservation plan. Therefore, development will not impact the provisions of any plan, as none are in place. Mitigation Measures: None. Conclusion: The project site is surrounded by industrial development and does not contain any natural features; therefore, there is no impact to biological resources. Source(s): Site Visit, 2002 Hanford General Plan, 2002 Hanford General Plan EIR, 2002 Hanford Municipal Code				

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☐	✓
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☐	✓
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	✓
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	✓	☐	☐

Environmental Setting:

The City of Hanford has completed a records search for cultural resources with the preparation of the 2002 General Plan EIR. Three sites have been identified in or near the City of Hanford. None of the identified sites are located in the project area. Staff sent an early consultation notice for the project to the Tachi Yokut Tribe in accordance with their request for consultation under Assembly Bill 52, no response has been received as of the date of preparation of this report. The project is not anticipated to impact any cultural resource. However, as a standard condition of approval for all construction sites, the City requires that "should any disturbance of undiscovered archaeological or paleontological resources occur that construction activity cease immediately until a qualified archeologist be consulted and the finding properly investigated before construction may continue."

Significance Criteria:

The project may have a significant impact on cultural resources if it causes substantial adverse changes in the significance of a historical or archaeological resource as set forth by the California Register of Historic Places and Section 106 of the National Historic Preservation Act; directly or indirectly destroys a unique paleontological resource or site.

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

- a) No Impact - The project would not cause a substantial adverse change in the significance of a historical resource, as defined in 15604.5 of the CEQA Guidelines, as the site is not registered as a historical resource.
- b) No Impact - The project would not cause a substantial adverse change in the significance of an archaeological resource as defined in 15604.5 of the CEQA Guidelines, as the project does not relate to a site listed as having archaeological significance.
- c) No Impact - The project will not directly or indirectly destroy any unique paleontological resource or site, as the site has not been identified as containing unique paleontological resources, nor unique geological feature.
- d) Less than Significant with Mitigation Incorporation - The site has not been identified as containing areas of human remains. Project conditions of approval will include a requirement that in the case that any human remains are discovered at any time, that construction will cease and the City is notified as well as the County Coroner pursuant to California Health and Safety Code 7050.5 and Public Resources Code 5097.98.

Mitigation Measures:

Mitigation Measure Cultural Resources 1: In the case that any human remains are discovered at any time, that construction will cease and the City is notified as well as the County Coroner pursuant to California Health and Safety Code 7050.5 and Public Resources Code 5097.98.

Conclusion: With the incorporation of MM1, impacts to cultural resources are anticipated to be less than significant.

Source(s): 2002 Hanford General Plan, 2002 Hanford General Plan EIR

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	☐	☐	✓	☐
iv) Landslides?	☐	☐	✓	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	✓	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	✓	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	✓	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	✓	☐

Environmental Setting:

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

"Several studies around Hanford have concluded that liquefaction potential is low due to the medium dense nature of soils, the distance to active faults, and the relatively deep water table. Therefore, the potential for liquefaction to occur is considered to be low"

Significance Criteria:

The project may result in significant earth impacts if it causes substantial erosion or siltation, exposes people to geologic hazards or risk from faults, landslides or unstable soil conditions. Grading that disturbs large amounts of land or sensitive grading areas (such as slopes in excess of 20%) may cause substantial erosion or siltation.

Checklist Discussion:

- a) Less than Significant Impact - No known faults are located on the project site. The project will not expose people or structures to shaking, ground failure including liquefaction, or landslides. Construction of the industrial development may require some earth movement resulting in disruption

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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and compaction of soils. This is not significant, because the area is designated for urban uses.

- b) **Less than Significant Impact with Mitigation Incorporation** – Construction of urban uses would create changes in absorption rates, drainage patterns, and the rate and amount of surface runoff. Standard construction practices that comply with City of Hanford ordinances and regulations, the California Building Code, and professional engineered designs approved by the Hanford Public Works Engineering Division will mitigate any potential impacts from future development, if any. The Hanford General Plan and City of Hanford Development Standards include policies for development that would reduce the potential impact of soil erosion or the loss of topsoil.
- c) **Less than Significant Impact** - The proposed project site would not be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Hanford General Plan addressed the potential for adverse effects from reactive soils in adverse conditions.
- d) **Less than Significant Impact** – The project will not result in or expose people to potential impacts from expansive soils. The Hanford General Plan addressed the potential for adverse effects from expansive soils and it was found that such conditions do not exist to the extent that Standard construction practices that comply with City of Hanford ordinances and regulations, the California Building Code, and professional engineering designs approved by the Hanford Engineering Division would not mitigate.
- e) **Less than Significant Impact** –The City will provide necessary sewer and water systems for development. The project will not utilize septic or alternative disposal methods.

Mitigation Measures:

Mitigation Measure Geology 1: Comply with the California Building Code.

Conclusion:

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

Source(s): 2002 Hanford General Plan, 2002 Hanford General Plan EIR

VII. GREENHOUSE GAS EMISSIONS – Would the project:

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

Environmental Setting:

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere. The accumulation of GHGs has been implicated

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
as a driving force for climate change. Individual project contribute to the cumulative effects of climate change by emitting CHG's during construction and operations. In 2005, the Governor established executive order S-3-05, which set target dates for reduction of GHG. By 2010, reduce GHG to 2000 levels, by 2020 to 1990 levels, and by 2050 to reduce GHG emission to 810% below 1990 levels. In 2006, California passed AB 32, which requires the California Air Resources Board (CARB) to design and implement emission limits, regulation and other measures that are feasible and cost-effective resulting in GHG emission reduced to 1990 levels by 2020. In 2009, the California Office of Planning and Research (OPR) published revisions to CEQA to address GHG emissions. The amendments included the following: Climate Action Plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impact, based upon its compliance with the plan. Local governments are encouraged to quantify the greenhouse gas emissions of proposed project, noting that they have the freedom to select the models and methodologies that must meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significant, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. When creating thresholds of significance, local governments may consider thresholds of significance adopted by other agencies. On December 30, 2009, the Natural Resources Agency adopted the proposed amendment to the CEQA Guidelines in the California Code of Regulations. Also in December 2009, the SJVAPCD adopted guidance documents for addressing GHG impacts. The guidance reflects on performance based standards know as Best Performance Standards (BPS), to assess significance of projects related GHG emissions on global climate change during the environmental process. Projects can mitigate their impacts to less than significant by including BPS in their project. Compliance with AB32 may also be achieved by reducing emissions 29% less than business as usual. In May of 2014, the City of Hanford adopted a Climate Action Plan to quantify GHG emissions, ensure compliance with AB32 and to streamline the environmental review process in accordance with CEQA Guidelines Section 15152 and 15183.5. Effective October 1, 2005 the State adopted new energy standards for all new buildings (Title 24, Part 6) that require additional energy efficiency in buildings. These new standards require additional attention to orientation of buildings, windows, insulation, heating and air-conditioning systems, lighting systems (incorporating natural lighting where possible), and efficient operational equipment. Each new building design is analyzed and a report must be submitted with building plans that identifies the energy efficiency of the proposed building and how it meets the new higher standard set by the State. The City of Hanford will be responsible for ensuring that new buildings meet the standards in the building-permit process. Significance Criteria: The project related effects of GHG emissions are cumulative, therefore climate change impacts are addressed as cumulative, than a direct impact. Since climate change is a global phenomenon, no direct impact would be identified for individual projects. The following criteria are used to evaluate whether a project would result in a significant impact for climate change impacts: a) Does the project comply with an adopted statewide, regional, or local plan for reduction or mitigation of GHG emissions? If no, then,				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Does the project achieve 29% GHG reductions by using approved Best Performance Standards? If no, then c) Does the project achieve AB32 targeted 29% emission reductions compared with Business as Usual (BAU)? d) Project that meet one of these guidelines would have less than significant impact. Checklist Discussion: a. Less than Significant with Mitigation Incorporation – an analysis of the project's greenhouse gas emissions has been calculated using CalEEMod (the emission totals are attached). Since the effect of GHG emissions are cumulative, a quantitative level of significance does not exist. In order to achieve a less than significant impact on greenhouse gases, the following mitigations will be required to be implemented: - That the project comply with the adopted Climate Action Plan, which coincides with the State's goal to meet GHG-emission reduction targets identified under AB32 - That the project use the approve Best Performance Standards established by the San Joaquin Valley Air Pollution Control District for any stationary sources, if applicable a. Less than Significant with Mitigation Incorporation - Compliance with the Climate Action Plan and the rules of the San Joaquin Valley Air Pollution Control District will reduce impact to greenhouse gases to a less than significant level. With the incorporation of the above mitigation, the proposed project will not result in a conflict with any plan, policy or regulation; therefore, impacts to greenhouse gas emissions are less than significant. Mitigation Measures: Mitigation Measure Greenhouse Gases 1: That the project comply with the adopted Climate Action Plan, which coincides with the State's goal to meet GHG-emission reduction targets identified under AB32 That the project use the approve Best Performance Standards established by the San Joaquin Valley Air Pollution Control District for any stationary sources, if applicable Conclusion With mitigation measures, the project will not contribute significantly to global climate change and would not impede the State's ability to meet its GHG reduction targets under AB32. The project will not contribute significantly, either individually or cumulatively, to global climate change. Source(s): CalEEMod analysis (attached). 2002 Hanford General Plan, 2002 Hanford General Plan EIR, San Joaquin Valley Air Pollution Control District, Final Regional Climate Action Plan)				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	✓
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	✓

Environmental Setting:

The General Plan contains a Hazards Management Element which was adopted to reduce potential safety issues associated with urban development. The project site is not listed as part of the State of California Hazardous Waste and Substances List. Field review by City staff did not reveal any potential for hazards or obvious signs of contamination on the site. Refer to previous sections for discussion of geologic and seismic hazards, water, water quality and flooding and air quality.

A pre-consultation response was received from the Kings County Department of Public Health. The letter is attached to this initial study. The Kings County Department of Public Health has offered the following comments:

Site Plan Review 2015-17

1. This facility maintains an existing hazardous materials business plan (HMBP) with our office. The HMBP must be updated online at <http://cers.calepa.ca.gov> within 30 days of construction completion to reflect the new site layout and the revised chemical storage.
2. This facility may be subject to the California Accidental Release Prevention (CalARP) program. As such the facility must file a current Risk Management Plan with our office prior to operation. For more information regarding the CalARP program, please contact Yatee Patel (559) 584-1411.
3. If above ground tanks for fuel or petroleum products will be stored at this facility, the facility will be subject to the California Aboveground Petroleum Storage Act (APSA) California Health & Safety Code 25270-25270.13 and 40 CFR 112. The act requires the owner/operator to file a storage statement, pay a facility fee, and prepare & implement a federal Spill Prevention Control and Countermeasure (SPCC) plan. Effective January 1, 2008, our agency is the administering agency for the act. Please contact our office at (559)584-1411 for additional information and assistance in complying with the act.
4. Any hazardous wastes, including used oil, used oil filters, and waste antifreeze generated during the operation of the business must be managed in accordance with Federal, State, and local laws and regulations, including registration with our office as a hazardous waste generator. It is the business owner/operator's responsibility to characterize the wastes to determine if they are hazardous. Please contact us at 559/584-1411 for assistance.
5. Valley Fever: *Coccidioides immitis*, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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<http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

Significance Criteria:

The project may result in significant hazards if it does any one of the following:

1. Create a public health hazard
2. Involve the use or production, disposal or upset of materials which pose a hazard to people in the area or interferes with an emergency response plan
3. Violates applicable laws intended to protect human health and safety or would expose workers to conditions that do not meet health standards.

Checklist Discussion:

- a) **Less than Significant Impact with Mitigation Measures** – Helena's operations will include the storage and blending of previously prepared liquid and dry fertilizer. The liquid and dry fertilizer is transported to the site via trucks or by rail. The existing Helena Chemical location on Lacey Boulevard maintains an existing hazardous material business plan with the Kings County Department of Health. A mitigation measure required for the project is that the applicant must update the hazardous materials business plan within 30 days of construction completion for the site. Also, the facility may be subject to the California Accidental Release Prevention program.
- b) **Less than Significant Impact** - Construction activities that could involve the release of hazardous materials include maintenance of on-site construction equipment, which could result in minor fuel or oil spills. The use of such materials are required to comply with local, state and federal regulations, therefore impacts are considered less than significant.
- c) **No Impact** - The project is not located within one quarter mile of a school therefore there is no impact.
- d) **No Impact** - The project site is not listed as part of the State of California Hazardous Waste and Substances List (Cortese List) therefore there is no impact.
- e) **No Impact** - The airport is approximately 2.92 miles away from the proposed project; therefore, no impact is anticipated to occur.
- f) **No Impact** - The project site is not located within two miles of a private or public airport/airstrip; therefore no impact.
- g) **No Impact** - The project will not interfere with any adopted emergency response or evacuation plan therefore, there is no impact.
- h) **No Impact** - The project site is located in an area surrounded by urban uses and is not located adjacent to or in close proximity to wildland areas; therefore, there is no impact.

Mitigation Measures:

Mitigation Measure Hazards And Hazardous Materials 1: That the applicant update their hazardous materials business plan (HMBP) with the Kings County Department of Health and determine their eligibility for the California Accidental Release Prevention Program, by contacting Yatee Patel at (559)584-1411.

Mitigation Measure Hazards and Hazardous Materials 2: that the applicant comply with the Uniform Fire Code to ensure proper regulating storage of hazardous substances

Mitigation Measure Hazards and Hazardous Materials 3: that the applicant consult and coordinate with the

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
San Joaquin Valley Air Pollution Control District to ensure proper permitting and air emissions.				
Conclusion:				
The impact from hazards and hazardous materials are expected to be less than significant with mitigation measures.				
Source(s): 2002 Hanford General Plan/Hazards Management Element, 2002 Hanford General Plan EIR; Pre-consultation letter received from Troy Hommerding, Kings County Department of Public Health/ Division of Environmental Health Services (Dated December 1, 2016)				
IX. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	✓	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	✓	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	✓	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	✓	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	✓	☐
f) Otherwise substantially degrade water quality?	☐	✓	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	✓
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	✓
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	✓
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	✓

Environmental Setting:

Recharge of groundwater in the City occurs by 1. Direct infiltration of precipitation falling in the area; 2. Infiltration of surface water entering the area in natural or manmade drainage; 3. Infiltration of a portion of water spread for irrigation (either surface water from drainage or pumped ground water); 4. Underflow of ground water in the area from the north and east; and 5) artificial recharge of excess surface water by KCWD and treated wastewater by City of Hanford. The applicant will be required to complete a "FORM A" or "FAT, OILS, and GREASE (FOG)" application when it comes time to submit for a Zoning and Safety Certificate of Occupancy. The form assists the City in estimating the amount and type of sewage to be generated by various commercial businesses. The purpose of the form is to identify potential sewage discharge problems ahead of time and to resolve problems as necessary.

The City Council for the City of Hanford adopted an Arsenic Reduction Study which identified actions to be taken by the City of Hanford in order to meet the new Federal Arsenic MCL requirements. Hanford was given until December 31, 2009, to be in compliance. All the actions in the Arsenic Reduction Study were completed. Therefore, the City's water system and water quality are currently in substantial compliance with the new Federal Arsenic MCL.

Significance Criteria:

The project may result in significant impacts if it would violate any water quality standards or waste discharge requirements, substantially deplete groundwater supplies or interfere with groundwater recharge; substantially alter the existing drainage pattern of the site or substantially increase the rate of surface runoff; exceed the existing drainage system.

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

- a) **Less than Significant Impact with Mitigation Incorporation** - The project will be required to comply with all City ordinance, standards and policies which will assure proper grading and storm water drainage into the existing storm water system. The project will also be required to comply with all requirements of the Kings County Health Department, State, and Federal regulations regarding water quality standards or waste discharge. The project will not violate any water quality standard or waste discharge requirements.
- b) **Less than Significant**- The project would not deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the aquifer as a result of the project. The Urban Water Management Plan identified adequate groundwater supplies for the City of Hanford; therefore, impacts are determined to be less than significant with mitigation measures for water usage.
- c) **Less than Significant Impact with Mitigation Incorporation** - The project proposes a retention basin for storm drainage of the site. The proposed drainage basin would not result in substantial erosion or siltation on- or off-site. The developer shall be required to comply with State of California Water Resources Control Board requirements, specifically related to the National Pollution Elimination System Permit process.
- d) **Less than Significant** – the proposed project is consistent with the Hanford General Plan and the General Plan EIR.
- e) **Less than Significant**– Public Works has worked with the applicant to ensure that runoff water and planned stormwater drainage systems will be able to accommodate the project's capacity.
- f) **Less than Significant Impact with Mitigation Incorporation** - The project will be required to comply with all City ordinance, standards and policies, which will assure proper grading and storm water drainage into the existing storm water system. The project will also be required to comply with all requirements of the Kings County Health Department, State, and Federal regulations regarding water quality standards or waste discharge. The project will not violate any water quality standard or waste discharge requirements.
- g) **No Impact** - The project does not include housing located within a flood zone as shown in the Flood Insurance Rate Map for Hanford (Panel 06031C 0185C, June 16, 2009); therefore, there is no impact.
- h) See g above.
- i) **No Impact** - The project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including dam failure. Therefore, there is no impact.
- j) **No Impact** - The project is not located near any ocean, coast, or seiche hazard area; therefore there is no impact.

Mitigated Measures:

Mitigation Measure Hydrology 1: That the project is required to comply with all City ordinance, standards, and policies. The project will also be required to comply with all requirements of the Kings County Health Department, State, and Federal regulations regarding water quality standards or waste discharge.

Mitigation Measure Hydrology 2: That the project complies with State of California Water Resources Control Board requirements, specifically related to the National Pollution Elimination System Permit process.

Mitigation Measure Hydrology 3: That the project is required to comply with all City ordinance, standards, and

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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policies. The project will also be required to comply with all requirements of the Kings County Health Department, State, and Federal regulations regarding water quality standards or waste discharge.

Conclusion: the impact to Hydrology and Water Quality is determined to be less than significant with the incorporation of mitigation measures to reduce the project's effect.

Source: 2002 Hanford General Plan, 2002 Hanford General Plan EIR, Hanford Storm Water Master Plan, State of California Department of Water Resources

X. LAND USE AND PLANNING - Would the project:

a) Physically divide an established community?	☐	☐	☐	✓
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	✓
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	✓

Environmental Setting:

The project is consistent with the land use policies of the City, including the General Plan and Zoning Ordinance; therefore there are no impacts in this area.

Significance Criteria:

The project may result in significant impacts if it physically divides an established community, conflicts with existing off-site land uses, causes substantial adverse change in the types or intensity of land use patterns or conflicts with any applicable land use plan, policy or regulation.

Checklist Discussion:

- a) No Impact - The project will not physically divide an established community. The use of the project is industrial within the Kings Industrial Park.
- b) No Impact - The project is consistent with all City plans, policies and regulations; therefore, there is no impact.
- c) No Impact - There are not a habitat conservation plan or a natural community conservation plan in place.

Mitigated Measures: None.

Conclusion:

The project is being developed consistent with the General Plan, specifically the Land Use Element and is not anticipated to have any land use impacts.

Source(s): 2002 Hanford General Plan, 2002 Hanford General Plan EIR, 2002 Hanford Municipal Code, Kings

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
Industrial Park Development and Performance Standards				
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	✓
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	✓
Environmental Setting: There are no known mineral resources on the project site based on Hanford's 2002 General Plan EIR; therefore, no impacts are anticipated to occur. Significance Criteria: The project would create significant impacts to mineral resources if there was a loss of availability of a known mineral resource. Checklist Discussion: a) No Impact – there are no known mineral resources in the City, therefore, the project could not result in the loss of availability of a known mineral resource. b) No Impact - There are no known locally-important mineral resource recovery sites within the City of Hanford; therefore, the project would create an impact. Mitigated Measures: None. Conclusion: The proposed project will not result in impacts to mineral resources. Source(s): 2002 Hanford General Plan, 2002 Hanford General Plan EIR				
XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	✓	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	✓	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	✓	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	✓	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✓
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✓

Environmental Setting:

According to the Hanford General Plan some land uses are more tolerant of noise than others. These uses typically include activities that generate loud noise levels or those that do not require verbal interaction, concentration, or sleep. Industrial facilities require very little speech communication; therefore, are generally allowed in noisier environments. The proposed project location would not expose persons to noise levels or ground borne vibration in excess of the standards established in the Hazards Element of the General Plan. Noise levels have been established in the General Plan as shown below.

Significance Criteria:

Impacts from the project would be considered significant if they would result in significant noise or exposure of persons to or generation of noise levels in excess of standards established in the Hanford General Plan.

Checklist Discussion:

- a) **Less than Significant with Mitigation Measures** - That noise created during any time of the day or night by non-preempted sources associate with existing or proposed industrial uses shall not exceed a maximum level of 70 dBA, as measured at the property line of the industrial use producing the noise. As defined herein, the maximum noise level is the level which shall not be exceeded for more than one minute out of any one-hour time period.
- b) **Less than Significant** - The project may result in a temporary increase in ground borne vibration or noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
levels as a result of construction activities, impacts are anticipated to be less than significant.				
c) Less than Significant with Mitigation Measures - The project may result in an increase in permanent noise levels due to increased traffic, work population and activity. As a mitigation measure, the project will be required to comply with the maximum prescribed decibel by the General Plan for industrial noise sources. d) Less than Significant. A temporary increase in ambient noise would occur in association with construction activities. Construction noise is short term and will occur for limited times. Impacts are less than significant. e) No Impact - The project is approximately 2.9 miles away from airport and is not located within an airport land use plan. f) No Impact - The project is not located within the vicinity of a private airstrip; therefore, there is no impact.				
Mitigated Measures:				
Mitigation Measure Noise 1: That noise created during any time of the day or night by non-preempted sources associate with existing or proposed industrial uses shall not exceed a maximum level of 70 dBA, as measured at the property line of the industrial use producing the noise.				
Mitigation Measure Noise 2: that the project be required to comply with the noise limits established for industrial noise sources in the General Plan.				
Conclusion:				
The project would create an increase in the ambient noise and result temporary construction noise, however, the impact is considered less than significant with mitigation incorporation				
Source(s): 2002 Hanford General Plan, 2002 Hanford General Plan EIR; Kings Industrial Park Performance and Development Standards				
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
Environmental Setting:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The industrial project will not create a substantial population growth. The Hanford General Plan designates the project areas for industrial development. Significance Criteria: The project may result in significant impact if it induces substantial growth, displaces a large number of people, or contributes to a job housing imbalance. Checklist Discussion: a) Less than Significant Impact. The project will not induce substantial population growth due to an increase in jobs; the Helena property will employ approximately 23 persons annually. b) No Impact. The project will not result in displacement of housing. c) No Impact. The project will not result in displacement of people. Mitigated Measures: None. Conclusion: The project will not result in major impacts to population and housing. Therefore, the impact is considered less than significant. Source(s): 2002 Hanford General Plan, 2002 Hanford General Plan EIR				

XIV. PUBLIC SERVICES --

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	✓	☐	☐
Police protection?	☐	✓	☐	☐
Schools?	☐	☐	☐	✓
Parks?	☐	☐	☐	✓
Other public facilities?	☐	☐	✓	☐

Environmental Setting:

Emergency services protection (Fire and Police) in the proposed project area are provided by the City of Hanford. The City of Hanford is currently served by two fire stations. Station No. 1 is a 10,000 sq. ft. facility located at 340

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
W. Grangeville Blvd. Station 2 is a 4,500 sq. ft. facility located at 10553 Houston Avenue. Additional stations have been planned at the northwest corner of Berkshire and Centennial Drive and at the northwest intersection of Woodland and 12th Avenue. Station service areas are designed to allow for an approximate 5 minute response time, which is the acceptable standard for the City. The City has adopted Development Impact Fees for Fire Services. The Hanford Police Department (HPD) currently operates out of a single station, located at 425 N Irwin Street. This facility, while adequate for current programs and community demands, offers little room for expansion to meet increasing needs of the police services. As growth continues in Hanford, additional sworn officers and support staff will be required. Expanding personnel requires significant capital investment for equipment such as vehicles, law-enforcement supplies, and office space. Significance Criteria: The project may result in significant public service impacts if it substantially and adversely alters the delivery or provision of fire protection, police protection, schools, facilitates maintenance and other government services. Checklist Discussion: a) (FIRE) Less than Significant Impact with Mitigated Incorporation (payment of impact fees) - The project site will receive fire protection service from the City of Hanford Fire Department. The department has indicated that the proposed project will not have a significant impact on its ability to respond to emergencies with its current personnel and equipment. The project will be required to pay fire impact fees. b) (POLICE) Less than Significant Impact with Mitigated Incorporation (payment of impact fees) - The project site will receive police protection service from the City of Hanford Police Department. The department has indicated that they will be able to service the development. Less than significant impact is anticipated. The project will be required to pay police impact fees. c) No Impact. The project is within the industrial park and not expected to impact school services. d) No Impact. The project is within the industrial park and not expected to impact city parks. e) (OTHER) Less than significant impact - Consultation was sent to various governmental agencies – in response to public facilities, no comments were received as of the date of preparation of this initial study. Mitigated Measures: Mitigation Measure Public Service 1: That the development is subject to Fire Impact Fees. Mitigation Measure Public Service 2: That the development is subject to Police Impact Fees. Conclusion: The project can be served by existing public services. The project will be subject to impacts fees (Fire and Police). The project will not result in significant impacts to public services with the payment of impact fees to mitigate the project's effect. Source(s): 2002 Hanford General Plan, 2002 Hanford General Plan EIR				
XV. RECREATION --				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	✓
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	✓

Environmental Setting:

The Hanford General Plan designates the project area for industrial development. The impact of the industrial development on existing recreation opportunity is not anticipated to an impact.

Significance Criteria:

The project may create impacts if it creates demand for new expanded parks and recreation facilities or substantially alters existing facilities.

Checklist Criteria:

- a) No Impact - The project would not increase the use of existing neighborhood and community parks as the proposed project is within the Kings Industrial Park.
- b) No Impact - The project will not result in the alteration or construction of new recreation facilities.

Mitigated Measures: None.

Conclusion:

No impact to recreation is anticipated to occur.

Source(s): 2002 Hanford General Plan, 2002 Hanford General Plan EIR

XVI. TRANSPORTATION AND TRAFFIC -- Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	✓	☐	☐
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	✓	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	✓	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	✓	☐
e) Result in inadequate emergency access?	☐	☐	✓	☐
f) Result in inadequate parking capacity?	☐	✓	☐	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	✓

Environmental Setting:

The project is accessed by an arterial roadway (11th Avenue) and an industrial street (Energy Street) as designated in the Hanford General Plan. This project is located in the Kings Industrial Park and was addressed in the 2002 General Plan EIR. The project will also include road abandonment on Energy Street, as discussed in the project description. No additional impacts are anticipated and no additional mitigation measures are required.

Significance Criteria:

The project may result in significant transportation/circulation impact if it does the following"

1. Cause an increase in traffic which is substantial in relation to the existing traffic loads and capacity of the road system that are inconsistent with adopted standards.
2. Creates traffic conditions which expose people to traffic hazards.
3. Substantially interferes or prevents emergency access to the site or surrounding properties.
4. Conflicts with adopted policies or plans for alternative transportation.

Checklist Discussion:

All traffic improvements in the area to accommodate buildout of the area are shown on the proposed project plans and will be incorporated into the project. The proposed project is located within the Kings Industrial Park and was addressed in the 2002 General Plan EIR. The road abandonment and any improvements associated with the abandonment will be completed by the time of occupancy of the proposed project; no further traffic mitigations are required.

- a) **Less than Significant with Mitigation Incorporation** - Less than Significant with payment of impact

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
fees to mitigate effect – the Engineering department has evaluated the proposed project and determined that the project would not cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity ratio on roads or congestion at intersections. The Engineering department has determined a traffic impact study would not be required for this project. The project site will be subject to traffic impact fees and responsible for street improvements to Energy Street. The proposed project is in the process of completing road abandonment for the industrial street (Energy Street). b) Less than Significant - All improvements, as part of the road abandonment will be completed prior to occupancy of the proposed project and therefore, impacts are considered less than significant. c) Less than Significant - The proposed project meets City standards for distance and location; therefore, impacts to traffic patterns are considered less than significant. d) Less than Significant - The location of drive access points are adequate for the proposed project and will meet City Engineering standards; therefore, impacts in this category are less than significant. e) Less than Significant - The project will not result in inadequate emergency access to the site. During construction any impacts to access will have to be approved by the City Engineer through the approval of a traffic control plan; therefore, impacts are less than significant. f) Less than Significant with Mitigation Incorporation - The applicant is required to provide parking at the ratio prescribed by the Municipal Code 17.38.020 C.4.h. for manufacturing plants in the industrial area, h. "One space for each two employees of the maximum working shift." g) No Impact - The project will not result in a change in air-traffic patterns. The project will not substantially increase hazards due to a design feature or incompatible uses. The project will not result in inadequate emergency access. The project provides sufficient parking for industrial project. The project will not conflict with adopted policies, plans or programs supporting alternative transportation.				

Mitigated Measures:

Mitigation Measure Transportation 1: That the development is subject to traffic impact fees and the developer will be responsible for traffic-related improvements.

Mitigation Measure Transportation 2: That the applicant will be required to provide parking at the ratio prescribed by the Municipal Code 17.38.020 C.4.h. for manufacturing plants in the industrial area, h. "One space for each two employees of the maximum working shift."

Conclusion:

The project has been evaluated by the Public Works Department for compliance with the City of Hanford standards for streets and improvements, it has been determined the project would have a less than significant impact on Traffic and Transportation with mitigation measures implemented and payment of the traffic impact fee.

Source(s): 2002 Hanford General Plan/Circulation Element, 2002 Hanford Municipal Code, and 2016 City of Hanford Impact Fee Resolution.

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	✓	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	✓	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	✓	☐	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	☐	☐	☐	✓
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	✓	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	✓

Environmental Setting:

The City of Hanford is located in the southern portion of the San Joaquin Valley Groundwater basin, the San Joaquin Valley Ground-Water Basin is the largest ground-water basin in California. This basin covers approximately 13,500 square miles and has a storage capacity of 570 million acre-feet with a useable capacity of at least 80 million acre-feet. Groundwater in much of the southern portion of the San Joaquin Valley Ground-Water Basin occurs under unconfined, semi-confined or confined conditions. Confined conditions generally occur beneath a laterally extensive clay strata, known as the E-Clay (Corcoran Clay) which occurs at varying depths in the City's General Plan Area. Unconfined and/or semi-confined conditions generally occur above the E-clay, although confined conditions may also be present locally as a result of other clay layers located above the E-clay.

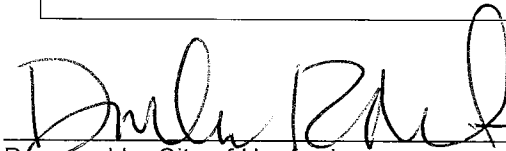
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
The City withdraws groundwater for domestic service from below the E-clay layer. The City of Hanford is situated in the north central portion of the Tulare Lake Hydrologic Study Area (TLHSA), as defined by the California Department of Water Resources. The TLHSA encompasses approximately 524,800 acres in the southern portion of the San Joaquin Valley, south of the Kings River Watershed, and the adjacent mountain slopes, including the west slope of the Sierra Nevada. According to a report prepared by DWR, the TLHSA has a storage capacity of 1.5 million acre feet and a perennial yield of 443,000 acre feet. Total annual extraction is estimated at 672,000 acre. DWR estimates the annual overdraft is 229,000 acre feet. The City of Hanford receives its water supply from the underlying ground water aquifers. The City-wide average per capita water use in Hanford is 205 gallons per day. With a service population of approximately 55,000, the current City annual average day demand is approximately 11.28 million gallons per day. The City of Hanford has adopted a water conservation ordinance, which enforces limitations on domestic use of water. The City's wastewater treatment facility permitted and designed to treat 8 million gallons per day is currently processing approximately 5.5 million gallons per day in domestic and industrial wastewater. The City of Hanford uses a nominal rate of 100 gallons per day of waste water per capita. The City has initiated a program to ensure long-term reuse of treated disinfected wastewater for agricultural purposes and recharge of groundwater supplies for agriculture. The City has obtained a "Master Reclamation Permit" from the Regional Water Quality Control Board for this purpose. The Kings County Waste Management Authority was formed in September, 1989, by agreement between the cities of Hanford, Lemoore, Corcoran and the County of Kings in order to provide a reasonable approach to all waste management activities in Kings County. A materials recovery facility (MRF) was constructed at the southeast corner of Hanford-Armona Road and 8th Avenue, which serves the Hanford area. Hanford's General Plan EIR states that the Kings County Waste Management Authority is anticipating future growth and is responding for disposal at landfills during the planning period of the General Plan. The project will also be required to pay impact fees for wastewater, water, solid waste to further mitigate any impacts to utilities. Thresholds of Significance: The project may result in significant impacts on utilities and service systems if it substantially and adversely alters the delivery of utilities or substantially increases the demand for utilities. Checklist Discussion: a) Less than Significant Impact- Wastewater impacts were evaluated in accordance with the adopted Waste Water Master Plan. The City has determined that although the project will increase demand at the treatment plant, that the increase will not exceed wastewater treatments requirements. Impacts are less than significant. b) Less than Significant Impact - Wastewater impacts were evaluated in accordance with the adopted Waste Water Master Plan. The City has determined that although the project will increase demand at the treatment plant, the increase will not exceed wastewater treatments requirements. Impacts are less than significant. c) Less than Significant with Mitigation Incorporation - The project proposes a retention basin for storm drainage of the site. A requirement of development will be that the developer shall comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.				

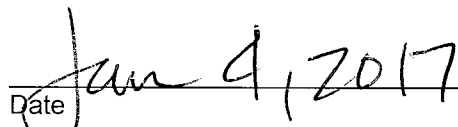
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Less than Significant with Mitigation Incorporation - The City of Hanford prepared an Urban Water Management Plan and has determined that there is sufficient water to serve the proposed project. Due to the drought the project will be required to comply with all State and local regulations regarding water conservation measures and landscaping. e) No Impact - The project will not require a determination by a wastewater agency. f) Less than Significant Impact – the City of Hanford will provide for solid waste collection and disposal for the proposed project site. The City has achieved a 50% diversion rate from the landfill and has incorporated a greenwaste program and recycling at the Materials Recycling Facility. g) No Impact - The project will be required to comply with all federal, state and local statues regulating solid waste. Mitigation Measure: Mitigation Measure Utilities 1: That the developer shall comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process. Mitigation Measure Utilities 2: That the project comply with all State and local regulations regarding water conservation measures and landscaping. Conclusion Less than Significant Impact with Mitigation Incorporation - Impacts to utilities and services are considered less than significant with compliance with existing State and local water conservation measures. Source: 2002 Hanford General Plan, 2002 Hanford General Plan EIR, Wastewater Master Plan, Storm Water Master Plan, Water Master Plan, Urban Water Management Plan, State of California Department of Water Resources.				

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	✓	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	✓	☐	☐
a) Less than Significant. Based on the analysis provided in the initial study, the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals. b) Less than Significant with Mitigation Incorporation- Based on the analysis provided, the project would not result in any significant cumulative impacts relative to other current projects, or the effects of probable future projects. c) Less than Significant with Mitigation Incorporation - Based on the analysis provided, the project will not have environmental effects that will cause substantial adverse effects on human beings.				


 Prepared by City of Hanford


 Date Jan 4, 2017

CUMULATIVE IMPACTS

This section addresses the project's potential to contribute to cumulative impacts in the region, CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual effects that, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or separate projects. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects.

Cumulative Setting

The cumulative setting for the proposed project includes all projects existing within the boundary of the proposed Helena Chemical Project and all entitled projects within the boundary of the proposed project.

Existing industrial operations within the boundary of the project include:

- Tessenderlo Kerley Incorporated
- Verdegaaal Brothers
- Hanford Milling
- Walmart Distribution Center
- Pitman Family Farms
- Mc Lellan Equipment
- Calcot Limited
- Cobalt Safes
- Hanford Tarps
- California Bio-Prouctex
- Norwesco
- American Tank Company
- Crown Natural Foods
- California Organic Fertilizers
- Del Monte Foods

Entitled industrial projects within the boundary of the project site include:

- SRH Enterprises

Additional uses within the area include vacant land and land within Kings County used for agricultural purposes.

Impact Analysis

Aesthetics

Less than Significant with Mitigation Incorporation - The cumulative effect of the existing projects, proposed project, and entitled project on aesthetics is less than significant with mitigation incorporation. Each project is required to mitigate their effect by hooding and directing lighting on-site, so not to introduce new light sources into the area.

Agriculture Resources

Less than Significant - The California Division of Land Resource Protection designates the land within the City limits, within the boundary of the project as "Urban and Built-Up Land." "Urban and built-up land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel and has no value as agricultural resources. The property located west, east, and south of the boundary of the developed projects is within the Kings County jurisdiction and is presently vacant land, or land use for agricultural purposes. The City of Hanford General Plan and the Kings County General Plan maintain policy for preserving agricultural land.

Air Quality

Less than Significant with Mitigation Incorporation – The cumulative effect of the existing projects, proposed project, and entitled project on air quality is considered less than significant with mitigation incorporation. The projects will contribute emissions for ozone and PM10, however, through implementation of the Climate Action Plan and the rules and regulations of the San Joaquin Valley Air Pollution Control District, the projects will cumulatively yield a less than significant impact

Biological Resources

No Impact – the existing projects, proposed project, and entitled project will have no impact on biological resources. The area of the Industrial Park does not contain any natural, undisturbed habitat for local wildlife.

Cultural Resources

Less than significant impact with mitigation incorporation– the effect of the proposed project, existing projects, and entitled project is anticipated to be less than significant, as culturally sensitive resources have not been identified within the area of the projects' boundaries. As a standard condition on all projects, the City requires, "In the case that any human remains are discovered at any time, that construction will cease and the City is notified as well as the County Coroner pursuant to California Health and Safety Code 7050.5 and Public Resources Code 5097.98."

Geology and Soils

Less than Significant Impact with Mitigation Incorporation - Cumulatively, the projects existing, proposed, and entitled within the project boundary will not affect geology and soils with the requirement that all projects comply with the California Uniform Building Code.

Greenhouse Gas Emissions

Less than Significant Impact with Mitigation Incorporation - The project related effects of GHG emissions are cumulative, therefore climate change impacts are addressed as cumulative, than a direct impact. Since climate change is a global phenomenon, no direct impact would be identified. Mitigations in place to reduce the impact of the cumulative projects include:

- a) Compliance with the Regional Climate Action Plan, or
- b) Use of Best Performance Standards for Stationary Sources, as identified by the San Joaquin Valley Air Pollution Control District, or
- c) Archival of AB32 targeted 29% emission reductions compared with Business as Usual (BAU)?

Hazards and Hazardous Materials

Less than Significant with Mitigation Incorporation – Existing, proposed, and entitled uses within the Kings Industrial Park are anticipated to contain hazardous materials. In order to mitigate the impact of the hazardous materials, each application to the City is required to comply with the Uniform Fire Code to ensure proper regulation/storage of hazardous substances. Additionally, some projects may be required to coordinate with the SJVAPCD to ensure proper permitting and air emissions, as well as coordinate with the Kings County Department of Health

Hydrology/Water Quality

Less than Significant Impact with Mitigation Incorporation – Existing, proposed, and entitled uses within the project boundary are required to comply with all City ordinances, standards and policies to assure the project does not violate any water quality standard or waste discharge requirements, cause depletion of groundwater supplies, or interfere with groundwater recharge, substantially alter the existing drainage pattern of the site or increase the rate of surface runoff exceeding the existing drainage system.

Land Use Planning and Population

Less than Significant Impact – the development of the Kings Industrial Park is considered an advancement of the goals of the General Plan to grow the local economy, thus creating local jobs, resulting in a need for housing and population growth. The growth has been considered in the General Plan EIR, for which a statement of overriding considerations was certified.

Mineral Resources

No Impact - Cumulatively, the projects existing, proposed, and entitled within the project boundary will not result in impacts to mineral resources, as the City of Hanford has no known mineral resources.

Noise

Less than Significant Impact with Migration Incorporation - Cumulatively, the projects existing, proposed, and entitled within the project boundary will increase ambient noise. However, the Industrial Park is anticipated to be a noisier area and is therefore planned a significant distance from any sensitive receptors. Noise impacts are mitigated to a less than significant level through compliance with the General Plan, which prescribes a noise decibel maximum for stationary sources.

Public Services

Less than Significant with Mitigation Incorporation (Payment of Impact Fees) – the development of the Kings Industrial Park was planned in the General Plan. The General Plan allocated public services for the City of Hanford based on that growth assumption. The cumulative projects are considered an advancement of the goals of the General Plan, for which a statement of overriding considerations was certified. Each development is required to pay impact fees to mitigate the impacts of development on public services, which in the Industrial Park, include police, fire, traffic, and utilities.

Recreation

No Impact – the Industrial Park includes industrial projects only, there will be no impact to recreation from the projects, cumulatively.

Transportation/Circulation

Less than Significant with Mitigation Incorporation – each project requiring a site plan, administrative approval, or conditional use permit has been evaluated for traffic impacts. Each project is required to pay for their traffic impacts through impact fees, and provide traffic-related improvements. Each impact has been evaluated on a case by case basis to ensure the project is an advancement of the plans set forth in the Circulation Element for the City.

Utilities and Service Systems

Less than Significant Impact with Mitigation Incorporation (payment of Impact Fees) – The City of Hanford maintains a Wastewater Master Plan, Storm Water Master Plan, and an Urban Water Management Plan. each project is evaluate for consistency with these plans and are required to expand service lines, provide basins, pay impact fees, or a combination of the three. With the incorporation of mitigation measures, the cumulative effect of the existing, proposed, and entitled projects are anticipated to be less than significant.

Sources:

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

California Building Standards Code (Title 24, California Code Regulations). (2013, October 1). *Codes*.

CalEEMod Version 2013.2.2 Report prepared by the City of Hanford

City of Hanford 2002 General Plan Update (2002, June 18).

City of Hanford General Plan Update, 2002 – Environmental Impact Report. (June 18, 2002). Hanford, California.

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

City of Hanford Engineering Standards

City of Hanford Water Master Plan

City of Hanford Waste Water Master Plan

County Important Farmland Data Information. *County Important Farmland Data Information*.

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

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

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

Flood Map Service Center – Kings County. (2009, June 16). 06031C0185C.

Hanford Municipal Code (Hanford, California). (2002). *Hanford Municipal Code*.

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

Final Regional Climate Action Plan (May 28, 2014)

Pre-consultation Letter Received from David Kemp, Sempra Energy, (Dated November 2, 2015)

Pre-consultation Letter received from the San Joaquin Valley Air Pollution Control District (Dated November 16, 2016).

Pre-consultation letter received from Troy Hommerding, Kings County Department of Public Health/ Division of Environmental Health Services (Dated December 1, 2016)

Pre-consultation letters received:

1. David Kemp – Sempra Energy
2. Arnaud Marjollet for Brian Clements – San Joaquin Valley Air Pollution Control District
3. Troy Hommerding – Kings County Department of Public Health/Division of Environmental Health Services



San Joaquin Valley

AIR POLLUTION CONTROL DISTRICT



November 15, 2016

Melody Haigh
City of Hanford
Community Development Department
317 North Douty Street
Hanford, CA 93230

Project: Site Plan Review No. 2015-07 and Road Abandonment No. 2015-01

District CEQA Reference No: 20160758

Dear Ms. Haigh:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of a request to construct a new facility for the use of storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer along with the storage of agricultural protection products and a proposal to abandon approximately 46,389 square feet of street right-of-way located on the corner of 11th Avenue and Energy Street, in Hanford, CA. The District offers the following comments:

- 1) The CEQA referral submitted to the District does not provide sufficient information to allow the District to assess the project's potential impact on air quality. The District recommends that a more detailed preliminary review of the project be provided. Preliminary review documents should include a project summary detailing, at a minimum, the land use designation, project size, estimates of potential mobile and stationary emission sources, and proximity to sensitive receptors and existing emission sources.
 - 1a) Project Emissions should be identified and quantified.
 - i) Permitted (stationary sources) and non-permitted (mobile sources) sources should be analyzed separately. Preparation of an Environmental Impact Report (EIR) is recommend should emissions from either source exceed the following amounts: 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), or 15 tons per year particulate matter of 10 microns or less in size (PM10).

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

- ii) Pre- and post-project emissions should be identified.
- 1b) Nuisance Odors should be discussed as to whether the project would create objectionable odors affecting a substantial number of people.

Toxic Air Contaminants (TACs) – are defined as air pollutants that which may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. The most common source of TACs can be attributed to diesel exhaust fumes that are emitted from both stationary and mobile sources. If the project is located near residential/ sensitive receptors, the proposed project should be evaluated to determine the health impact of TACs to the near-by receptors. If the analysis indicates that TACs are a concern, the District recommends that a Health Risk Assessment (HRA) be performed. If an HRA is to be performed, it is recommended that the project proponent contact the District to review the proposed modeling approach. More information on TACs, prioritizations and HRAs can be obtained by:

- E-mailing inquiries to: hramodeler@valleyair.org; or
- Visiting the District's website at:
http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm.

- 2) If preliminary review indicates that a Mitigated Negative Declaration should be prepared, in addition to the effects identified above, the document should include:
 - 2a) Mitigation Measures – If preliminary review indicates that with mitigation, the project would have a less than significant adverse impact on air quality, the effectiveness of each mitigation measure incorporated into the project should be discussed.
 - 2b) District's attainment status – The document should include a discussion of whether the project would result in a cumulatively considerable net increase of any criteria pollutant or precursor for which the San Joaquin Valley Air Basin is in non-attainment. Information on the District's attainment status can be found online by visiting the District's website at <http://valleyair.org/aqinfo/attainment.htm>.
- 3) If preliminary review indicates that an Environmental Impact Report (EIR) should be prepared, in addition to the effects identified above, the document should also include the following:
 - 3a) A discussion of the methodology, model assumptions, inputs and results used in characterizing the project's impact on air quality.
 - 3b) A discussion of the components and phases of the project and the associated emission projections, (including ongoing emissions from each previous phase).

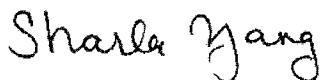
- 4) The project will be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and will require District permits. Prior to construction, the project proponent should submit to the District an application for an Authority to Construct (ATC). For further information or assistance, the project proponent may contact the District's Small Business Assistance (SBA) Office at (559) 230-5888 OR (209) 557-6446 OR (661) 392-5665.
- 5) As stated above, the project will be subject to District Rule 2010 and Rule 2201. Per Section 4.4.3 of District Rule 9510 (Indirect Source Review), any project whose primary functions are subject to District Rule 2010 and Rule 2201 is exempted from Rule 9510. Therefore, the District concludes that the proposed project is not subject to District Rule 9510.
- 6) The proposed project may be subject to the following District rules: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).
- 7) The District recommends that a copy of the District's comments be provided to the project proponent.

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

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call Sharla Yang at (559) 230-5934.

Sincerely,

Arnaud Marjollet
Director of Permit Services



For Brian Clements
Program Manager

AM: sy

City of HANFORD

CALIFORNIA 93230
CITY OFFICES 317 NORTH DOUTY STREET

PROJECT REVIEW - CONSULTATION NOTICE

For: Site Plan Review No. 2015-07 (File 502.0942) and RA 2015-01 (518-0041)

November 3, 2016

Kings County

Health Department
Planning Department
Public Works Department
Communication - Emergency Dispatch 911
Tax Assessor

Southern California Edison Company
Southern California Gas Company
SBC
Comcast

San Joaquin Valley Unified Air Pollution Control District
Hanford Elementary School District
Hanford Joint Union High School District
Santa Rosa Rancheria Tachi Yokut Tribe

MAYOR
JUSTIN MENDES
VICE MAYOR
FRANCISCO RAMIREZ
COUNCIL MEMBERS
DAVID G. AYERS
RUSS CURRY
GARY PANNETT
CITY MANAGER
DARRELL L. PYLE
CITY ATTORNEY
ROBERT M. DOWD

The Community Development Department of the City of Hanford is requesting your comments concerning an application by Helena Chemical for **Site Plan Review No. 2015-07**, a request to construct a new facility for the use of storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer along with the storage of agricultural protection products in the "HI" Heavy Industrial Zone District. **Road Abandonment No. 2015-01** a proposal to abandon approximately 46,389 square feet (1.05 acres) of street right-of-way on Energy Street, east of 11th Avenue and north of Idaho Avenue. The project is located on the corner of 11th Avenue and Energy Street in the City of Hanford. APN: 018-242-067 & 018-242-077. This project is located in the Kings Industrial Park and considered a permitted use.

Please review this project and provide any comments and/or recommendations that you feel are appropriate, including any scientific or factual information that would be useful in our evaluation. It is the lead agency opinion (City of Hanford) that a Mitigated Negative Declaration should be processed in accordance with the California Environmental Quality Act (CEQA) guidelines. Please note that Public Resources Code Section 21080(c) requires substantial evidence in the record to show a significant effect on the environment and any recommendations for preparation of an Environmental Impact Report (EIR) requires submittal of such evidence with your comments. If there is no such evidence a Mitigated Negative Declaration will be prepared. In the event that an EIR is prepared, I will be in further contact with you.

Recommendations or suggestions for changes or mitigation measures requested by agencies having jurisdiction by law over natural resources affected by the project must be accompanied by a proposed reporting or monitoring program for those changes or measures in accordance with Public Resources Code Section 21081.6. It is requested that your comments, if any, be transmitted to this office by December 1, 2016 via email to mhaigh@cityofhanfordca.com. Failure to comment will indicate approval of the project and no additional information will be sent to you. If you have any questions or concerns regarding this project please call me at (559) 585-2580.

Sincerely,

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT
Melody Haigh, Senior Planner

I ☒ do ☐ do not have comments regarding this project

Signature

Agency

Date

Attachment
CC: File

Melody Haigh

From: Hommerding, Troy [Troy.Hommerding@co.kings.ca.us]
Sent: Thursday, December 01, 2016 11:38 AM
To: Melody Haigh
Subject: Site Plan Review 2015-17 & Road Abandonment 2015-01
Attachments: 201612011123.pdf

Thank you for the opportunity to comment on both proposed projects. Our office offers the following comments:

Site Plan Review 2015-17

1. This facility maintains an existing hazardous materials business plan (HMBP) with our office. The HMBP must be updated online at <http://cers.calepa.ca.gov> within 30 days of construction completion to reflect the new site layout and the revised chemical storage.
2. This facility may be subject to the California Accidental Release Prevention (CalARP) program. As such the facility must file a current Risk Management Plan with our office prior to operation. For more information regarding the CalARP program, please contact Yatee Patel (559) 584-1411.
3. If above ground tanks for fuel or petroleum products will be stored at this facility, the facility will be subject to the California Aboveground Petroleum Storage Act (APSA) California Health & Safety Code 25270-25270.13 and 40 CFR 112. The act requires the owner/operator to file a storage statement, pay a facility fee, and prepare & implement a federal Spill Prevention Control and Countermeasure (SPCC) plan. Effective January 1, 2008, our agency is the administering agency for the act. Please contact our office at (559)584-1411 for additional information and assistance in complying with the act.
4. Any hazardous wastes, including used oil, used oil filters, and waste antifreeze generated during the operation of the business must be managed in accordance with Federal, State, and local laws and regulations, including registration with our office as a hazardous waste generator. It is the business owner/operator's responsibility to characterize the wastes to determine if they are hazardous. Please contact us at 559/584-1411 for assistance.
5. Valley Fever: *Coccidioides immitis*, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

Road Abandonment No. 2015-01

1. Valley Fever: *Coccidioides immitis*, the fungus that causes valley fever, a serious and potentially long-term respiratory illness, is endemic in the soils of Kings County. Construction activities that disturb soils containing the spores of the fungus can put workers and the nearby public at risk. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby residents. More information regarding the prevention of work related valley fever is available at www.cdph.ca.gov/programs/hesis/Documents/CocciFact.pdf and <http://www.cdph.ca.gov/programs/ohb/Documents/OccCocci.pdf>. Contact the San Joaquin Valley Air Pollution Control District for more information on dust control techniques.

Troy Hommerding
Kings County Department of Public Health
Division of Environmental Health Services
330 Campus Dr.
Hanford CA 93230

Site Plan Review No. 2015-07, Road Abandonment No. 2015-01, and Disposition of Real Property
Mitigation Measures
Mitigated Negative Declaration 2016-10

Mitigation Number	Potential Impact	Mitigation Measure	Responsible Party
AESTHETICS			
Mitigation Measure: Aesthetics 1.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	That all exterior lighting shall be focused downward to avoid point sources of light interfering with the vision of motorists. Lighting elements shall be recessed into their fixtures to prevent glare. Exterior lighting shall be installed so as not to illuminate adjacent properties.	Applicant
AIR QUALITY			
Mitigation Measure: Air Quality 1.	a) Project could potentially conflict with or obstruct implementation of the applicable air quality plan.	The project will be subject to Regulation VIII to reduce PM10 emissions and subject to Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) as a condition of approval. Additional District rules may apply from the SJVUAPCD: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).	Applicant to file application with San Joaquin Valley Air Pollution Control District and to obtain permits from San Joaquin Valley Air Pollution Control District.
		The applicant must implement the District's mandatory dust control measures. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby industrial businesses.	
	b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	The project will be subject to Regulation VIII to reduce PM10 emissions and subject to Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) as a condition of approval. Additional District rules may apply from the SJVUAPCD: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).	Applicant to file application with San Joaquin Valley Air Pollution Control District and to obtain permits from San Joaquin Valley Air Pollution Control District.
		The applicant must implement the District's mandatory dust control measures. Effective dust control must be maintained on the job site at all times in order to reduce the risk of valley fever to workers and nearby	

		industrial businesses.	District.
	c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	The project is required to comply with Regulation Viii to reduce PM10 emissions, comply with Rule 2010 and Rule 2201 for New and Modified Stationary Source Review. The applicant will be further required to contact the San Joaquin Valley Air Pollution Control District to determine the additional district rules that may apply to the project.	Applicant to file application with San Joaquin Valley Air Pollution Control District and to obtain permits from San Joaquin Valley Air Pollution Control District.
CULTURAL RESOURCES			
Mitigation Measure: Cultural Resources 1.	Disturb any human remains, including those interred outside of formal cemeteries?	In the case that any human remains are discovered at any time, that construction will cease and the City is notified as well as the County Coroner pursuant to California Health and Safety Code 7050.5 and Public Resources Code 5097.98.	Applicant
GEOLOGY AND SOILS			
Mitigation Measure: Geology and soils 1.	Result in substantial soil erosion or the loss of topsoil?	Comply with the California Building Code.	Applicant
GREENHOUSE GAS EMISSIONS			
Mitigation Measure: Greenhouse Gas	Generate greenhouse gas emissions, either directly or indirectly, that	That the project comply with the adopted Climate Action Plan, which coincides with the State's goal to meet GHG-emission reduction targets identified under AB32.	Applicant

Emissions 1.	may have a significant impact on the environment?	That the project use the approve Best Performance Standards established by the San Joaquin Valley Air Pollution Control District for any stationary sources, if applicable	
Mitigation Measure: Greenhouse Gas Emissions 2.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	That the project comply with the adopted Climate Action Plan, which coincides with the State's goal to meet GHG-emission reduction targets identified under AB32.	
HAZARDOUS AND HAZARDOUS MATERIALS			
Mitigation Measure: Hazardous And Hazardous Materials 1-3	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	1. That the applicant update their hazardous materials business plan (HMBP) with the Kings County Department of Health and determine their eligibility for the California Accidental Release Prevention Program, by contacting Yatee Patel at (559)584-1411. 2. That the applicant comply with the Uniform Fire Code to ensure proper regulating storage of hazardous substances. 3. That the applicant consult and coordinate with the San Joaquin Valley Air Pollution Control District to ensure proper permitting and air emissions	Applicant
HYDROLOGY AND WATER QUALITY			
Mitigation Measure: Hydrology and Water Quality 1.	Violate any water quality standards or waste discharge requirements?	That the project is required to comply with all City ordinance, standards, and policies. The project will also be required to comply with all requirements of the Kings County Health Department, State, and Federal regulations regarding water quality standards or waste discharge.	Applicant
Mitigation Measure: Hydrology and Water Quality 3.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or	That the project complies with State of California Water Resources Control Board requirements, specifically related to the National Pollution Elimination System Permit process.	Applicant

	off-site?		
Mitigation Measure: Hydrology and Water Quality 4.	Otherwise substantially degrade water quality?	That the project is required to comply with all City ordinance, standards, and policies. The project will also be required to comply with all requirements of the Kings County Health Department, State, and Federal regulations regarding water quality standards or waste discharge.	Applicant
NOISE			
Mitigation Measure: Noise 1.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	That noise created during any time of the day or night by non-preempted sources associate with existing or proposed industrial uses shall not exceed a maximum level of 70 dBA, as measured at the property line of the industrial use producing the noise.	Applicant; Police to enforce
Mitigation Measure: Noise 2.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	That the project be required to comply with the noise limits established for industrial noise sources in the General Plan.	Applicant; Police to enforce
PUBLIC SERVICES			
Mitigation Measure: Public Services 1.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable	The project will be subject to fire impact fees.	Applicant to pay

	service ratios, response times or other performance objectives for any of the public services: FIRE		
Mitigation Measure: Public Services 2.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: POLICE	The project will be subject to police impact fees.	Applicant to pay
TRANSPORTATION AND TRAFFIC			
Mitigation Measure: Transportation and Traffic 1.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	That the development is subject to traffic impact fees and the developer will be responsible for traffic-related improvements.	Applicant to pay impact fees

Mitigation Measure: Transportation and Traffic 2.	Result in inadequate parking capacity?	That the applicant will be required to provide parking at the ratio prescribed by the Municipal Code 17.38.020 C.4.h. for manufacturing plants in the industrial area, h. "One space for each two employees of the maximum working shift."	City to require as condition of approval; Applicant to provide
UTILITIES AND SERVICE SYSTEMS			
Mitigation Measure: Utilities and Service Systems 1.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	That the developer shall comply with State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.	Applicant
Mitigation Measure: Utilities and Service Systems 2.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	That the project comply with all State and local regulations regarding water conservation measures and landscaping.	City to require and ensure compliance

Helena Chemical San Joaquin Valley Air Basin, Annual

0 Project Characteristics

1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3.33	1000sqft	0.08	3,334.00	0
* General Light Industry	4.80	1000sqft	0.11	4,800.00	0
Unrefrigerated Warehouse-Rail	2.40	1000sqft	0.06	2,400.00	0
Unrefrigerated Warehouse-Rail	8.84	1000sqft	0.20	8,842.00	0
Unrefrigerated Warehouse-Rail	20.15	1000sqft	0.46	20,152.00	0
* General Light Industry	2.70	1000sqft	0.06	2,700.00	0
* General Light Industry	0.70	1000sqft	0.02	700.00	0
Unrefrigerated Warehouse-Rail	24.81	1000sqft	0.57	24,810.00	0
Unrefrigerated Warehouse-Rail	20.50	1000sqft	0.47	20,500.00	0
* General Light Industry	2.80	1000sqft	0.06	2,800.00	0
Unrefrigerated Warehouse-Rail	30.70	1000sqft	0.70	30,700.00	0

2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	7			Operational Year	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

3 User Entered Comments & Non-Default Data

Project Characteristics -

-and Use -

Construction Phase - Vacant site no demolition required.

Demolition -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	1/5/2017	2/1/2017
tblConstructionPhase	PhaseStartDate	1/3/2017	1/28/2017
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

Year	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
2017	0.5175	2.9574	2.5014	4.0100e-003	0.0822	0.1772	0.2594	0.0267	0.1690	0.1957	0.0000	337.4674	337.4674	0.0597	0.0000	338.7208
2018	0.7632	9.2000e-003	0.0100	2.0000e-005	3.6000e-004	6.8000e-004	1.0400e-003	1.0000e-004	6.8000e-004	7.8000e-004	0.0000	1.4474	1.4474	1.2000e-004	0.0000	1.4500
Total	1.2807	2.9666	2.5114	4.0300e-003	0.0826	0.1779	0.2605	0.0268	0.1697	0.1965	0.0000	338.9149	338.9149	0.0598	0.0000	340.1708

Mitigated Construction

Year	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
2017	0.5175	2.9574	2.5014	4.0100e-003	0.0822	0.1772	0.2594	0.0267	0.1690	0.1957	0.0000	337.4671	337.4671	0.0597	0.0000	338.7205
2018	0.7632	9.2000e-003	0.0100	2.0000e-005	3.6000e-004	6.8000e-004	1.0400e-003	1.0000e-004	6.8000e-004	7.8000e-004	0.0000	1.4474	1.4474	1.2000e-004	0.0000	1.4500
Total	1.2807	2.9666	2.5114	4.0300e-003	0.0826	0.1779	0.2605	0.0268	0.1697	0.1965	0.0000	338.9145	338.9145	0.0598	0.0000	340.1705

Year	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
MT/yr																
2017	0.5175	2.9574	2.5014	4.0100e-003	0.0822	0.1772	0.2594	0.0267	0.1690	0.1957	0.0000	337.4671	337.4671	0.0597	0.0000	338.7205
2018	0.7632	9.2000e-003	0.0100	2.0000e-005	3.6000e-004	6.8000e-004	1.0400e-003	1.0000e-004	6.8000e-004	7.8000e-004	0.0000	1.4474	1.4474	1.2000e-004	0.0000	1.4500
Total	1.2807	2.9666	2.5114	4.0300e-003	0.0826	0.1779	0.2605	0.0268	0.1697	0.1965	0.0000	338.9145	338.9145	0.0598	0.0000	340.1705

Year	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Percent Reduction																
2017	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2018	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2 Overall Operational mitigated Operational

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
	tons/yr											MT/yr				
Area	0.5802	1.0000e-005	1.1400e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003
Energy	1.3700e-003	0.0125	0.0105	7.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	32.4998	32.4998	1.1300e-003	4.3000e-004	32.6565
Mobile	0.2324	0.8431	2.7003	5.0400e-003	0.2840	0.0115	0.2955	0.0763	0.0108	0.0869	0.0000	401.5859	401.5859	0.0130	0.0000	401.8590
Waste						0.0000	0.0000		0.0000	0.0000	23.8920	0.0000	23.8920	1.4120	0.0000	53.5436
Water						0.0000	0.0000		0.0000	0.0000	8.8742	43.6763	52.5505	0.9135	0.0219	78.5339
Total	0.7940	0.8556	2.7120	5.1100e-003	0.2840	0.0124	0.2964	0.0763	0.0115	0.0878	32.7662	477.7641	510.5304	2.3396	0.0224	566.5952

2.2 Overall Operational

Mitigated Operational

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
	tons/yr										MT/yr					
Area	0.5602	1.0000e-005	1.1400e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003
Energy	1.3700e-003	0.0125	0.0105	7.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	32.4998	32.4998	1.1300e-003	4.3000e-004	32.6565
Mobile	0.2324	0.8431	2.7003	5.0400e-003	0.2840	0.0115	0.2955	0.0763	0.0106	0.0869	0.0000	401.5859	401.5859	0.0130	0.0000	401.8590
Waste						0.0000	0.0000		0.0000	0.0000	23.8920	0.0000	23.8920	1.4120	0.0000	53.5436
Water						0.0000	0.0000		0.0000	0.0000	8.8742	43.6763	52.5505	0.9133	0.0219	78.5197
Total	0.7940	0.8556	2.7120	5.1100e-003	0.2840	0.0124	0.2964	0.0763	0.0115	0.0878	32.7662	477.7641	510.5304	2.3394	0.0223	566.5811

Percent Reduction	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.18	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/2/2017	5	1	
2	Site Preparation	Site Preparation	1/28/2017	2/1/2017	5	3	
3	Grading	Grading	2/2/2017	2/9/2017	5	6	
4	Building Construction	Building Construction	2/10/2017	12/14/2017	5	220	
5	Paving	Paving	12/15/2017	12/28/2017	5	10	
3	Architectural Coating	Architectural Coating	12/29/2017	1/11/2018	5	10	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 3

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 182,607; Non-Residential Outdoor: 60,869 (Architectural Coating - ;qft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Paving	Pavers	1	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Scrapers	1	8.00	361	0.48
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition		5	13.00	0.00	0.00	10.80	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation		3	8.00	0.00	0.00	10.80	20.00	LD_Mix	HDT_Mix	HHDT
Grading		4	10.00	0.00	0.00	10.80	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction		8	51.00	20.00	0.00	10.80	20.00	LD_Mix	HDT_Mix	HHDT
Painting		6	15.00	0.00	0.00	10.80	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating		1	10.00	0.00	0.00	10.80	20.00	LD_Mix	HDT_Mix	HHDT

1.1 Mitigation Measures Construction

1.2 Demolition - 2017

NO DEMO REQ.

1.3 Mitigated Construction On-Site

Should be zero

Category	ROG	NOX	CO _{2e}	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO _{2e}
	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Off-Road	1.3600e-003	0.0133	0.0104	1.0000e-005		8.0000e-004	8.0000e-004		7.5000e-004	7.5000e-004	0.0000	1.1147	1.1147	2.8000e-004	0.0000	1.1206
Total	1.3600e-003	0.0133	0.0104	1.0000e-005	0.0000	8.0000e-004	8.0000e-004	0.0000	7.5000e-004	7.5000e-004	0.0000	1.1147	1.1147	2.8000e-004	0.0000	1.1206

3.2 Demolition - 2017

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	3.0000e-005	2.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0447	0.0447	0.0000	0.0000	0.0448
Total	2.0000e-005	3.0000e-005	2.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0447	0.0447	0.0000	0.0000	0.0448

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3600e-003	0.0133	0.0104	1.0000e-005		8.0000e-004	8.0000e-004		7.5000e-004	7.5000e-004	0.0000	1.1147	1.1147	2.8000e-004	0.0000	1.1206
Total	1.3600e-003	0.0133	0.0104	1.0000e-005	0.0000	8.0000e-004	8.0000e-004	0.0000	7.5000e-004	7.5000e-004	0.0000	1.1147	1.1147	2.8000e-004	0.0000	1.1206

3.2 Demolition - 2017

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	3.0000e-005	2.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0447	0.0447	0.0000	0.0000	0.0448
Total	2.0000e-005	3.0000e-005	2.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0447	0.0447	0.0000	0.0000	0.0448

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7900e-003	0.0429	0.0257	4.0000e-005		2.1000e-003	2.1000e-003		1.9300e-003	1.9300e-003	0.0000	3.3195	3.3195	1.0200e-003	0.0000	3.3409
Total	3.7900e-003	0.0429	0.0257	4.0000e-005	2.3900e-003	2.1000e-003	4.4900e-003	2.6000e-004	1.9300e-003	2.1900e-003	0.0000	3.3195	3.3195	1.0200e-003	0.0000	3.3409
MT/yr																

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	5.0000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0826	0.0826	0.0000	0.0000	0.0826
Total	4.0000e-005	5.0000e-005	5.0000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0826	0.0826	0.0000	0.0000	0.0826

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7900e-003	0.0429	0.0257	4.0000e-005		2.1000e-003	2.1000e-003		1.9300e-003	1.9300e-003	0.0000	3.3195	3.3195	1.0200e-003	0.0000	3.3409
Total	3.7900e-003	0.0429	0.0257	4.0000e-005	2.3900e-003	2.1000e-003	4.4900e-003	2.6000e-004	1.9300e-003	2.1900e-003	0.0000	3.3195	3.3195	1.0200e-003	0.0000	3.3409

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr											MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	5.0000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0826	0.0826	0.0000	0.0000	0.0826
Total	4.0000e-005	5.0000e-005	5.0000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0826	0.0826	0.0000	0.0000	0.0826

3.4 Grading - 2017

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr											MT/yr					
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0900e-003	0.0845	0.0369	6.0000e-005		4.6700e-003	4.6700e-003		4.2900e-003	4.2900e-003	0.0000	5.7277	5.7277	1.7500e-003	0.0000	5.7646
Total	8.0900e-003	0.0845	0.0369	6.0000e-005	0.0197	4.6700e-003	0.0243	0.0101	4.2900e-003	0.0144	0.0000	5.7277	5.7277	1.7500e-003	0.0000	5.7646

3.4 Grading - 2017

Jnmitigated Construction Off-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	1.3000e-004	1.2500e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.2064	0.2064	1.0000e-005	0.0000	0.2066
Total	1.0000e-004	1.3000e-004	1.2500e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.2064	0.2064	1.0000e-005	0.0000	0.2066
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Fugitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.0900e-003	0.0845	0.0569	6.0000e-005		4.6700e-003	4.6700e-003		4.2900e-003	4.2900e-003	0.0000	5.7277	5.7277	1.7500e-003	0.0000	5.7646
Total	8.0900e-003	0.0845	0.0569	6.0000e-005	0.0197	4.6700e-003	0.0243	0.0101	4.2900e-003	0.0144	0.0000	5.7277	5.7277	1.7500e-003	0.0000	5.7646
MT/yr																

3.4 Grading - 2017

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	1.3000e-004	1.2500e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.2064	0.2064	1.0000e-005	0.0000	0.2066
Total	1.0000e-004	1.3000e-004	1.2500e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.2064	0.2064	1.0000e-005	0.0000	0.2066

3.5 Building Construction - 2017

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Off-Road	0.3660	2.5144	1.7874	2.7400e-003		0.1608	0.1608		0.1540	0.1540	0.0000	232.9955	232.9955	0.0518	0.0000	234.0829
Total	0.3660	2.5144	1.7874	2.7400e-003		0.1608	0.1608		0.1540	0.1540	0.0000	232.9955	232.9955	0.0518	0.0000	234.0829

.5 Building Construction - 2017

Immitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0261	0.1945	0.3215	5.2000e-004	0.0143	3.2300e-003	0.0176	4.1000e-003	2.9700e-003	7.0700e-003	0.0000	46.6411	46.6411	3.8000e-004	0.0000	46.6492
Worker	0.0187	0.0238	0.2330	5.4000e-004	0.0449	3.4000e-004	0.0452	0.0119	3.1000e-004	0.0122	0.0000	38.5947	38.5947	1.9800e-003	0.0000	38.6363
Total	0.0448	0.2183	0.5544	1.0600e-003	0.0592	3.5700e-003	0.0627	0.0160	3.2800e-003	0.0193	0.0000	85.2359	85.2359	2.3600e-003	0.0000	85.2855
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.3660	2.5144	1.7874	2.7400e-003		0.1608	0.1608		0.1540	0.1540	0.0000	232.9952	232.9952	0.0518	0.0000	234.0827
Total	0.3660	2.5144	1.7874	2.7400e-003		0.1608	0.1608		0.1540	0.1540	0.0000	232.9952	232.9952	0.0518	0.0000	234.0827
MT/yr																

3.5 Building Construction - 2017

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0261	0.1945	0.3215	5.2000e-004	0.0143	3.2300e-003	0.0176	4.1000e-003	2.9700e-003	7.0700e-003	0.0000	46.6411	46.6411	3.8000e-004	0.0000	46.6492
Worker	0.0187	0.0238	0.2330	5.4000e-004	0.0449	3.4000e-004	0.0452	0.0119	3.1000e-004	0.0122	0.0000	38.5947	38.5947	1.9800e-003	0.0000	38.6363
Total	0.0448	0.2183	0.5544	1.0600e-003	0.0592	3.5700e-003	0.0627	0.0160	3.2800e-003	0.0193	0.0000	85.2359	85.2359	2.3600e-003	0.0000	85.2855

3.6 Paving - 2017

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	8.2000e-003	0.0823	0.0603	9.0000e-005		5.1100e-003	5.1100e-003		4.7100e-003	4.7100e-003	0.0000	8.0625	8.0625	2.4200e-003	0.0000	8.1134
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.2000e-003	0.0823	0.0603	9.0000e-005		5.1100e-003	5.1100e-003		4.7100e-003	4.7100e-003	0.0000	8.0625	8.0625	2.4200e-003	0.0000	8.1134

3.6 Paving - 2017

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	3.2000e-004	3.1100e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5160	0.5160	3.0000e-005	0.0000	0.5165
Total	2.5000e-004	3.2000e-004	3.1100e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5160	0.5160	3.0000e-005	0.0000	0.5165
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	8.2000e-003	0.0823	0.0603	9.0000e-005		5.1100e-003	5.1100e-003		4.7100e-003	4.7100e-003	0.0000	8.0625	8.0625	2.4200e-003	0.0000	8.1134
Paving	0.0000				0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.2000e-003	0.0823	0.0603	9.0000e-005		5.1100e-003	5.1100e-003		4.7100e-003	4.7100e-003	0.0000	8.0625	8.0625	2.4200e-003	0.0000	8.1134
MT/yr																

3.6 Paving - 2017

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	3.2000e-004	3.1100e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5160	0.5160	3.0000e-005	0.0000	0.5165
Total	2.5000e-004	3.2000e-004	3.1100e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5160	0.5160	3.0000e-005	0.0000	0.5165
MT/yr																

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Archit. Coating	0.0846					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7000e-004	1.0900e-003	9.3000e-004	0.0000		9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1280
Total	0.0848	1.0900e-003	9.3000e-004	0.0000		9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	9.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1280
MT/yr																

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.1000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0344	0.0344	0.0000	0.0000	0.0344
Total	2.0000e-005	2.0000e-005	2.1000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0344	0.0344	0.0000	0.0000	0.0344

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Archit. Coating	0.0846					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7000e-004	1.0900e-003	9.3000e-004	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1280
Total	0.0846	1.0900e-003	9.3000e-004	0.0000		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	0.1277	0.1277	1.0000e-005	0.0000	0.1280

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.1000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0344	0.0344	0.0000	0.0000	0.0344
Total	2.0000e-005	2.0000e-005	2.1000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0344	0.0344	0.0000	0.0000	0.0344

3.7 Architectural Coating - 2018

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Archit. Coating	0.7618					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3400e-003	9.0300e-003	8.3400e-003	1.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	1.1490	1.1490	1.1000e-004	0.0000	1.1513
Total	0.7631	9.0300e-003	8.3400e-003	1.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	1.1490	1.1490	1.1000e-004	0.0000	1.1513

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	1.7000e-004	1.6600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2984	0.2984	1.0000e-005	0.0000	0.2988
Total	1.3000e-004	1.7000e-004	1.6600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2984	0.2984	1.0000e-005	0.0000	0.2988

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Archit. Coating	0.7618					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3400e-003	9.0300e-003	6.3400e-003	1.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	1.1490	1.1490	1.1000e-004	0.0000	1.1513
Total	0.7631	9.0300e-003	6.3400e-003	1.0000e-005		6.8000e-004	6.8000e-004		6.8000e-004	6.8000e-004	0.0000	1.1490	1.1490	1.1000e-004	0.0000	1.1513

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	1.7000e-004	1.6600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2984	0.2984	1.0000e-005	0.0000	0.2988
Total	1.3000e-004	1.7000e-004	1.6600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2984	0.2984	1.0000e-005	0.0000	0.2988

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Unmitigated	0.2324	0.8431	2.7003	5.0400e-003	0.2840	0.0115	0.2955	0.0763	0.0106	0.0869	0.0000	401.5859	401.5859	0.0130	0.0000	401.8590
Mitigated	0.2324	0.8431	2.7003	5.0400e-003	0.2840	0.0115	0.2955	0.0763	0.0106	0.0869	0.0000	401.5859	401.5859	0.0130	0.0000	401.8590

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
General Light Industry	33.46	6.34	3.26	73,772	73,772
General Light Industry	18.82	3.56	1.84	41,497	41,497
General Light Industry	4.88	0.92	0.48	10,758	10,758
General Light Industry	19.52	3.70	1.90	43,034	43,034
General Office Building	36.71	7.90	3.27	66,471	66,471
Unrefrigerated Warehouse-Rail	3.91	3.91	3.91	11,421	11,421
Unrefrigerated Warehouse-Rail	14.41	14.41	14.41	42,077	42,077
Unrefrigerated Warehouse-Rail	32.85	32.85	32.85	95,899	95,899
Unrefrigerated Warehouse-Rail	40.44	40.44	40.44	118,066	118,066
Unrefrigerated Warehouse-Rail	33.42	33.42	33.42	97,555	97,555
Unrefrigerated Warehouse-Rail	50.04	50.04	50.04	146,095	146,095
Total	288.45	197.49	185.82	746,646	746,646

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Light Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Unrefrigerated Warehouse-Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.411941	0.062653	0.156059	0.175861	0.050938	0.007827	0.019365	0.102312	0.001797	0.001564	0.006425	0.000939	0.002301

5.2 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOX	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
NaturalGas Mitigated	1.3700e-003	0.0125	0.0105	7.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.5801	13.5801	2.6000e-004	2.5000e-004	13.6628
NaturalGas Unmitigated	1.3700e-003	0.0125	0.0105	7.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.5801	13.5801	2.6000e-004	2.5000e-004	13.6628
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	18.9197	18.9197	8.7000e-004	1.8000e-004	18.9937
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	18.9197	18.9197	8.7000e-004	1.8000e-004	18.9937

5.2 Energy by Land Use - Natural Gas Unmitigated

Land Use	Natural Gas Use kBtu/yr	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
General Light Industry	12369	7.0000e-005	6.1000e-004	5.1000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.6601	0.6601	1.0000e-005	1.0000e-005	0.6641
General Light Industry	47709	2.6000e-004	2.3400e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5459	2.5459	5.0000e-005	5.0000e-005	2.5614
General Light Industry	49476	2.7000e-004	2.4300e-003	2.0400e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.6402	2.6402	5.0000e-005	5.0000e-005	2.6563
General Light Industry	84816	4.6000e-004	4.1600e-003	3.4900e-003	2.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	4.5261	4.5261	9.0000e-005	8.0000e-005	4.5537
General Office Building	60112	3.2000e-004	2.9500e-003	2.4800e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.2078	3.2078	6.0000e-005	6.0000e-005	3.2273
Unrefrigerated Warehouse-Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.3800e-003	0.0125	0.0105	6.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.5801	13.5801	2.6000e-004	2.5000e-004	13.6628

2 Energy by Land Use - NaturalGas Mitigated

Land Use	NaturalGas Use kBtu/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																	
General Light Industry	12369	7.0000e-005	6.1000e-004	5.1000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.6601	0.6601	1.0000e-005	1.0000e-005	0.6641
General Light Industry	47709	2.6000e-004	2.3400e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5459	2.5459	5.0000e-005	5.0000e-005	2.5614
General Light Industry	49476	2.7000e-004	2.4300e-003	2.0400e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.6402	2.6402	5.0000e-005	5.0000e-005	2.6563
General Light Industry	84816	4.6000e-004	4.1600e-003	3.4900e-003	2.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	4.5261	4.5261	9.0000e-005	8.0000e-005	4.5537
General Office Building	60112	3.2000e-004	2.9500e-003	2.4800e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.2078	3.2078	6.0000e-005	6.0000e-005	3.2273
Unrefrigerated Warehouse-Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.3800e-003	0.0125	0.0105	6.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.5801	13.5801	2.6000e-004	2.5000e-004	13.6628
MT/yr																	

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh/yr	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
			MT/yr		
General Light Industry	12672	3.6263	1.7000e-004	3.0000e-005	3.6405
General Light Industry	1848	0.5288	2.0000e-005	1.0000e-005	0.5309
General Light Industry	7128	2.0398	9.0000e-005	2.0000e-005	2.0478
General Light Industry	7392	2.1154	1.0000e-004	2.0000e-005	2.1236
General Office Building	37074.1	10.6094	4.9000e-004	1.0000e-004	10.6509
Unrefrigerated Warehouse-Rail	0	0.0000	0.0000	0.0000	0.0000
Total		18.9197	8.7000e-004	1.8000e-004	18.9937

5.3 Energy by Land Use - Electricity

Mitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
	KWh/yr	MT/yr			
General Light Industry	12672	3.6263	1.7000e-004	3.0000e-005	3.6405
General Light Industry	1848	0.5288	2.0000e-005	1.0000e-005	0.5309
General Light Industry	7128	2.0398	9.0000e-005	2.0000e-005	2.0478
General Light Industry	7392	2.1154	1.0000e-004	2.0000e-005	2.1236
General Office Building	37074.1	10.6094	4.9000e-004	1.0000e-004	10.6509
Unrefrigerated Warehouse-Rail	0	0.0000	0.0000	0.0000	0.0000
Total		18.9197	8.7000e-004	1.8000e-004	18.9937

3.0 Area Detail

3.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Unmitigated	0.5602	1.0000e-005	1.1400e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003
Mitigated	0.5602	1.0000e-005	1.1400e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Architectural Coating	0.0846					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4755					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1400e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003
Total	0.5602	1.0000e-005	1.1400e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003
MT/yr																

.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/Yr																
Architectural Coating	0.0846					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4755					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1400e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003
Total	0.5602	1.0000e-005	1.1400e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003

.0 Water Detail

.1 Mitigation Measures Water

Category	Total CO2	CH4	N2O	CO2e
MT/yr				
Unmitigated	52.5505	0.9135	0.0219	78.5339
Mitigated	52.5505	0.9133	0.0219	78.5197

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Land Use	Mgal	MT/yr			
General Light Industry	2.54375 / 0	4.7459	0.0831	1.9900e-003	7.1087
General Office Building	0.591853 / 0.362749	1.4676	0.0193	4.7000e-004	2.0187
Unrefrigerated Warehouse-Rail	24.8363 / 0	46.3371	0.8111	0.0195	69.4055
Total		52.5505	0.9135	0.0219	78.5339

Mitigated

	Indoor/Outdoor Use	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Land Use	Mgal	MT/yr			
General Light Industry	2.54375 / 0	4.7459	0.0831	1.9900e-003	7.1074
General Office Building	0.591853 / 0.362749	1.4676	0.0193	4.7000e-004	2.0184
Unrefrigerated Warehouse-Rail	24.8363 / 0	46.3371	0.8109	0.0194	69.3939
Total		52.5505	0.9133	0.0219	78.5197

Attachment: Exhibit F Initial Study and Mitigated Neg. Dec. No. 2016-10 (1845 : Helena Chemical) (SPR

3.0 Waste Detail

3.1 Mitigation Measures Waste

Category/Year

	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
	MT/yr			
Mitigated	23.8920	1.4120	0.0000	53.5436
Unmitigated	23.8920	1.4120	0.0000	53.5436

3.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
		MT/yr			
General Light Industry	13.64	2.7688	0.1636	0.0000	6.2051
General Office Building	3.1	0.6293	0.0372	0.0000	1.4102
Unrefrigerated Warehouse-Rail	100.96	20.4940	1.2112	0.0000	45.9283
Total		23.8920	1.4120	0.0000	53.5436

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Land Use	tons	MT/yr			
General Light Industry	13.64	2.7668	0.1636	0.0000	6.2051
General Office Building	3.1	0.6293	0.0372	0.0000	1.4102
Unrefrigerated Warehouse-Rail	100.96	20.4940	1.2112	0.0000	45.9283
Total		23.8920	1.4120	0.0000	53.5436

1.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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0.0 Vegetation

Helena Chemical (SVAPCD changes made)

San Joaquin Valley Air Basin, Annual

Project Characteristics

Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3.33	1000sqft	0.08	3,330.00	0
General Light Industry	4.80	1000sqft	0.11	4,800.00	0
Unrefrigerated Warehouse-Rail	2.40	1000sqft	0.06	2,400.00	0
Unrefrigerated Warehouse-Rail	8.84	1000sqft	0.20	8,840.00	0
Unrefrigerated Warehouse-Rail	20.15	1000sqft	0.46	20,150.00	0
General Light Industry	2.70	1000sqft	0.06	2,700.00	0
General Light Industry	0.70	1000sqft	0.02	700.00	0
Unrefrigerated Warehouse-Rail	24.81	1000sqft	0.57	24,810.00	0
Unrefrigerated Warehouse-Rail	20.50	1000sqft	0.47	20,500.00	0
General Light Industry	2.80	1000sqft	0.06	2,800.00	0
Unrefrigerated Warehouse-Rail	30.70	1000sqft	0.70	30,700.00	0

Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	7			Operational Year	2018
Utility Company	Southern California Edison				
CH ₄ Intensity (lb/MWhr)	630.89	CH ₄ Intensity (lb/MWhr)	0.029	N ₂ O Intensity (lb/MWhr)	0.006

User Entered Comments & Non-Default Data

ject Characteristics -

nd Use -

nstruction Phase - vacant site, no demolition required

chicle Emission Factors - approximately 53% of the trips are sales, office, and fertilizer staff which are associated with Light Duty Auto (LDA) vehicles while
 ; remaining 47% of the trips are delivery trucks which are associated with Heavy Heavy Duty (HHD) vehicles
 chicle Emission Factors - approximately 53% of the trips are sales, office, and fertilizer staff which are associated with Light Duty Auto (LDA) vehicles while
 ; remaining 47% of the trips are delivery trucks which are associated with Heavy Heavy Duty (HHD) vehicles
 chicle Emission Factors - approximately 53% of the trips are sales, office, and fertilizer staff which are associated with Light Duty Auto (LDA) vehicles while
 ; remaining 47% of the trips are delivery trucks which are associated with Heavy Heavy Duty (HHD) vehicles

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleEF	HHD	0.10	0.47
tblVehicleEF	HHD	0.10	0.47
tblVehicleEF	HHD	0.10	0.47
tblVehicleEF	LDA	0.41	0.53
tblVehicleEF	LDA	0.41	0.53
tblVehicleEF	LDA	0.41	0.53
tblVehicleEF	LDT1	0.06	0.00
tblVehicleEF	LDT1	0.06	0.00
tblVehicleEF	LDT1	0.06	0.00
tblVehicleEF	LDT2	0.16	0.00
tblVehicleEF	LDT2	0.16	0.00
tblVehicleEF	LDT2	0.16	0.00
tblVehicleEF	LHD1	0.05	0.00
tblVehicleEF	LHD1	0.05	0.00
tblVehicleEF	LHD1	0.05	0.00
tblVehicleEF	LHD2	7.8310e-003	0.00
tblVehicleEF	LHD2	7.8310e-003	0.00

Attachment: Exhibit F Initial Study and Mitigated Neg. Dec. No. 2016-10 (1845 : Helena Chemical (SPR

tbVehicleEF	LHD2	7.8310e-003	0.00
tbVehicleEF	MCY	6.4350e-003	0.00
tbVehicleEF	MCY	6.4350e-003	0.00
tbVehicleEF	MCY	6.4350e-003	0.00
tbVehicleEF	MDV	0.18	0.00
tbVehicleEF	MDV	0.18	0.00
tbVehicleEF	MDV	0.18	0.00
tbVehicleEF	MDV	0.18	0.00
tbVehicleEF	MH	2.3020e-003	0.00
tbVehicleEF	MH	2.3020e-003	0.00
tbVehicleEF	MH	2.3020e-003	0.00
tbVehicleEF	MHD	0.02	0.00
tbVehicleEF	MHD	0.02	0.00
tbVehicleEF	MHD	0.02	0.00
tbVehicleEF	OBUS	1.7870e-003	0.00
tbVehicleEF	OBUS	1.7870e-003	0.00
tbVehicleEF	OBUS	1.7870e-003	0.00
tbVehicleEF	SBUS	9.2300e-004	0.00
tbVehicleEF	SBUS	9.2300e-004	0.00
tbVehicleEF	SBUS	9.2300e-004	0.00
tbVehicleEF	UBUS	1.5760e-003	0.00
tbVehicleEF	UBUS	1.5760e-003	0.00
tbVehicleEF	UBUS	1.5760e-003	0.00

Emissions Summary

Overall Construction mitigated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
2018	1.2255	2.6609	2.3881	4.0300e-003	0.0826	0.1523	0.2349	0.0268	0.1455	0.1723	0.0000	334.6192	334.6192	0.0575	0.0000	335.8275
Total	1.2255	2.6609	2.3881	4.0300e-003	0.0826	0.1523	0.2349	0.0268	0.1455	0.1723	0.0000	334.6192	334.6192	0.0575	0.0000	335.8275
1.2307 2.6641 1.2405																
MT/yr																

igated Construction

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
2018	1.2255	2.6609	2.3881	4.0300e-003	0.0826	0.1523	0.2349	0.0268	0.1455	0.1723	0.0000	334.6189	334.6189	0.0575	0.0000	335.8272
Total	1.2255	2.6609	2.3881	4.0300e-003	0.0826	0.1523	0.2349	0.0268	0.1455	0.1723	0.0000	334.6189	334.6189	0.0575	0.0000	335.8272
MT/yr																

Year	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
percent reduction																
2018	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Overall Operational Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	0.5602	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003
Energy	1.3700e-003	0.0125	0.0105	7.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	32.4832	32.4832	1.1300e-003	4.3000e-004	32.6398
Mobile	0.3383	2.1093	5.0961	8.2700e-003	0.2962	0.0319	0.3281	0.0801	0.0293	0.1094	0.0000	693.9784	693.9784	9.3200e-003	0.0000	694.1742
Waste						0.0000	0.0000		0.0000	0.0000	23.8920	0.0000	23.8920	1.4120	0.0000	53.5436
Water						0.0000	0.0000		0.0000	0.0000	8.8742	43.6763	52.5505	0.9135	0.0219	78.5339
Total	0.8998	2.1218	5.1077	8.3400e-003	0.2962	0.0329	0.3290	0.0801	0.0303	0.1103	32.7662	770.1401	802.9063	2.3359	0.0224	858.8938
ORE ESTIMATE	794	8556					2964									

Attachment: Exhibit F Initial Study and Mitigated Neg. Dec. No. 2016-10 (1845 : Helena Chemical (SPR

Overall Operational Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Area	0.5602	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003
Energy	1.3700e-003	0.0125	0.0105	7.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	32.4832	32.4832	1.1300e-003	4.3000e-004	32.6398
Mobile	0.3383	2.1093	5.0961	8.2700e-003	0.2962	0.0319	0.3281	0.0801	0.0293	0.1094	0.0000	693.9784	693.9784	9.3200e-003	0.0000	694.1742
Waste						0.0000	0.0000		0.0000	0.0000	23.8920	0.0000	23.8920	1.4120	0.0000	53.5436
Water						0.0000	0.0000		0.0000	0.0000	8.8742	43.6763	52.5505	0.9133	0.0219	78.5197
Total	0.8998	2.1218	5.1077	8.3400e-003	0.2962	0.0329	0.3290	0.0801	0.0303	0.1103	32.7662	770.1401	802.9063	2.3357	0.0223	858.8796

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.18	0.00

Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
	Demolition	Demolition	1/1/2018	1/1/2018	5	1	
	Site Preparation	Site Preparation	1/2/2018	1/4/2018	5	3	
	Grading	Grading	1/5/2018	1/12/2018	5	6	
	Building Construction	Building Construction	1/13/2018	11/16/2018	5	220	
	Paving	Paving	11/17/2018	11/30/2018	5	10	
	Architectural Coating	Architectural Coating	12/1/2018	12/14/2018	5	10	

res of Grading (Site Preparation Phase): 4.5

res of Grading (Grading Phase): 3

res of Paving: 0

residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 182,595; Non-Residential Outdoor: 60,865 (Architectural Coating – ft)

Road Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Structural Coating	Air Compressors	1	6.00	78	0.48
ing	Cement and Mortar Mixers	1	8.00	9	0.56
molition	Concrete/Industrial Saws	1	8.00	81	0.73
ding Construction	Generator Sets	1	8.00	84	0.74
ding Construction	Cranes	1	8.00	226	0.29
ding Construction	Forklifts	2	7.00	89	0.20
ding Preparation	Graders	1	8.00	174	0.41
ing	Pavers	1	8.00	125	0.42
ing	Rollers	2	8.00	80	0.38
molition	Rubber Tired Dozers	1	8.00	255	0.40
ding	Rubber Tired Dozers	1	8.00	255	0.40
ding Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
molition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
ding	Tractors/Loaders/Backhoes	2	7.00	97	0.37
ing	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
ding	Graders	1	8.00	174	0.41
ing	Paving Equipment	1	8.00	130	0.36
Preparation	Scrapers	1	8.00	361	0.48
ding Construction	Welders	3	8.00	46	0.45

ss and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
molition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HDDT
Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HDDT
ading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HDDT
ding Construction	8	51.00	20.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HDDT
ing	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HDDT
hitectural Coating	1	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HDDT

Mitigation Measures Construction

Demolition - 2018

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.2000e-003	0.0118	9.8500e-003	1.0000e-005	6.8000e-004	6.8000e-004	6.8000e-004	6.4000e-004	6.4000e-004	6.4000e-004	0.0000	1.1010	1.1010	2.8000e-004	0.0000	1.1068
Total	1.2000e-003	0.0118	9.8500e-003	1.0000e-005	6.8000e-004	6.8000e-004	6.8000e-004	6.4000e-004	6.4000e-004	6.4000e-004	0.0000	1.1010	1.1010	2.8000e-004	0.0000	1.1068

Demolition - 2018

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.4000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0431	0.0431	0.0000	0.0000	0.0432
Total	2.0000e-005	2.0000e-005	2.4000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0431	0.0431	0.0000	0.0000	0.0432

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Freight	1.2000e-003	0.0118	9.8500e-003	1.0000e-005		6.8000e-004	6.8000e-004		6.4000e-004	6.4000e-004	0.0000	1.1010	1.1010	2.8000e-004	0.0000	1.1068
Total	1.2000e-003	0.0118	9.8500e-003	1.0000e-005		6.8000e-004	6.8000e-004		6.4000e-004	6.4000e-004	0.0000	1.1010	1.1010	2.8000e-004	0.0000	1.1068

Demolition - 2018

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.4000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0431	0.0431	0.0000	0.0000	0.0432
Total	2.0000e-005	2.0000e-005	2.4000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0431	0.0431	0.0000	0.0000	0.0432

Site Preparation - 2018

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
Off-Road	3.2900e-003	0.0369	0.0230	4.0000e-005	2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.2900e-003	0.0369	0.0230	4.0000e-005	2.3900e-003	1.7700e-003	4.1600e-003	2.6000e-004	1.6300e-003	1.8900e-003	0.0000	3.2650	3.2650	1.0200e-003	0.0000	3.2863

Site Preparation - 2018

mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	4.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0796	0.0796	0.0000	0.0000	0.0797
Total	4.0000e-005	5.0000e-005	4.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0796	0.0796	0.0000	0.0000	0.0797

igated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	3.2900e-003	0.0369	0.0230	4.0000e-005	2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.2900e-003	0.0369	0.0230	4.0000e-005	2.3900e-003	1.7700e-003	4.1600e-003	2.6000e-004	1.6300e-003	1.8900e-003	0.0000	3.2650	3.2650	1.0200e-003	0.0000	3.2863

Site Preparation - 2018

Graded Construction Off-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	MBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Loader	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	4.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0796	0.0796	0.0000	0.0000	0.0797
Total	4.0000e-005	5.0000e-005	4.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0796	0.0796	0.0000	0.0000	0.0797

Grading - 2018

Graded Construction On-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	MBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
	tons/yr										MT/yr					
Grading Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1200e-003	0.0738	0.0532	6.0000e-005		4.0000e-003	4.0000e-003		3.6800e-003	3.6800e-003	0.0000	5.6320	5.6320	1.7500e-003	0.0000	5.6688
Total	7.1200e-003	0.0738	0.0532	6.0000e-005	0.0197	4.0000e-003	0.0237	0.0101	3.6800e-003	0.0138	0.0000	5.6320	5.6320	1.7500e-003	0.0000	5.6688

1 Grading - 2018

mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	1.1000e-004	1.1100e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1990	0.1990	1.0000e-005	0.0000	0.1992
Total	9.0000e-005	1.1000e-004	1.1100e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1990	0.1990	1.0000e-005	0.0000	0.1992

igated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
glitive Dust					0.0197	0.0000	0.0197	0.0101	0.0000	0.0101	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1200e-003	0.0738	0.0532	6.0000e-005		4.0000e-003	4.0000e-003		3.6800e-003	3.6800e-003	0.0000	5.6320	5.6320	1.7500e-003	0.0000	5.6688
Total	7.1200e-003	0.0738	0.0532	6.0000e-005	0.0197	4.0000e-003	0.0237	0.0101	3.6800e-003	0.0138	0.0000	5.6320	5.6320	1.7500e-003	0.0000	5.6688

Grading - 2018

igated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	1.1000e-004	1.1100e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1990	0.1990	1.0000e-005	0.0000	0.1992
Total	9.0000e-005	1.1000e-004	1.1100e-003	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1990	0.1990	1.0000e-005	0.0000	0.1992

Building Construction - 2018

nitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	0.3190	2.2616	1.7230	2.7400e-003		0.1376	0.1376		0.1319	0.1319	0.0000	231.2350	231.2350	0.0497	0.0000	232.2786
Total	0.3190	2.2616	1.7230	2.7400e-003		0.1376	0.1376		0.1319	0.1319	0.0000	231.2350	231.2350	0.0497	0.0000	232.2786

Building Construction - 2018 Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0231	0.1746	0.2976	5.2000e-004	0.0143	2.9600e-003	0.0173	4.1000e-003	2.7200e-003	6.8200e-003	0.0000	45.8165	45.8165	3.7000e-004	0.0000	45.8243
Worker	0.0165	0.0212	0.2067	5.4000e-004	0.0449	3.3000e-004	0.0452	0.0119	3.0000e-004	0.0122	0.0000	37.2054	37.2054	1.8200e-003	0.0000	37.2436
Total	0.0395	0.1958	0.5043	1.0600e-003	0.0592	3.2900e-003	0.0625	0.0160	3.0200e-003	0.0190	0.0000	83.0219	83.0219	2.1900e-003	0.0000	83.0679

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
F-Road	0.3190	2.2616	1.7230	2.7400e-003		0.1376	0.1376		0.1319	0.1319	0.0000	231.2347	231.2347	0.0497	0.0000	232.2783
Total	0.3190	2.2616	1.7230	2.7400e-003		0.1376	0.1376		0.1319	0.1319	0.0000	231.2347	231.2347	0.0497	0.0000	232.2783

Attachment: Exhibit F Initial Study and Mitigated Neg. Dec. No. 2016-10 (1845 : Helena Chemical) (SPR 4-V-6

Building Construction - 2018 Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0231	0.1746	0.2976	5.2000e-004	0.0143	2.9600e-003	0.0173	4.1000e-003	2.7200e-003	6.8200e-003	0.0000	45.8165	45.8165	3.7000e-004	0.0000	45.8243
Worker	0.0165	0.0212	0.2067	5.4000e-004	0.0449	3.3000e-004	0.0452	0.0119	3.0000e-004	0.0122	0.0000	37.2054	37.2054	1.8200e-003	0.0000	37.2436
Total	0.0395	0.1958	0.5043	1.0600e-003	0.0592	3.2600e-003	0.0625	0.0160	3.0200e-003	0.0190	0.0000	83.0219	83.0219	2.1900e-003	0.0000	83.0679

Paving - 2018 Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	6.9400e-003	0.0704	0.0591	9.0000e-005		4.2100e-003	4.2100e-003		3.8800e-003	3.8800e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.9400e-003	0.0704	0.0591	9.0000e-005		4.2100e-003	4.2100e-003		3.8800e-003	3.8800e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880

3 Paving - 2018

mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	2.8000e-004	2.7600e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4974	0.4974	2.0000e-005	0.0000	0.4979
Total	2.2000e-004	2.8000e-004	2.7600e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4974	0.4974	2.0000e-005	0.0000	0.4979

igated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	6.9400e-003	0.0704	0.0591	9.0000e-005	4.2100e-003	4.2100e-003	4.2100e-003	3.8800e-003	3.8800e-003	3.8800e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.9400e-003	0.0704	0.0591	9.0000e-005	4.2100e-003	4.2100e-003	4.2100e-003	3.8800e-003	3.8800e-003	3.8800e-003	0.0000	7.9371	7.9371	2.4200e-003	0.0000	7.9880

5 Paving - 2018

mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	2.8000e-004	2.7600e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4974	0.4974	2.0000e-005	0.0000	0.4979
Total	2.2000e-004	2.8000e-004	2.7600e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4974	0.4974	2.0000e-005	0.0000	0.4979
MT/yr																

Architectural Coating - 2018
mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Arch. Coating	0.8463					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792
Total	0.8478	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792
MT/yr																

Architectural Coating - 2018 mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.9000e-004	1.8400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3316	0.3316	2.0000e-005	0.0000	0.3319
Total	1.5000e-004	1.9000e-004	1.8400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3316	0.3316	2.0000e-005	0.0000	0.3319

igated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
hit. Coating	0.8463					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4900e-003	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792
Total	0.8478	0.0100	9.2700e-003	1.0000e-005		7.5000e-004	7.5000e-004		7.5000e-004	7.5000e-004	0.0000	1.2766	1.2766	1.2000e-004	0.0000	1.2792

Architectural Coating - 2018

igated Construction Off-Site

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.9000e-004	1.8400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3316	0.3316	2.0000e-005	0.0000	0.3319
Total	1.5000e-004	1.9000e-004	1.8400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3316	0.3316	2.0000e-005	0.0000	0.3319

Operational Detail - Mobile

Mitigation Measures Mobile

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																
Mitigated	0.3383	2.1093	5.0961	8.2700e-003	0.2962	0.0319	0.3281	0.0801	0.0293	0.1094	0.0000	693.9784	693.9784	9.3200e-003	0.0000	694.1742
Unmitigated	0.3383	2.1093	5.0961	8.2700e-003	0.2962	0.0319	0.3281	0.0801	0.0293	0.1094	0.0000	693.9784	693.9784	9.3200e-003	0.0000	694.1742

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
General Light Industry	33.46	6.34	3.26	73,772	73,772
General Light Industry	18.82	3.56	1.84	41,497	41,497
General Light Industry	4.88	0.92	0.48	10,758	10,758
General Light Industry	19.52	3.70	1.90	43,034	43,034
General Office Building	36.66	7.89	3.26	66,391	66,391
Unrefrigerated Warehouse-Rail	3.91	3.91	3.91	11,421	11,421
Unrefrigerated Warehouse-Rail	14.41	14.41	14.41	42,068	42,068
Unrefrigerated Warehouse-Rail	32.84	32.84	32.84	95,890	95,890
Unrefrigerated Warehouse-Rail	40.44	40.44	40.44	118,066	118,066
Unrefrigerated Warehouse-Rail	33.42	33.42	33.42	97,555	97,555
Unrefrigerated Warehouse-Rail	50.04	50.04	50.04	146,095	146,095
Total	288.40	197.47	185.81	746,547	746,547

[illegible]

DA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
5300000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.470000	0.000000	0.000000	0.000000	0.000000	0.000000

Energy Detail

Critical Energy Use: N

Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Electricity mitigated					0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	18.9069	18.9069	8.7000e-004	1.8000e-004	18.9809
Electricity mitigated					0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	18.9069	18.9069	8.7000e-004	1.8000e-004	18.9809
Jet Gas mitigated	1.3700e-003	0.0125	0.0105	7.0000e-005	9.5000e-004	9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.5763	13.5763	2.6000e-004	2.5000e-004	13.6589
Jet Gas mitigated	1.3700e-003	0.0125	0.0105	7.0000e-005	9.5000e-004	9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.5763	13.5763	2.6000e-004	2.5000e-004	13.6589

Energy by Land Use - NaturalGas mitigated

Land Use	NaturalGas Use KBTU/yr	ROG	NOx	CO	SO ₂	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
tons/yr																	
MT/yr																	
General Light Industry	12369	7.0000e-005	6.1000e-004	5.1000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.6601	0.6601	1.0000e-005	1.0000e-005	0.6641
General Light Industry	47709	2.6000e-004	2.3400e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5459	2.5459	5.0000e-005	5.0000e-005	2.5614
General Light Industry	49476	2.7000e-004	2.4300e-003	2.0400e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.6402	2.6402	5.0000e-005	5.0000e-005	2.6563
General Light Industry	84816	4.6000e-004	4.1600e-003	3.4900e-003	2.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	4.5261	4.5261	9.0000e-005	8.0000e-005	4.5537
General Office Building	60039.9	3.2000e-004	2.9400e-003	2.4700e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.2040	3.2040	6.0000e-005	6.0000e-005	3.2235
Refrigerated Warehouse-Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.3800e-003	0.0125	0.0105	6.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.5763	13.5763	2.6000e-004	2.5000e-004	13.6589

Energy by Land Use - Natural Gas
Emissions

Land Use	Natural Gas Use KBTU/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Industrial Light	12369	7.0000e-005	6.1000e-004	5.1000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.6601	0.6601	1.0000e-005	1.0000e-005	0.6641
Industrial Light	47709	2.6000e-004	2.3400e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5459	2.5459	5.0000e-005	5.0000e-005	2.5614
Industrial Light	49476	2.7000e-004	2.4300e-003	2.0400e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.6402	2.6402	5.0000e-005	5.0000e-005	2.6563
Industrial Light	84816	4.6000e-004	4.1600e-003	3.4900e-003	2.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	4.5261	4.5261	9.0000e-005	8.0000e-005	4.5537
Industrial Office Building	60039.9	3.2000e-004	2.9400e-003	2.4700e-003	2.0000e-005		2.2000e-004	2.2000e-004		2.2000e-004	2.2000e-004	0.0000	3.2040	3.2040	6.0000e-005	6.0000e-005	3.2235
Refrigerated Warehouse-Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		1.3800e-003	0.0125	0.0105	6.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004	0.0000	13.5763	13.5763	2.6000e-004	2.5000e-004	13.6589

Energy by Land Use - Electricity Mitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
MT/Yr					
Industrial	12672	3.6263	1.7000e-004	3.0000e-005	3.6405
Industrial	1848	0.5288	2.0000e-005	1.0000e-005	0.5309
Industrial	7128	2.0398	9.0000e-005	2.0000e-005	2.0478
Industrial	7392	2.1154	1.0000e-004	2.0000e-005	2.1236
Industrial Office Building	37029.6	10.5967	4.9000e-004	1.0000e-004	10.6381
Freight Rail	0	0.0000	0.0000	0.0000	0.0000
Total		18.9070	8.7000e-004	1.8000e-004	18.9809

Attachment: Exhibit F Initial Study and Mitigated Neg. Dec. No. 2016-10 (1845 : Helena Chemical (SPR

Energy by Land Use - Electricity Mitigated

Land Use	Electricity Use kWh/yr	Total CO2 MT/yr	CH4 MT/yr	N2O MT/yr	CO2e MT/yr
General Light Industry	12672	3.6263	1.7000e-004	3.0000e-005	3.6405
General Light Industry	1848	0.5288	2.0000e-005	1.0000e-005	0.5309
General Light Industry	7128	2.0398	9.0000e-005	2.0000e-005	2.0478
General Light Industry	7392	2.1154	1.0000e-004	2.0000e-005	2.1236
General Office Building	37029.6	10.5967	4.9000e-004	1.0000e-004	10.6381
Refrigerated Warehouse-Rail	0	0.0000	0.0000	0.0000	0.0000
Total		18.9070	8.7000e-004	1.8000e-004	18.9809

Area Detail

Mitigation Measures Area

Category	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO _{2e}
	tons/yr										MT/yr					
Mitigated	0.5602	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003
Unmitigated	0.5602	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003

Area by SubCategory mitigated

SubCategory	ROG	NOx	CO	SO ₂	Fugitive PM ₁₀	Exhaust PM ₁₀	PM ₁₀ Total	Fugitive PM _{2.5}	Exhaust PM _{2.5}	PM _{2.5} Total	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO _{2e}
	tons/yr										MT/yr					
Industrial Coating	0.0846					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Consumer Products	0.4754					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003
Total	0.5602	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003

Area by SubCategory

igated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Industrial Coating	0.0846					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4754					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003
Total	0.5602	1.0000e-005	1.1300e-003	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1800e-003	2.1800e-003	1.0000e-005	0.0000	2.3000e-003

Water Detail

Mitigation Measures Water

Category	Total CO2	CH4	N2O	CO2e
MT/yr				
Unmitigated	52.5505	0.9133	0.0219	78.5197
Mitigated	52.5505	0.9135	0.0219	78.5339

Water by Land Use mitigated

Land Use	Indoor/Outdoor Use	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
MT/yr					
General Light Industry	2,54375 / 0	4,7459	0.0831	1.9900e-003	7,1087
General Office Building	0.591853 / 0.362749	1,4676	0.0193	4.7000e-004	2,0187
Refrigerated Warehouse-Rail	24,8363 / 0	46,3371	0.8111	0.0195	69,4065
Total		52,5505	0.9135	0.0219	78,5339

igated

Land Use	Indoor/Outdoor Use	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
MT/yr					
General Light Industry	2,54375 / 0	4,7459	0.0831	1.9900e-003	7,1074
General Office Building	0.591853 / 0.362749	1,4676	0.0193	4.7000e-004	2,0184
Refrigerated Warehouse-Rail	24,8363 / 0	46,3371	0.8109	0.0194	69,3939
Total		52,5505	0.9133	0.0219	78,5197

o.v Waste Detail

4.V.6

Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	23,8920	1,4120	0.0000	53,5436
Mitigated	23,8920	1,4120	0.0000	53,5436

Waste by Land Use
mitigated

	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
	MT/yr				
General Light Industry	13.64	2,7688	0.1636	0.0000	6,2051
General Office Building	3.1	0.6293	0.0372	0.0000	1,4102
Refrigerated Warehouse-Rail	100.96	20,4940	1,2112	0.0000	45,9283
Total		23,8920	1,4120	0.0000	53,5436

Waste by Land Use
igated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
and Use	tons	MT/yr			
neral Light Industry	13.64	2.7668	0.1636	0.0000	6.2051
neral Office Building	3.1	0.6293	0.0372	0.0000	1.4102
refrigerated ehouse-Rail	100.96	20.4940	1.2112	0.0000	45.9283
Total		23.8920	1.4120	0.0000	53.5436

Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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0 Vegetation



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT



February 2, 2017

Darlene R. Mata
City of Hanford
Community Development Department
319 North Douty Street
Hanford, CA 93230

**Project: Mitigated Negative Declaration (MND) for Site Plan Review 2015-07,
Road Abandonment 2015-01, Purchase/Acquisition of Real Property
From the City of Hanford and Former Redevelopment Agency**

District CEQA Reference No: 20170038

Dear Ms. Mata:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Mitigated Negative Declaration (MND) for the project referenced above consisting of the following:

- Site Plan Review 2015-07 – a request to construct a new facility for the use of storage, blending, and sale of bulk and prepackaged dry and liquid fertilizer, along with the storage of agricultural protection products in the Kings Industrial Park.
- Road Abandonment No. 2015-01 – a proposal to abandon approximately 46,389 square feet (1.05 acres) of street right-of-way on Energy Street, east of 11th Avenue and north of Idaho Avenue.
- Purchase/Acquisition of Real Property from the City of Hanford and Former Redevelopment Agency – the purchase of 26.42 acres from the City of Hanford and the Hanford Redevelopment Agency by Helena Chemical Company.

The project is located at the northeast intersection of 11th Avenue and Idaho Avenue (APN# 018-242-067 and 018-242-077), in Hanford, CA. The District offers the following comments:

1. On Page 16, the MND states that the District has not established a numerical threshold for significant for PM10. The District would like to clarify that the District has established a significance threshold of 15 tons per year for PM10. The District's

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

2. *Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI)* is available online at http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf and provides guidance on how to address air quality under the California Environmental Quality Act as well as information related to the significance thresholds
3. On Page 17, the MND states that the project is surrounded by existing industrial development and will not result in exposure of sensitive receptors to substantial pollutant concentrations. The MND further states that the project is not located near residential/sensitive receptors; therefore, a health risk assessment is not required to be performed. The District would like to clarify that the existing industrial development surrounding the project has worksite receptors that should be evaluated. Furthermore, there are residential receptors in the surrounding area of the project. Therefore, the District recommends conducting a screening analysis that includes all sources of emissions to determine if it is necessary to conduct a health risk assessment (HRA).

A screening analysis is used to identify projects that may have a significant health impact. A prioritization, using CAPCOA's updated methodology, is a recommended screening method. A prioritization score of 10 or more is considered to be potentially significant and an HRA should be performed. The prioritization calculator is available online at the following website: http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION2011Edit.XLS. The District can be contacted at (559) 230-6000 for assistance with the prioritization calculator.

If an HRA is to be performed, it is recommended that the project proponent contact the District to review the proposed modeling protocol. The project would be considered to have a significant health risk if the HRA demonstrates that project related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk and 1.0 for Acute and Chronic Hazard Indices.

More information on prioritizations and HRAs can be obtained by:

- E-mailing inquiries to: hramodeler@valleyair.org; or
- Visiting the District's website at:

http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm.

4. Based on the MND, the operational trips are estimated to be 68 trips per day for the sales, office, and fertilizer staff and a maximum of 60 trips per day for delivery trucks. The CalEEMod analysis does not properly analyze the operational emissions for the following reasons:
 - Based on the trip information above, approximately 53% of the trips are sales, office, and fertilizer staff which are associated with Light Duty Auto (LDA) vehicles while the remaining 47% of the trips are delivery trucks which are associated with Heavy Heavy Duty (HHD) vehicles. The CalEEMod analysis

- provided used the default fleet mix and was not adjusted to reflect the project's specific fleet. Therefore, the analysis should adjust the fleet mix to represent the project's specific fleet.
- The CalEEMod analysis used the default trip length of 7.3 miles for delivery trucks. However, depending on where the delivery trucks are coming from, this trip length may be underestimated.
5. The proposed project will be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and will require District permits. Prior to construction, the project proponent should submit to the District an application for an Authority to Construct (ATC). For further information or assistance, the project proponent may contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.
 6. The proposed project may be subject to District Rules and Regulations, including: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants). The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm.
 7. The District recommends that a copy of the District's comments be provided to the project proponent.

If you have any questions or require further information, please call Sharla Yang at (559) 230-5934.

Sincerely,

Arnaud Marjollet
Director of Permit Services



For Brian Clements
Program Manager

AM: sy



KINGS COUNTY COMMUNITY DEVELOPMENT AGENCY

Gregory R. Gatzka, Director

PLANNING DIVISION

Chuck Kinney, Deputy Director – Planning

Web Site: www.countyofkings.com/planning/index.html

Received

February 2, 2017

Darlene Mata, Community Development Director
City of Hanford, Community Development Agency
317 N. Douty Street
Hanford CA, 93230

FEB 6 2017

City of Hanford
Community Development

RE: Site Plan Review No. 2015-07, Road Abandonment No. 2015-01, Acquisition of Real Property from the City of Hanford and Former Redevelopment Agency.

Thank you for the opportunity to comment and review Site Plan Review No. 07, Road abandonment No. 15-01, and Acquisition of Real property from the City of Hanford and Former Redevelopment Agency.

The properties involved in the project are within the City of Hanford and borders the unincorporated Kings County area, to the west of the subject properties, the zoning is AG-20 (General Agricultural).

The Kings County Board of Supervisors has adopted a “*Right to Farm*” Ordinance which among the other things declares that normal and usual farming operations and activities are not a nuisance. The ordinance requires that in unincorporated areas, activities such as rezoning, land divisions, zoning permits, building permits (for new residences), and transfers of property must be accompanied by recording of a notice and disclosure statement. A copy of the County’s “*Right to Farm*” Ordinance, which applies to the unincorporated area of the County, is provided for your information.

Neighboring residents should be prepared for the inherent and potential inconveniences and discomforts often associated with normal and usual agriculture activities and operations. They should also be aware of the County will not take any nuisance abatement actions against any normal and usual farming operations.

Should you have any questions concerning this matter, please contact me at (559)852-2679.

Sincerely ,

Kings County, Community Development Agency

Pamela Contreras, Planner I



13555 S. 11th Ave. / Hanford, California 93230 / Ph. (559) 582-9205 / Fax (559) 582-4274 / FERTILIZERS, GYPSUM and SULFURIC ACID

February 2, 2017

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

Re: Site Plan Review No. 2015-07

Dear Ms. Mata:

Verdegaal Brothers, Inc. has no objection and is supportive of Helena Chemical acquiring the two parcels to the south of Verdegaal Brothers, Inc. in the Kings Industrial Park. As a fertilizer company, Helena Chemical Company will be a compatible neighbor.

Sincerely,

A handwritten signature in black ink that reads "Jim Gregory". The signature is fluid and cursive.

Jim Gregory
Agronomist

Received

FEB 2 2017

City of Hanford
Community Development



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017	AGENDA SECTION: A
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SUBJECT:

Community Development: Adoption of Resolution No. 17-07-R eliminating the fee for Historic Resources Permits, which is currently set at \$1,706.

RECOMMENDATION:

Staff recommends that the City Council adopt Resolution 17-07-R, which will eliminate the fee for Historic Resources Permits.

BACKGROUND:

In 1983, the City Council adopted the Historic Resources Combining District. The ordinance requires that alternations to the exterior of buildings within the Historic Resources District be submit to a Historic Resources Permit, the fee was set at \$1,706.

Most recently, the City Council discussed incentives for private investments in the Downtown and for the improvement of structures in the Downtown. The fee, and the process for obtaining a permit that requires City Council approval, may be considered a disincentive to invest in Downtown. At this time, staff is recommending only that the fee be eliminated to try to encourage improvements to the exteriors of downtown structures. As part of follow up from the Council's Goals and Objectives, a discussion of Downtown incentives will be presented to the City Council at a later date. Additional changes to the ordinance may be directed at that time.

FISCAL IMPACT:

ATTACHMENTS:

CC Resolution Historic Resource Permit Fee

RESOLUTION 17-07-R**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD
APPROVING THE ELIMINATION OF THE FEE FOR HISTORIC RESOURCES
PERMITS**

At a regular meeting of the City Council of the City of Hanford duly called and held on February 21, 2017, at 7:00 p.m. in the Council Chambers of the Civic Auditorium, it was moved by Council Member _____, and seconded by Council Member _____, and duly carried, that the following resolution be adopted:

WHEREAS, the City Council intends to provide incentives for private investment in the Downtown Historic District; and

WHEREAS, the existing fee of \$1,706 could be considered a disincentive for property owners that want to improve the exterior of their buildings; and

WHEREAS, the City Council of the City of Hanford, at a regular meeting on February 21, 2017, reviewed the request to eliminate the fee; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Hanford hereby approves elimination of the Historic Resources Permit fee. Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on February 21, 2017, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

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

I, JENNIFER GOMEZ, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 21st day of February, 2017.

Date: _____

APPROVED: _____

DAVE AYERS

MAYOR of the City of
Hanford

ATTEST: _____

JENNIFER GOMEZ

CITY CLERK



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017	AGENDA SECTION: B
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SUBJECT:

Community Development: Historic Resources Permit No. 2017-02, a request to allow the alteration of the exterior of a building located at 106 E. Sixth Street within the Historic Resources Combining District and designated as a contributing building.

RECOMMENDATION:

Staff recommends that the City Council approve Historic Resources Permit No. 2017-02.

BACKGROUND:

The property is located within the Historic Resources Combining District (HRCDD) as shown on the attached Exhibit A. The property is also designated as a contributing building in the HRCDD. In accordance with the Municipal Code Section 17.36, alterations to the exterior of a building located within the HRCDD and designated as a contributing building are required to be approved through a Historic Resources Permit, which must be approved by the City Council.

The applicant was under construction when the City received a call from Main Street Hanford inquiring if the City was going to allow the building to be stuccoed. After review of the building permit, it was determined that the improvements to the facade were not indicated on the permit and work was stopped on the exterior of the project on February 6, 2017.

The building is a brick building, as shown in Exhibit B, which is a photo taken in 2008. Additional photos showing the deterioration of the building and the cast iron details are also attached. The applicant proposes to stucco the upper portion of the building due to deteriorating bricks. The building has previously been stuccoed and the stucco removed, which removed the outer layer of brick, causing the deterioration. The brick is soft and subject to additional deterioration and water damage.

The applicant is proposing to stucco the upper portion of the building, leaving the existing brick to frame the lower portion of the building. There was existing stucco around the doors and windows, which is being replaced. The applicant has agreed to retain as much of the original

form of the building as possible where the brick is being covered by stucco. The vertical elements and the six horizontal elements will be kept, but will be wrapped with stucco. The applicant has agreed to paint the center of the horizontal elements to highlight the feature in a coordinating color. The small "dental" brick trim will not be maintained as the brick has deteriorated to the point that it is difficult to wrap and stucco. The cast iron decorative posts are being refurbished and painted to match the color scheme as well.

The overall project will accommodate an office space and rental salon spaces. The approval of a historic resources permit will allow private investment in the Downtown, enhance the property values and preserve to the extent possible historic elements of the building.

The Historic Combining District was formed in 1983 by Ordinance 967. The ordinance also established the Historic Commission, which was eliminated in 2001. With the elimination of the Historic Commission, the City Council was made the approving body for historic resources permits that could not be approved by staff. The original evaluation of the building in 1983 identified the front of the building as being stucco and rear of the building being brick, which is consistent with the applicant's statement that the building was previously stuccoed and the removal of the stucco caused damage to the brick.

FISCAL IMPACT:

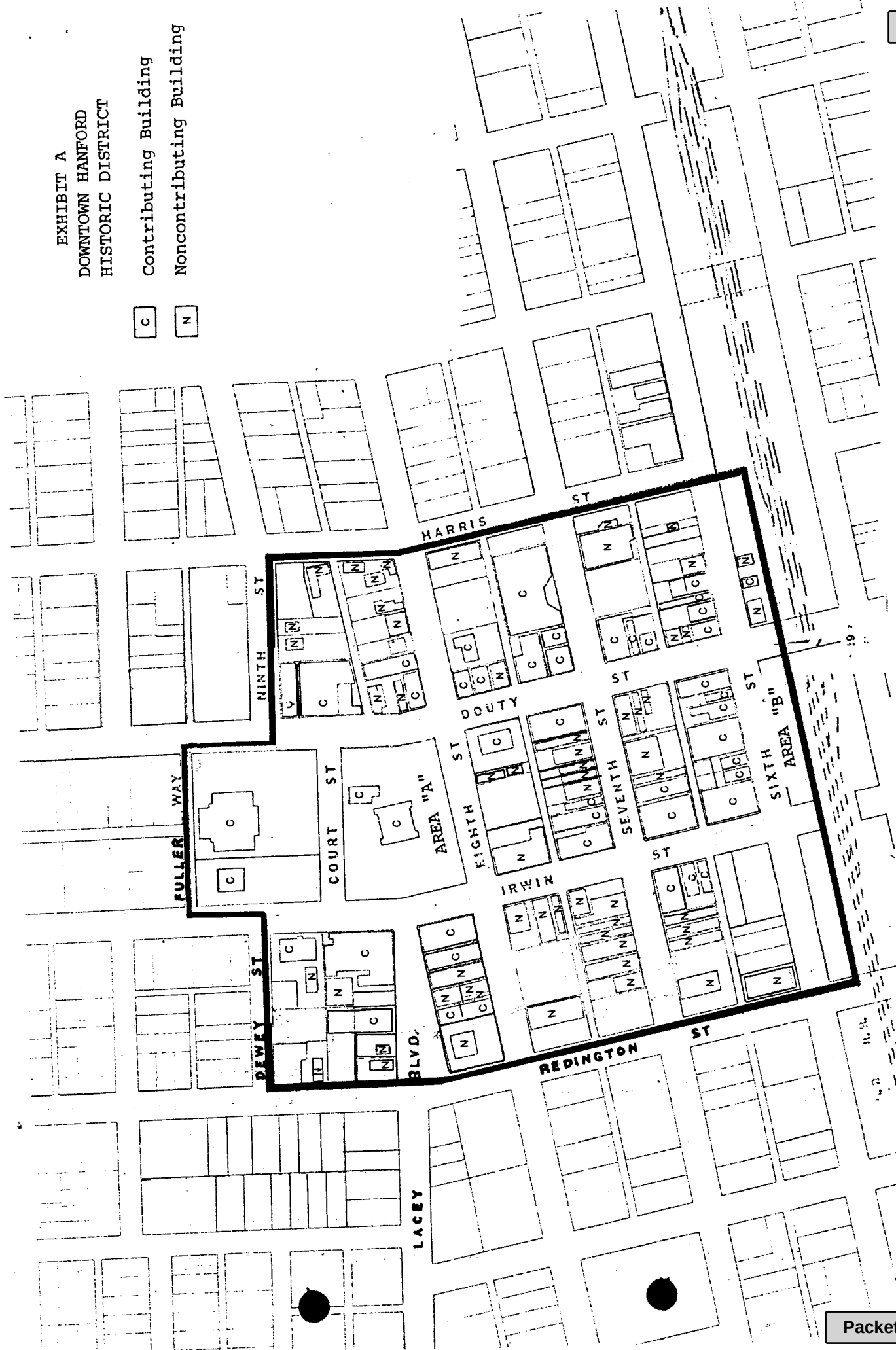
ATTACHMENTS:

Exhibit A - Historic District Map
Exhibit B - Building Photos
CC Resolution 17-06-R
Notice of Exemption

EXHIBIT A
DOWNTOWN HANFORD
HISTORIC DISTRICT

☐ C
☐ N

Contributing Building
Noncontributing Building



PROPERTY/BUILDING DESCRIPTIONS

1. 225 W. Dewey Street
APN 10-263-01
Vacant Site

- 2.(A) 221 W. Dewey Street
APN 10-263-02
Name: (dwelling)
Construction Date: Post 1925
Architect: Unknown
One story clapboard dwelling. The building is noncontributing.

- (B) 219 W. Dewey Street
APN 10-263-02
Name: (dwelling)
Construction Date: 1901-1913
Architect: Unknown
One story clapboard dwelling. The building is noncontributing.

- 3.(A) 340 N. Irwin Street
APN 10-263-13
Name: First Presbyterian Church
Construction Date: 1912
Architect: Henry Starbuck
One story Mission Revival Church. The stucco exterior is in its original appearance featuring three stained glass windows. The interior is representative of the "Akron Plan" and is highlighted by an unusual exposed beam pattern in the main hall. The building is contributing.

- (B) 340 N. Irwin Street
APN 10-263-13
Name: Education Building
Construction Date: Late 1950's
Architect: Unknown
Two story concrete block building with a flat roof. The building is non-contributing.

- 4.(A) 324-38 N. Irwin Street
APN 10-263-14
Name: Fox Theater (Hanford Theater)
Construction Date: 1929
Architect: Unknown
Two story, California Mission theater and commercial complex. The exterior is original except for minor storefront modifications. The theater, which seats 1,250, features an original ornate interior with balconies, an orchestra pit and a full theatrical stage. The building is contributing.

- (B) 212 W. Lacey Boulevard
APN 10-263-14
Name: Ward's Warehouse
Construction Date: 1956
Architect: Unknown
One story, brick warehouse building located behind the theater. The building is noncontributing.

5. 208 W. Lacey Boulevard
APN 10-263-07
Vacant Site

6. 218 W. Lacey Boulevard
APN 10-263-16

Name: Spear Building (Hanford Tire)
Construction Date: 1924
Architect: Unknown

One story, brick service type building. The storefront has been modified although the remaining portions of the exterior are in their original appearance. A large raised roof section with skylight windows and the multiple pane rear windows highlight the structure which was maintained as an automobile dealership by the Spear family from its opening until 1979. The storefront can be rehabilitated through application of the design criteria. The building is contributing.

7. 222 W. Lacey Boulevard
APN 10-263-09

Name: (dwelling)
Construction Date: Pre 1913
Architect: Unknown

One story residence with clapboard siding and a high hip roof of no particular architectural significance. The building is noncontributing.

8. 403 N. Redington Street
APN 10-263-10

Name: Baylor Brake Shop
Construction Date: 1920
Architect: Unknown

One story brick service type building with mission influence. Recent modifications have detracted from the historical character of the structure. The building is noncontributing.

9. 415 N. Reddington Street
APN 10-263-12

Name:
Construction Date: Pre 1956
Architect: Unknown

One story contemporary office building. The building is noncontributing.

10. 126 W. Court Street
APN 10-264-01

Name: Veterans Memorial Building
Construction Date: 1925
Architect: Schwartz & Ryland

Two story brick building with a stucco exterior that combines several revival styles. The building exterior is nearly original and is highlighted by a front portico supported by four plain columns and topped by a cast eagle. The structure is a major element of the Civic Center area and has been a center of community social and patriotic activities. The building is contributing.

11. 400 N. Douty Street
APN 10-264-02

Name: Hanford Auditorium
Construction Date: 1924
Architect: Coats and Traver

One story, Classical Revival building with a high central hall. The front porch with eight plain, ionic columns and the stepped parapet with a large clock present a monumental appearance facing a park area and the Kings County Courthouse. The building has been the center of cultural, social and governmental activities for the community. The building is contributing.

12.(A) 113 W. Court Street
APN 10-265-01

Name: The Bastille
Construction Date: 1897
Architect: McDougal Brothers

A unique two story brick and masonry building with Romanesque features. The granite framed entry arch and the tower at the northwest corner highlight the building. The rear granite faced portion of the building housed the county jail and the brick front was the Sheriff's office. An important part of the Civic Center complex, the building is a contributing.

(B) 114 W. Eighth Street
APN 10-265-01

Name: Kings County Courthouse
Construction Date: 1896, 1914
Architect: William H. Wilcox

Three story, neo-classical revival building with Italianate influences. The 1914 expansion continued the original design with a granite faced foundation, yellow brick walls, pressed metal cornices and metal roof spires. The north and south two-tiered porticoes highlight the structure. The building was the focus of county government activities until 1978. It is contributing.

13. 325 N. Douty Street
APN 10-276-01

Name: Superior Dairy Building
Construction Date: 1929
Architect: Unknown

One story masonry building with a tile mansard roof on the front half. The exterior of the building is virtually unchanged since its opening. The Bowden family has continuously operated a dairy products plant on the site. The ice cream parlor area is highlighted by a pressed metal ceiling. The building is one of a group that encloses the Civic Center area and is contributing.

14. 121 E. 9th Street
APN 10-276-02

Name: (dwelling)
Construction Date: 1913-1919
Architect: Unknown

Two story shingle-sided dwelling with a medium hip roof. The building is non-contributing.

15. 123 E. 9th Street
APN 10-276-03

Name: (dwelling)
Construction Date: Post 1925
Architect: Unknown

One story clapboard dwelling with a medium gable roof. The building is non-contributing.

16. 127 E. 9th Street
APN 10-276-04

Vacant Site

17. 314 N. Harris Street
APN 10-276-05

Name: (Crain's Heating & Air Conditioning)
Construction Date: 1949
Architect: Unknown

One story concrete block and metal building. The building is noncontributing.

18.(A) 108 E. Eighth Street
APN 10-276-06

Name: (dwelling)
Construction Date: 1892
Architect:

One story clapboard dwelling with a full basement has undergone major exterior modifications. The building is noncontributing.

(B) 128½-130 E. Eighth Street
APN 10-276-06

Name: Kings County Realty
Construction Date: Post 1925
Architect: Unknown

One story brick and stucco commercial building. The building is noncontributing.

(C) 304-310 N. Harris Street
APN 10-276-06

Name: Barkers Inn
Construction Date: Post 1925
Architect: Unknown

One story brick building. The building is noncontributing.

19. 122-26 E. Eighth Street
APN 10-276-08

Name: (dwelling)
Construction Date: 1886-88
Architect: Unknown

One story clapboard dwelling with stucco covered commercial addition on the front. The building is noncontributing.

20. 116-120 E. Eighth Street
APN 10-276-09

Name: Raper Building
Construction Date: 1949
Architect: Unknown

One story brick building with multiple storefronts. The building is noncontributing.

21. 114 E. Eighth Street
APN 10-276-10

Name: (dwelling)
Construction Date: Pre 1898
Architect: Unknown

One story clapboard cottage. The building is noncontributing.

22. 108-112 E. Eighth Street
APN 10-276-11

Name: Odd Fellows Hall
Construction Date: 1905
Architect: Unknown

Two story brick building with a plaster front dominated by a central pediment and four sculptured ornaments. The building exterior has undergone minimal changes and photographic evidence indicates the storefront is unchanged since the 1920's. The building is an important feature of the Civic Center periphery and is contributing.

23. 301 N. Douty Street
APN 10-276-12

Name: Justensen's Market Building
(Poor Richard's)
Construction Date: 1929
Architect: Unknown

One story brick building with a mission tile mansard on the front. The storefront window areas have been filled in though the remaining exterior features are unmodified. Interior decor of the existing restaurant is dominated by a large wooden bar is in keeping with age of the structure. The essential characteristics of the building remain and its position is significant helping to define the Civic Center area. The building is contributing.

24. 303 N. Douty Street
APN 10-276-13

Name: (Morris Plan)
Construction Date: Post 1925
Architect: Unknown

One story brick building with a flagstone storefront. The building is non-contributing.

25. 311 N. Douty Street
APN 10-276-17

Name: Griswold Building
Construction Date: 1910, expansion 1963
Architect: Unknown

One story brick building with a stucco application modifying the front of the building. The building site is important as one of a line of buildings outlining the Civic Center area. The building is noncontributing at present. The original portion of the structure could become contributing through application of the design criteria to make the front of the structure consistent with the original north and east sides of the building.

26. 313-23 N. Douty Street
APN 10-276-16

Name: Civic Center Building
Construction Date: 1913-25
Architect: Unknown

One story brick and concrete combination of several buildings unified by a stucco front with a decorative parapet. Storefronts have been modified and a portion of the facade has been covered by a metal application. The building site and mass constitutes a major element defining the Civic Center area. The building is contributing.

27. 333 N. Redington
APN 12-022-10

Name: (Guarantee Savings)
Construction Date: 1979
Architect:

One story contemporary masonry commercial building. The building is noncontributing.

- 28.(A) 250 W. Eighth Street
APN 12-022-03

Name: Kitchen Gadget-Tree
Construction Date: 1910
Architect: Unknown

One story brick building. The plain brick plan facade has undergone storefront modifications although the basic character of the structure remains. The pressed metal ceiling inside the structure is notable. The building is contributing.

- (B) 221 W. Lacey Boulevard
12-022-03

Name: (Clawson, Timm & Atkinson)
Construction Date: 1924
Architect: Unknown

Two story brick building. The generally plan face is broken by a contrasting cornice typical of its era. The west storefront has been modified to a limited degree. The building is contributing.

29. 217 W. Lacey Boulevard
APN 12-022-04

Name: (Scottie Jones)
Construction Date: post 1925
Architect: Unknown

One story brick service-type brick building with stucco exterior. The building fills a space in a line of buildings but in its present condition is noncontributing.

30. 218 W. Eighth Street
APN 12-022-09

Name: (Gonsalves)
Construction Date: post 1925
Architect: Unknown

One story stuctive appears to be a part of the adjoining building though under seperate ownership. The plain stucco facade shows recent storefront modifications. The building is non contrubuting. Through the application of the design criteria it could become contributing.

31. 216 W. Eighth Street
APN 12-022-08

Name: (Murrin Realty)
Consturction Date: post 1925
Architect: Unknown

One story brick commercial building with a plain stucco facade and storefront modifications. The building is noncontributing, though through application of the design criteria the building could become contributing.

32. 212 W. Eighth Street
APN 12-022-05

Name: (Surplus City)
Consturction Date: 1920
Architect: Unknown

One story doublefaced brick building. The facade has received a stucco application and the storefronts have been modified. The exterior elements of the origioral building is noncontributing. Application of the design criteria could make the building contributing.

33. 208 W. Eighth Street
APN 12-022-06

Name: Kings Stationaries
Consturction Date: 1912
Architect: Unknown

One story double-faced, brick building. The Eighth Street facade exhibits a stucco treatment with an interesting parapet line. Storefront windows appear to reflect interim modifications. The Ninth Street facade is primarilly the brick with a single-stepped parapet. The building exhibits architectural characturistics consista with the district area and is contributing.

34. 314 N. Irwin

Name; Wealth Center Building
Consturction Date: 1922
Architect: Ernest V. Kump

Two story brick building with an asphalt shingle, mansard roofline that projects bey the building face. Minor trim and window changes have not modified the bask appearance of the stucture and the site, as one of the buildings outlinning the Civic Center is significant. The building is contributing.

35. 295 N. Redington
APN 12-052-01

Name: (Bonanza 88)
Consturction Date: 1972
Architect:

One story contemporary, block building. The building is noncontributing.

36. 200 block W. Eighth Street
APN 12-052-01

City parking lot

37. 240 N. Irwin Street
APN 12-052-04

Name: Wells Fargo Bank
Construction Date: 1972
Architect:

One story, contemporary, brick building with a gable roof of uneven angles. The building is oncontributing.

38. N. Irwin Street
APN 12-052-05

Name: (Workingman's)
Consturction Date:
Architect:

Two story, brick building. The brick front has been covered with a removable metal application and the previous bay windows are stored in the second story. The rear facade of the building facing a large public parking lot exhibits the original brick facade with a rustic wooden shade structure. The structure retains the majority of it's features and the changes are not irreparable. The building is noncontributing at present but could be made contributing through application of the design criteria.

39. 214 N. Irwin Street
APN. 12-052-06

Name: (Beneficial Finance)
Construction Date: pre 1898
Architect: Unknown

One story, brick building with a stucco exterior. The storefront has been modernized and the building is noncontributing at present. Application of the design criteria could make the building contributing.

40. 210-12 N. Irwin Street
APN 120052-07

Name: (Mode O Day)
Construction Date: 1903
Architect:

Two story brick building constructed by W.O. Trewhitt, a well known local builder. The structure has been covered with a plaster application and the storefronts have been modified. The second story of the north face exhibits the original brick exterior and window openings. The building is noncontributing. Applications of the design criteria might make the building contributing.

41. 200 W. Seventh Street
APN 12-052-08

Name: (Crocker National Bank)
Construction Date: 1956
Architect:

Two story contemporary bank building. The building is noncontributing.

42. 208. W. Seventh Street
APN 12-052-09

Name: Prosperity Grocery (Safco Title)
Construction Date: 1906
Architect: Unknown

One story, brick building in a line of building along Seventh Street. The original facade has been covered with stucco and corrugated metal applications and the storefront has been modified. The building is noncontributing. Depending on the extent of structural changes the building might become contributing through application of the design criteria.

43. 210 W. Seventh Street
APN 12-052-10

Name: (Van Andels)
Construction Date: 1904-06
Architect: Unknown

One story brick building in a line of buildings along Seventh Street. A stucco and masonry veneer application covers the facade. The building is noncontributing. Depending on the extent of structural modification the building might become contributing through the application of the design criteria.

44. 212 W. Seventh Street
APN 12-052-11

Name: Hanford Journal building
(Woolworths)
Construction Date: 1906-55
Architect: Unknown

Two story brick building including a 1955 rear addition. The storefront has been modified and the facade has received a stucco application. The building is non-contributing. Depending on the extent of structural modification the building might become contributing through the application of the design criteria.

45. 216 W. Seventh Street
APN 12-052-12

Name: Horton's Furniture building
(Thrifty Drug)
Construction Date: 1904
Architect: Unknown

Two story brick building with stucco application on the front facade. Plans from the 1951 renovation indicate that the application is reversible. The rear face exhibits the original brick exterior. The building is noncontributing at present but, through application of the design criteria the building can become contributing.

46. 220 W. Seventh Street
APN 12-052-13

Name: (Farmers Hardware)
Construction Date: 1921
Architect: Unknown

One story brick building in a line of buildings on Seventh Street. The front facade has received a stucco application and the storefront has been modified. The exposed side and rear of the building are the original brick with a stepped parapet in back. The building is noncontributing. The building could become contributing through application of the design criteria.

47. 228-30 W. Seventh Street
APN 12-052-14

Vacant Site

48. 213-23 N. Irwin Street
APN 12-052-01

Name: Vendome Hotel
Construction Date: pre 1898
Architect: Unknown

Two story brick building was one of the premier facilities of its day and a major element of the downtown streetscape. 1965 modifications included new storefront windows and a squared off stucco application to the exterior. The alteration appears to have been substantial so that major renovation and application of the design criteria would be required to make the building contributing. The building is presently noncontributing.

49. 100 block W. Eighth Street
APN 12-053-02

City parking lot

50. 109 W. Eighth Street
APN 12-053-03

Name: Kings Title Co.
Construction Date: 1901-13, post 1925
Architect: Unknown

One story brick building. The structure has been substantially modified through stucco applications on the side and a complete renovation of the storefront. The building in its present condition is noncontributing.

51. 109½ W. Eighth Street
APN 12-053-04

Name: (dwelling)
Construction Date: 1925-46
Architect: Unknown

One story, wood frame dwelling with stucco exterior. The building is noncontributing.

52. 218 N. Douty Street
APN 12-053-05

Name: Old post office
Construction Date: 1913
Architect: Oscar Wenderoth

Two story brick building with a stucco exterior and a medium hip tile roof in front. Six columns with Corinthian capital support the front inset porch. The basic building design was utilized for at least one other post office site in California. The building is an important focal point in it's location on the edge of the Civic Center area. The exterior has undergone only minor changes since it's construction and the building is contributing.

53. 101-2 W. Seventh Street
APN 12-053-06

Name: Van Sicklen Building
Consturction Date: 1894, 1901-1913
Architect: S. T. French

Two story, brick building. The structure was modified in 1935 to remove ornamentation and cover the south and east faces with stucco. Storefront modifications took place at that time and at a later date. The north face of the building exhibits the original brick exterior with a cornice and window detail. The building is presently representative of common architectural modifications of the 1930's which sought to square off and simplify buildings. The building stands on the principal commercial corner in the city and helps define a major downtown block. The building is contributing.

54. 106 W. Seventh Street
APN 12-053-07

Name: (Cottage Bar)
Consturction Date: 1903
Architect: Unknown

Two story brick building in a line of similar aged buildings. The facade has been covered with stucco and the storefront has been modified. The rear of the structure exhibits the original brick on both the first and the inset second story levels. The building is non contributing though it can be made contributing through application of design criteria.

55. 108-10 W. Seventh Street
APN 12-053-08

Name: (Imperial Savings & Loan)
Construction Date: 1901
Architect: Unknown

Two story brick building in a line of similar aged buildings. Metal and stucco facade applications cover the original front with substantial storefront modifications. A rear portion of the building has been removed and the rear facade has been substantially modified. The building is noncontributing.

56. 112 W. Seventh Street
APN 12-053-09

Name: (Vogue)
Consturction Date: 1901
Architect: Unknown

Two story brick building in a line of similar aged buildings. The front facaded has been modified and stuccoed with storefront changes. The rear facades retains the original stepped parapet though the story portion has been covered with stucco. The building is noncontributing at present but could become contributing through application on the design criteria.

57. 114 W. Seventh Street
APN 12-053-10

Name: (Robert's Jewelers)
Consturction Date: 1901
Architect: Unknown

One story brick building in a line of similar aged building. The front and rear facades have been mofified to a substantial degree with stucco coverings and storefront changes. The building is noncontributing.

58. 116-18 W. Seventh Street
APN 12-053-11

Name: (Tot & Teens)
Consturction Date: 1903
Architect: Unknown

One story brick building in a line of buildings of similar age. The front facade has been modified with a stucco treatment and substantial storefront changes. The rear facade has been stuccoed and openings have been modified. The building is non-contributing.

59. 120 W. Seventh Street
APN 12-053-12

Name: Hefton's building (Crown Shoes)
Consturction Date: 1903
Architect: Unknown

One story brick building that retains it's original cornice and parapet though the storefront has been modified. The building is indicative of the previous appearance of the line of buildings to the east. The building is contributing.

60. 122-26 W. Seventh Street
APN 12-053-13

Name: Newberry building (Crossroads)
Consturction Date: 1929
Architect: Unknown

Single story, brick building with only minor storefront modifications. The front facade is designed to suggest a second story and is topped by a mission tile mansard. The building is representative of it's era and is contributing.

61. 130 W. Seventh Street
APN 12-053-14

Name: New Emporium building
Consturction Date: 1929
Architect: Unknown

One story brick bilding with a stucco exterior and a mission tile mansard. Except for minor storefront changes and a metal awning the building exterior is original. The building occupies the site of the Emporium building which burned in 1928 fire. It shares it's architectual style and design details with the Wilton Hotel which is located directly across Seventh Street. The building is contributing.

62. 233-29 N. Douty Street
APN 12-041-01

Name: Masonic Hall
Consturction Date: 1902
Architect: Unknown

Two story, mission style brick building highlighted by three pyramidal roof structues at the exterior corners. The facade is original with the exception of store front modifications. The building adds an important element of architectural variety to th area. The building is contributing.

63. 109 E. Eighth Street
APN 12-041-02

Name: Carnegie Library
Consturction Date: 1905
Architect: McDougal Brothers

Two story concrete block bulding with gothic influence. The cross gabled roof is covered with pressed metal sheets that imitate clay tile. The building exterior is original except for an added rear exit. The building served as a center of cultural/educational activites for over 50 years and makes a significant architectural contribution of the era. The bulding is contributing.

64. 115 E. Eighth Street
APN 12-041-15

City parking lot

65. 117 E. Eighth Street
APN 12-041-15

Name: Hanford Furniture Wharehouse
Consturction Date: 1964
Architect: Unknown

One story contemporary concrete block building. The building is noncontributing.

66. 200 N. Harris Street
 Name; (Robert's Chevorlett)
 Consturction Date: 1963
 Architect: Unknown
 One story, contemporary concrete block building. The building is noncontributing.
67. 112 E. Seventh Street
 APN 12-041-07
 Name: Cousins Tractor building (Salmons)
 Constuction Date: 1911, 1913-25
 Architect: Unknown
 One story service type brick building. The front facade has been modified with a wooden and stucco application though the original lines have not been changed. The rear elevation is original. The sawtooth roof on the eastern portions of the building is a notable feature typical of its construction date. One of the original owner was Henery Cousins an early Civic leader and the building housed the first tractor dealership in the area. The building is contributing.
68. 108-10 E. Seventh Street
 APN 12-041-08
 Name: CWH building
 Construction Date: 1917
 Architect: Unknown
 Two story brick building that retains the original brick facade. The storefront have undergone interim modifications. The building is contributing.
69. 102-06 E. Senventh Street
 APN 12-041-09
 Name: Brakoulias building
 Construction Date: 1892
 Architect: Unknown
 Two story, brick building on a major commercial corner. The facade has been given a light plaster coat and the parapet has been slightly modified. The storefronts have been covered with a wooden application and the curved tile entrance on the south face, an interim modification, is notable. The building is contributing.
70. 207-213 N. Douty Street
 APN 12-041-10
 Name: Parson's building
 Construction Date: 1916
 Architect: Unknown
 Two story brick building with the original cornice and decorative details. The storefronts have undergone interim modifications though the remainder of the exterior is unchanged. The building is contributing.
71. 215 N. Douty Street
 APN 12-041-11
 Name: (Pat's Automotive)
 Construction Date: past 1945
 Architect: Unknown
 One story, brick building with a stucco front. The building occupies the site of the original city fire station and an original wall of the fire station is reputed to have been utilized in the construction of the building. The building is noncontributing.
72. 217-21 N. Douty Street
 APN 12-041-12
 Name: Old Phone building
 Construction Date: 1907
 Architect: Unknown
 Two story brick building with a plaster front facade. The recent renovation has maintained the architectural character of the building. The building is contributin
73. 225 W. Seventh Street
 APN 12-055-17
 Name: (Security Pacific)
 Construction Date: 1961, 1974
 Architect:
 One story, contemporary commercial building. The building is noncontributing.

74. 217, 17 1/2 W. Seventh Street
APN 12-055-04

Name: Hanford Steam Laundry
(Pacific Finance)
Construction Date: 1904
Architect: Unknown

One story brick building. The front facade has been covered with a stucco application and a modern storefront. The rear elevation is the original brick facade with a partial stucco covering. The building is noncontributing at present but might become contributing through application of the design criteria.

75. 215 W. Seventh Street
APN 12-055-05

Name: (Ensigns)
Construction Date: 1909
Architect: Unknown

One story brick building with interim stucco facade and storefront modifications. The rear facade is the original brick with a partial stucco covering. The building is noncontributing at present but might become contributing through application of the design criteria.

76. 211 W. Seventh Street
APN 12-055-05

Name: (The Mall)
Construction Date: 1913-19
Architect: Unknown

One story brick building has undergone major structural modifications. The building is noncontributing.

77. 207, 09 W. Seventh Street
APN 12-055-07

Name: Bank of Italy (E.D.D.)
Construction Date: 1925
Architect: Hamston

One story brick building with a plaster exterior highlighted by a mission tile mansard. The 1961 and 1965 filling in of storefronts was consistent with the original architecture. The building is contributing.

78. 118-20 N. Irwin Street
APN 12-055-01

Name: Axtell Block
Construction Date: 1892
Architect: Unknown

Two story brick building with the front facade covered with a stucco application. Photographic evidence indicates the entire parapet remains. The entrances to the two storefronts are notable examples of interim architectural styles. The building was built by E. Axtell who served on the first City Council. The building is contributing.

79. 114-16 N. Irwin Street
APN 12-005-09

Name: Axtell Block
Construction Date: 1892
Architect: Unknown

Two story brick building which was previously connected to the ^{above} adjoining structure. The exterior has been covered with stucco and windows have been filled in though none of the essential features have been destroyed. Storefront modifications date to the 1960's. The building is contributing.

80. 100 block N. Irwin Street
APN 12-055-10,12,15

Name: City Parking Lot

81. 100 block N. Irwin Street
APN 12-055-16

Name: Private Parking Lot

82. 101 N. Redington Street
APN 12-005-13,14

Name: (Downtown Motel)
Construction Date: 1961
Architect: None

Two story contemporary concrete block building. The building is noncontributing.

83. 125-33 W. Seventh Street
APN 12-054-01
Name: Wilton Hotel
Construction Date: 1893, 1929
Architect:
Three story brick building with stucco exterior highlighted by a mission tile mansard. The building has undergone storefront modifications but the second and third floors are in their original appearance. The hotel appears, from building plans, to have incorporated some walls and other elements of the Kings Hotel/Opera House building, a four story structure that occupied the same site and burned in 1928. The building is contributing.
84. 121-23 1/2 W. Seventh Street
APN 12-054-02
Name: J.M. Daggs building (Cassidy's)
Construction Date: 1900
Architect: Unknown
Two story brick building highlighted by a decorative cornice topped with ornamentation. Except for interim storefront modifications the structure is in its original appearance. The ceramic tile storefront is notable. The building is dominate in line of older buildings and is contributing.
85. 119 W. Seventh Street
APN 12-054-03
Name: Bernsteins Bakery (Gaitans)
Construction Date: pre 1898
Architect: Unknown
Two story brick building. The front brick facade was covered with a removable metal screen and the storefront was remodeled in 1975. The one story portion of the building has been covered with stucco while the upper story is the original brick exterior. The building is noncontributing at present but could become contributing through application of the design criteria.
86. 111-17 W. Seventh Street
APN 12-054-04
Name: (Tomer, Rasmussen)
Construction Date: 1973
Architect:
One story contemporary concrete block building. The building is noncontributing.
87. 109 W. Seventh Street
APN 12-054-05
Name: (Ted Gamby)
Construction Date: 1949
Architect: Unknown
Two story, small, brick building. The building is noncontributing.
88. 101-07 W. Seventh Street
APN 12-054-06
Name: Farmers and Merchant's Bank building (Winchells)
Construction Date: 1890
Architect: Unknown
One story brick building with a stucco exterior. It was originally an ornate two story structure. The top floor was removed and the storefront was severely altered in 1948. The building is noncontributing.
89. 120 N. Douty Street
APN 12-054-07
Name: Hird's Market (Western Auto)
Construction Date: pre 1898
Architect: Unknown
One story brick building with a stucco facade and modern storefront. A concrete block addition was constructed on the rear of the building in 1967. The building is noncontributing at present. The building could be made contributing through application of the design criteria.
90. 118 N. Douty Street
APN 12-054-08
Name: (The Village)
Construction Date: pre 1898
Architect: Unknown

One story brick building with a stucco covering on the front and side faces. The storefront has been substantially altered. The building is noncontributing but might be made contributing through the application of the design criteria.

91. 100 block N. Douty Street
APN 12-054-09,10,18

Name: City Parking Lot

92. 104 N. Douty Street
APN 12-054-11

Name: Manasse building (Just Furniture)
Construction Date 1891
Architect: Unknown

One story brick building with a stucco exterior and interim storefront modifications parts of which are believed to date back to the 1930's. The building originally housed the general merchandise store of James Manasse, the first postmaster and member of the first City Council. The basic form of the building remains and the alley and side walls are the original brick. The building is contributing.

93. 104 W. Sixth Street
APN 12-054-12

Name: (Pecky Ceder Inn)
Construction Date: pre 1898
Architect: Unknown

One story, small, brick building. The front facade has been modified with a stucco and wood treatment. The rear of the building exhibits the original brick exterior. The basic structural elements of the building remain and the location as one of the line of buildings on old Front (Sixth) Street is significant. The building is contributing.

94. 106-08 W. Sixth Street
APN 12-054-13

Name: Simon building (Schafer Pumps)
Construction Date: pre 1898
Architect: Unknown

One story brick building. The front facade has been covered with stucco and the storefront has been modified. The rear of the building facing a public parking lot exhibits the original brick exterior with stepped parapets. The building was one of the principal early structures on Front (Sixth) Street and is contributing.

95. 116 W. Sixth Street
APN 12-054-14

Name: Kutner-Goldstein building
(McMahans)
Construction Date: pre 1898
Architect: Unknown

One story brick building. While the front facade has been covered with stucco and the storefront has been modified, the rear and sides of the building expose the original brick exterior. The Kutner-Goldstein store was the major department and agricultural implement store in the City for over 20 years. The building was very prominently located on Front Street which was the main commercial street of that era. The building is contributing.

96. 118 & 20 W. Sixth Street
APN 12-054-21

Name: Arcade building
Construction Date: 1891
Architect: Unknown

One story brick building with cast iron storefront posts and trim. The only known exterior changes have been minor modifications to the parapet. The area is one of two ownerships in a single original building. The pressed metal ceiling in the interior is notable. The building is contributing.

97. 122-24 W. Sixth Street
APN 12-054-23
Name: Arcade building
Construction Date: 1891
Architect: Unknown
One story brick building with a cast iron storefront. The westerly half storefront has been modified and the front facade has received a light coat of stucco. One of two ownerships in a single original structure, the building is contributing.
98. behind 118-24 W. Sixth Street
APN 12-054-20,22
Name: City Parking Lot
99. 126-30 W. Sixth Street
APN 12-054-07
Name: Artesia Hotel (Just Furniture)
Construction Date: 1892
Architect: Unknown
Two story brick building. Interim modifications have resulted in a stucco facade though the original window openings remain. The interior side and alley faces of the building exhibit the original brick exterior. A large skylight is visible above the parapet line. The hotel lobby area on the second floor is particularly notable space with its pressed metal wall coverings extending about twenty five feet up to the skylight. The building is contributing.
100. 125 N. Douty Street
APN 12-046-01
Name: Aborn Hotel (Hanford Furniture)
Construction Date: 1893
Architect: Unknown
Three story brick building. The original ornate exterior was modified in 1935 to include a plain stucco exterior on street frontages, and the present tile and plate glass store front. The interior facades are the original brick. A recent adaptive use has exposed and highlighted the ornate staircases, the exterior lightwells and the original woodwork. The building is contributing.
101. 100 block E. Seventh Street
APN 12-046-02
Name: City Parking Lot
102. 121-125 E. Seventh Street
APN 12-046-19
Name: (LeRoy's Auto Parts)
Construction Date: 1911, 1919-25
Architect: Unknown
One story service type building. The front facades have been substantially altered. The rear and side facades are the original brick with windows filled in. The buildings are noncontributing.
103. 129 E. Seventh Street
APN 12-046-05
Name: (Roberts Chevrolet)
Construction Date: pre 1960
Architect: Unknown
One story, small, brick building. The building is noncontributing.
104. 100 N. Harris Street
APN 12-046-06,07
Name: (Roberts Chevrolet)
Construction Date: past 1960
Architect: Unknown
One story, small, brick building. The building is noncontributing.

105. 118-22 E. Sixth Street Name: Private Parking Lot
APN 12-046-08,09
106. 114-16 E. Sixth Street Name: (Hanford Auto Supply)
APN 12-046-10 Construction Date: pre 1898
Architect: Unknown
One story brick building with interim facade modifications and a stucco exterior. The building is noncontributing at present. The building might become contributing through application of the design criteria, depending upon the the extent of previous modifications.
107. 110-12 E. Sixth Street Name: Baker Hall (Warehouse Furniture)
APN 12-046-11 Construction Date: 1887
Architect: Unknown
Two story brick building. The front facade has been modified and covered with stucco although the second story windows have been retained. The rear face is the original brick. A modern building was built behind the original in 1968. Baker Hall was the first brick building built in Hanford. Previous wooden commercial buildings in the downtown area were destroyed in major fires on several occasions. The building is the oldest commercial structure in the District area and is constributing.
108. 108 E. Sixth Street Name: (Ritz Cafe)
APN 12-046-12 Construction Date: pre 1898
Architect: Unknown
One story brick building in a line of the oldest buildings in the District on old Front (Sixth) Street. The front facade has been modified though the original scale and mass remains. The rear of the building is the original brick with a stepped parapet. The building is contributing.
109. 106 E. Sixth Street Name: (Warehouse Furniture)
APN 12-046-13 Construction Date: pre 1898
Architect: Unknown
One story brick building with a distinctive patterned brick facia and parapet. The storefront has been modified though the original decorative cast iron post remain. The building is contributing.
110. 101-03 N. Douty Street Name: Melones building (St. Victoria's
APN 12-046-14 Garden)
Construction Date: 1891
Architect: Unknown
One story brick building. The stucco facade and mission tile trim on the parapet represent an interim modification. The basic shape and structural openings appear to have been maintained. The building is contributing.
111. 107 N. Douty Street Name: (Loco bar)
APN 12-046-15 Construction Date: pre 1898
Architect: Unknown
One story brick building. The front facade has been modified to blend in with the building to the south and the storefront has been filled in with brick. The rear facade is the original brick. The building is noncontributing at present but could become contrubuting through application of the design criteria.

112. 109-111 N. Douty Street
APN 12-046-16

Name: (H.I.A.)
Construction Date: pre 1898
Architect: Unknown

One story brick building has undergone front facade modifications including a stucco treatment and storefront changes. The side and rear of the structure is the original brick. The building is noncontributing at present but could become contributing through application of the design criteria.

113. 115 N. Douty Street
APN 12-046-17

Name: Mills building
Construction Date: 1890
Architect: Unknown

Two story brick building. The second story facade is original though recent storefront changes are inconsistent with the era of the structure. The sides and rear are the original brick and the basic sense of the building remains. The building is contributing.

114. 119-19 1/2 N. Douty Street
APN 12-046-18

Name: Sentinel building
(Delux Tailors, Buddy's Trophys)
Construction Date: pre 1892
Architect: Unknown

One story brick building which originally housed the Hanford Sentinel, still the local newspaper. The front facade has been modified at an indeterminate date. The building has defined the same mass between the adjoining two story contributing buildings for over 93 years. The building is contributing.

115. 100 S 200 block of W. Sixth Street
APN 12-092-01, 096-01

Name: City Parking Lot

116. (A) 101 N. Douty Street
APN 12-092-01

Name: Central Lumber building
Construction Date: 1951
Architect: Unknown

One story contemporary building. The building is noncontributing.

(B) 121 E. Sixth Street
APN 12-092-01

Name: Railway Express building
Construction Date: pre 1925
Architect: Unknown

One story wood frame building with clap board siding and a medium hip metal covered roof. The building does not appear to have been modified to any substantial degree. The building is contributing.

(C) 125 E. Sixth Street
APN 12-092-01

Name: (Hanford Taxi)
Construction Date: 1956
Architect: Unknown

One story, metal sided building. The building is noncontributing.

HANFORD HISTORIC RESOURCES COMMISSION RESOLUTION NO. 1
 RESOLUTION ADOPTING RULES FOR TRANSACTION OF COMMISSION BUSINESS

At a regular meeting of the Historic Resources Commission of the City of Hanford, duly called and held on February 3, 1983 on motion of Commissioner WALDEN, seconded by Commissioner HUMASON and duly carried, the following resolution was adopted:

WHEREAS, Ordinance No. 967 of the City of Hanford has established the Historic Resources Commission, its members, powers and duties, and

WHEREAS, Ordinance No. 967 of the City of Hanford also provides that the Historic Resources Commission shall adopt rules for transaction of business.

NOW, THEREFORE BE IT RESOLVED that rules for transaction of Historic Resources Commission business are hereby adopted as follows:

1. MEETINGS.

(a) Regular Meetings: The Commission shall hold its regular meetings at 4:00 P.M. on the first Thursday of each month following the first Council meeting of the month in the Hanford City Council Chambers, Civic Auditorium Building, Hanford, California; provided, however, whenever the Commission, at a regular meeting, sets a different time and place for its meeting, such meeting shall constitute a regular meeting for all purposes.

(b) Special Meetings: Special meetings may be called at any time by the Chairman of the Commission, or by two of the members of the Commission, by giving notification of the time, place, and purpose of the meeting upon each member of the Commission. Such notice shall be given at least 48 hours before the time set for the meeting, and such service shall be deemed to be completed with respect to a member upon the happening of any of the following events:

1. Personal services upon the member.
2. A telephone notification from the Secretary of the Commission.
3. Delivery to the last known residence or business address of the member.
4. The expiration of forty-eight hours after the deposit of said notice in the United States mails, postage prepaid, addressed to the last known residence or business address of the member.

Where possible, special meetings shall be scheduled for 4 P.M. on Thursdays. No other business shall be considered at a special meeting other than that set for in the notice of the meeting.

(c) Adjourned Meeting: Any regular or special meeting may be adjourned to a time and place specified in the order of adjournment. Less than a quorum may take an order for adjournment.

2. CHAIRMAN.

(a) Election: Chairman of the Commission shall be elected from among its members thereof by a majority vote of all the members.

(b) Term. Term of office of the Chairman shall be one year and until the election of his successor.

(c) Duties. The Chairman shall be the presiding officer of the Commission. He shall preserve strict order and decorum at all meetings of the Commission, state questions coming before the Commission, announce the Commission's decision on all subjects, and decide all questions of order, subject, however, to an appeal to the Commission as a whole in which event a majority vote shall govern and conclusively determine such questions of order. He shall vote on all questions and on roll call his name shall be called last.

3. VICE-CHAIRMAN.

(a) Term and Duties: There shall be a vice-chairman, whose term of office shall coincide with that of Chairman, and who shall in the absence of the Chairman, perform all of the functions and duties of the chairman.

(b) Election: The vice-chairman of the Commission shall be elected from among its members thereof by a majority vote of all the members.

4. CALL TO ORDER

The Chairman shall take the chair at the time and place appointed for the meeting and shall call the Commission to order. In the absence of the Chairman and the Vice-Chairman, the Secretary of the Commission shall call the Commission to order, whereupon a temporary chairman shall be elected by the members present. Upon the arrival of the Chairman or the Vice-Chairman, the temporary Chairman shall relinquish the chair at the conclusion of the business then before the Commission.

5. ROLL CALL

At the time the Commission is called to order, the Secretary shall record the names of the Commissioners present and absent and these shall be entered into the minutes. The secretary shall also note the time of arrival of any members appearing after the start of the meeting.

6. QUORUM

A majority of the members of the Commission shall constitute a quorum for the transaction of business. The Commission shall take no action except upon the affirmative vote of at least two members. Less than a quorum may adjourn from time to time.

7. MINUTES

(a) Preparation: The minutes of the Commission shall be kept by the Secretary or such other person as he may designate and shall be neatly typewritten in a book kept for that purpose, with a record of each particular type of business transacted set off in paragraphs with proper sub-heads; provided, however, that the Secretary

shall be required to make a record only of such business as was actually passed upon by a vote of the Commission and shall not be required to record any remarks of members or of any other person, except at the special request of a member; and provided, further, that a record shall be made of the names and addresses of persons addressing the Commission, the title of such matter to which the remarks related and whether they spoke in support of or opposition to such matter.

(b) Tape Recording: For the purposes of accurate record keeping and transcript referral, the Secretary shall tape record all matters involving public hearings before the Commission and any other matters that the Chairman of Commission may designate.

(c) Approval of the Minutes. Commission minutes may be approved without reading if each member has previously been furnished a copy thereof.

8. COMMISSION DIRECTIVES

The Commission may, from time to time, by directives issued by it, establish procedures for the processing of the business of the Commission. Such directives shall be binding upon the staff of the Commission and all persons having business before the Commission.

9. RULES OF ORDER

(a) Roberts Rules: Except as otherwise specifically provided in this resolution, Roberts Rules of Order as last revised shall guide the proceedings of the Commission and the conduct of meetings thereof.

10. VOTING

(a) Roll Call Voting: A roll call vote shall be taken and reported on all matter requiring report by resolution of the Commission. The Secretary shall call the names of the members in the following order: The mover, the second, other members, provided that the name of the Chairman shall be called last except where the Chairman has made or seconded the motion. All other business items may be decided by a voice vote unless a roll call vote is requested by the Chairman or any Commissioner.

11. ADDRESSING THE COMMISSION

(a) General: Any person desiring to address the Commission shall first secure the permission of the Chairman to do so. He shall give his name and address in an audible tone of voice and shall step to the front of the meeting room and speak at the podium into the microphone, if one is available, upon the request of the Chairman.

(b) Time. Each person addressing the Commission shall limit his address to a reasonable time as may be directed by the Chairman.

(c) Spokesman for Groups: Whenever a group of persons wish to address the Commission on the same subject matter, it shall be proper for the Chairman to request that a spokesman be chosen by the group to address the Commission and in the event additional matters are to be presented by other persons in the group, to limit the number of persons so addressing the Commission so as to avoid unnecessary repetitions.

(d) Discussions: No person, other than a member and the person addressing the Commission shall be permitted to enter into any discussion with the person addressing the Commission without the permission of the Chairman.

12. DECORUM

(a) By Members: When the Commission is in meeting, the members shall preserve order and decorum and no member shall, by conversation or otherwise, delay or interrupt the proceedings or the peace of the Commission or disturb any member while speaking or refuse to obey the orders of the Commission or Chairman, except as provided in this resolution.

(b) By Other Persons. Any person making personal, impertinent or slanderous remarks or who shall become boisterous while addressing the Commission shall be forthwith, by the Chairman, barred from further audience at such meeting, unless permission to continue shall be granted by majority vote of the Commission.

The foregoing Resolution was passed and adopted by the said Commission at a regular meeting thereof held on the 3rd day of February, 1983 by the following vote:

VOTING: AYE: Commissioners WALDEN, HUMASON, WING, CHRISTENSEN

NOE: Commissioners NONE

ABSENT: Commissioners JONES


Jim Beath, Secretary

JB/ah

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CELTIC ROMAN BOLD

BRUSH
CURSIVE STYLE

This is Brush Size 06 With A Leading Of 08.

This Is Size 08 With A Leading Of 10.

This Is Size 10 With A Leading Of 14.

This Is Size 14 With A Leading Of 18.

This Is Size 18 With A Leading Of 24.

This Is Size 24 With a Leading of 30.

This Is Size 30.

This Is Size 40;

We'll see you

*6:30 for a light supper. Classes
will go from 7:15 to 8:00.*

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EXHIBIT "A" - Chinese lettering style approved by the Historic Commission by Resolution
No. 4, June 6, 1985.

Chapter 17.36

H HISTORIC RESOURCES COMBINING DISTRICT

Sections:

- 17.36.010 Purposes of provisions.
- 17.36.020 Applicability.
- 17.36.030 Definitions.
- 17.36.040 Historic resources commission.
- 17.36.050 Designation of historic districts, buildings and sites.
- 17.36.060 Historic resource permits.
- 17.36.070 Design criteria.
- 17.36.080 Demolition of historic structures.
- 17.36.090 Substandard buildings.
- 17.36.100 Ordinary maintenance and repairs.
- 17.36.110 Duty to keep in good repair.
- 17.36.120 Evidence of hardship.

17.36.010 Purposes of provisions.

The council finds the protection, enhancement, preservation and use of structures in districts of historic, architectural and engineering significance located within the city to be of cultural and aesthetic benefit to the community. It is further found that respect of the heritage of the city will enhance the economic, cultural and aesthetic standing of the city. The purpose of this chapter is to promote the general welfare of the public through:

A. The protection, enhancement, preservation and use of structures which represent past eras, events and persons important in history, or which provide significant examples of architectural styles of the past or are landmarks in the history of architecture, or which are unique and irreplaceable assets to the city and its neighborhoods, or which provide for this and future generations examples of the physical surroundings in which past generations lived;

B. The development and maintenance of complementary settings and environment for such structures and/or districts;

C. The enhancement of property values; the stabilization of neighborhoods and areas of the city; the increase of economic and financial benefits to the city and its property owners and inhabitants; and

the promotion of visitor trade and interest;

D. The preservation and encouragement of a city of varied architectural styles reflecting the cultural, social, economic, political and architectural phases of its history;

E. The educational and cultural enrichment of this and future generations by fostering knowledge of our heritage; and

F. The promotion and encouragement of continued private ownership and utilization of such structures so that the objectives set forth in this section can be attained under this policy. (Ord. 94-12 (part), 1994: prior code § 9-4.2201)

17.36.020 Applicability.

A. Area of Application. The historic resources combining district shall apply to the following described property shown on the property map attached as Exhibit A to Ordinance No. 967, on file in the office of the city clerk which is incorporated herein by this reference, and such historic districts and designated historic structures and sites as may be added by the council as provided in this chapter.

1. Downtown Hanford District Area A and B as indicated on Exhibit A to Ordinance No. 967 and also described as that portion of the south one-half of Section 26 of Township 18 South, Range 21 East, Mount Diablo Base and Meridian, in the county of Kings, state of California, according to Government Township Plat which is described as follows:

Beginning at a point at the intersection of the center line of Douty and Redington Streets; thence southeast along the center line of Redington Street to a point 100 feet south of the south right-of-way line of Sixth Street; thence northeast to a point 100 feet south of the intersection of the south right. of-way line of Sixth Street and the center line of Harris Street; thence north to the intersection of the south right-of-way line of Sixth Street and the center line of Harris Street; thence northwest along the center line of Harris Street to the intersection of the center line of Ninth Street; thence west along the center line of Ninth Street to the center line of Douty Street; thence north to the center line of Fuller Way; thence west to the center line of Irwin Street, thence south to the center line of Dewey Street; thence west to the

17.36.020

center line of Redington Street, the point of beginning.

2. The Starbright Laundry Building Site which is described as follows:

Lots 23 to 32 inclusive in Block 112 of the City according to the Map thereof recorded in Book 1 at Page 35 of Maps, Tulare County Records.

3. The Irwin Street Inn Site which is described as follows:

Parcel I: Lots 26, 27, and 28 in Block 180 of the City of Hanford as per Map thereof recorded in Book 1 at Page 83 of Maps, Tulare County Records; and

Parcel 11: Lots 18, 19, 20, 21, 22, 23, 24, and 25 of Block 180 of the Map of Blocks 179 and 180, certain Blocks of the City of Hanford filed May 4, 1898, in Book 1 at Page 46 of the Licensed Surveyor Plats, Kings County Records, located at the southwest corner of Porter and Irwin Streets (Assessor's Parcel Numbers 10-235-03 and 10-235-04).

4. The Atchison, Topeka, and Santa Fe Railway Depot Site which is described as follows:

Lots 1, 2, and 3 and the west 15 feet of Lot 4 in Block 138 of the City of Hanford, according to the Map thereof recorded in Volume 1 at Page 35, Tulare County Records.

5. The Denham Creamery which is described as follows:

The east 100 feet of Block 13 and all of Block 14 south and west of the Atchison, Topeka, and Santa Fe Railway right-of-way, less the road of the Biddies Subdivision, excepting therefrom the west 70 feet of the south 220 feet.

6. The China Alley District which is described as follows:

Parcel 1: Lots 19 through 23 of Block 264 of the Kings Subdivision of the County of Kings; and
Parcel 2: Lots I through 8 of Block 131 of

Hanford in the City of Hanford, according to the Map thereof recorded in Book 1. Page 35 of Maps, Tulare County Records;

EXCEPTING all portions thereof contained in the public thoroughfare known as China Alley and any portion thereof in Seventh Street therefore deeded to the City, and located on either side of China Alley (Assessor's Parcel Numbers 10-274-09 and 12-037-06, 07, 12, 13, 14, 15, 18, 19, 21, and 22.

7. The former residence of Dr. R. E. Dixon, described as follows:

All of Lots 15 and 16, the south 20 feet of Lot 17 and the north 75 feet of Lot 11 in Block 180 in the City of Hanford, County of Kings, State of California. according to the Map thereof recorded in Book 1, Page 43 of Maps, Kings County Records; excepting from the north 75 feet of said Lot II the north 5 feet thereof, and located at Assessor's Parcel Number 10-235-05.

8. The former Chinese School, now known as the Temple Theater, described as follows:

All of lots 6, 7, and 8 in Block 266 of Blakeley's Addition to the City of Hanford, as per map thereof recorded in Book 1 at Page 73 of Licensed Surveyor Plats, Kings County Recorder.

9. The former Sacred Heart Hospital and original lodgings for the nurses of the Hanford Sanitarium, described as follows:

removed as of 9
All of lots 1 through 5 of Block 200 of Map of Certain Blocks in the Town of Hanford, as per map thereof recorded in Volume 2 of Plats at Page 41 of Kings County Records, and located at Assessor Parcel Number 010-107-008.

B. Designation on Zone Plan. The zone plan district maps shall be amended to indicate the application of the historic resources combined district. The designation "(H)" shall be added after the underlying zoning designation. For example, a property in the underlying downtown commercial district and also within the historic resources overlay district would be designated "DC(H)."

Attachment: Exhibit A - Historic District Map (1838 : Historic Permit No. 2017-02)

C. Application of Provisions. The requirements of this chapter shall be considered in conjunction with the requirements of any underlying district. If a conflict exists between the requirements of the underlying district and this chapter, the requirements of this article shall apply. (Ord. 94-12 (part), 1994: prior code § 9-4.2202)

17.36.030 Definitions.

For the purposes of this chapter, unless otherwise defined, the following words and phrases used in this chapter are defined as follows:

"Alteration" means any exterior change or modification, through public or private action, of any property located within a designated historic district or site or a designated historical building, including exterior changes to or the modification of a structure, architectural details or visual characteristics, such as paint color and surface texture, grading, surface paving, new structures, removal of trees and other natural features, disturbance of archeological sites or areas, and the placement or removal of any exterior objects, such as signs, plaques, light fixtures, street furniture affixed to the pavement, walls, fences, steps, plantings and landscape accessories affecting the exterior visual qualities of the property.

"Contributing building" means a structure within a historic district which structure retains scale, mass and other architectural characteristics to the degree that it contributes to the sense of time and place of the immediate area and the district. The building may have individual architectural significance or may be one of a grouping of background buildings that jointly contribute to the character of the immediate area and the district. Contributing buildings may reflect interim modifications if those modifications do not irreparably detract from the character of the building or if the modifications reflect an architectural style or particular era important to the development of the city. Contributing buildings shall also include structures that have a strong historical tie to activities, events, or individuals important in the development of the city.

"Designated historic building" means any improvement which has special historical, cultural,

aesthetic or architectural character, interest or value as part of the development, heritage or history of the city, the state or the nation and which has been designated as such pursuant to the provisions of this chapter.

"Designated historic site" means a parcel of property, or part thereof, on which a designated historic building is situated, and any abutting parcel or part thereof constituting part of the parcel of property on which the designated historic building is situated, and which has been designated a designated historic site pursuant to the provisions of this chapter.

"Exterior architectural feature" means the architectural elements embodying the style, design, general arrangement and components of all of the outer surfaces of an improvement, including without limitation, the kind, color and texture of the building materials, and the type and style of all windows, doors, lights, signs and other fixtures appurtenant to such improvement.

"Historic district" means any area containing improvements which have a special character, historical interest or aesthetic value or which represent one or more architectural periods or styles typical to the history of the city, and which improvements constitute a distinct section of the city which has been designated a historic district pursuant to this chapter.

"Improvement" means any building, structure, place, parking facility, fence, gate, wall, work of art or other object constituting a physical improvement of real property, or any part of such improvement.

"Noncontributing building" means a structure within a historic district which, in its present condition, does not contribute to the sense of time and place of the immediate area and the district. "Noncontributing building" may include those buildings constructed after the time period featured in a historic district or buildings in which the historical characteristics have been irreparably modified. "Noncontributing building" may also include buildings which, while noncontributing at present, may become contributing through the application of appropriate design criteria.

17.36.030

"Preservation" means the identification, study, protection, restoration, rehabilitation or enhancement of historical resources. (Ord. 94-12 (part), 1994: prior code § 9-4.2203)

17.36.040 Historic resources commission.

For membership and responsibilities see Section 2.24.010. (Ord. 94-12 (part), 1994: prior code § 4.2204)

17.36.050 Designation of historic districts, buildings and sites.

A. Criteria for Designation. For the purposes of this chapter, an improvement may be designated a historic building and property may be designated as a historic site by the city council, and any area within the city may be designated an historic district by the city council pursuant to this section if any one of the following criteria is met:

1. Historical and Cultural Significance.

- a. The structure, property or district proposed for designation is representative of a distinct historical period, type, style, region or way of life;
- b. The structure, property or district proposed for designation is, or contains, a type of building or buildings which was once common but is now rare;
- c. The structure, property or district proposed for designation was connected with someone renowned or important or a local personality;
- d. The structure, property or district proposed for designation is connected with a business or use which was once common but is now rare;
- e. The structure, property or district proposed for designation represents the work of a master builder, engineer, designer, artist or architect whose individual genius influenced his era;
- f. The structure, property or district proposed for designation is the site of an important historic event or is associated with events which have made a meaningful contribution to the nation, state or community; or
- g. The structure, property or district proposed for designation has a high potential of yielding information of archeological interest.

2. Historic, Architectural and Engineering Significance.

- a. The structure, property or district proposed for designation exemplifies a particular architectural style or way of life important to the city;
- b. The structure, property or district proposed for designation exemplifies the best remaining architectural type of a neighborhood; or
- c. The construction materials or engineering methods used in the structure or district proposed for designation embody elements of outstanding attention to architectural or engineering design, detail, material or craftsmanship.

3. Neighborhood and Geographic Setting.

- a. The structure materially benefits the historic character of the neighborhood;
- b. The unique location or singular physical characteristic of the structure or district proposed for designation represents an established and familiar visual feature of the neighborhood, community or city;
- c. The district is a geographically definable area, urban or rural, possessing a significant concentration or continuity of sites, buildings, structures, or objects unified by past events or aesthetically by plan or physical development; or
- d. The preservation of a structure is essential to the integrity of the district.

B. Designation Procedures. Historic districts, buildings or sites shall be designated by the city council in the following manner:

1. Any person may request the designation of an improvement as a historic building or site or the designation of an historic district by submitting an application for such designation to the historic resources commission. The historic resources commission or the city council may also initiate such proceedings on its own motion.

2. The historic resources commission shall conduct a study of the proposed designation and make a preliminary determination, based on such documentation and other information as it may require, whether the building site or district should be considered for historic designation. If the historic resources commission determines that the application

merits consideration, it shall schedule a public hearing before the historic resources commission within thirty (30) days of such determination.

3. The historic resources commission's decision to schedule or not to schedule a public hearing shall be in the sole discretion of the historic resources commission and shall be in writing and shall be filed with the community development department. Notice of the decision shall be given in writing to the applicant. No building, alteration, demolition or removal permit for any improvement, building, structure or site which is proposed to be designated historic or which is within the proposed historic district shall be issued while the public hearing or any appeal related thereto is pending. The decision of the historic resources commission not to hold a public hearing on an application for the designation of a historic district, building, structure or site may be appealed to the city council in accordance with the provisions of Section 17.36.060.

4. Notice of the date, place, time and purpose of the public hearing shall be given by first-class mail to the applicants, owners and occupants of each improvement, building, structure or site at least ten days prior to the date of the public hearing, using the name and address of such owners as shown on the latest equalized assessment rolls, and shall be advertised once in a daily newspaper of general circulation at least ten days prior to the public hearing.

5. At the conclusion of the public hearing, but in no event more than thirty (30) days after the date set for the public hearing the historic resources commission may recommend approval in whole or in part, or denial in whole or in part, of the application. The decision of the historic resources commission shall be in writing and submitted to the city council.

6. The city council, within thirty (30) days after the receipt of the decision of the historic resources commission, shall schedule a public hearing on the application, providing notice in accordance with subdivision (4) of this subsection. Following such

hearing the city council may in whole or in part or by motion may deny the application in its entirety.

7. Failure to send any notice by mail to any property owner whose address is not shown on the latest equalized assessment rolls shall not invalidate any proceeding in connection with the proposed designation. The historic resources commission and city council may also give such other notice as they may deem desirable and practicable.

C. Determinations of Contributing and Noncontributing Buildings. In conjunction with the designation of an historic district, the historic resources commission shall recommend and the city council shall designate all buildings within the proposed district as either contributing or noncontributing. (Ord. 94-12 (part), 1994: prior code § 9-4.2205)

17.36.060 Historic resource permits.

A. Permits Required. An historic resource permit shall be required for any alteration of the exterior features of a building within a designated historic district, or a designated historic building site, or to construct a new building or improvements upon property within a designated historic district. A permit shall not be required for ordinary maintenance and repairs as defined in this section.

Permits for minor improvements including, without limitation, such as repainting in accordance with a color palette approved by the historic resource commission or replacement of minor landscaping features, may be issued by the community development department in accordance with the provisions of Chapter 17.60. Such permit may be approved or submitted, approved with conditions or denied. The community development department, however, may refer any request for a permit to the historic resources commission for consideration within ten days after the application is deemed complete by the community development department. If applicable the applicant shall include the information required by Chapter 17.58 (permit for conditional uses) and Chapter 17.62 (planned unit development).

B. Permit Procedures. An application for a historic resource permit shall be made on a form prescribed by the community development department.

and shall be accompanied by the fees established by resolution of the city council. The application shall include the information required by Section 17.60.020 for site plan review, complete elevation drawings of the proposed alterations, samples of proposed colors and materials, color photographs of all sides of any existing improvement, building or structure on the site, and such other information as may be required by the community development department. If applicable, the application shall include the information required by Chapter 17.58 (permit for conditional uses) and Chapter 17.62 (planned unit development).

If an application is referred to the historic resources commission, it shall be placed on the agenda of the next regular meeting of the historic resources commission.

Applications for permits requiring historic resources commission approval shall be placed on the agenda of the historic resources commission following the determination by the community development department that the application is complete shall be placed on the next regular meeting of the historic resources commission. The commission may approve, approve with conditions, or deny the permit.

C. Deviations From Standards. The historic resources commission is granted the authority to approve deviations from the provisions of this title regarding yard requirements, off-street parking and loading, and signing if the historic resources commission finds that the deviation is necessary to achieve the purposes of this chapter and that the deviation will not mutually and adversely affect the public health, safety and general welfare of the citizens of Hanford.

D. Appeals. (See Chapter 17.70.)

E. Building Permits. Before a building permit shall be issued for any structure, improvement or building proposed as part of the approved historic resource permit application, the building department shall secure written approval from the community development department that the proposed improvements are in conformity with an approved historic resource permit. Before a building, improvement or

structure may be occupied, the community development department shall notify the chief building inspector that the site and such building improvement or structure thereon have been developed in conformity with an approved historic resource permit.

F. Lapse of Permits. An historic resource permit shall lapse and become void one year following the date on which the permit became effective, unless the conditions of approval specify a lesser or greater time or unless, prior to such expiration date, a building permit is issued by the chief building inspector and construction is commenced and diligently pursued toward completion on the site which was the subject of the historic resource permit application. A permit may be renewed for an additional period of one year or for a lesser or greater period provided that, prior to the expiration of the time period granted, an application for renewal of the permit is filed with the community development department. The historic resources commission may approve, approve with conditions, or deny an application for the renewal of a permit.

G. Revocation. Should the holder of a historic resources permit violate any provision of this title or any condition of approval of the historic resources permit, the historic resources permit shall be automatically suspended. The community development department shall provide the holder of the historic resources permit with written notice of the suspension, which notice shall identify the reasons for the suspension and may instruct the holder of the historic resources permit to immediately terminate any and all activities, including, without limitation, construction or renovation work being performed pursuant to the historic resources permit. Within thirty (30) days of the date of the automatic suspension of the historic resources permit, the historic resources commission shall hold a hearing and receive evidence whether the historic resources permit should be reinstated, revoked or whether additional conditions or restrictions should be placed upon the historic resources permit or other actions should be taken by the holder of the historic resources permit in order to ensure compliance with

the provisions of the historic resources permit and this title.

H. Permits to Run With the Land. A historic resource permit granted pursuant to the provisions of this chapter shall run with the land and shall continue to be valid upon a change of ownership of the site or structure which was the subject of the permit application.

I. Penalties for Improvements Without Permits. When any improvements are made or installed to a building improvement or structure in the historic district without the issuance of a historic resource permit the owner of the site and occupant of the building, improvements or structure thereon shall be subject to completing the application process and a penalty fee of double the standard processing fee. (Ord. 94-12 (part), 1994: prior code § 9-4.2206)

17.36.070 Design criteria.

A. Introduction. The design criteria set forth in this section are intended to provide a guidance to both the historic resources commission and property owners regarding the improvements to structures, buildings, improvements or sites designated as historic or located in historic districts.

The design criteria set forth in this section shall be used in evaluating applications for historic resource permits and for other related issues as determined by the community development department.

1. Contributing Buildings. The design criteria shall be used to insure the preservation and enhancement of the historical and architectural characteristics of the historic structures through restoration of those structures. The restoration of a structure to their exact former appearance shall be permitted but not required.

2. Noncontributing Buildings Constructed Prior to 1935. The design criteria shall be used to insure that modifications or alterations do not increase the noncontributing characteristics of the structure. The application of the design criteria to rehabilitate or renovate a structure to become a contributing building shall be encouraged.

3. Noncontributing Buildings Constructed After 1935. The design criteria shall be used to insure that

modifications or alterations to nonconforming structures do not increase the nonconforming characteristics of the structure or do not add to the intrusive character of the structure.

4. New Construction. The design criteria shall be used for new construction to achieve compatibility and harmony with surrounding structures and the historic district.

B. Design Guidelines. The following design guidelines are to be used to formulate plans for the rehabilitation, preservation, and continued use of old buildings consistent with the intent of this chapter. The guidelines apply to buildings of all occupancy and construction types, sizes and materials and to all permanent and temporary construction on the exterior of historic buildings as well as new attached or adjacent construction.

1. Every reasonable effort shall be made to use the building, structure or site for its originally intended purpose or for a compatible use which requires minimum alteration of the building, structure or site.

2. The distinguishing original qualities or character of a building, structure or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural feature should be avoided when possible.

3. All buildings, structures and sites shall be recognized as products of their own time. Alterations which have no historical basis and which seek to create an earlier appearance shall be discouraged.

4. Changes which may have taken place in the course of time are evidence of the history and development of a building, structure or site and its environment. Such changes may have acquired significance in their own right, and this significance shall be recognized and respected.

5. Distinctive stylistic features or examples of skilled craftsmanship which characterize a building, structure or site shall be preserved.

6. Deteriorated architectural features shall be repaired, rather than replaced, wherever possible. If the event replacement is necessary, the new material should match the material being replaced in composition, design, color, texture and other visual qualities.

ties. The repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical or pictorial evidence, rather than on conjectural designs or the availability of different architectural elements from other buildings or structures.

7. The surface cleaning of structures shall be undertaken with the gentlest means possible. Sand-blasting and other cleaning methods which will damage the historic building materials shall not be used.

8. Every reasonable effort shall be made to protect and preserve archeological resources affected by or adjacent to any building, structure or site.

9. Contemporary design for alterations and additions to existing buildings, structures or site shall not be discouraged when such alterations and additions do not destroy significant historical, architectural or cultural material and such design is compatible with the size, scale, color, materials and character of the property, neighborhood or environment.

10. Wherever possible, new additions or alterations to buildings, structures or sites shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the building, structure or site would be unimpaired.

11. Interior features of historical significance, such as stairways, light wells pressed metal ceilings, ornate woodwork, and the like should be integrated into the design of any adaptive use.

C. Rehabilitation Standards. The provisions of this subsection are intended to provide reasonable design for the rehabilitation of historic buildings so that the basic historic and architectural presentation of the buildings is retained and enhanced.

1. Storefronts.

a. Where original old store fronts remain, their appearance should not be altered. Such store fronts should be repaired and preserved. Where store fronts have been altered, the original design should be determined by examining photographs from the period and by investigating any original architectural fabric which remains beneath the changes. As much

original material and detail should be retained in the rehabilitation as possible. Retention of cast iron elements is particularly important for structural and waterproofing reasons. Wood or stone steps, stone sills, and other elements which contribute to the character of store front entries should be preserved.

b. Where most of the existing architectural design dates from an interim remodeling and where such remodeling adds to the historical character of the historic district, rehabilitation may conform to the period of such remodeling and not to the original design.

c. Where the original design cannot be determined or where financial considerations preclude full-scale rehabilitation of a store front which has already been altered, a design which is not a pure rehabilitation but which is in keeping with the design of the rest of the building may be appropriate. The general proportions, materials, colors, rhythm of solids to voids, repetition of design elements, and directional expression (the effect of verticality or horizontally common to the street should be followed in designing new store fronts. The use of materials not in existence when a store front was built should be discouraged in its rehabilitation.

d. The architectural integrity of a buildings storefront in the historic district should be preserved. Accessories, such as light fixtures, which imitate the designs of these eras should be prohibited. Designs appropriate to the years during which the buildings in the historic district were constructed should be encouraged.

e. Canvas awnings are traditional to the historic district and are an acceptable element of store fronts. The size and scale of awnings should be appropriate to the building to which they are attached, based on photographic and documentary evidence. Color choice should be made with discretion. Metal awnings, glass awnings and glass canopies are not in keeping with the prevailing character of the historic district and may be prohibited. To avoid obscuring building elements on the upper stories, canopies and awnings should not be permitted above the ground floor unless documented by photographic evidence.

f. Wooden balconies, canopies and porches are traditional to some buildings within the historic district and are an acceptable element of store fronts where such features can be appropriately documented. The recreation of such elements should be carefully considered to insure that they are a faithful reproduction of original features, based on photographic and documentary evidence. Interim building modifications which in themselves represent an important historic era or architectural style in the development of the area should not, however, be obscured or destroyed in the rebuilding of such features.

2. Windows and Doors.

a. Where they still exist, the original sills, lintels, frames, sash, muntins and glass of windows and transoms should be preserved. The original doorway elements, including sills, lintels, frames and the doors, should also be retained. When they must be replaced, the replacements should duplicate the originals in design and materials.

b. Glass in windows, doors and transoms should be clear, except where documentary evidence indicates the original use of colored glass. Plastic materials should not be used in place of glass. Any existing small paned transoms should not be obscured on the exterior.

c. The original proportions of wall openings should be retained. The blocking of any existing opening to accommodate standard sash and glass sizes, to hide ceilings lowered beneath the tops of existing windows, or for any other reason should not be allowed.

d. Decorative wood or metal lintels, brackets and any other window or doorway trim should be preserved and should be restored where possible.

e. In rehabilitation, the original number of panes in glassed areas should be used.

3. Cornices.

a. Cornices should be restored to their original appearance, using original materials where possible and duplications of the original where necessary. Original materials were wood, plaster or metal.

b. In some instances, duplication of the original cornice using contemporary materials may be neces-

sary, although the use of materials in existence when the original was constructed is the preferred treatment.

c. Where the use of the original materials is not feasible, surviving cornice elements should be retained and repaired. An alternative to full-scale rehabilitation may be the construction of a new cornice of contemporary but sympathetic design in the same design relation to the rest of the building as the original cornice.

d. Where possible, brick corbels should be restored and treated in the same manner as brick wall surfaces.

e. Gutters, downspouts and flashings should be inconspicuous.

4. Roofs.

a. Roofs retaining their original shapes should be maintained. In some cases, where roof shapes have been altered, restoration to original appearance may be possible.

b. Contemporary roofing materials shall be acceptable. Where roofs are visible, roofing materials should be dark. Flashings should be unobtrusive.

c. Pseudo-mansard roofs applied to store fronts should only be considered when photographic evidence indicates the prior existence of such features and should be reconstructed to be consistent with such prior features.

5. Building Materials.

a. Brick.

i. Brick is a dominant building material in the historic district. Brick should be treated and maintained in a manner which will preserve it and should not be treated in a manner which will deface it or accelerate deterioration. Brick should not be covered by synthetic brick or stone, or wood shingles, or wood or aluminum siding, or by synthetic materials of any other kind.

ii. Sandblasting accelerates the deterioration of brick and should not be used. Sandblasting gouges the mortar joints between bricks, admitting water which freezes, expands and breaks the bricks.

iii. Brick may be cleaned by applying mild chemical solvents, by scrubbing with stiff nonfi-

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rous brushes, or by spraying with water under high pressure.

iv. Brick which has already been sandblasted should be treated with clear silicone every two or four years to repel water. However, treating with silicone is not the equivalent of retaining the original glaze.

v. When repainting is necessary to replace deteriorated mortar or to stop water damage, loose mortar should be raked out to a depth of approximately one-half inch to one inch in both vertical and horizontal joints and the brick washed to remove small particles which remain. Joints should not be sawed.

vi. When deteriorating brick must be replaced, replacements should match the old brick in color, texture, size and coursing technique. Mortar should be painted to match existing joints. Replacement brick should be laid in the same bond as the original.

vii. Repainting shall be preferable to cleaning brick which has previously been painted. Painting brick which has not previously been painted is an appropriate way to unify a facade for which the original brick color, size, texture, coursing technique, and mortar appearance cannot be matched in repair work and in which such inconsistency is visually disruptive. The color of paint to be applied to brick surfaces should match as closely as possible the natural color of the brick.

viii. Many of the buildings in the historic district have been stuccoed. Stucco is very difficult to remove from brick, especially soft brick, and therefore its removal is not recommended. Although stucco may be removed laboriously by use of a hammer and chisel, the chisel marks often mark the brick. If wire mesh was attached to the brick to hold the stucco, the mesh may be pulled from the surface of the brick to remove the stucco. The recommended treatment of stuccoed brick is smoothing the surface with a skim coat of stucco, perhaps scoring it to resemble the original brick texture, and painting it a brick color.

b. Wood. Wood is not common as a primary structural material in the historic district. Wood frame accessory features, such as skylights, howev-

er, should be retained as they constitute important elements of the buildings and offer unique opportunities for variation in mass, color and texture. Restoration techniques should be as gentle as possible and should not include sandblasting. Where the replacement of wooden exterior features or portions of such features is necessary, the new structure should be constructed to resemble, as closely as possible, the original structure.

c. Metals. Architectural metals are utilized as an exterior structural element in several buildings within the historic district. They constitute an important architectural feature and should be preserved. Cast iron store front frames should be treated sensitively and covered with a protective paint or sealer. Pressed metal cornice and trim elements should likewise be protected.

D. New Construction Standards. The construction standards proposed in this subsection are based on a combination of existing and historical design elements common to the historic district building materials common and identify the downtown Hanford commercial buildings. The standards will help to assure that new design, while contemporary, will be compatible with the existing building character.

The building design shall be consistent with the historical design elements found on adjacent buildings and the total character of the streetscape.

1. "Wild West" theme construction typified by false front architecture embellished with gingerbread-style detail, board-and-batten siding, and bright colors are not appropriate and shall not be an acceptable building motif.

2. New construction should maintain the continuity of existing rows of buildings or help to establish such continuity. Facades should be constructed at the property line facing the street.

3. The front and side walls of new construction should be parallel to the property lines. Polygonal and circular shaped buildings shall be prohibited.

4. New buildings should be constructed to within ten percent of the average height of the existing adjacent buildings. The maximum height of any new building should be thirty-five (35) feet. The mini-

minimum height should be twenty (20) feet. Sidewalk level commercial spaces should have a minimum ceiling height of ten feet from the floor.

5. Brick is the preferred exterior material for new construction. The color and texture should be similar to that of brick historically used in the city. Stuccoed surfaces may be permitted on a limited basis. The use of wood, synthetics and metal siding shall be prohibited.

6. A new facade should be rectangular in shape and its proportions (width in relation to height) should be consistent or compatible with the proportions of adjacent historic buildings. The principal directional expression of new facades may be horizontal or vertical. Facades of one-story buildings should be organized into three horizontal or vertical bands: store front, solid wall space above the store front, and cornice with or without parapet. Two-story buildings should be organized into three or four horizontal bands: store front, horizontal band (optional), second floor, and cornice (with or without parapet). Such bands should align with those of adjacent buildings.

7. Facades should be organized into three, four or five bays. The directional expression of windows and doors should be vertical, though several vertical elements may be combined to form a horizontal opening.

8. New construction details should approximate the character of historic details found in the historic district. The reproduction of historic building details shall be discouraged, except where the reconstruction of historic buildings may be appropriate.

9. New store fronts should approximate the character of those built in the past within the historic district: the double doors of some of the oldest buildings, the recessed entries with flanking show-cases of the 1880-1940 period, and others which can be photographically documented. Store fronts with recessed entries should be divided into three bands: a transom band, a band of display windows, and a small spandrel or paneled band under display windows. Proportions of store fronts should be consistent with those of historical store fronts. Store fronts should be ten feet high, including the transom band.

Metal store front elements should not leave exposed the natural color of the metal. Dark anodized finishes shall be preferred, as are colors traditionally used in the historic district.

10. Awnings or triangular sidewalk roofs attached above street level store fronts should be encouraged. Mansard, free form, or geometric sidewalk, roofs shall be prohibited.

11. False fronts or parapet walls should conceal roofs from the public view. Mansard, free form, and geometric roof shapes shall be prohibited.

12. The scale of new construction should be harmonious with that of adjacent buildings. Materials, signs and other elements of new construction should be consistent with the scale of similar elements found in adjacent historic buildings.

13. Those sections of the rehabilitation standards set forth in subsection C of this section discussing store front design, canopies, and awnings shall also apply to new construction.

E. General Building Standards. The standards set forth in this subsection should be applied to all alterations or new construction in the historic district.

1. Color.

a. Exterior colors should harmonize with other colors on the same building and on the streetscape. Exterior colors should complement the colors of neighboring buildings and should be selected to be mutually supportive and beneficial to the overall historic character of the streetscape.

b. Where wood or metal surfaces of windows, doors, porches and details, other than cornices, are to be painted, the following colors shall be used. During the early twentieth century, muted colors and earth colors were favored. They included gray, dark brown, dark green, blue gray, beige, brick red, and terra cotta. A slightly grayish-white paint, was frequently used for major surface areas and for detail. This grayish-white is an appropriate choice for window sash and frames and for other details. In some instances, black or dark gray may be appropriate for the fixed window or door frame. If the original color of a cornice cannot be determined

grayish-white, buff or sandstone color are preferred choices.

c. Where brick has been painted, repainting in a color which approximates that of the natural brick is appropriate. Mortar joints might also be suggested in a color approximating the natural color of the mortar (not a pure white). Depending on the paint history of a building, grayish-white paint may be an acceptable alternative for the facade. Where brick was unpainted and remains unpainted, the use of paint on the exterior shall be discouraged, since unpainted brick is a strong design tradition in the historic district.

d. Paint colors which were not produced or used during the early twentieth century should be discouraged in the historic district. Bright, new colors are to be avoided, even when used sparingly.

2. Signs.

a. General Requirements. Signs shall be designed to contribute to the quality of the historic commercial environment. Within the historic district, each business shall be limited to one primary sign, except those businesses on corners which may have a sign on each street. Each business may also appropriately establish one sign directly lettered onto the window glass or the glass in the doors.

Signs in the historic district shall be pedestrian oriented in size and shape. Graphics shall be simple and bold. Signs shall be flush with the wall since they usually complement architectural elements more effectively than projecting sign. Symbolic, three-dimensional signs (such as a barber pole or a pawn shop symbol) shall be encouraged. Paper signs attached to the interiors or exteriors of store windows shall be discouraged, except where temporary presentation for public notice requires such treatment.

The height of new signs shall not extend above the window sills of the second floor. Signs on one-story buildings shall not project above the cornice line, and all roof-mounted signs shall be precluded.

b. Area of Permanent Signs.

i. Each ground floor tenant may have a maximum of one square foot of signage for each linear foot of business establishment on his primary front-

age (that portion of the building occupied by the business which faces a street and contains the main entrance), with a twenty-five (25) square foot minimum sign area, regardless of the width of such primary frontage.

ii. Each ground floor tenant may have a maximum of one-half square foot of signage for each linear foot of secondary frontage (that portion of the building occupied by the business and facing an alley, street, adjacent building, parking lot, or the like).

iii. Each ground floor tenant may have one sign located at each entrance attached below the marquee or canopy which shall not exceed six square feet per sign face and with a minimum ground clearance of seven feet above the sidewalk grade. Such sign shall not count against the maximum sign area allowed for a business frontage.

iv. Each basement and second and third story tenant may have painted window signs at a maximum of thirty (30) percent of the businesses' total window area on a given frontage.

v. Each basement and second and third story tenant may also use the awning skin above his businesses' windows for signage based on thirty (30) percent of the window area.

vi. Basement and second and third story tenants may use a maximum of fifty (50) percent of the entrance door area (the street entrance leading up to the second story) for a directory type sign to be placed on the door or on the wall beside the door.

vii. Where second stories are occupied by only one tenant, the tenant may use the skirt of the awning above the entrance door (the street entrance leading up to the second story) for signage.

viii. Multi-tenant buildings or businesses within a row of buildings shall be permitted a directory type sign located on a building with each business allowed up to an eight-inch by thirty-six (36) inch sign per directory. Such a sign will not count against the maximum sign allowance for the business frontages.

ix. Pole signs shall not be permitted except under special circumstances where a sign on a building is

not appropriate and where such is approved by the historic resources commission.

c. Temporary signs.

i. Each building tenant may use one of the following two types of temporary signs, but not both at the same time:

(A) Basement, ground and second and third story tenants may use a maximum of twenty-five (25) percent of their total window area along a single frontage for temporary signage. Such promotional or sale signs shall only be used for a period of seven consecutive days per month with at least a thirty (30) day period between sign displays. Such signs shall be of professional quality.

(B) Each building tenant shall be permitted to use one portable sign only on Fridays and Saturdays which sign is a maximum of three and one-half feet high and two feet wide. Such signs shall be placed immediately adjacent to the building and not next to the curb or anywhere else in the sidewalk area. Portable signs shall be removed and placed inside the business each afternoon or early evening on Fridays and Saturdays before the business closes.

ii. Commercial banner type signs on buildings or store fronts shall be prohibited except for grand openings and community events. Such signs shall only be used for a period of fourteen (14) days and then be removed. Such signs shall be of professional quality.

Except for dealerships of cars, trucks, motorcycles, recreational vehicles and boats, and temporary parking lots sales which require outdoor display, canvas, plastic, cloth, paper or other types of banners or streamers suspended across private property, buildings or structures shall not be permitted. "Grand Opening" banners are permitted as stated above.

d. Brand Names or Product Signs. Registered trademarks, the portrayal of specific commodities, or signs advertising an individual brand of products shall not exceed ten percent of the total sign area. If the trademark or commodity represents the principal activity conducted, the historic resources commission may allow a maximum of twenty-five (25) percent of the total sign area for trademark use. The

graphics for such signs are encouraged to be representative of the time period of 1890-1930 in order to conform with the historic district's era.

e. Sign Lettering Styles. The lettering style of all signs shall be clear, bold and legible and shall conform to one of the historic district lettering styles as adopted by resolution of the historic resources commission.

f. Sign Approval Process. All signs prior to their use and installation shall require a permit and shall be approved by the historic resources commission for consistency with this chapter without limitation in color, lettering style, quality and size.

g. Deviations From Sign Standards. The historic resources commission is granted the authority to approve deviations from the provisions of this section as allowed pursuant to Section 17.36.060(C).

3. Roof-Mounted Equipment. Roof-mounted equipment should be located so that it is not generally visible from the adjoining streets or alleys and does not detract from the lines of the building.

4. Energy Conservation. The conservation of energy should be considered in the review of building rehabilitations so that within the historical context of a building the conservation of energy resources is maximized.

5. Additional Design Criteria. The historic resources commission may adopt, by resolution, such additional design criteria as may be desirable to further implement and clarify this section. Such criteria shall be consistent with the purposes and intent of this chapter.

6. Other Provisions. The following rules and regulations are incorporated by this reference into the design criteria set forth in this section:

a. The Secretary of the Interior Standards of Rehabilitation and Guidelines for Rehabilitating Historic Buildings;

b. California Administrative Code, Title 14, Part 8: State Historical Building Code. (Ord. 96-22 § 1 (part), 1996; Ord. 94-12 (part), 1994: prior code § 9-4.2207)

17.36.080 Demolition of historic structures.

A. Notices Required. The demolition, wholly or

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partially, of a contributing building in a historic district or a designated historic building shall be prohibited unless the property owner of such structure gives the historic resources commission one hundred eighty (180) days' prior written notice that such demolition is planned for such structure. Subject to the provisions of subsection B of this section, no application to the city for a permit to carry out such demolition shall be accepted during said one hundred eighty (180) day notice period. Following the receipt of such notice, the historic resources commission may take such steps as it determines are necessary to preserve the structure concerned. The commission, among other things, may:

1. Seek local trusts and other financial sources which may be willing to purchase the structure for restoration;
2. Publicize, with the owner's consent, the availability of the structure for purchase for restoration purposes;
3. Make recommendations to the city council concerning the acquisition of development rights or facade easements and the imposition or negotiation of other restrictions for the preservation of the structure;
4. Investigate possible sites for the relocation of the structure; and
5. Recommend to the city council that the city purchase the structure pursuant to a development plan where it does not appear that private preservation is feasible.

B. Waivers of Notices.

1. The historic resources commission, upon the request of the property owner, may waive the requirement of one hundred eighty (180) days' prior written notice if the action planned for the structure involves:
 - a. An emergency repair to, or removing an unsafe condition of, the structure; or
 - b. The relocation of the structure to a site approved by the historic resources commission; or
 - c. Relief of extreme financial hardship to the owner of the structure as set forth in Section 17.36.120.

2. A request by a property owner for the waiver of a notice shall be considered by the historic resources commission at its next regular meeting after the filing of such request in writing with the community development department; however, if the request is filed within ten days of the next regular meeting of the historic resources commission, the request shall be placed on the agenda of the historic resources commission's second regular meeting following the filing of the request.

3. A decision of the historic resources commission not to waive the notice may be appealed to the city council in accordance with Section 17.36.060(D)(3). (Ord. 94-12 (part), 1994: prior code § 9-4.2208)

17.36.090 Substandard buildings.

The chief building inspector or the fire marshal shall notify the historic resources commission whenever such official declares a designated historic building or structure within a historic district to be a substandard or dangerous building.

Upon the receipt of notice from the chief building inspector or the fire marshal, the historic resources commission shall evaluate the historic and architectural merit of the structure and shall provide recommendations to the chief building inspector within thirty (30) days. (Ord. 94-12 (part), 1994: prior code § 9-4.2209)

17.36.100 Ordinary maintenance and repairs.

Nothing in this chapter shall be construed to prevent the ordinary maintenance or repair of any exterior architectural feature in or on any property subject to by this chapter which maintenance or repair does not involve a change in the design, material, color or external appearance thereof, nor shall this article prevent the construction, reconstruction, alteration, restoration, demolition or removal of any such feature when the chief building inspector certifies to the historic resources commission that such action is required for the public safety due to an unsafe or dangerous condition which cannot be rectified through the use of the Historical Building

Code of the state of California. (Ord. 94-12 (part), 1994: prior code § 9-4.2210)

17.36.110 Duty to keep in good repair.

The owner, occupant or other person in actual charge of a designated historic building or site, structure or building in an historic district shall keep in good repair all of the exterior portions of such site, improvement, building or structure, and all interior portions thereof whose maintenance is necessary to prevent the deterioration and decay of any exterior architectural feature. (Ord. 94-12 (part), 1994: prior code § 9-4.2211)

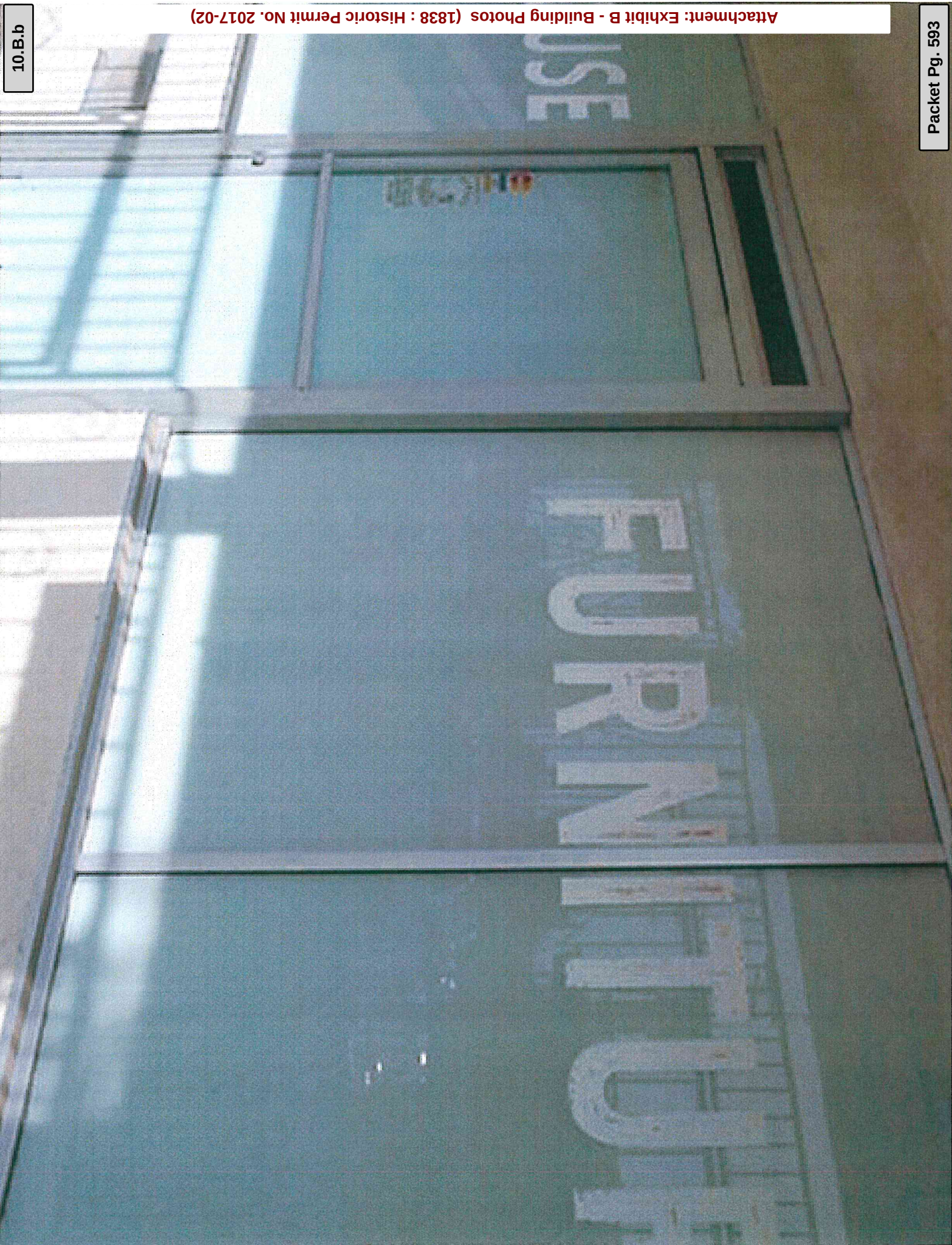
17.36.120 Evidence of hardship.

The historic resources commission or city council may approve an application for a permit to carry out any proposed work in an historic district or on a historic site, structure or building if the applicant presents clear and convincing evidence of facts demonstrating to the satisfaction of the historic resources commission or city council that denial or the application will work immediate and substantial hardship on the applicant because of conditions peculiar to the particular building, structure or site or other feature involved, and that the approval of the application will be consistent with the purposes of this title. If a hardship is found to exist under this section, the historic resources commission or city council shall make written findings to that effect. (Ord. 94-12 (part), 1994: prior code § 9-4.2212)







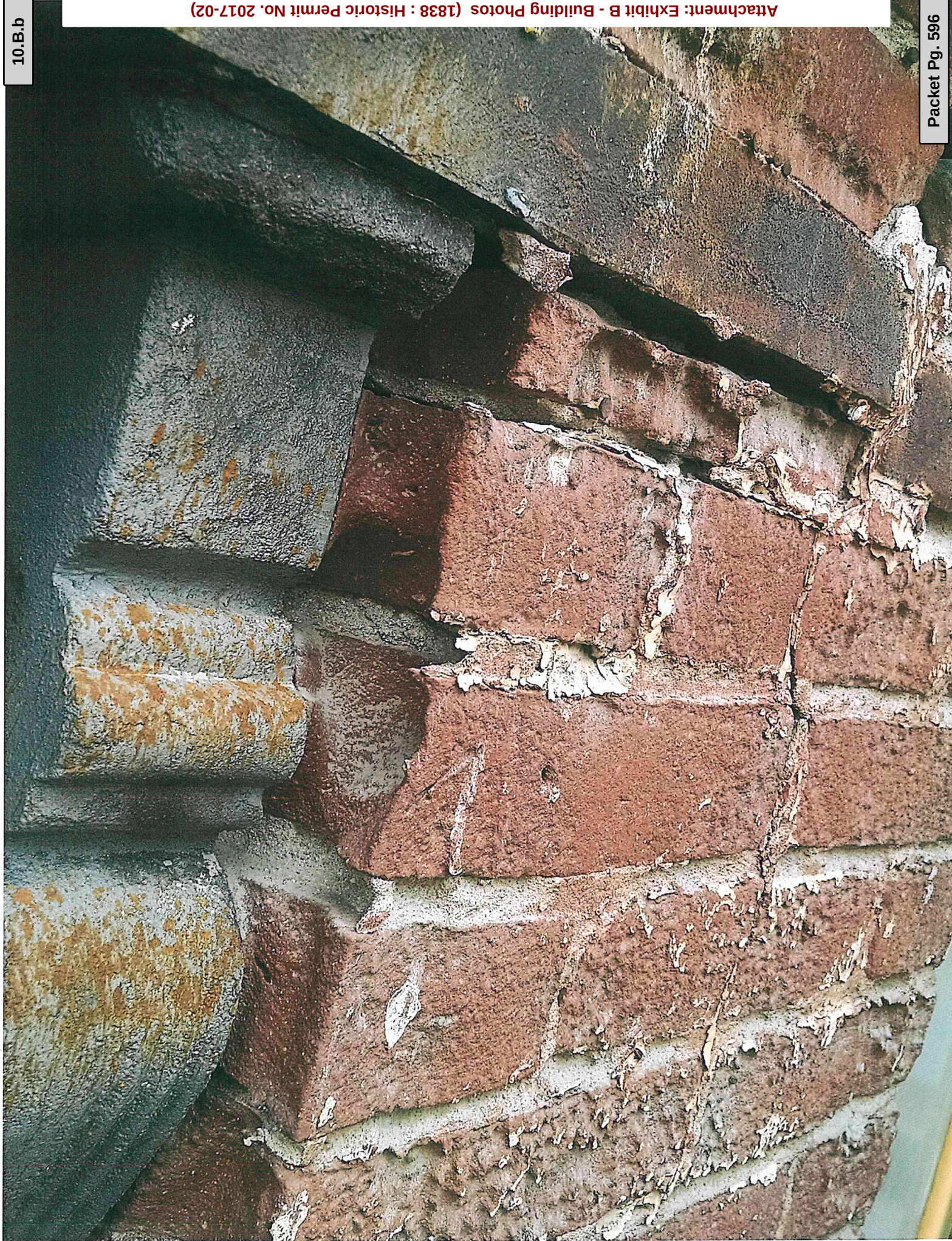


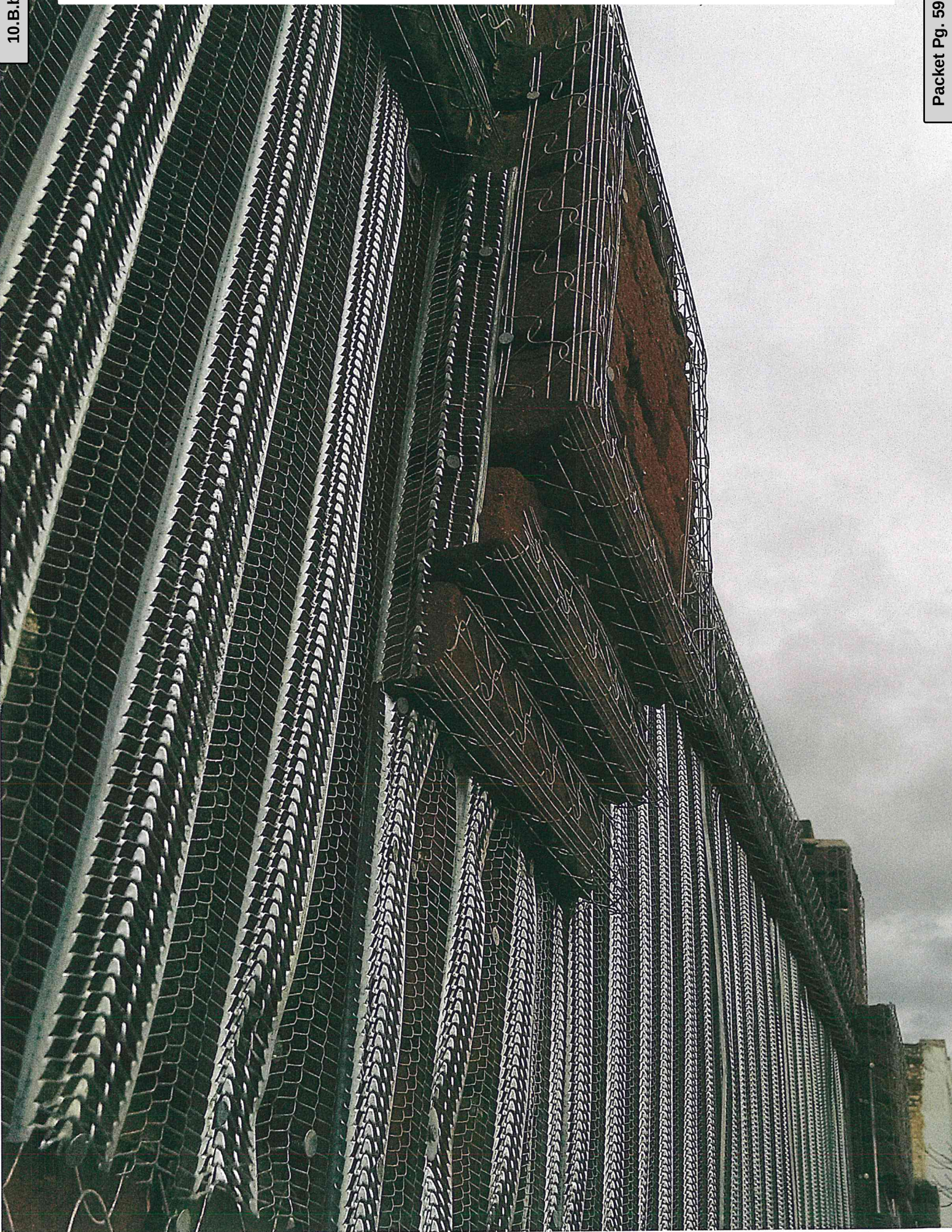


10.B.b



Packet Pg. 595





RESOLUTION 17-06-R

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD
APPROVING HISTORIC RESOURCES PERMIT NO. 2017-02 TO ALLOW THE
ALTERATION OF THE EXTERIOR OF A BUILDING LOCATED AT 106 E.
SIXTH STREET WITHIN THE HISTORIC RESOURCES COMBINING
DISTRICT AND DESIGNATED AS A CONTRIBUTING BUILDING. (APN 012-
046-013).**

At a regular meeting of the City Council of the City of Hanford duly called and held on February 21, 2017, at 7:00 p.m. in the Council Chambers of the Civic Auditorium, it was moved by Council Member _____, and seconded by Council Member _____, and duly carried, that the following resolution be adopted:

WHEREAS, an application, filed by Mark Parker for Historic Resources Permit No. 2017-02, was presented to the City Council; and

WHEREAS, the proposed project is located at 106 E. Sixth Street, between Douty and Harris Streets (APN 012-046-013); and

WHEREAS, the City Council of the City of Hanford, at a regular meeting on February 21, 2017, reviewed the request for Historic Resources Permit No. 2017-02; and

WHEREAS, the City of Hanford reviewed the application for the Historic Resources Permit No. 2017-02 and found that the application is consistent with Section 17.36 of the Hanford Municipal Code and that the approval of a historic resources permit will allow private investment in the Downtown, enhance the property values and preserve to the extent possible historic elements of the building; and,

WHEREAS, Section 15301 of the California Environmental Quality Act Guidelines categorically exempts "Existing Structures" from Environmental Review; and

THEREFORE, BE IT RESOLVED that the City Council of the City of Hanford hereby approves Historic Resources Permit No. 2017-02, subject to the following conditions:

1. That approval of this project does not exempt compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, fees, or other City Ordinances.
2. That the alterations to the exterior be completed in accordance with the proposed changes, minor changes may be approved by the Community Development Director.
3. That the colors of the exterior of the building comply with approved colors in the Hanford Municipal Code Section 17.36.
4. That all exterior architectural elements not detailed on the plans be finished in a style and in materials in harmony with the proposed exterior of the proposed building.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Hanford hereby approves Historic Resources Permit No. 2017-02. Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on February 21, 2017, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

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

I, JENNIFER GOMEZ, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 21st day of February, 2017.

Date: _____

APPROVED: _____
DAVE AYERS
MAYOR of the City of
Hanford

ATTEST: _____
JENNIFER GOMEZ
CITY CLERK

Attachment: CC Resolution 17-06-R (1838 : Historic Permit No. 2017-02)

Notice of Exemption 2017-04

Appendix E

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

From: City of Hanford (Planning Division)
317 North Douty Street
Hanford, CA 93230

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

Project Title: Site Plan Review No. 2016-17

Project Location – 106 E Sixth Street
APN: 012-046-013

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

Description of Nature, Purpose and Beneficiaries of Project: Alternation of the exterior of a building within the Historic Resources Combining District.

Name of Public Agency Approving Project: City of Hanford

Name of Person or Agency Carrying Out Project: Mark Parker

Exempt Status: **(check one)**

- ☐ Ministerial (Sec. 21080(b)(1); 152698);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269 (a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption: State type and section number: Infill Development, Section 15301.
- ☐ Statutory Exemption. State code number:

Reasons why project is exempt:

The project is the alteration of the exterior of an existing structure and it consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations

Lead Agency

Contact Person: Darlene R. Mata Area Code/ Telephone: (559) 585-2590

Signature: _____ Date: February 16, 2017 Title: Community Development Director

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

Attachment: Notice of Exemption (1838 : Historic Permit No. 2017-02)



AGENDA STAFF REPORT

MEETING DATE: 2/21/2017

AGENDA SECTION: C

SUBJECT:

Public Works: Award the Fire Station No. 3 Design Build contract to Carvalho Construction of Hanford, for \$2,300,000.00; establish a contingency of \$100,000.00; and appropriate an additional \$91,205.00 from Accumulated Capital Outlay Reserves.

RECOMMENDATION:

That the Council, by motion:

1. Award the Fire Station No. 3 Design Build contract to Carvalho Construction of Hanford, for \$2,300,000.00.
2. Establish a contingency of \$100,000.00.
3. Appropriate an additional \$91,205.00 from Accumulated Capital Outlay Reserves.

BACKGROUND:

Per council direction, staff conducted a Request for Qualifications("RFQ") / Request for Proposals ("RFP") process for the design build of Fire Station No. 3 Construction Project. An RFQ was circulated with 8 teams responding. Staff evaluated the proposals and conducted interviews and narrowed the firms approved to present an RFP to three.

Only two firms submitted proposals for the project. The Carvalho Construction proposal was \$2,300,000.00 and B.J. Perch's proposal was \$3,376,645.00. The main difference between the proposals was a requirement under California Law requiring design build projects to use a skilled workforce. That significantly limited the number of sub-contractors that were interested in submitting on the proposal.

This project includes the design and construction of a 5395 square foot station including all site work and utilities.

The contract identifies a schedule that shows July 2018 as the occupancy of the structure.

FISCAL IMPACT:

The Council previously identified the following funds to pay for Station No. 3 construction:

Fire Impact Fees	\$617,000
County PTAF Settlement	\$ 471,304
SB90 Reimbursment	\$791,646
Sale of KART property	\$428,845

An additional appropriation of \$91,205.00 from Accumulated Capital Outlay Reserves is necessary to fully fund this project.

ATTACHMENTS:

Carvalho Final Contract

CITY OF HANFORD

THIS DESIGN/BUILD AGREEMENT (“CONTRACT”) is made and entered into by and between the City of Hanford, a municipal corporation, ("City") and Carvalho Construction Inc. ("Design-Build Entity").

Recitals

WHEREAS, City has solicited proposals for design and construction of a public work of improvement known as the **Fire Station 3** ("Project"); and

WHEREAS, in response to such solicitation, Design-Build Entity has submitted a bid to construct the Project; and

WHEREAS, City has determined that Design-Build Entity's proposal meets all the requirements; and

WHEREAS, the City Council; has awarded this Contract to Design-Build Entity and has authorized the Director of Public Works to execute this Contract on behalf of the City.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

Agreement

ARTICLE I. -- For and in consideration of the payments and agreements hereinafter mentioned to be made and performed by City, and under the conditions expressed in the Performance Bond and the Payment Bond required of the Design-Build Entity by the Specifications hereinafter mentioned, the Design-Build Entity agrees with the City, at the Design-Build Entity's own cost and expense, to do all the work and furnish all the labor, materials, and equipment, except such as are mentioned in the Scoping Documents to be furnished by the City, necessary to construct and complete, in accordance with the said Scoping Documents and General and Supplementary Conditions, hereinafter mentioned, in a good and workmanlike manner and to the satisfaction of Director of Public Works, all the works and improvements described, mentioned and set forth in the said Scoping Documents and General and Supplementary Conditions on file in the office of the Department of Public Works of said City, which said Scoping Documents and General and Supplementary Conditions, and also in accordance with the City's Standard Specifications, dated April 2006 with revisions through date of advertisement, and all the requirements set forth in the aforementioned documents to each of which are hereby specifically referred to and by such reference made a part hereof, and all of which taken together with this document shall be known and referred to as "the Contract".

ARTICLE II. – The City hereby promises and agrees with the said Design-Build Entity to employ, and does hereby employ the said Design-Build Entity to provide the labor, equipment, and materials and to do the work according to the terms and conditions herein contained and referred to, for the prices hereinafter set forth, and hereby contracts to pay the same at the time, in the

manner and upon the conditions herein set forth; and the said parties for themselves, their heirs, executors, administrators, successors and assigns, do hereby agree to the full performance of the covenants herein contained.

ARTICLE III. – It is further expressly agreed by and between the parties hereto that the general prevailing rate of per diem wages and the general prevailing rate for holiday and overtime work in this locality for each craft, classification, or type of worker needed to execute this Contract is that ascertained by the Department of Industrial Relations of the State of California, copies of which are on file in the office of the Department of Public Works, which shall be made available for inspection to any interested party on request, which said rates are hereby made a part hereof, incorporated herein by reference as though set forth in full. The holidays upon which such rates shall be paid shall be all holidays recognized in the collective bargaining agreement applicable to the particular craft, classification or type of worker employed on the Project.

ARTICLE IV. – Design-Build Entity hereby commits to use, and require all subcontractors to use, a skilled and trained workforce pursuant to Public Contract Code Section 22164.

ARTICLE V. – By my signature hereunder, as Design-Build Entity, I certify that I am aware of the provisions of Section 3700 of the Labor Code, which require every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that Code, and I will comply with such provisions before commencing the performance of the work of this Contract.

ARTICLE VI. – Design-Build Entity agrees to receive and accept the following prices as full compensation for furnishing all labor, equipment, and materials and for doing all the work contemplated and embraced in this Contract; also for all loss or damage, arising out of the nature of the work aforesaid, or from the action of the elements, or from any unforeseen difficulties or obstructions that may arise or be encountered in the prosecution of the work until its acceptance by the City Council, and for all risks of every description connected with the work; also for all expenses incurred by or in consequence of the suspension or discontinuance of work and for well and faithfully completing the work, and the whole thereof, in the manner and according to the Project Plans and Project Manual, and the requirements of the Engineer under them, to wit:

Exhibit "A", the Request for Proposals response is attached hereto and made a part hereof.

Project Name

Contract No. Account #

Item No.	Item Code	Item Description	Unit of Measure	Estimated Quantity	Unit Price	Item Total
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
Total Price				2,300,000.00		

TOTAL PRICE (Written Out)

Two Million Three Hundres Thousand Dollars & 0/100 Cents

^(F) Denotes Final Pay Quantity

^(S) Denotes Specialty Item

Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)

ARTICLE VI. – Pursuant to the terms and conditions set forth in Public Contract Code Section 22300, the Design-Build Entity may elect to receive 100% of payments due under this Contract from time to time, without retention of any portion of a progress payment by City, by depositing securities of equivalent value with the City, or with a state or federally chartered bank in California as the escrow agent. Such substitution of securities in lieu of retention shall be at the Design-Build Entity's request and at the Design-Build Entity's sole expense. Said securities if deposited by the Design-Build Entity, shall be valued by the City, whose decision on valuation of the securities shall be final.

ARTICLE VII. – In accordance with Section 2778 of the Civil Code, Design-Build Entity shall defend, indemnify, with counsel approved by the City, and hold harmless City and Engineer (including their inspectors, project managers, trustees, officers, agents, members, employees, affiliates, consultants, subconsultants, and representatives), and each of them, of and from any and all claims, demands, suits, causes of action, damages, costs, expenses, losses, or liability, in law or in equity, of every kind and nature whatsoever (including without limitation attorneys' fees, experts' fees, and other costs and fees of litigation arising out of, or in connection with, Design-Build Entity's performance of this Contract, including but not limited to:

1. Personal injury (including, but not limited to, bodily injury, emotional injury or distress, sickness, or disease) or death to persons, including, but not limited to, any employees or agents of Design-Build Entity, City, Engineer, or any subcontractor, or damage to property of anyone (including loss or use thereof), caused or alleged to be caused in whole or in part by any negligent act or omission of Design-Build Entity, City, or Engineer, or anyone directly or indirectly employed by them, or anyone for whose acts they may be liable;
2. Penalties threatened, sought, or imposed on account of the violation of any law, order, citation, rule, regulation, standard, ordinance, or statute, caused by the action or inaction of Design-Build Entity;
3. Alleged infringement of any patent rights that may be brought arising out of Design-Build Entity's performance or work;
4. Claims and liens for labor performed or materials used or furnished to be used on the work, including all incidental or consequential damages from such claims or liens;
5. Design-Build Entity's failure to fulfill any of the covenants or obligations set forth in this Contract;
6. Failure of Design-Build Entity to comply with the provisions of this Contract relating to insurance; and
7. Any violation or infraction by Design-Build Entity of any law, order, citation, rule, regulation, standard, ordinance, or statute in any way relating to the occupational health, or safety of employees.
8. The indemnities set forth in this section shall not be limited by the insurance requirements set forth in this Contract.

Design-Build Entity's indemnification of City will not include indemnification for claims which arise as a result of the sole negligence or willful misconduct of City, its officers, employees, agents, servants, or independent contractors who are directly responsible to City, or for defects in design furnished by any such persons.

ARTICLE VIII -- Each party to this Contract represents and warrants that no promise, inducement or agreement not expressed herein has been made to it in connection with this Contract and that this Contract contains the entire agreement between the parties and supersedes any previous agreements, negotiations, promises, or understandings between them.

Additionally, it is expressly understood and agreed that this Contract may not be altered, amended, or modified, except by a writing duly executed by the parties hereto.

ARTICLE IX -- This Contract shall be governed by the laws of the State of California.

ARTICLE X -- In the event that suit shall be brought by either party to this Contract, the parties agree that venue shall be exclusively vested in the state courts of the County of Kings, or where otherwise appropriate, exclusively in the United States District Court, Eastern District, Fresno, California.

ARTICLE XI -- If any one or more of the provisions contained in this Contract is deemed by a court of law of competent jurisdiction to be invalid, illegal, or unenforceable, in any respect, the validity, legality, and enforceability of the remaining provisions contained herein shall not in any way be affected or impaired thereby, and shall remain in full force and effect.

ARTICLE XII -- Design-Build Entity agrees that waiver by City of any breach or violation of any term or condition of this Contract shall not be deemed to be a waiver of any other term or condition contained herein or a waiver of any subsequent breach or violation of the same or any other item or condition. The acceptance by City of the performance of any work or services by Design-Build Entity shall not be deemed to be a waiver of any term or condition of this Contract.

EXECUTED on the day and year last written below at Hanford, California.

CITY OF HANFORD

By: _____
JUSTIN MENDES
Mayor Dated: _____

By: _____
JENNIFER GOMEZ
City Clerk Dated: _____

Carvalho Construction Inc

By: _____
Name: Kevin Nickell
(Printed)
Title: CFO
(Printed)
Dated: ~~1/31/2017~~ 2/7/17

Licensed in accordance with and
Providing for the registration of
Design-Build Entitys, License No. 852103

Company: Carvalho Construction Inc

Federal Employer Identification Number: 20-5128168

PERFORMANCE BOND

(To Accompany Contract)

PREMIUM IS FOR CONTRACT TERM
AND IS SUBJECT TO ADJUSTMENT
BASED ON FINAL CONTRACT PRICE
EXECUTED IN DUPLICATE
Bond No. RCB0005511
PREMIUM: \$26,500.00

KNOW ALL MEN BY THESE PRESENTS,

THAT WHEREAS, the City of Hanford has awarded to CARVALHO CONSTRUCTION, INC., as principal, hereinafter designated as the "Design-Build Entity," a Contract for the work described as follows:

City of Hanford Fire Station No. 3

AND WHEREAS, the Design-Build Entity is required to furnish a bond in connection with said Contract guaranteeing the faithful performance thereof;

NOW THEREFORE, we the undersigned Design-Build Entity and Surety are held and firmly bound unto the City of Hanford in the sum of 100% of the Total Amount of Design-Build Entity's Bid in the amount of Two Million Three Hundred Dollars (\$2,300,000.00), for Thousand AND 00/100 which payment, well and truly to be made, we bind ourselves, our heirs, executors, and administrators, successors, or assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH,

that if the above bounden Design-Build Entity, its heirs, executors, administrators, successors, or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions, and agreements in the foregoing Contract and any alteration thereof made as therein provided, on Design-Build Entity's part to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City of Hanford, its officers, employees, and agents, as therein stipulated, then this obligation shall become and be null and void; otherwise it shall be and remain in full force and effect.

As a condition precedent to the satisfactory completion of said Contract, the above obligation in said amount shall hold good for a period of one (1) year after the completion and acceptance of the said work, during which time if the above bounden Design-Build Entity, its heirs, executors, administrators, successors, or assigns shall fail to make full, complete, and satisfactory repair and replacement or totally protect the said City from loss or damage made evident during said period of one (1) year from date of acceptance of the work by City's City Council, and resulting from or caused by defective materials or faulty workmanship in the prosecution of the work done, the above obligation in the said sum shall remain in full force and effect. However, anything in this paragraph to the contrary notwithstanding, the obligation of the Surety hereunder shall continue so long as any obligation of the Design-Build Entity remains.

The said Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of the Contract, or to the work to be performed thereunder, or the specifications accompanying the same, shall, in any way, affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration, or addition to the terms of the Contract, or to the work or to the specifications. Said Surety hereby waives the provisions of Section 2819 and 2845 of the Civil Code of the State of California.

IN WITNESS WHEREOF, we have hereunto set our hands and seals on this day of
FEBRUARY 1, _____ AD, 2017.

Carvalho Construction Inc

(SEAL)

BY:

KEVIN L. NICKELL, SECRETARY

Name of Surety

CONTRACTORS BONDING AND INSURANCE COMPANY

Note: Signatures of those
executing for the Surety must
be properly acknowledged

By:

Mark D. Iatarola

Attorney-In-Fact, MARK D. IATAROLA

● **IMPORTANT NOTICE** ●

*Surety companies executing BONDS must appear on the Treasury
Department's most current list (Circular 570 as amended) and be
authorized to transact business in the State where the project is located.*

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of SAN DIEGO)

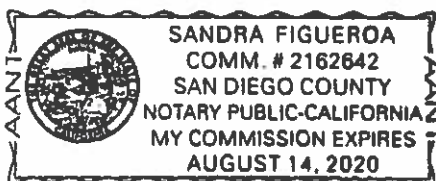
On 2/1/2017 before me, SANDRA FIGUEROA, NOTARY PUBLIC
Date Here Insert Name and Title of the Officer

personally appeared MARK D. IATAROLA
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Sandra Figueroa
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: MARK D. IATAROLA

☐ Corporate Officer — Title(s): _____

☐ Partner — ☐ Limited ☐ General

☐ Individual ☒ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer Is Representing: _____

Signer's Name: _____

☐ Corporate Officer — Title(s): _____☐ Partner — ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer Is Representing: _____



9025 N. Lindbergh Dr. | Peoria, IL 61615
Phone: (800)645-2402 | Fax: (309)689-2036

POWER OF ATTORNEY

RLI Insurance Company

Contractors Bonding and Insurance Company

Know All Men by These Presents:

That this Power of Attorney is not valid or in effect unless attached to the bond which it authorizes executed, but may be detached by the approving officer if desired.

That this Power of Attorney may be effective and given to either or both of **RLI Insurance Company** and **Contractors Bonding and Insurance Company**, required for the applicable bond.

That **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, each Illinois corporations (as applicable), each authorized and licensed to do business in all states and the District of Columbia do hereby make, constitute and appoint:

Mark D. Iatarola, Michelle M. Basuil, John Maloney, Helen Maloney, Jisselle Marie Sanchez, jointly or severally

in the City of Escondido, State of California, as Attorney in Fact, with full power and authority hereby conferred upon him/her to sign, execute, acknowledge and deliver for and on its behalf as Surety, in general, any and all bonds, undertakings, and recognizances in an amount not to exceed Ten Million Dollars (\$10,000,000.00) for any single obligation.

The acknowledgment and execution of such bond by the said Attorney in Fact shall be as binding upon this Company as if such bond had been executed and acknowledged by the regularly elected officers of this Company.

RLI Insurance Company and **Contractors Bonding and Insurance Company**, as applicable, have each further certified that the following is a true and exact copy of the Resolution adopted by the Board of Directors of each such corporation, and now in force, to-wit:

"All bonds, policies, undertakings, Powers of Attorney or other obligations of the Corporation shall be executed in the corporate name of the Corporation by the President, Secretary, any Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or Agents who shall have authority to issue bonds, policies or undertakings in the name of the Corporation. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the Corporation. The signature of any such officer and the corporate seal may be printed by facsimile or other electronic image."

IN WITNESS WHEREOF, **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, as applicable, have caused these presents to be executed by its respective Vice President with its corporate seal affixed this 22nd day of November, 2016.

RLI Insurance Company
Contractors Bonding and Insurance Company

B. H. W. Davis

Barton W. Davis

Vice President

State of Illinois
County of Peoria

} SS



On this 22nd day of November, 2016, before me, a Notary Public, personally appeared Barton W. Davis, who being by me duly sworn, acknowledged that he signed the above Power of Attorney as the aforesaid officer of the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, and acknowledged said instrument to be the voluntary act and deed of said corporation.

CERTIFICATE

I, the undersigned officer of **RLI Insurance Company**, and/or **Contractors Bonding and Insurance Company**, each Illinois corporations, do hereby certify that the attached Power of Attorney is in full force and effect and is irrevocable; and furthermore, that the Resolution of the Company as set forth in the Power of Attorney, is now in force. In testimony whereof, I have hereunto set my hand and the seal of the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company** this 1ST day of FEBRUARY, 2017.

RLI Insurance Company
Contractors Bonding and Insurance Company

B. H. W. Davis

Barton W. Davis

Vice President

Jacqueline M. Bockler
Jacqueline M. Bockler Notary Public



PAYMENT BOND (Section 3247, Civil Code)*(TO ACCOMPANY CONTRACT)*

PREMIUM INCLUDED IN PERFORMANCE BOND

EXECUTED IN DUPLICATE
Bond No. RCB0005511

KNOW ALL MEN BY THESE PRESENTS,

THAT WHEREAS, the City of Hanford has awarded to Carvalho Construction Inc_____, as principal, hereinafter designated as the "Design-Build Entity," a Contract for the work described as follows:

**City of Hanford
Fire Station No. 3**

AND WHEREAS, the Design-Build Entity is required to furnish a bond in connection with said Contract to secure the payment of claims of laborers, mechanics, materialmen, and other persons as provided by law;

NOW THEREFORE, we the undersigned Design-Build Entity and Surety are held and firmly bound unto the City of Hanford in the sum of 100% of the Total Amount of the Design-Build Entity's Bid in the amount of Two Million Three Hundred Thousand AND 00/100 Dollars (\$2,300,000.00), for which payment, well and truly to be made, we bind ourselves, our heirs, executors, and administrators, successors, or assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH,

that if said Design-Build Entity, its heirs, executors, administrators, successors, or assigns, shall fail to pay any of the persons named in Civil Code Section 3181, or amounts due under the California Unemployment Insurance Code with respect to work or labor performed by any such claimant, or any amounts required to be deducted, withheld and paid over to the Franchise Tax Board from the wages of employees of the Design-Build Entity and its subcontractors pursuant to Section 18806 of the California Revenue and Taxation Code, with respect to such work and labor, that the Surety or Sureties herein will pay for the same in an amount not exceeding the sum specified in this bond, otherwise the above obligation shall be void.

The bond is issued pursuant to Civil Code Sections 3247 through 3252, inclusive, of the State of California, and shall inure to the benefit of any and all persons, companies, and corporations named in Section 3181 of said Civil Code so as to give a right of action to them or their assigns in any suit brought upon this bond.

The said Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of the Contract, or to the work to be performed thereunder, or the specifications accompanying the same shall, in any way, affect its obligations on this bond, and it does hereby waive notice of any change, extension of time, alteration, or addition to the terms of the Contract, or to the work or to the specifications. Said Surety hereby waives the provisions of Sections 2819 and 2845 of the Civil Code of the State of California.

IN WITNESS WHEREOF, we have hereunto set our hands and seals on this day of
FEBRUARY 1, AD, 2017.

(SEAL)

BY:

Design-Build Entity CARVALHO CONSTRUCTION INC

 KEVIN L. NICKELL, SECRETARY

Name of Surety
 CONTRACTORS BONDING AND INSURANCE COMPANY

Note: Signatures of those executing
 for the Surety must be properly
 acknowledged

By:

Mark D. Iatarola

Attorney-In-Fact, MARK D. IATAROLA

• IMPORTANT NOTICE •

*Surety companies executing BONDS must appear on the Treasury
 Department's most current list (Circular 570 as amended) and be
 authorized to transact business in the State where the project is located.*

To the City of Hanford:

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

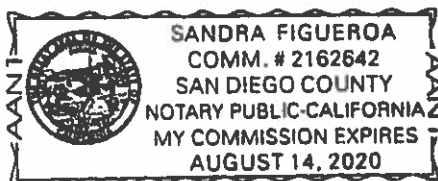
State of California)

County of SAN DIEGO)On 2/1/2017 before me, SANDRA FIGUEROA, NOTARY PUBLIC,
Date Here Insert Name and Title of the Officerpersonally appeared MARK D. IATAROLA
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/~~she~~/they executed the same in his/~~her~~/their authorized capacity(ies), and that by his/~~her~~/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Sandra Figueroa
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)Signer's Name: MARK D. IATAROLA☐ Corporate Officer — Title(s): _____☐ Partner — ☐ Limited ☐ General☐ Individual ☒ Attorney in Fact☐ Trustee ☐ Guardian or Conservator☐ Other: _____

Signer Is Representing: _____

Signer's Name: _____

☐ Corporate Officer — Title(s): _____☐ Partner — ☐ Limited ☐ General☐ Individual ☐ Attorney in Fact☐ Trustee ☐ Guardian or Conservator☐ Other: _____

Signer Is Representing: _____



9025 N. Lindbergh Dr. | Peoria, IL 61615
Phone: (800)645-2402 | Fax: (309)689-2036

POWER OF ATTORNEY

RLI Insurance Company

Contractors Bonding and Insurance Company

Know All Men by These Presents:

That this Power of Attorney is not valid or in effect unless attached to the bond which it authorizes executed, but may be detached by the approving officer if desired.

That this Power of Attorney may be effective and given to either or both of **RLI Insurance Company and Contractors Bonding and Insurance Company**, required for the applicable bond.

That **RLI Insurance Company and/or Contractors Bonding and Insurance Company**, each Illinois corporations (as applicable), each authorized and licensed to do business in all states and the District of Columbia do hereby make, constitute and appoint:

Mark D. Iatarola, Michelle M. Basuil, John Maloney, Helen Maloney, Jisselle Marie Sanchez, jointly or severally

in the City of Escondido, State of California, as Attorney in Fact, with full power and authority hereby conferred upon him/her to sign, execute, acknowledge and deliver for and on its behalf as Surety, in general, any and all bonds, undertakings, and recognizances in an amount not to exceed Ten Million Dollars (\$10,000,000.00) for any single obligation.

The acknowledgment and execution of such bond by the said Attorney in Fact shall be as binding upon this Company as if such bond had been executed and acknowledged by the regularly elected officers of this Company.

RLI Insurance Company and Contractors Bonding and Insurance Company, as applicable, have each further certified that the following is a true and exact copy of the Resolution adopted by the Board of Directors of each such corporation, and now in force, to-wit:

"All bonds, policies, undertakings, Powers of Attorney or other obligations of the Corporation shall be executed in the corporate name of the Corporation by the President, Secretary, any Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or Agents who shall have authority to issue bonds, policies or undertakings in the name of the Corporation. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the Corporation. The signature of any such officer and the corporate seal may be printed by facsimile or other electronic image."

IN WITNESS WHEREOF, **RLI Insurance Company and/or Contractors Bonding and Insurance Company**, as applicable, have caused these presents to be executed by its respective Vice President with its corporate seal affixed this 22nd day of November, 2016.

State of Illinois
County of Peoria

} SS



RLI Insurance Company
Contractors Bonding and Insurance Company

B. W. Davis

Barton W. Davis

Vice President

CERTIFICATE

I, the undersigned officer of **RLI Insurance Company, and/or Contractors Bonding and Insurance Company**, each Illinois corporations, do hereby certify that the attached Power of Attorney is in full force and effect and is irrevocable; and furthermore, that the Resolution of the Company as set forth in the Power of Attorney, is now in force. In testimony whereof, I have hereunto set my hand and the seal of the **RLI Insurance Company and/or Contractors Bonding and Insurance Company** this 1ST day of FEBRUARY 2017.

RLI Insurance Company
Contractors Bonding and Insurance Company

B. W. Davis

Barton W. Davis

Vice President

Jacqueline M. Bockler
Jacqueline M. Bockler Notary Public



GUARANTEE

City of Hanford Fire Station No. 3

The undersigned guarantees the construction and installation of the following work included in this project and entitled **Fire Station No. 3**.

The work to be done, in general, consists of Design and Construction of Fire Station 3.

Should any of the materials or equipment prove defective, or should the work as a whole prove defective, due to faulty workmanship, material furnished, or methods of installation, or should the work or any part thereof fail to operate properly as originally intended and in accordance with this Contract, due to any of the above causes, all within one year after date that City Council of the City of Hanford formally accepts completion of the work in accordance with the terms and conditions of this Contract, the undersigned agrees, that upon receipt of notice in writing from the City, that the undersigned shall promptly commence to make all such repairs arising out of defective materials or workmanship within ten (10) calendar days of the date of such notice at no cost to the City. The City is hereby authorized to make such repairs if the undersigned fails to make or undertake with due diligence such repairs; provided, however, that in the case of an emergency, where in the opinion of the City, delay could cause serious loss or damage, repairs may be made without notice being sent to the undersigned, and all expense in connection therewith shall be charged to the undersigned. In the event the work of repair is performed by the undersigned, the undersigned agrees that such repairs shall be made and such materials as are necessary shall be furnished and installed within a reasonable time after the receipt of the notice from the City. If the undersigned should fail or refuse to comply with its obligations under this Guarantee, the City shall be entitled to all costs and expenses, reasonably incurred by reason of the said failure or refusal.

2/7/17

Date

[Signature]

Carvalho Construction Inc.

EXHIBIT "A"



CITY OF HANFORD FIRE STATION NO. 3

DESIGN-BUILD REQUEST FOR PROPOSAL

JANUARY 13, 2017



Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)



MARY MCGRATH | ARCHITECTS





CITY OF HANFORD FIRE STATION NO. 3

DESIGN-BUILD REQUEST FOR PROPOSAL

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APPENDIX

DESIGN DOCUMENTS
INSURANCE CERTIFICATES



1. COVER LETTER



January 13, 2017

City of Hanford: Public Works Department
Attn: John Doyel, Deputy Public Works Director
900 South 10th Ave
Hanford, CA 93230



RE: Proposal to Provide Design-Build Services for Hanford Fire Station No.3

Dear Mr. Doyle;

Carvalho Construction, Inc. in association with Mary McGrath Architects is pleased to submit our proposal to provide design-build services to the City of Hanford (City) for the design and construction of Fire Station No.3

The design-build process opens the door to an energized, collaborative effort focused on identifying and implementing the most cost-conscious approach, methods and materials to deliver a superior quality project. The Carvalho/McGrath Design-Build Team will work closely with the City throughout the design phase of Fire Station 3 to ensure our understanding of your goals and objectives is comprehensive and ultimately transferred to the final design solutions.

Throughout the construction phase we will carefully monitor the level of quality and craftsmanship delivered by our subcontractor forces while ensuring the City remains a good neighbor to the surrounding community. Safety both on the jobsite and beyond the fence will remain our top priority throughout the course of construction. Fire Station No. 3 is an important project to our team; the City of Hanford a valued client. We have spent considerable time evaluating potential challenges and contrasting those challenges to the advantages of the Carvalho/McGrath team members bring to this project. After careful consideration, we believe the three critical advantages the Carvalho/McGrath Design-Build Team offers the City and ensures we are the “best Value” for your construction dollars are:

- The comprehensive design experience in fire station construction developed through the successful delivery of over 50 fire station projects equips our design team with significant insight on challenges and solutions associated with fire station construction.
- Carvalho Construction is a local contractor with a proven track record of delivering Design-Build projects of similar size and complexity. These projects include Helena Chemical (Design-Build four locations); DMV Office; and, three medical clinics for Clinica Sierra Vista.
- With our office just steps away from Hanford City Hall our responsiveness to the City is without parallel. In addition to the benefit of “hiring local”, the advantages our team brings to the construction phase are significant.

Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)



The City of Hanford deserves the personal attention of company ownership. Kevin Nickell, Chief Operating Officer of Carvalho Construction and Mary McGrath, Principal-in-Charge of Mary McGrath Architects will have hands-on involvement in our team's delivery of Fire Station No. 3 and will provide senior management oversight to our Design-Build Team throughout the life of the project.

Thank you for including Carvalho/McGrath Design-Build Team in your selection process. We are excited about working with you to bring Fire Station No. 3 to fruition. Our team is assembled and ready to go to work!

Sincerely,

Kevin Nickell
Chief Operating Officer
Carvalho Construction Inc.

A handwritten signature in blue ink that reads "mMcGrath".

Mary McGrath, AIA
President
Mary McGrath Architects

Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)



2. ADDENDUM NO. 1





CITY OF HANFORD

Department of Public Works

Focused On Our Community 24/7

900 South 10th Avenue • HANFORD, CA 93230-5234 • (559) 585-2550

ADDENDUM NO. 1

FIRE STATION NO. 3 – REQUEST FOR PROPOSALS

January 5, 2017

1. Proposal Due Date is changed to January 16, 2007 @ 5:00PM. No submittals will be accepted after this time.
2. A fuel dispensing station at Fire Station No. 3 **will not** be required as part of this submittal. Remove all costs associated with a fuel dispensing operation including tanks and generators from this proposal.

Johnathan L. Doyel, P.E./P.L.S.
Deputy Public Works Director / City Engineer

All addendums shall be acknowledged and attached to the proposal submitted.

I acknowledge receipt of this Addendum No. 1 and accept the aforementioned conditions.

Date: _____ By: _____

Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)



CITY OF HANFORD

Department of Public Works

Focused On Our Community 24/7

900 South 10th Avenue • HANFORD, CA 93230-5234 • (559) 585-2550

ADDENDUM NO. 1 - MODIFIED

FIRE STATION NO. 3 – REQUEST FOR PROPOSALS

January 5, 2017

1. Proposal Due Date is changed to January 17, 2007 @ 5:00PM. No submittals will be accepted after this time.
2. A fuel dispensing station at Fire Station No. 3 **will not** be required as part of this submittal. Remove all costs associated with a fuel dispensing operation including tanks and generators from this proposal.

Johnathan L. Doyel, P.E./P.L.S.
Deputy Public Works Director / City Engineer

All addendums shall be acknowledged and attached to the proposal submitted.

I acknowledge receipt of this Addendum No. 1 and accept the aforementioned conditions.

Date: _____ By: _____

Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)



3. TECHNICAL APPROACH/DESIGN



In response to The City of Hanford's Request for proposals, following is a narrative describing the intended design. The goal is to clearly convey the design intent and philosophy and show how the design achieves the goals and performance requirements of the City for the fully functioning fire station.

It is important to note that the design, as presented, is not the only design that will meet the goals with the available budget, and our team fully intends to work with the City, Fire Department and other parties to craft the vision to meet not only your functional goals but any aesthetic ones within the allowable budget. We have provided a separate exhibit to demonstrate the multitude of massing and design options that our team has evaluated.

In general, all the elements, as arranged, work together to meet the vital budgetary goals. No one item makes or breaks the budget.

ARCHITECTURAL NARRATIVE:

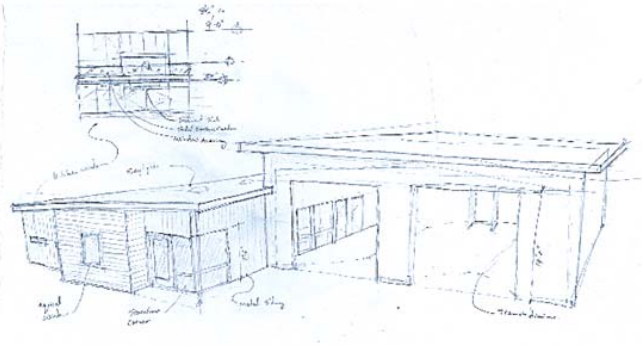
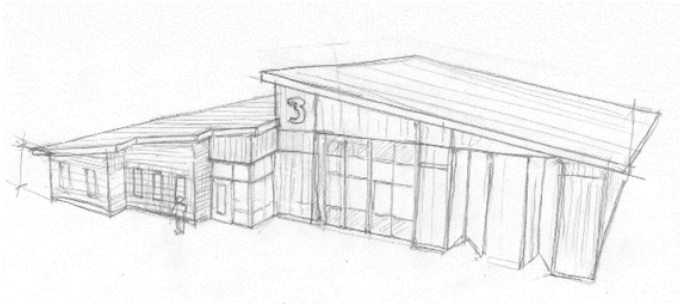
The City proposes to provide a new Fire Station No. 3 at the Northwest corner of the intersection of Woodland Drive and 12th Ave.

The proposed one-story fire station is 5,415 SF. While this is slightly larger than the provided program, all of the spaces exceed their individual space requirements while circulation is minimized giving you more effective space. Per the provided program, the core facilities of the station (kitchen, dining, dayroom, restrooms and apparatus support spaces) have been designed to accommodate 3 on-duty personnel. The site has been carefully arranged to provide convenient access off of Woodland Dr. with response to S 12th Ave. Apparatus turning radii have been considered using a conservative 40' to provide ease of maneuverability on-site. Seven secure parking spots are provided for personnel with three additional public spaces off of 12th Ave.

The Fire Station includes the following elements:

- Two drive-through apparatus bays;
- Apparatus support spaces including a workshop niche, medical clean-up and storage niche, turnout storage, radio/communications niche and related janitor facilities;
- Multiple access points to the Apparatus Bay;
- Public lobby with adjacent accessible restroom and station office;
- Kitchen, dining, dayroom and laundry room;
- Patio off of Dining room;
- Three Private sleeping quarters with en-suite bathrooms, 4 storage lockers + ceiling fan per room;
- And, mechanical, electrical, communications rooms.

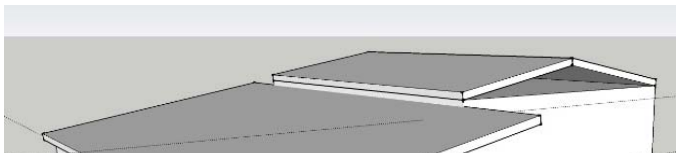
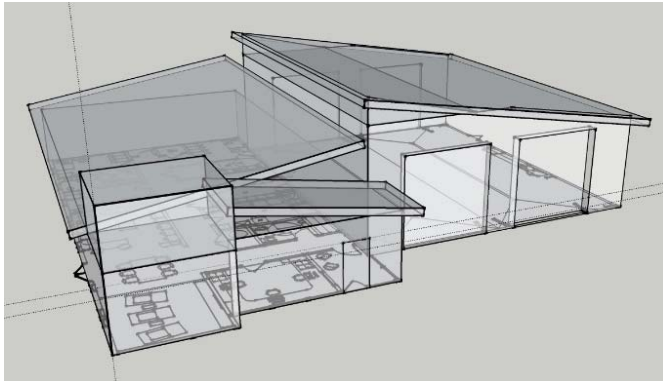
The design is based upon the current neighborhood mix of residential with some light commercial. The intent is to project a sense of strength while being complementary to the vernacular. Using our deep understanding of the operational characteristics of fire stations and our appreciation for the limited budget for the project, we evaluated a multitude of floor plans, site arrangements and massing design options. These ranged from modern designs which also project a dynamic image, to more conservative residential scale options. Following is a summary description with examples of the iterative process we conducted to develop an appropriate solution.



conditions.

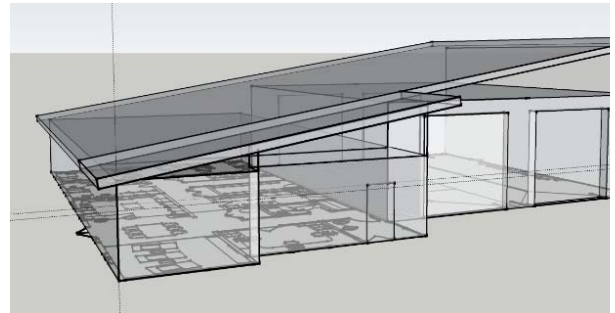
Exterior finishes were also discussed including insulated and non-insulated metal panels, wood and fiber cement lap and vertical siding, stucco, brick and stone veneers and CMU.

As we developed these options we also considered the surrounding neighborhood. Our initial wedge design was inspired by the



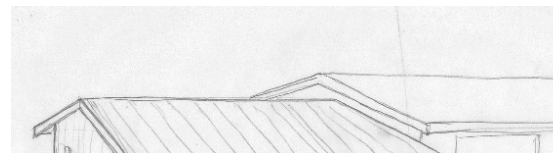
Given the requested program and operation requirements, we first developed a solid plan that worked functionally. In conjunction, we developed site plans which provided all the requested and then investigated the way the fire station masses, how it greets and welcomes the neighborhood and how it relates to the surrounding built environment. We began with simple rendering with the thought that we could utilize a cost-engineered metal building.

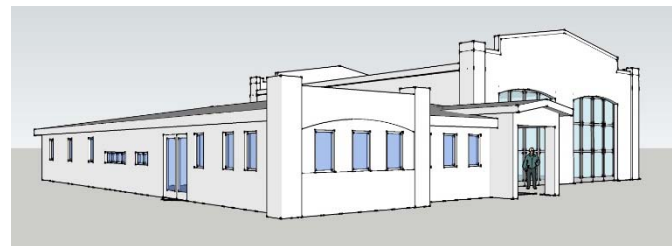
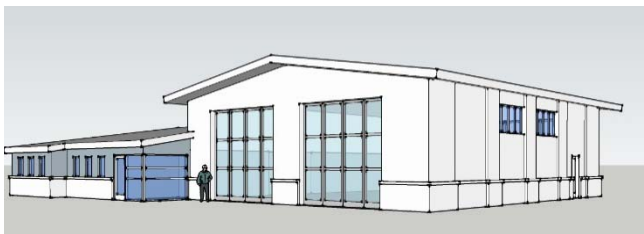
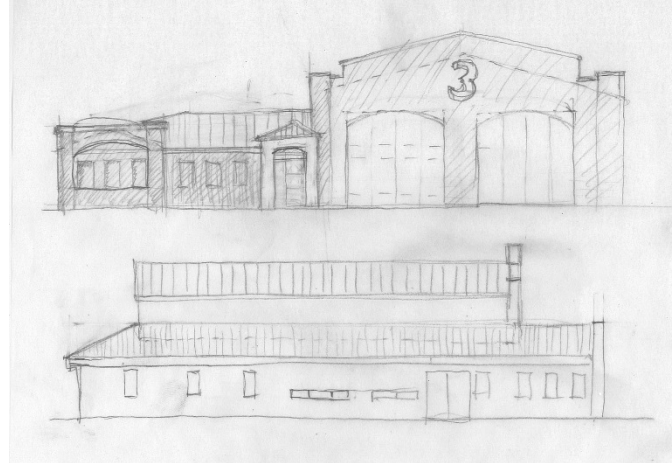
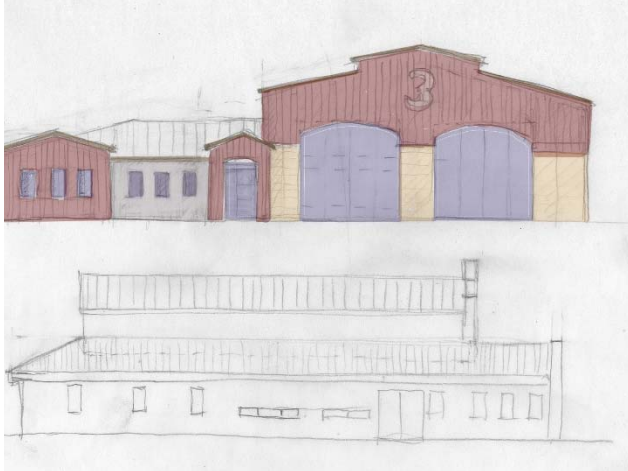
Obviously the Apparatus Bay had to be a high volume while the site arrangement informed the massing. Given the orientation, we arranged roofs in different fashions to try and take advantage and protect against the prevailing climatic



structure that we had assumed, yet perhaps it fit as well within context.

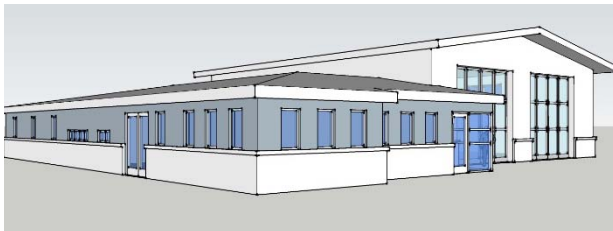
Looking at a more residential and traditional neighborhood, we investigated other options. This was an interactive and collaborative process between the Architect and the Contractor. It has led to a proposed solution that can be implemented within the project budget while resulting in a design compatible with the neighborhood.





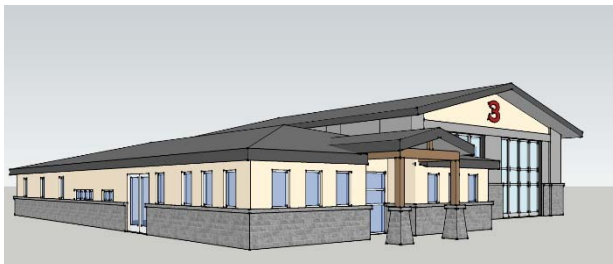
Moving from more modern to traditional forms led to a refinement of the design including the presumed structural system, exterior finishes and fenestration. We wanted to maintain a sense of entry, provide an interesting yet appropriate form and be budget and maintenance friendly.

As seen in the above progress renderings, the selected design option utilizes a simple hipped roof with entry portico and a gabled roof over the apparatus bay.



A strong base is used to ground the building. The materials are readily available and fit in the existing neighborhood fabric.

Ultimately, this new fire station will be an integral part of your community and the vision for this station should be harmonious with your overall vision for the community. If selected as your DB-E, we would be work with you to refine the massing as it would fit within the budget and schedule.



As proposed, the exterior finishes of the fire station include a mix of exposed Concrete Masonry Unit (CMU) construction at the Apparatus Bay with

Stucco trim and 3-coat stucco system over wood framing with an exposed CMU base. The sloped roof assembly includes architectural asphalt shingles with fascia boards finished with a full body stain for longevity and ease of maintenance.

The new building will be fully insulated to meet or exceed all current code requirements. The wood structure will help to create a better thermally performing building. Walls will be insulated with minimum R-19 batt while R-38 batt insulation is provided in the attic. To improve performance, roof overhangs will partially shade the walls on the south side, the front and rear entrances are protected and windows are not planned for the west side walls to reduce the afternoon heat gain.

All windows, with the exception of the high App bay openings, are a high-quality Vinyl window selected for its thermal performance and ease of maintenance. All doors, with the exception of the entry, will be insulated, painted steel doors with glazing as appropriate. The entry and high bay windows will be done using storefront system. All the exterior glazing will be dual paned, low E for thermal performance and sound control. The fire station apparatus bay doors are bi-folding at the 12th Ave response end of the apparatus bay and roll up doors at the entrance to the app bay. Additionally we have provided for natural lighting via 5 sky lights (i.e. Solatube) in the residential side and 4 larger Solatube in the app bay.

The interior finishes are high-quality and durable. Walls will primarily be gypsum wallboard (GWB) with a fine orange peel texture and a scrub-able, semi-gloss or equivalent painted finish. Exposed outside corners will have corner guards for protection. Walls in the App Bay will be exposed CMU to 6' for enhanced durability with GWB above. The floor finish will be polished concrete for its durability and ease of maintenance, with Bathrooms receiving tile or epoxy floors to withstand "organic acids". The ceiling finishes include a mixture of gypsum board and suspended acoustical tile system.

Interior doors will be prefinished flush wood doors with Timely frames. All doors will be equipped with commercial grade levers, hinges and related hardware. Doors from the lobby, to the App bay, and into station office will have kick plates for added durability.

Aesthetically, casework will be custom grade wood and solid surface cabinetry throughout the facility. For durability, solid wood doors and drawers and furniture grade plywood boxes will be utilized along with 5-knuckle hinges and durable hardware. The kitchen is a Professional Style Kitchen with high grade appliances to hold up the 24/7 use of the facility. The kitchen and bathroom counter tops are solid surface (i.e. Corian). The showers will use single piece cast floor pans and feature solid surface walls for ease of maintenance and durability. Impact resistant wall finishes are proposed at high traffic and selected work areas.

STRUCTURAL NARRATIVE:

The structure will be designed as an essential facility according to the latest adopted codes. The following parameters create the basis of our assumptions.

Live Load	20 psf
Wind Load	85 mph, Exposure C
Seismic Design Category	D
Frost Depth	0.0

The building will primarily be a 2x6 wood stud framed structure with pre-manufactured roof trusses. A 6'-0" high CMU base is provided at the Apparatus Bay to add to the durability of the structure. The 2x6 wall is built on top of the CMU.

MECHANICAL NARRATIVE:

General

1. This narrative has been broken down to align with the zoning plan shown on the mechanical floor plan sketch. Refer to the zoning plan in conjunction with this document for a description of systems.
2. Admin and living spaces will be provided with both heating and cooling by means of split heat-pump systems utilizing indoor fan coils piped to outdoor condensers.
 - a. Basis of design (BOD): Daikin single zone and multi-zone heat pumps.
3. Capacities given are estimated based on past experience with similar type projects.
4. Exhaust fans serving single occupant restrooms will be controlled by an interlock with the lighting control with an adjustable timed delay off to allow the fan to operate after the room is vacated.
5. Rooms where air compressors are located will be provided with an exhaust system sized at 30 air changes per hour. The exhaust fan will be controlled by a line voltage thermostat.

Turnout Room Systems

- (1) Roof exhaust-duct inlets over dryer racks.
- (1) Intake hood at roof with filtered inlet.
- (1) Small high efficiency unit heater for drying.

Communications Room

- (1) Single zone cooling only 1 ton high wall fan coil will be mounted exposed in the room. The fan coil will have (1) dedicated condensing unit mounted outside.

Bedrooms

- Each Bedroom will be provided with (1) 0.75 ton high wall ductless fan coil for a total of (3).
- (1) multi-zone 3 ton heat pump condenser located outside.
 - (1) 100 cfm energy recovery ventilator (ERV) ducted to each room for ventilation.

Apparatus Bay Systems

- (2) Unit heaters will be suspended from the ceiling at corners on both sides of the workshop area of the App Bay to avoid possible conflicts with the bay doors.

Point of source tailpipe capture vehicle exhaust system is not required as the apparatus are "no smoke". A general exhaust fan system will be provided for indoor air quality in the App Bay.

Corridor/Laundry/Jan

- (1) 3 ton ducted fan coil.
 - (1) 3 ton heat pump condenser located outside.
- Ventilation ducted from intake hood on roof.

Clothes dryer will require a 4" diameter duct terminated at the exterior of the building.

- a. Per the CMC the duct is limited to 14' in length with (2) 90 degree elbows. If the duct cannot be routed to the outside within these limitations then we will need to be provided with the specifications of the dryer to be installed. Dryer manufacturers are typically less restrictive with the venting requirements and may allow for longer runs and additional elbows.

Station Office

- (1) 3 ton ducted fan coil.
- (1) 3 ton heat pump condenser located outside.
- Ventilation ducted from intake hood on roof.

Dining/Kitchen/Dayroom

- (1) 2 ton ducted fan coil.
- (1) 2 ton heat pump condenser located outside.
- Ventilation ducted from intake hood on roof.
- Kitchen hood will be specified as part of the architectural plans and specs. The mechanical contractor will be responsible for providing the ducting from the hood to the termination at the roof.

PLUMBING NARRATIVE:**Plumbing Design Criteria:****1. Applicable Codes, Guidelines and Standards:**

The latest edition or approved year of the following codes or combination codes and guidelines will govern plumbing systems, and piping systems design. The systems will be designed to either meet or exceed but not limited to these standards.

ADA Americans with Disabilities Act,
Accessibility Guidelines for Buildings and
Facilities
AGA American Gas Association
ANSI/ASME B31.2 Code for Pressure Piping
B31.9 Code for Building Services Piping
ASME American Society of Mechanical
Engineers
ASPE American Society of Plumbing Engineers
Databook Guidelines
ASSE American Association of Sanitary
Engineers
ASTM American Society for Testing and
Materials
AWS American Welding Society
AWWA

Cal Green Code
American Water Works Association
California Green Building Standards Code
CAL/OSHA
CBC California Building Code
CEC California Energy Code
CMC California Mechanical Code
California Occupational Safety Hazard Authority
CPC California Plumbing Code
CFC California Fire Code
EPA US Environmental Protection Agency
Regulations
NFPA National Fire Protection Association
SMACNA Sheet Metal and Air Conditioning
Contractors National Association

Noise Criteria:

The design will target chapter 10 of the 2013 ASPE Databook.

Seismic Criteria:

Piping and equipment will be supported and braced to resist forces as required. Water heater will be seismically restrained in accordance with DSA standards.

Energy Efficiency Criteria:

The design will target a 28% better than standard Water Heater efficiency vs. the 2015 Title 20 Appliance Efficiency Regulations minimum value of 75% Thermal Efficiency.

Water Efficiency Criteria:

The design will meet CalGreen requirements

System Information:

Exterior services beyond 5 feet from the building will be covered within the scope of the Civil Engineer. New site water service and water meter is anticipated for potable domestic water and non-potable water. New site sanitary sewer is anticipated. Apparatus bay trench drains will discharge to a new sand/oil separator prior to sanitary sewer. A new high efficiency gas water heater with recirculation pump is proposed to serve the entire building.

1. Potable Hot and Cold Water:**a. System Description:**

Potable hot and cold water will be provided for all fixtures and devices that require a potable water supply. Hot water will be stored at a temperature at or above 130°F to inhibit Legionella bacteria growth. Temperature limit stops will be set to on shower valves to deliver a maximum of 120°F water. Public use lavatory fixtures will have an ASSE 1070 compliant tempering valve to deliver a maximum of 105°F water.

Design Criteria:

- Cold water 8 ft./sec velocity
- Hot water 5 ft./sec velocity

Maintain minimum pressure to operate all fixtures. Minimum site water pressure has been determined to be 35 psi. The actual pressure will have to be determined to decide if a Domestic water supply will require a pressure reducing valve to reduce building distribution pressure to below 80 psi.

b. Equipment and Materials:

The domestic hot and cold water distribution piping will be designed and sized for PEX. Hot water will be re-circulated to maintain water temperature based on both time and temperature controls. Water conserving fixtures will be utilized to meet and/or exceed all required code minimums.

Maximum Flow rates:

- 1.5 gpm showerheads
- 0.35 lavatory faucets (public use)
- 0.8-1.5 gpm lavatory faucets (private use)
- 1.8 gpm kitchen faucets

Cold water piping in mechanical rooms and other unconditioned spaces will be insulated. All domestic hot water piping will be insulated.

2. Non-Potable (Reclaimed) Cold Water: It is not known if non-potable water is available. If it is, we will endeavor to utilize for the flushing of water closets and urinals

3. Sanitary Waste & Vent:**a. System Description:**

A sanitary waste and vent system will be provided for waste producing fixtures and equipment. All fixtures will be trapped and vented to atmosphere.

Design Criteria:

Gravity drain with minimum slope of 2% (1/4" per foot) Pipe size 4" or greater can be designed to maintain a minimum slope of 1% (1/8" per foot). Vents shall be greater than 10' from any building air intake. Floor drains with trap primers will be provided in areas as required.

b. Equipment and Materials:

Sanitary waste and vent piping above and below ground will be service weight hubless cast-iron pipe with couplings. Below grade waste and vent can be PVC or ABS. All floor drains shall include a floor which slopes to the drain. Floor sinks shall not be designed to take runoff from the floor.

4. Natural Gas:

a. System Description:

Natural Gas service currently serves the existing Fire Station. A manual above grade shut-off valve will be provided at building gas service locations. Primary design criteria will use the CPC Plumbing Code, Chapter 12 to include any applicable state and city amendments.

b. Equipment and Materials:

Natural Gas piping above grade will be distributed in Schedule 40 black steel piping with threaded malleable iron fittings. Natural Gas piping below grade will be distributed in Polyethylene piping.

5. Fire Sprinklers:

a. System Description:

The new station shall be fully sprinkled. Design of the system will be done in conjunction with the Fire Sprinkler Contractor and shall be a delegated design item. It is anticipated that the sprinkler system will be a wet system. A Fire riser room is provided to internally house the riser.

Specific Space Requirements:

1. Apparatus bays:

- a. Hose bibs, compressed air outlets, & air hose reels located to adequately service all vehicles. Gas piping for any proposed heating equipment. Provide water and waste piping for stainless steel clean up sink with integral drainboards in medical cleanup
- b. Air compressor to be 3 horsepower with 60 gallon receiver. Floor sink required for compressor drain. Trench drains piped to site sand/oil separator. Each bay shall receive a trench drain centered on the bay.

2. Workshop:

- a. Floor mounted enameled cast iron service sink to be provided.

3. Turnout Gear room:

- a. A Floor drain with trap primer is provided.

4. Public Restroom:

- a. Restroom will have a white wall mounted lavatory with low flow faucet, a floor mounted 1.1gpf flush valve type water closet, and 0.125 gpf urinal. Fixtures are to be accessible. Floor drain with trap primer to be provided.

5. Jan/Laundry:

- a. Provide washing machine outlet boxes with water hammer arrestors & gas distribution piping to clothes dryer. Corner floor mounted mop sink to be provided. Adjacent laundry tub and gooseneck swivel faucet to be provided. Floor drain with trap primer to be provided. Cold water supply box to Icemaker with floor sink will be provided.
- 6. Kitchen/Dining:
 - a. Provide water and waste for deep sink with $\frac{3}{4}$ hp sink garbage disposal unit & dishwasher connection. Provide natural gas service to range/oven. Filtered water to be piped to a wall mounted pot filler located above range and to ice maker.
- 7. Mech. Closet:
 - a. Provide a high efficiency AO Smith Cyclone or equal gas water heater. Provide floor sink for water heater condensate collection.
- 8. En-Suite Bathrooms (non-ADA):
 - a. Provide single handle faucets with pop-up drains and swing gooseneck spout; floor mounted 1.1 gpf flush valve type water closets. Shower to be provided with Cast shower pan, pressure balancing valve & fixed head. Floor drain with trap primer to be provided.
- 9. En-Suite ADA Restroom:
 - a. Provide single handle faucets with pop-up drains and swing gooseneck spout; floor mounted 1.1 gpf flush valve type water closets. Accessible shower will be provided with roll-in shower pan, pressure balancing valve, diverter, fixed head, handheld shower, seat, & handrails. Floor drain with trap primer to be provided.
- 10. General Requirements:
 - a. Three of the exterior access doors will be provided with keypad operable hardware.
 - b. One fire extinguisher will be provided in the building.

ELECTRICAL AND COMMUNICATIONS NARRATIVE:

Utility Services

New overhead secondary service to main switchboard. Service point of connection to be determined and approved by PG&E. Telephone and CATV services need to be determined by the serving utility companies, but are planned to serve underground and terminate in the Communications room. (Refer to floor plans). Five (5) 4-inch conduits shall be provided to the property line from the Communications Room.

Electrical Distribution

Main switchboard is estimated to be 400 amps at 120/240V, 1 phase, 3 wire (this assumes there will not be a requirement for three phase power such as motor loads, air conditioning, etc.). This will allow future systems for power use monitoring and control to be added when expected changes in the marketplace occur. Service metering and Disaggregation of Electrical Circuits will be shown on Single line diagram.

Panelboards will be located as required with separate panels for the mechanical, lighting and plug loads.

Feeder conductors shall be size for a maximum voltage drop of 2 percent at 80 rated of the panel. Branch circuit conducts shall be size for a maximum voltage drop of 3 percent at connected load.

Emergency Power

A generator is planned for this project that would feed everything downstream from the main distribution panel. Generator is estimated to be 60KW. (120/240volt, 1 phase, 3 wire natural gas fired and located as shown on the site plan.

Lighting

All light fixtures will be LED. System description is as follows

- A. A Lighting control panel, "LCP" will be used to control building, site, and apparatus bay lighting. (Acuity Brand Blue Box LTD series or equal) "LCP" will be programmed onsite and network.
- B. Exterior lighting will be automatically controlled with select fixtures on dusk to dawn and dusk "on" and timeclock off. Pole lights between 16 to 20 foot overall height. Proposed adding motion sensor to fixture so that when space is unoccupied the lights dim down automatically to 50% and then back to 100% when motion sensor area is occupied. Building fixtures will be wall pack type to match pole lights for security and pedestrian lighting. Decorative light will also be proposed at entry doors.
- C. Apparatus Bay lighting will have a LED high bay fixture, controlled by low voltage switches. Low voltage switch will provide multi-level lighting and proposed with integral motion sensor. Apparatus Bay circuit will be connected to "LCP". Automatic Daylighting Controls will be added per California Energy Codes. Photosensors will be connected to "LCP" to control lumen levels at Apparatus Bay Daylighting areas.
- D. Interior Lighting control: In general, spaces will include occupancy sensor at wall or ceiling. Any enclosed area 100 square feet or larger, with a connected lighting load that exceeds 0.5 watts per square foot will 0-10v dimming. In residential occupancy, motion sensors will be vacancy switches. Vacancy switches will automatically turn off lights when space is unoccupied but must be manually turn on lights. Residential area does not require occupancy sensor at Kitchen, Dayroom, Hallways, and bedroom. These spaces will have a 0-10V dimmer.

General Convenience Power

Convenience receptacles throughout with dedicated circuits for designated equipment where specified. Double duplex receptacles at desk and / or known computer terminal locations. Surface plugmold raceways above counters where required for multiple small plug-in loads (i.e. hand radio battery chargers, etc.) or where requested by the City.

Circuit Controls for 120V receptacles are required in select areas non-residential spaces. Both controlled and uncontrolled 120volt receptacles shall be provided in each private office, open office area, reception lobby, conference room and copy room. At least one controlled receptacle shall be installed within 6 feet from each uncontrolled receptacle. Controlled receptacles shall have a permanent marking to differentiate them from uncontrolled receptacles. Controlled receptacles will be controlled through space occupancy sensor via 20amp rated power pack.

Fire Station Alerting Infrastructure including Public Address Speaker System.

A Station Alerting System by ComTech Communications is proposed. The Electrical Contractor shall supply and install all conduit, boxes, etc. as required to accommodate that system while ComTech will provide, install and connect all alerting devises.

Selected lights will be shown on the Lighting floor plan at Hallways and Apparatus Bay Egress Pathway Lighting. These fixtures will be connected to the lighting control panel, "LCP". Lights will automatically turn "ON" by the Alerting System via dry contact closure furnished by low voltage systems contractor.

At each dorm, we will show a recessed LED downlight which only turns ON under control of Alerting system. The color of this lamp shall be determined through dialogue with the Fire Department.

All speakers will have separate speaker wire homerun to the building communication room for zoning per the department requirements.

Communication

Electrical drawings will provide dedicated 120 volt branch circuits and grounding for equipment as required by low voltage system contractor.

Incoming cable terminations will be made on the Main Communication Terminal Backboard, "MTTB" in the Com Room, in which will serve as the main point of entry (MPOE) for the telecommunication service. $\frac{3}{4}$ " thick plywood fire rated by 8 foot high will be located at all three walls. The IT room will have a ground bus bar with #4 copper to the main electrical panel and to building steel.

(2) 4 Post data racks will be located in the "MTTB", one for data/phone, and one for Fire Alerting System. Cables will be terminate and label in patch panel. Structural will provide calculation for seismic mounting of rack to the floor. Ladder tray will be added around the room. All metal equipment, metal wire management, and metal conduits stubs will be bonded with #6 ground cable to a $\frac{1}{4}$ " thick 2"x24" copper ground bar bus bar.

Cable colors: Grounding cables will be color green, Voice/Data will be yellow, CCTV will be white; Building monitoring and security will be grey.

All communication outlet locations and types (Including Data/Tel combo outlets, CATV) will be reviewed in detail with the department and the City as required. We will provide surveillance cameras at the front door and at the site entrance gate with communication conduit back to the Communications Room.

Telephone and data cables will be labeled and left with adequate slack in the communications equipment room for termination by Owners Phone and IT Vendor. Our team will work with Jay's Communication to define the layout of the radio system infrastructure. Our team will install the rough-in infrastructure while Jay Communications will provide and install all base radios, antennas and coax cabling.

Fire Alarm

An automatic Fire sprinkler monitoring system alarm panel will be shown in the IT room with smoke detector above panel. Activation of system smoke detectors, manual pull stations, sprinkler water flow switches will initiate alarms signals on the fire alarm control panel and fire alarm annunciator panel, and activate audible and visible notification appliances throughout the building. Smoke duct detectors will be added per Mechanical plans requirements, a combination carbon monoxide, and smoke detectors with sounder bases will be shown on plans at the residential spaces.

CIVIL/ SITE IMPROVEMENT NARRATIVE:

The On-Site improvements will include Clearing, Grading and installation of on-site utilities. All grades will slope away from the building. Site utilities will be brought to within 5' of the building for connection to the building utilities.

Any existing surface or subsurface structures on the site will be demolished as required and the site will be fully redeveloped with concrete and AC Paving, site lighting, landscaping, security walls, fencing and gates as shown on the site plan. A parking area with 7 parking spaces including a van accessible parking space is located on-site. A sand/oil separator is placed behind the apparatus bay for vehicle wash down. Landscape areas will be developed as bio-retention basins as required.

We anticipate tying into the fire water off site and provide two fire hydrants on site (if required by Fire Code). All required fire lanes will be noted and signage provided as needed.

Off-site improvements include access aprons and sidewalk replacement as required when connecting to the utilities. A "Keep Clear" zone will be stripped in front of the response exit along 12th Ave. Other off-site improvements are not planned as a part of the work.

Site Amenities

The site will be lit as required by code with a minimum of 2 pole mounted lights and building mounted lighting as required to provide a safe and secure environment. Additionally the perimeter will be secured with a wrought iron fence along the streets and block wall on the back and side property lines. There will be a rolling gate with remote controls and keypad access off of Woodland Dr. The gate intercom will communicate with the administration area of the station with remote control capability.

Site design allows for full drive through apparatus bays, with safe and secure circulation on the site. There is room along the back of the site for hose drying racks

A flag pole with light and internal halyard will be installed at the front entry of the station.

A paved patio will be provided off of the kitchen/dining/dayroom suite. The 500 SF secure patio will feature an exterior outlet with plumbed gas. A window from the patio will allow a pass through to the kitchen. A shade structure is provided to shade the patio from the summer sun.

An approx. 18"x 48" (20 gal) flammable storage locker will be mounted on the exterior of the building.

LANDSCAPE NARRATIVE:

The project landscaping is designed to follow the City's landscape design requirements for drought tolerant plant selection and low flow irrigation systems.

Plant selection will be suitable to bio-retention basins. Additional site improvements include an emergency generator.

Design Intent – Landscape Planting

The landscape will be designed as an integral part of the overall site plan with the purpose of enhancing the building design, site user's views and spaces, and providing buffers, transitions, and screening to the neighborhood.

The fire station entryway, surrounding perimeter and parking lot landscape planting palette will consist of low water use native shrubs, groundcovers, trees, and ornamental grasses that are considered low maintenance and hardy plant material generally found within the City of Hanford and the valley in general. Final plant selection will be guided by considerations of solar exposure and climate conditions of the site but design will create a green buffer to Woodland Dr. and 12th Ave. There will be no shrubs planted within two feet of the building.

Storm water quality planters are been strategically placed as required along the fire station entryway and in planter areas adjacent to parking lot. Storm water quality planting palette will consist of material suitable to withstand dry and wet conditions generally associated with storm quality planters.

Where space permits the use of a foreground, mid-ground, and background planting arrangement will be used. Grouping of plants with similar water needs will also be taken into account to ensure proper irrigation. Parking lot landscaping will also include shade trees to meet parking lot shade requirements.

Design Intent – Landscape Irrigation

Consistent with the proposed landscape planting, the irrigation will be a low maintenance system comprised of in-line drip irrigation. In-line drip irrigation utilizes emitters on dripline to deliver water directly to the plants' root ball in low volumes with a delivery efficiency of 90%. Dripline is to be installed on finish grade, anchored, and covered with 3 inches of mulch. This installation allows easy access of dripline for future maintenance.

An irrigation meter and backflow preventer (if required) will also be allocated for the irrigation system. A smart irrigation controller equipped with a wireless rain sensor will be specified for the site which will prevent operation in the rain. The irrigation system will also be equipped with a flow sensor and master valve to aid with shutting down the system when water leaks or breaks occur in the system.

The irrigation design will be designed to incorporate hydrozones by locating plants of different water needs into groups for ease of water application. The irrigation system will be designed to work within the limits of the available pressure. Maximum applied water allowance (MAWA) and estimated total water use calculations (ETWU) will also be included on the landscape plans to comply with latest State of California Model Water Efficient Landscape Ordinance.



4. CONSTRUCTION EXPERTISE/RISK MANAGEMENT



The degree of success ultimately delivered on a project is reliant on the people leading and managing it. Planning, implementation, team building, problem solving and client service is all driven by human intellect. This combined with experience and most of all a “Can-do, make it happen” spirit are the foundation for building a quality project. Just as a simple project can easily become a failure with the wrong people, the most challenging of projects can flourish when the right individuals are running the show. Those individuals are the team (not a joint venture) of Carvalho Construction Inc. and Mary McGrath Architects!

Founded in 2006 by Jason and Kevin, as equal partners, Carvalho Construction Inc. (CCI) provides Construction Management, Design / Build and General Contracting services to clients throughout the Central Valley. Headquartered in Hanford, California, with an office in Hanford, CA CCI has successfully completed over \$28 million worth of construction contracts and currently has over \$5.4 million of construction in progress.

Our overall approach focuses on knowledgeable and careful attention to planning, review, organizational and control issues. CCI’s general mindset is to implement methods and managerial skills to accomplish the work in a highly collaborative and participatory environment. Open-mindedness, cooperation, integrity and clarity are values that are emphasized and instilled by CCI throughout the project team. Individual team members are given substantial opportunities to discuss their specific needs, concerns and ideas. Problem solving and problem avoidance will be a collaborative team-wide effort in order to facilitate synergy and harmonious working relationships by all.

At the same time CCI will provide tough-minded leadership and decision-making in order to achieve all goals and expectations. Our project approach is also heavily reliant on implementing our proven systems, processes and procedures that are required to run an efficient well-oiled construction project. We not only hold our organization to the highest standards of business ethics, which is evidenced in the real-world by our positive history of avoiding and preventing claims and litigation, but we require it from all members of the team.

Our Risk Management focuses on four key risks to the project: Delays, Cost Overruns, Construction Quality and Safety. Our approach to addressing each risk is as follows:

1. Schedule:
 - a. Early logistics planning develops a plan for securing the site, locating trailers and vehicle parking, identifying laydown and storage areas with safe and effective delivery routes to and from the site.
 - b. We will have weekly coordination meetings with our subcontractors that are on site and those expected on site in the near future. Critical path submittals and long-lead material requirements are discussed as well as staffing approaches for

- each trade. Each week a three-week look-ahead schedule is presented and compared to the master schedule with a focus on the critical path items.
- c. Submittals and RFI's are closely tracked with due dates assigned to each item.
 - d. If there are schedule delays, our team will develop a recovery schedule that looks for methods to overlap trades while still maintaining a high quality of work and a safe worksite.
2. Cost Control: A key factor to a successful project is to ensure adherence to the costs established in the GMP. Carvalho Construction uses an approach that allows us to foresee, quantify and manage cost risks:
- a. Develop a sound project schedule with clearly identifies milestone deadlines and sequencing. Clearly communicate schedule expectations with subcontractors.
 - b. Create a well thought out logistics plan and ensure compliance.
 - c. Select qualified competitively priced subcontractors
 - d. Perform a thorough analysis of bids to ensure complete scope of work is incorporated into the GMP and sub-contractors agreements.
 - e. Develop, maintain and ensure compliance with a site specific safety plan.
 - f. Pro-actively identify and resolve potential cost exposure items.
3. Construction Quality: Quality in construction isn't something we strive for...It's something we achieve and are proud of. CCI's comprehensive QC/QA process is simply meant to deliver each project with the highest quality. Excellence in quality requires a focused attitude that starts at the project design phase and is followed all the way through the submittal and RFI process, coordination of field trades, and on to the closeout and warranty period as follows:
- a. Require that RFI's be submitted in a timely fashion with suggested solutions so that they can be implemented in the regular course of work.
 - b. Establish an organized shop drawing submittal process. The project superintendent will review each trades documents in detail.
 - c. Conduct pre-installation meetings with the design team, subcontractors and inspectors prior to contractors working on site. Describe the team's quality expectations and address the QC/QA for each portion of the work.
 - d. Conduct regular site walk-throughs to observe the work in progress and requirement timely quality corrective actions as necessary.
4. Safety: While listed last, safety is the cornerstone of a successful project. On a CCI jobsite, not one person is responsible for safety. We challenge each other to maintain a safe. Steps Include:
- a. Mandatory Personal Protection Equipment is worn at all times and all OSHA rules are strictly enforced.

- b. We perform routine and mandatory jobsite clean-up. A clean site= as safe job=a productive job.
- c. The CCI safety manual is distributed and on site at all times. Requirements in the manual are incorporated into the daily planning of the project.
- d. Every subcontractor receives a site specific safety orientation before they begin work and also participates in weekly safety meetings.
- e. Compliance is monitored by the CCI safety officer.

Because CCI carefully manages risk on each project, CCI has NO LITIGATION with Owner or Sub-Contractors on any of our projects.

CCI in conjunction with Mary McGrath Architects will provide the City of Hanford the personnel who will provide the very best service and product available. Headquartered at 1212 Broadway, Suite 401, Oakland, CA, Mary McGrath founded her architectural practice to provide hands-on municipal design for governmental agencies throughout North America. With 30 years of experience in the design and implementation of civic facilities, the architectural services are based upon a collaborative approach to the planning and design of public projects.

The firm is currently providing full architectural services on a design/build project for the National Forest Service and their references are impressive. Mary McGrath Architects (MMA) takes great pride in designing fire station that function well, are efficient, and inspire all those whom they serve. They have put 30 years of fire station design experience into the conceptual design of your new fire station and would be proud to work with you to refine the concepts develop so that they fully represent your vision for Fire Station No. 3.

Mary has had the pleasure of working together with many of her clients on numerous projects. The firm's ability to listen and respond to client needs and work within schedule and budget parameters brings this kind of repeat business.

Mary McGrath Architects will be responsible for all design documents including meeting the new CALGreen requirements, oversight relating to design product, design team coordination and communication between sub-consultants. They will work closely with CCI's project manager and your team during the design and construction phases.

The entire team at CCI is known to work together regardless of need. Members makes themselves available to assist the other at the "drop of a dime" and are cross-trained in order to fully support the other to keep any and all projects flowing smoothly.

In regards to project specific personnel, Construction Project Manager, Kevin Nickell, will lead the on-site design-construct management team (onsite part-time and in the office part-time). As the manager of subcontracts and overall construction manager, Kevin will be responsible for the day-to-day operations of the project relative to subcontractors' and vendors' contractual issues

and procurement and will be the first person in the line of authority when it comes to anything related to contract matters. Kevin will also handle contract administration. He will be responsible for collecting all the required documentation from the subcontractor and ensuring they maintain compliance. Documents include copies of General Liability, Auto and Workers Compensation Insurance, W-9, Contractors License, Subcontracts, Bonds, Schedule of Values and Labor Compliance. Once documents and other items such as submittals are received, Kevin will transmit them to the appropriate team members.

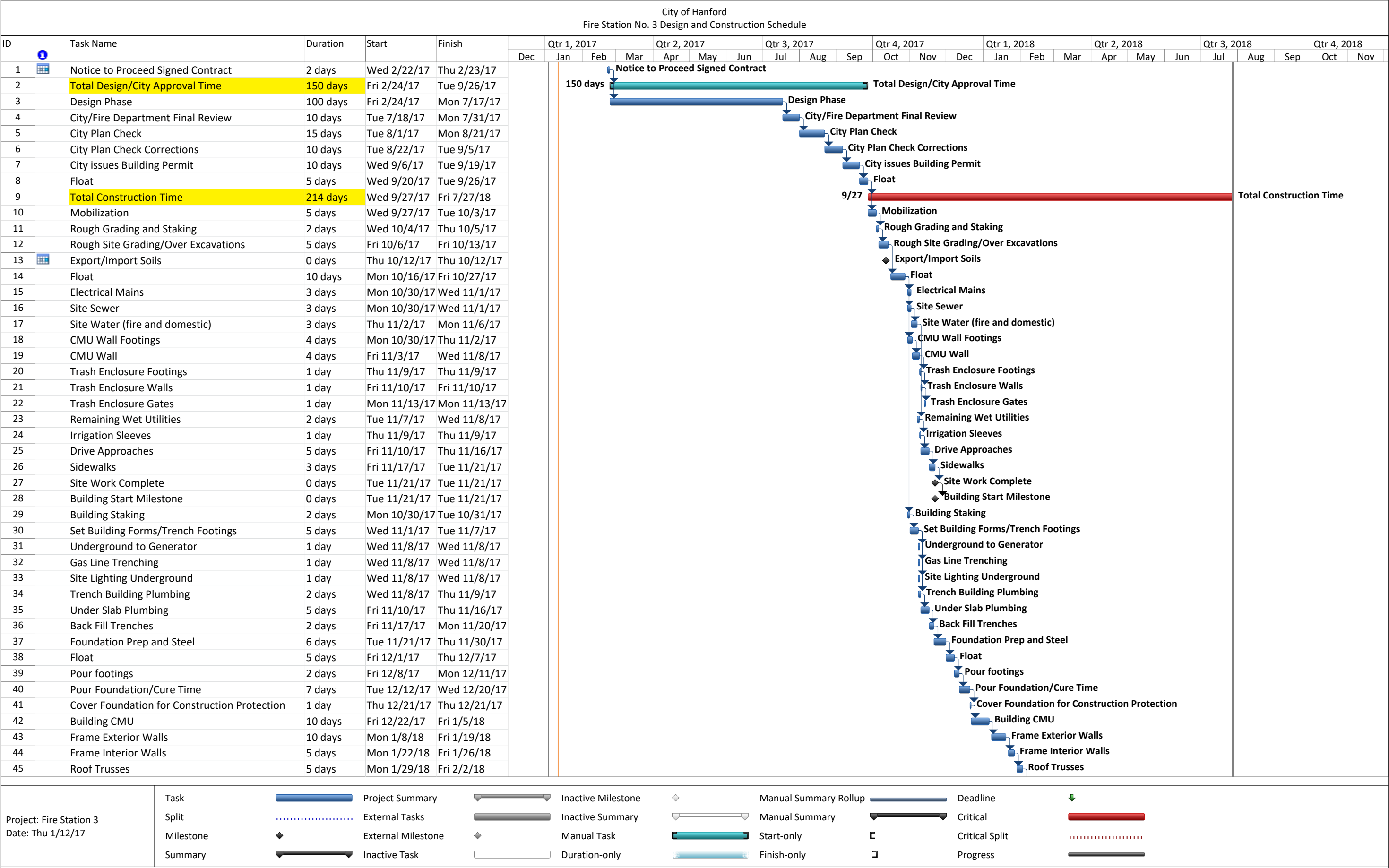
Kevin excels in this position and is capable and committed to providing quality leadership to the project and the onsite management team, personnel with whom he has worked on previous projects.

CCI has a solid workforce, most of who have been with CCI for more than 5 years, available to staff this project as well as concurrent projects. CCI also has financial backing from the bank as well as a fixed flow of income to cover any and all costs associated with construction on current and future projects. Other members include On-site Supervisor / Superintendent, Omar Castro who has completed several jobs for CCI. He will be on-site full-time from mobilization to final completion of the Fire Station No. 3 project.



5. SCHEDULE





Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)

City of Hanford Fire Station No. 3 Design and Construction Schedule																													
ID		Task Name	Duration	Start	Finish		Qtr 1, 2017			Qtr 2, 2017			Qtr 3, 2017			Qtr 4, 2017			Qtr 1, 2018			Qtr 2, 2018			Qtr 3, 2018			Qtr 4, 2018	
							Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
46		Roof Framing	8 days	Mon 2/5/18	Wed 2/14/18																								
47		Set Mechanical Curbs	1 day	Thu 2/15/18	Thu 2/15/18																								
48		Lath & Water Proofing	2 days	Fri 2/16/18	Mon 2/19/18																								
49		HVAC Rough	10 days	Thu 2/15/18	Wed 2/28/18																								
50		Plumbing Rough	10 days	Thu 3/1/18	Wed 3/14/18																								
51		Electrical Rough	10 days	Thu 3/15/18	Wed 3/28/18																								
52		Float	5 days	Thu 3/29/18	Wed 4/4/18																								
53		Coordinate location Of Radio Antenna	2 days	Thu 3/1/18	Fri 3/2/18																								
54		Low Voltage Rough	5 days	Thu 3/1/18	Wed 3/7/18																								
55		Fire Alarm Rough	2 days	Thu 3/1/18	Fri 3/2/18																								
56		Fire Sprinklers Rough	7 days	Thu 3/29/18	Fri 4/6/18																								
57		Insulation	4 days	Thu 4/5/18	Tue 4/10/18																								
58		Install Shower Pans and Wall Board	3 days	Wed 4/11/18	Fri 4/13/18																								
59		Drywall	15 days	Mon 4/16/18	Fri 5/4/18																								
60		Paint Exterior Trim	2 days	Thu 2/15/18	Fri 2/16/18																								
61		Scratch and Brown Coats	15 days	Mon 5/7/18	Fri 5/25/18																								
62		Color Coat	2 days	Mon 5/28/18	Tue 5/29/18																								
63		Epoxy Floors	6 days	Mon 5/7/18	Mon 5/14/18																								
64		Paint Interior Walls	10 days	Tue 5/15/18	Mon 5/28/18																								
65		Shower Tile	5 days	Tue 5/29/18	Mon 6/4/18																								
66		Install Apparatus Bay Doors	2 days	Tue 5/29/18	Wed 5/30/18																								
67		Install Interior Doors	3 days	Tue 5/29/18	Thu 5/31/18																								
68		Install Hardware	2 days	Fri 6/1/18	Mon 6/4/18																								
69		Casework	5 days	Tue 6/5/18	Mon 6/11/18																								
70		Counter Tops	2 days	Tue 6/12/18	Wed 6/13/18																								
71		Install Building Signage	1 day	Fri 6/1/18	Fri 6/1/18																								
72		Install Rubber Coved Base	2 days	Tue 6/12/18	Wed 6/13/18																								
73		Install Turn Out Lockers	1 day	Thu 6/14/18	Thu 6/14/18																								
74		Apparatus Bay Mechanical	5 days	Tue 5/29/18	Mon 6/4/18																								
75		Finish Plumbing	7 days	Thu 6/14/18	Fri 6/22/18																								
76		Float	5 days	Mon 6/25/18	Fri 6/29/18																								
77		Kitchen Equipment	2 days	Thu 6/14/18	Fri 6/15/18																								
78		Toilet Accessories	1 day	Mon 6/25/18	Mon 6/25/18																								
79		Mechanical Finish	5 days	Tue 5/29/18	Mon 6/4/18																								
80		Electrical Finish	7 days	Tue 5/29/18	Wed 6/6/18																								
81		Low Voltage Testing	2 days	Thu 6/7/18	Fri 6/8/18																								
82		Install Phone Service	2 days	Thu 6/7/18	Fri 6/8/18																								
83		Alerting System Commissioning	2 days	Thu 6/7/18	Fri 6/8/18																								
84		Building HVAC Commissioning	5 days	Tue 6/5/18	Mon 6/11/18																								
85		Fire Sprinklers Finish and Test	3 days	Mon 7/2/18	Wed 7/4/18																								
86		Punch List	10 days	Thu 7/5/18	Wed 7/18/18																								
87		Float	5 days	Thu 7/19/18	Wed 7/25/18																								
88		Substantial Completion	1 day	Thu 7/26/18	Thu 7/26/18																								

Project: Fire Station 3
Date: Thu 1/12/17

Task

Split

Milestone

Summary

Project Summary

External Tasks

External Milestone

Inactive Task

Inactive Milestone

Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only

Deadline

Critical

Critical Split

Progress

Page 2

Page 2



6. LIFE CYCLE COST ANALYSIS



LIFECYCLE COST ANALYSIS

A life cycle cost analysis was performed to determine the present value of the proposed fire station building over a 50-year span. An energy model was created utilizing the CEC Title 24 approved software Energy Pro (version 6.7) and the simulation was run to determine the estimated annual utility consumption and associated costs. The model was generated with the following components:

- **ENVELOPE**

WALLS: Preliminary calculations shall include 6' tall CMW walls in the Apparatus Bay with 2"x 4" wood frame above; living quarters will have 6" wood frame exterior walls with R-19 Batt insulation inside exterior walls. U- Factor=0.084 Btu/ft F

ROOF: Wood frame truss rafter roof construction with R-38 Batt insulation between Rafters 24" oc. U-factor= 0.035 Btu/ft F

Glazing: Glazing shall be dual pane Low-E, with minimum SHGC of 0.38 and minimum U-Value of 0.29

- **HVAC**

The fire station will be served with two 4 ton 16 seer dual pack units. The package units will be set on roof mounted curbs. Each unit will be equipped with economizer/ power exhaust combo. System shall be balanced by HVAC contractor. Each bedroom will have its own thermostat control for comfort and efficiency.

Minimum EER shall be 12 with a SEER of 16

- **LIGHTING**

Preliminary primary lighting is modeled based on expected watts per sq ft. as approved by the electrical engineer. Only LED will be used where ever possible.

Conditioned Spaces: 1.5 w/sf.

Unconditioned Spaces 1.3 w/sf.

Exterior 1000 Watts (Total)

- **Utility Rates**

Electricity Rate SCE GS-2(TOU)

Virtual Rate \$0.15 / kwh

Natural Gas Rate Gas –CO GN-10

Virtual Rate \$0.80 / therm

Discount Rate 3%

Utility Escalation Rate 4%

- **Result**

The 50-year present value cost of the building is estimated to be \$4,146,167.

LIFECYCLE COST ANALYSIS													
Analsis Month/Year January-17				Discounted Rated: 3.0%		Years of Project Service 50				FEMP FiscalYear 2017		DOE Region: West	
				Years in Analysis Period 50		Analysis Sector: Commercial							
Year #	NON-ANNUAL RECURRING COSTS			ELECTRIC COSTS			NATURAL GAS COSTS			ANNUAL RECURRING COSTS		TOTAL COSTS	
	Investment-Related / Operations-Related Costs			Annual Recurring Electric Constant \$	Electric Diff. Escalation %	Discounted Electric w/ Esc. PV\$	Annual Recurring Nat. Gas Constant \$	Nat. Gas Diff. Escalation %	Discounted Nat. Gas w/ Esc. PV\$	Annual Recurring Constant \$	Discounted Recurring PV\$	Year Date	Discounted Total Costs PV\$
	Description of Costs	Constant \$	Discounted PV\$	\$6,960	4.00%		\$2,440	4.00%		\$4,200			
1		\$2,300,000	\$2,300,000	\$6,960	4.00%	\$7,238	\$2,440	4.00%	\$2,538	\$4,200	\$ 4,074.00	2017	\$2,313,850
2		\$0	\$0	\$6,960	4.00%	\$7,528	\$2,440	4.00%	\$2,639	\$4,200	\$ 4,009.00	2018	\$14,176
3		\$0	\$0	\$6,960	4.00%	\$7,829	\$2,440	4.00%	\$2,745	\$4,200	\$ 3,944.00	2019	\$14,518
4		\$0	\$0	\$6,960	4.00%	\$8,142	\$2,440	4.00%	\$2,854	\$4,200	\$ 3,879.00	2020	\$14,876
5		\$0	\$0	\$6,960	4.00%	\$8,468	\$2,440	4.00%	\$2,969	\$4,200	\$ 3,814.00	2021	\$15,251
6		\$0	\$0	\$6,960	4.00%	\$8,807	\$2,440	4.00%	\$3,087	\$4,200	\$ 3,749.00	2022	\$15,643
7		\$0	\$0	\$6,960	4.00%	\$9,159	\$2,440	4.00%	\$3,211	\$4,200	\$ 3,684.00	2023	\$16,054
8		\$0	\$0	\$6,960	4.00%	\$9,525	\$2,440	4.00%	\$3,339	\$4,200	\$ 3,619.00	2024	\$16,484
9	Telephone and Sensors equiptment Replacement	\$20,000	\$14,800	\$6,960	4.00%	\$9,906	\$2,440	4.00%	\$3,473	\$4,200	\$ 3,554.00	2025	\$31,733
10	Fire Alarm,Alert Equiptment Upgrade	\$60,000	\$44,700	\$6,960	4.00%	\$10,303	\$2,440	4.00%	\$3,612	\$4,200	\$ 3,489.00	2026	\$62,103
11	Slurry seal Parking	\$6,500	\$4,842	\$6,960	4.00%	\$10,715	\$2,440	4.00%	\$3,756	\$4,200	\$ 3,424.00	2027	\$22,737
12		\$0	\$0	\$6,960	4.00%	\$11,143	\$2,440	4.00%	\$3,907	\$4,200	\$ 3,359.00	2028	\$18,409
13		\$0	\$0	\$6,960	4.00%	\$11,589	\$2,440	4.00%	\$4,063	\$4,200	\$ 3,294.00	2029	\$18,946
14		\$0	\$0	\$6,960	4.00%	\$12,052	\$2,440	4.00%	\$4,225	\$4,200	\$ 3,229.00	2030	\$19,507
15		\$0	\$0	\$6,960	4.00%	\$12,535	\$2,440	4.00%	\$4,394	\$4,200	\$ 3,164.00	2031	\$20,093
16		\$0	\$0	\$6,960	4.00%	\$13,036	\$2,440	4.00%	\$4,570	\$4,200	\$ 3,099.00	2032	\$20,705
17	T.V Fixture replacement	\$27,000	\$18,495	\$6,960	4.00%	\$13,557	\$2,440	4.00%	\$4,753	\$4,200	\$ 3,034.00	2033	\$39,839
18		\$0	\$0	\$6,960	4.00%	\$14,100	\$2,440	4.00%	\$4,943	\$4,200	\$ 2,969.00	2034	\$22,012
19	Telephone and Sensors equiptment Replacement	\$20,000	\$11,000	\$6,960	4.00%	\$14,664	\$2,440	4.00%	\$5,141	\$4,200	\$ 2,904.00	2035	\$33,708
20	Parking lot overlay	\$18,000	\$9,900	\$6,960	4.00%	\$15,250	\$2,440	4.00%	\$5,346	\$4,200	\$ 2,839.00	2036	\$33,336
21		\$0	\$0	\$6,960	4.00%	\$15,860	\$2,440	4.00%	\$5,560	\$4,200	\$ 2,774.00	2037	\$24,194
22		\$0	\$0	\$6,960	4.00%	\$16,495	\$2,440	4.00%	\$5,783	\$4,200	\$ 2,709.00	2038	\$24,986
23		\$0	\$0	\$6,960	4.00%	\$17,154	\$2,440	4.00%	\$6,014	\$4,200	\$ 2,644.00	2039	\$25,812
24		\$0	\$0	\$6,960	4.00%	\$17,841	\$2,440	4.00%	\$6,254	\$4,200	\$ 2,579.00	2040	\$26,674
25	Air Conditioning, Generator, ATS, Replacement	\$120,000	\$57,600	\$6,960	4.00%	\$18,554	\$2,440	4.00%	\$6,505	\$4,200	\$ 2,514.00	2041	\$85,173
26	Fire Alarm,Alert Equiptment Upgrade	\$60,000	\$32,400	\$6,960	4.00%	\$19,296	\$2,440	4.00%	\$6,765	\$4,200	\$ 2,449.00	2042	\$60,910
27		\$0	\$0	\$6,960	4.00%	\$20,068	\$2,440	4.00%	\$7,035	\$4,200	\$ 2,384.00	2043	\$29,488
28		\$0	\$0	\$6,960	4.00%	\$20,871	\$2,440	4.00%	\$7,317	\$4,200	\$ 2,319.00	2044	\$30,507
29		\$0	\$0	\$6,960	4.00%	\$21,706	\$2,440	4.00%	\$7,610	\$4,200	\$ 2,254.00	2045	\$31,569
30	Slurry seal Parking	\$6,500	\$2,372	\$6,960	4.00%	\$22,574	\$2,440	4.00%	\$7,914	\$4,200	\$ 2,189.00	2046	\$35,049
31		\$0	\$0	\$6,960	4.00%	\$23,477	\$2,440	4.00%	\$8,230	\$4,200	\$ 2,124.00	2047	\$33,831
32		\$0	\$0	\$6,960	4.00%	\$24,416	\$2,440	4.00%	\$8,560	\$4,200	\$ 2,059.00	2048	\$35,035
33		\$0	\$0	\$6,960	4.00%	\$25,393	\$2,440	4.00%	\$8,902	\$4,200	\$ 1,994.00	2049	\$36,289
34	T.V. Fixture replacement	\$27,000	\$9,720	\$6,960	4.00%	\$26,408	\$2,440	4.00%	\$9,258	\$4,200	\$ 1,929.00	2050	\$47,316
35		\$0	\$0	\$6,960	4.00%	\$27,465	\$2,440	4.00%	\$9,628	\$4,200	\$ 1,864.00	2051	\$38,957
36		\$0	\$0	\$6,960	4.00%	\$28,563	\$2,440	4.00%	\$10,014	\$4,200	\$ 1,799.00	2052	\$40,376
37		\$0	\$0	\$6,960	4.00%	\$29,706	\$2,440	4.00%	\$10,414	\$4,200	\$ 1,734.00	2053	\$41,854
38		\$0	\$0	\$6,960	4.00%	\$30,894	\$2,440	4.00%	\$10,831	\$4,200	\$ 1,669.00	2054	\$43,394
39		\$0	\$0	\$6,960	4.00%	\$32,130	\$2,440	4.00%	\$11,264	\$4,200	\$ 1,604.00	2055	\$44,998
40	Parking lot overlay	\$18,000	\$5,490	\$6,960	4.00%	\$33,415	\$2,440	4.00%	\$11,714	\$4,200	\$ 1,539.00	2056	\$52,159
41	Fire Alarm,Alert Equiptment Upgrade	\$60,000	\$18,300	\$6,960	4.00%	\$34,752	\$2,440	4.00%	\$12,183	\$4,200	\$ 1,474.00	2057	\$66,709
42		\$0	\$0	\$6,960	4.00%	\$36,142	\$2,440	4.00%	\$12,670	\$4,200	\$ 1,409.00	2058	\$50,221
43		\$0	\$0	\$6,960	4.00%	\$37,587	\$2,440	4.00%	\$13,177	\$4,200	\$ 1,344.00	2059	\$52,109
44		\$0	\$0	\$6,960	4.00%	\$39,091	\$2,440	4.00%	\$13,704	\$4,200	\$ 1,279.00	2060	\$54,074
45		\$0	\$0	\$6,960	4.00%	\$40,655	\$2,440	4.00%	\$14,252	\$4,200	\$ 1,214.00	2061	\$56,121
46		\$0	\$0	\$6,960	4.00%	\$42,281	\$2,440	4.00%	\$14,823	\$4,200	\$ 1,149.00	2062	\$58,252
47		\$0	\$0	\$6,960	4.00%	\$43,972	\$2,440	4.00%	\$15,415	\$4,200	\$ 1,084.00	2063	\$60,471
48		\$0	\$0	\$6,960	4.00%	\$45,731	\$2,440	4.00%	\$16,032	\$4,200	\$ 1,019.00	2064	\$62,782
49		\$0	\$0	\$6,960	4.00%	\$47,560	\$2,440	4.00%	\$16,673	\$4,200	\$ 954.00	2065	\$65,187
50		\$0	\$0	\$6,960	4.00%	\$49,463	\$2,440	4.00%	\$17,340	\$4,200	\$ 889.00	2066	\$67,692
		\$2,743,000.00	\$2,529,619	\$1,105,065			\$387,408			\$ 124,075.00		\$4,146,167	

Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)



7. VALUE-ADDED ENHANCEMENTS



VALUE-ADDED ENHANCEMENTS FORM

See Section 14, for additional Submittal Requirements.

- Describe the value-added enhancements you are providing:

VALUE-ADDED ENHANCEMENTS		INCLUDED IN GMP? (Yes or No)
1	Local Contractor with proven track record of delivering top quality design build projects with repeat clients	Yes
2	Mary McGrath Architect with over 50 completed essential buildings and master plans	Yes
3	Hands on principal involvement (Kevin Nickell CFO, Jason Carvalho President)	Yes
4	Individual temperature controls for each bedroom for comfort and efficiency	Yes
5	LED lighting throughout	Yes
6	High efficiency HVAC units	Yes
7	Infrastructure in place for future installation of DDC controls	Yes
8	Infrastructure in place for future installation of photovoltaics	Yes
9	Each bedroom pre-wired for wall mount TV's	Yes
10	Concrete in lieu of asphalt at rear apparatus bay for long term maintenance	Yes
11	Natural gas powered generator to eliminate refueling	Yes
12	Concrete patio dining with lifetime warranty	Yes
13	CMU apparatus bay for low maintenance use	Yes

Name of Design-Build Entity Carvalho Construction Inc

Name Kevin Nickell Title CFO

Signature _____ Date 1/5/17



8. SKILLED LABOR FORCE AVAILABILITY (DAS 140 &142)



SKILLED LABOR FORCE FORM

1. Do agreements exist between the General Contractor Member and registered apprenticeship programs which have been approved by the California Apprenticeship Council and have graduated apprentices in each of the preceding five years, for all apprenticeable crafts which may be employed by the General Contractor Member on the project?

☒ Yes

☐ No

2. List the apprenticeship program(s) approved by the California Apprenticeship Council with whom agreements exist. Attach a copy of the agreement or other form of verification from the Apprenticeship Committee as evidence of participation.

Trade or Occupation	Apprenticeship Committee	Form of Verification
All Trades	Local Union Trade Committee	See attached DAS 140 & 142 Forms

3. If your firm operates its own State-approved apprenticeship program, identify the crafts in which your firm provides apprenticeship training and state the year in which the California Apprenticeship Council approved each such apprenticeship program.

Craft	Year Approved
N/A	

PUBLIC WORKS CONTRACT AWARD INFORMATION

Contract award information must be sent to your Apprenticeship Committee if you are approved to train. If you are not approved to train, you must send the information (which may be this form) to ALL applicable Apprenticeship Committees in your craft or trade in the area of the site of the public work. Go to: <http://www.dir.ca.gov/das/PublicWorksForms.htm> for information about programs in your area and trade. You may also consult your local Division of Apprenticeship Standards (DAS) office whose telephone number may be found in your local directory under California, State of, Industrial Relations, Division of Apprenticeship Standards.

Do not send this form to the Division of Apprenticeship Standards.

NAME OF YOUR COMPANY Carvalho Construction Inc	CONTRACTOR'S STATE LICENSE NO 852103
MAILING ADDRESS- NUMBER & STREET, CITY, ZIP CODE 310 N. Irwin #24 Hanford, Ca. 93245	AREA CODE & TELEPHONE NO. 559-582-1400
NAME & ADDRESS OF PUBLIC WORKS PROJECT Fire Station #3 Hanford, Ca. 93245	DATE YOUR CONTRACT EXECUTED TBD
	DATE OF EXPECTED OR ACTUAL START OF PROJECT TBD
NAME & ADDRESS OF PUBLIC AGENCY AWARDED CONTRACT City Of Hanford 900 S. 10th Ave Hanford, Ca. 93230	ESTIMATED NUMBER OF JOURNEYMEN HOURS TBD
	OCCUPATION OF APPRENTICE
THIS FORM IS BEING SENT TO: (NAME & ADDRESS OF APPRENTICESHIP PROGRAM(S)) TBD	ESTIMATED NUMBER OF APPRENTICE HOURS TBD
	APPROXIMATE DATES TO BE EMPLOYED

This is not a request for dispatch of apprentices.

Contractors must make a separate request for actual dispatch, in accordance with Section 230.1(a) California Code of Regulations

Check One Of The Boxes Below

- ☐ We are already approved to train apprentices by the _____
Apprenticeship Committee. We will employ and train under their Standards. Enter name of the Committee
- ☐ We will comply with the standards of _____
Apprenticeship Committee for the duration of this job only. Enter name of the Committee
- ☒ We will employ and train apprentices in accordance with the California Apprenticeship Council regulations, including § 230.1 (c) which requires that apprentices employed on public projects can only be assigned to perform work of the craft or trade to which the apprentice is registered and that the apprentices must at all times work with or under the direct supervision of journeyman/men.

Signature

Date 1/5/2017

Typed Name

Kevin Nickell

Title

CFO

**State of California - Department of Industrial Relations DIVISION
OF APPRENTICESHIP STANDARDS**

REQUEST FOR DISPATCH OF AN APPRENTICE

Do not send this form to DAS

You may use this form to request dispatch of an apprentice from the Apprenticeship Committee in the craft or trade in the area of the public work. Go to: <http://www.dir.ca.gov/DAS/PublicWorksForms.htm> for information about programs in your area and trade. You may also consult your local Division of Apprenticeship Standards (DAS) office whose telephone number may be found in your local directory under California, State of, Industrial Relations, Division of Apprenticeship Standards.

Date: _____

To Applicable Apprenticeship Committee: _____

Address: _____

Telephone: _____ Fax: _____

Contractor Requesting Dispatch: Carvalho Construction Inc

Address: 310 N. Irwin #24 Hanford. Ca. 93245

Telephone: 559-582-1400 Fax: 559-582-1496

Person making request: Kevin Nickell

Number of Apprentice(s) Needed TBD Craft or Trade TBD

Date Apprentice(s) to Report: TBD (48 hours notice required)

Name of Person to Report to: Site Superintendent

Address to Report to
if different from above: _____

Time to Report: TBD

You may use this form, or make a verbal or written request, to ask for the dispatch of an apprentice. Please take note of California Code of Regulations, *Title 8, § 230.1 (a)* which says in part: *if in response to a written request an Apprenticeship Committee does not dispatch any apprentice to a contractor who has agreed to employ and train apprentices in accordance with either the Apprenticeship Committee's Standards or these regulations within 72 hours of such request (excluding Saturdays, Sundays and holidays) the contractor shall not be considered in violation of this section as a result of failure to employ apprentices ...*

4. Identify all key subcontractors (i.e. Site, Structural, Mechanical, Electrical, Plumbing, Security/Electronics, Fire/Life Safety).

Mary McGrath Architects (Architectural and Design)
Zumwalt Hansen (Site/Civil)
Toma Electric (Electrical Engineering, Security, Fire/Life Safety)
Brummel Myrick and Associates (Mechanical, Plumbing)
Cornerstone Structural Engineering Group (Structural)

5. Discuss your firm's approach to using the apprenticeship program.

1. Submit DAS 142 request form and comply with apprenticeship program
2. Subcontract Trades



9. ACCEPTABLE SAFETY RECORD



ACCEPTABLE SAFETY RECORD FORM

1. Is the General Contractor Member's Experience Modification Rate (EMR) an average of 1.00 or less for the most recent three-year period?

☒ Yes ☐ No

2. List the General Contractor's Experience Modification Rate (EMR), issued annually by the General Contractor's worker's compensation insurance carrier, for each of the past three (3) premium years. Attach verification in the form of a letter from your worker's compensation insurance carrier.

Year	EMR	Worker's Compensation Insurance Carrier
2015	87	Berkleynet
2014	87	Berkleynet
2013	84	Berkleynet

3. List the General Contractor Member's total recordable injury/illness rate and total lost work rate for Nonresidential Building Construction (NAICS Code 2362) for the past three (3) years.

Year	Total Recordable Injury/Illness	Total Lost Work Rate
2015	N/A Per Cal OSHA	N/A Per Cal OSHA
2014		
2013		

4. Is the General Contractor Member a party to an alternative dispute resolution system as provided for in Section 3201.5 of the California Labor Code?

☐ Yes ☒ No

5. Discuss your firm's Safety Program and approach to Jobsite Safety.

1. In house accident prevention program
2. Weekly job site meetings
3. 3rd party OSHA approved inspections provided annually

Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)



10. PRICE PROPOSAL



PRICE PROPOSAL

me of Design-Build Entity: Carvalho Construction Inc

Design, Professional and Consulting Services	\$ 207,000.00
General Conditions	\$ 197,150.00
Construction	\$ 1,856,230.00
Contract Contingency	\$ 0
Other Work Not Covered Above **	\$ 0
Permits and Fees	\$ 39,620.00
TOTAL PROPOSED BASE PRICE (GMP)	\$2,300,000.00

** List Items included as part of this Line Item:

Certify that Proposal meets or exceeds Performance Criteria within the Guaranteed Maximum Price by signing below:

Name Kevin Nickell Title CFO

Signature _____ Date 1/5/2017



11. BIDDERS BOND



BIDDER'S BOND CITY OF HANFORD

KNOW ALL MEN BY THESE PRESENTS that we, _____
CARVALHO CONSTRUCTION, INC. _____ as **PRINCIPAL**, and
CONTRACTORS BONDING AND INSURANCE COMPANY _____ as **SURETY**, are held and firmly
bound unto the City of Hanford, hereinafter called "City", in the penal sum of **TEN PERCENT
(10%) of the TOTAL PROPOSED BASE PRICE** of the Principal, submitted to the City of
Hanford for the work described below, for the payment of which sum in lawful money of the
United States, well and truly to be made, we bind ourselves, our heirs, executors, administrators, and
successors, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH THAT,

whereas, the Principal has submitted the above-mentioned proposal to the City Council of the City
of Hanford for certain design and construction specifically described as:

City of Hanford

Fire Station 3

for which proposals are to be submitted to the City of Hanford Public Works Department, Hanford,
California, at 5:00 pm on January 9, 2017.

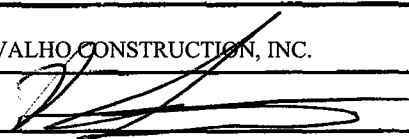
NOW, THEREFORE, if the aforesaid Principal is awarded the Contract and, within the time and
manner required under the Specifications after the prescribed forms are presented to him for
signature, enters into a written contract, in the prescribed form, in accordance with the bid, and files
the two bonds with the City of Hanford; one to guarantee faithful performance and the other to
guarantee payment for labor and materials, as required by law; and provides City the materials
required to be provided in Section 3, to wit; City of Hanford Business License; taxpayer
identification; Contractor's information; name, address, and telephone number for company Safety
Officer; company Safety Policy; legal document listing authorized personnel who can sign Contract
Documents; and Insurance Certificates; then this obligation shall be null and void; otherwise it shall
be and remain in full force and virtue.

In the event suit is brought upon this bond by the City and judgment is recovered, the Surety shall
pay all costs incurred by the City in such suit, including a reasonable attorney's fee to be fixed by the
Court.

IN WITNESS WHEREOF, we have hereunto set our hands and seals on this day of
JANUARY 5, AD, 2017.

SEAL

CARVALHO CONSTRUCTION, INC.

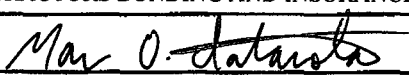
BY: 

KEVIN L. NICKELL, SECRETARY

Principal

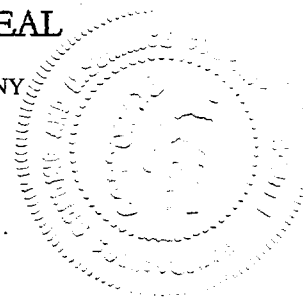
SEAL

CONTRACTORS BONDING AND INSURANCE COMPANY

BY: 

MARK D. IATAROLA, ATTORNEY-IN-FACT

Surety



NOTE: Signatures of those executing for the Surety must be properly acknowledged.

CERTIFICATE OF ACKNOWLEDGMENT

State of California

County of _____ SS

On this _____ day of _____ in the year of 20____, before me, the undersigned, a notary public in and for the County and State aforesaid, personally appeared _____ known to be the person whose name is subscribed to the within instrument and known to me to be the attorney-in-fact of _____ and acknowledged to me that he subscribed the name of the said company thereto as surety, and his own name as attorney-in-fact.

(SEAL)

Notary Public

♦ Important Notice ♦

Surety companies executing BONDS must appear on the Treasury Department's most current list (Circular 570, as amended) and be authorized to transact business in the state where the project is located.

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT**CIVIL CODE § 1189**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

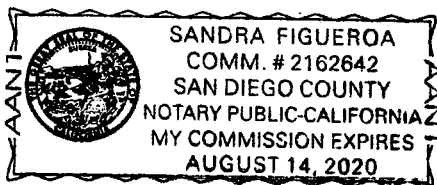
State of California)

County of SAN DIEGO)On 1/5/2017 before me, SANDRA FIGUEROA, NOTARY PUBLIC,
Date Here Insert Name and Title of the Officerpersonally appeared MARK D. IATAROLA
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Sandra Figueroa
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)Signer's Name: MARK D. IATAROLA☐ Corporate Officer — Title(s): _____☐ Partner — ☐ Limited ☐ General☐ Individual ☒ Attorney in Fact☐ Trustee ☐ Guardian or Conservator☐ Other: _____

Signer Is Representing: _____

Signer's Name: _____

☐ Corporate Officer — Title(s): _____☐ Partner — ☐ Limited ☐ General☐ Individual ☐ Attorney in Fact☐ Trustee ☐ Guardian or Conservator☐ Other: _____

Signer Is Representing: _____



9025 N. Lindbergh Dr. | Peoria, IL 61615
Phone: (800)645-2402 | Fax: (309)689-2036

POWER OF ATTORNEY

RLI Insurance Company Contractors Bonding and Insurance Company

Know All Men by These Presents:

That this Power of Attorney is not valid or in effect unless attached to the bond which it authorizes executed, but may be detached by the approving officer if desired.

That this Power of Attorney may be effective and given to either or both of **RLI Insurance Company** and **Contractors Bonding and Insurance Company**, required for the applicable bond.

That **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, each Illinois corporations (as applicable), each authorized and licensed to do business in all states and the District of Columbia do hereby make, constitute and appoint:

Mark D. Iatarola, Michelle M. Basuil, John Maloney, Helen Maloney, Jisselle Marie Sanchez, jointly or severally

in the City of Escondido, State of California, as Attorney in Fact, with full power and authority hereby conferred upon him/her to sign, execute, acknowledge and deliver for and on its behalf as Surety, in general, any and all bonds, undertakings, and recognizances in an amount not to exceed Ten Million Dollars (\$10,000,000.00) for any single obligation.

The acknowledgment and execution of such bond by the said Attorney in Fact shall be as binding upon this Company as if such bond had been executed and acknowledged by the regularly elected officers of this Company.

RLI Insurance Company and **Contractors Bonding and Insurance Company**, as applicable, have each further certified that the following is a true and exact copy of the Resolution adopted by the Board of Directors of each such corporation, and now in force, to-wit:

"All bonds, policies, undertakings, Powers of Attorney or other obligations of the Corporation shall be executed in the corporate name of the Corporation by the President, Secretary, any Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or Agents who shall have authority to issue bonds, policies or undertakings in the name of the Corporation. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the Corporation. The signature of any such officer and the corporate seal may be printed by facsimile or other electronic image."

IN WITNESS WHEREOF, **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, as applicable, have caused these presents to be executed by its respective Vice President with its corporate seal affixed this 22nd day of November, 2016.

State of Illinois
County of Peoria

} SS



**RLI Insurance Company
Contractors Bonding and Insurance Company**

Barton W. Davis

Barton W. Davis

Vice President

On this 22nd day of November, 2016, before me, a Notary Public, personally appeared Barton W. Davis, who being by me duly sworn, acknowledged that he signed the above Power of Attorney as the aforesaid officer of the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company**, and acknowledged said instrument to be the voluntary act and deed of said corporation.

Jacqueline M. Bockler
Jacqueline M. Bockler Notary Public



CERTIFICATE

I, the undersigned officer of **RLI Insurance Company**, and/or **Contractors Bonding and Insurance Company**, each Illinois corporations, do hereby certify that the attached Power of Attorney is in full force and effect and is irrevocable; and furthermore, that the Resolution of the Company as set forth in the Power of Attorney, is now in force. In testimony whereof, I have hereunto set my hand and the seal of the **RLI Insurance Company** and/or **Contractors Bonding and Insurance Company** this 5TH day of JANUARY, 2017.

**RLI Insurance Company
Contractors Bonding and Insurance Company**

Barton W. Davis

Barton W. Davis

Vice President

0456693020212

A0059115



12. GUARANTEE



GUARANTEE

1. OWNER has set forth a minimum standard guarantee of one year from the Date of Project Acceptance (Sample Guarantee is included in Contract). Please state below your best standard warranty:

Signature of person filling out this form:

Name Kevin Nickell

Title CFO

Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)



13. LIST OF SUBCONTRACTORS



The Bidder shall list the name and location of the place of business, the California contractor license number, and portion of work performed of each first tier subcontractor to whom the Bidder proposes to subcontract portions of the work. The Bidder shall also list the name, location of the place of business, the California contractor license number, and portion of work performed of each second tier or lower tier subcontractor to whom a first tier subcontractor proposes to subcontract portions of the work. The Bidder's attention is directed to Part A, "Proposal Requirements and Conditions" of the Instructions to Bidders. Listing of subcontractors is mandatory under Section 4100 of the Public Contract Code. If this form is incomplete or inaccurate, the bid may be rejected.

List of Subcontractors

Name and Contractor's License Number	Location of Place of Business	Description of Portion of Work Subcontracted
Central Valley Asphalt 777434	Lindsey Ca	Grading and Paving
Graham 700186	Clovis Ca	Concrete/CMU
Double J Plumbing 819782	Fresno Ca	Plumbing
New Electric 533593	Fresno Ca	Electrical/Low Voltage
Air Worx 944216	Lemoore Ca	HVAC
M&M 373194	Visalia Ca	Roofing
Tarlton 342341	Fresno Ca	Plaster
Salah 268108	Fresno Ca	Painting
J&J Doors 1018437	Visalia Ca	Doors & Hardware
Pyramid Cabinets 721011	Hanford Ca	Millwork
MS Fire 647656	Fresno Ca	Fire Sprinklers
Byron Epp Inc 433078	Laguna Niguel	Apparatus Doors
Patterson Drywall 815761	Fresno Ca	Drywall



14. NON-COLLUSION AFFIDAVIT



To the City of Hanford, Department of Public Works:

NONCOLLUSION AFFIDAVIT

Title 23 United States Code Section 112

and

Public Contract Code Section 7106

In accordance with Title 23 United States Code Section 112 and Public Contract Code 7106, the Bidder declares that the bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation; that the bid is genuine and not collusive or sham; that the Bidder has not directly or indirectly induced or solicited any other Bidder to put in a false or sham bid, and has not directly or indirectly colluded, conspired, connived, or agreed with any Bidder or anyone else to put in a sham bid, or that anyone shall refrain from bidding; that the Bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the Bidder or any other Bidder or to fix any overhead, profit, or cost element of awarding the contract or anyone interested in the proposed contract; that all statements contained in the bid are true; and, further, that the Bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid and will not pay, any fee to any corporation, partnership, company association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid.

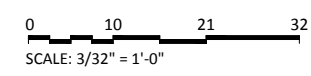
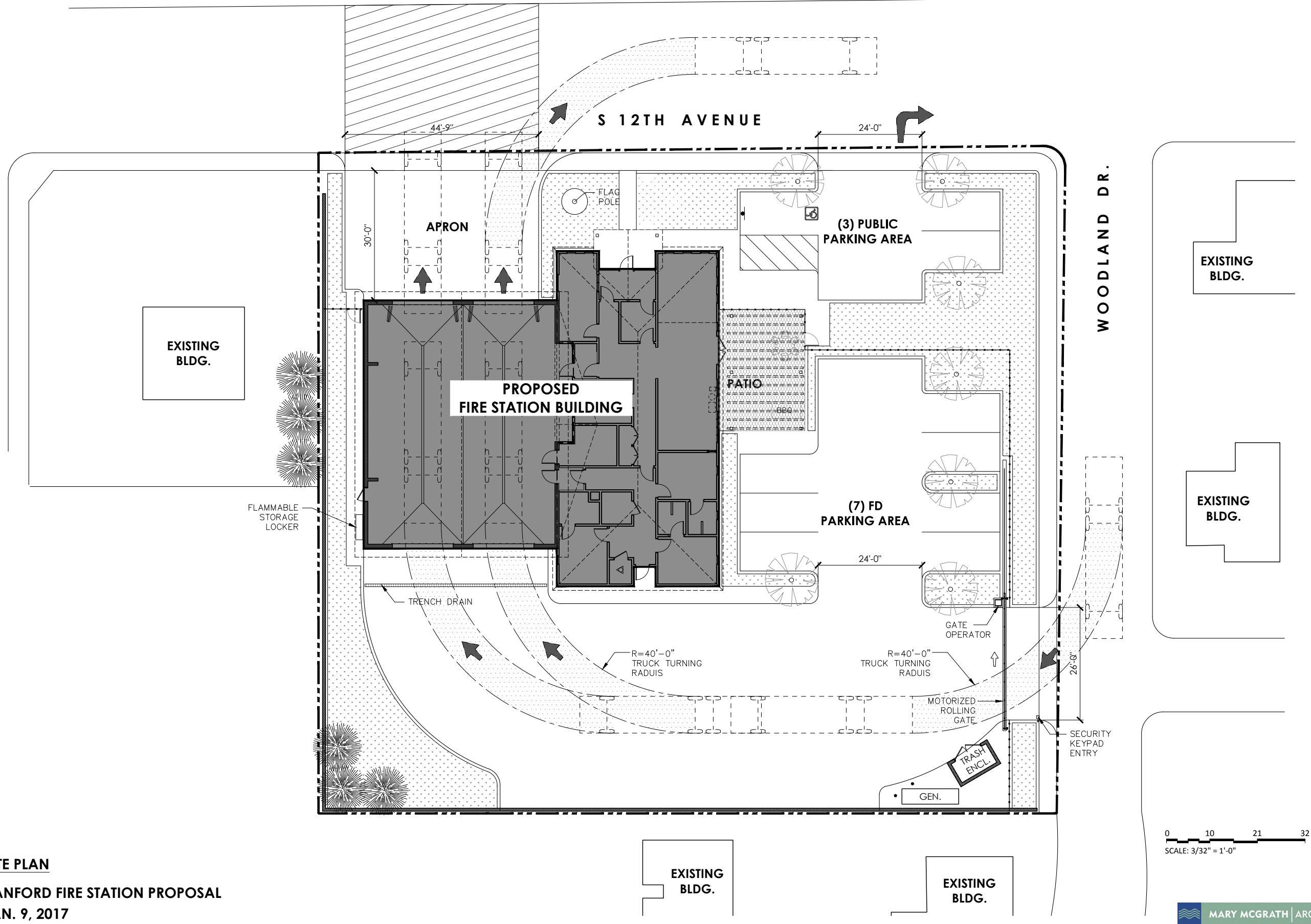
NOTE: The above Noncollusion Affidavit is part of the Proposal. Signing this Proposal on the signature portion thereof shall also constitute signature of the Noncollusion Affidavit.

Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)



APPENDIX - DESIGN EXHIBITS

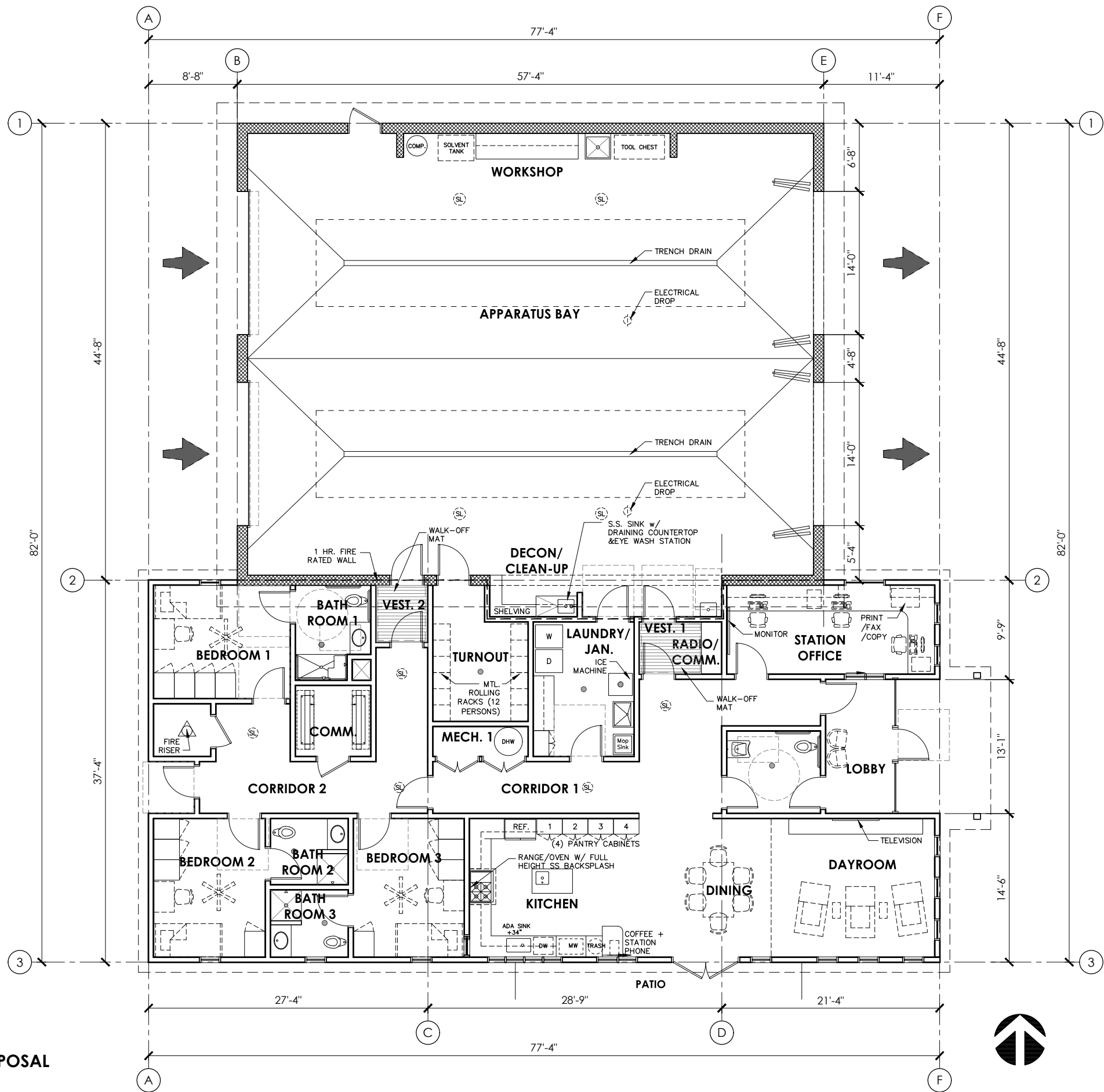




MARY MCGRATH | ARCHITECTS



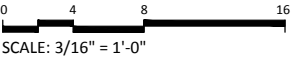
SITE PLAN
HANFORD FIRE STATION PROPOSAL
JAN. 9, 2017



ROOM AREA SCHEDULE	
ROOM NAME	AREA (SF)
STATION OFFICE	175
LOBBY	84
ADA RESTROOM	70
LAUNDRY	128
TURNOUT	107
KITCHEN	226
DINING	170
DAYROOM	215
BEDROOM 1	147
BEDROOM 2	146
BEDROOM 3	146
BATHROOM 1	62
BATHROOM 2	49
BATHROOM 3	49
COM ROOM	50
MECHANICAL 1	30
RISER ROOM 1	28
CORRIDOR 1 + VESTIBULE	282
CORRIDOR 2 + VESTIBULE	240
APPARATUS BAY	2346
WORKSHOP	61
DECON/CLEANUP	35
RADIO/COMM.	10

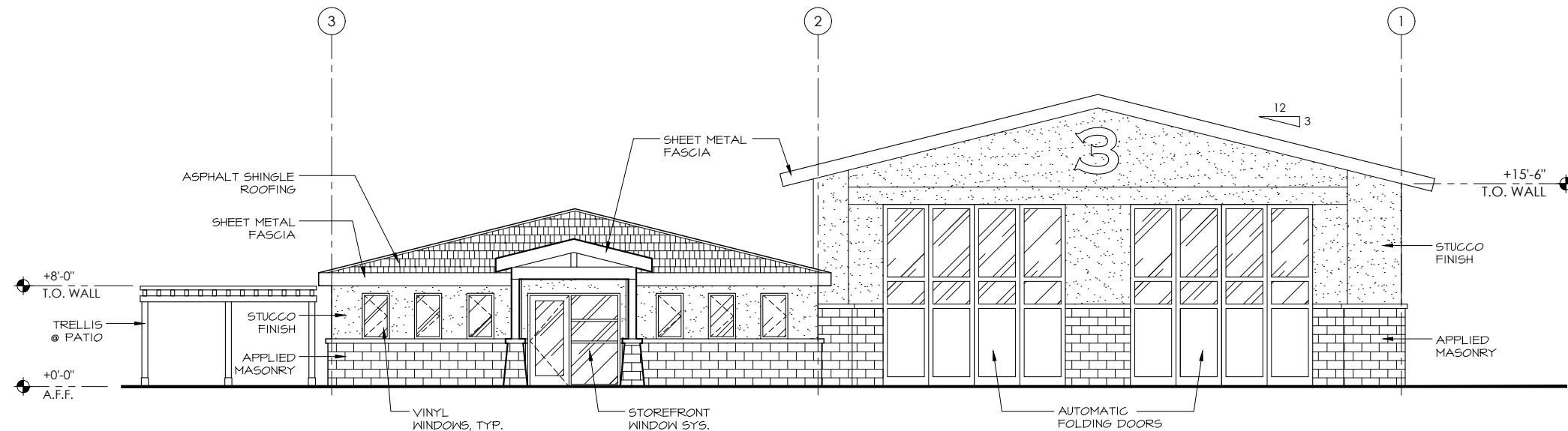
TOTAL NET AREA: 5,395 SF

- LEGEND:**
- 12" CONCRETE MASONRY UNIT WALL TO 72"
 - 2X6 WOOD STUD WALL
 - SOLATUBE
 - FLOOR DRAIN
 - CEILING FAN w/ LIGHT

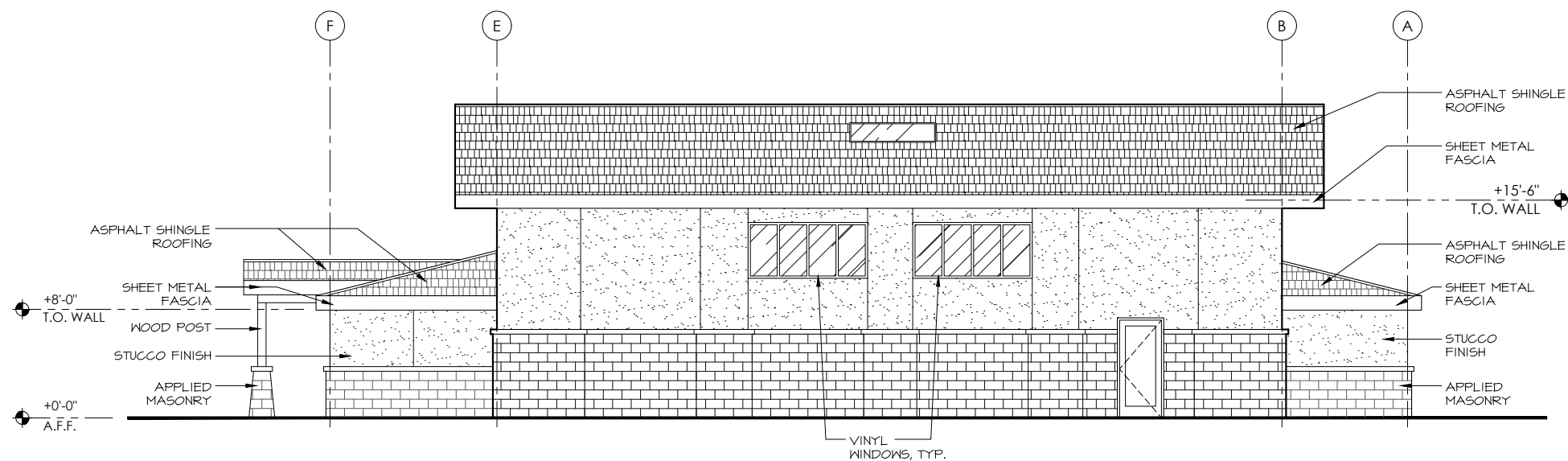


MARY MCGRATH ARCHITECTS
CARVALHO CONSTRUCTION, INC. | 50
MARY MCGRATH ARCHITECTS





EAST ELEVATION



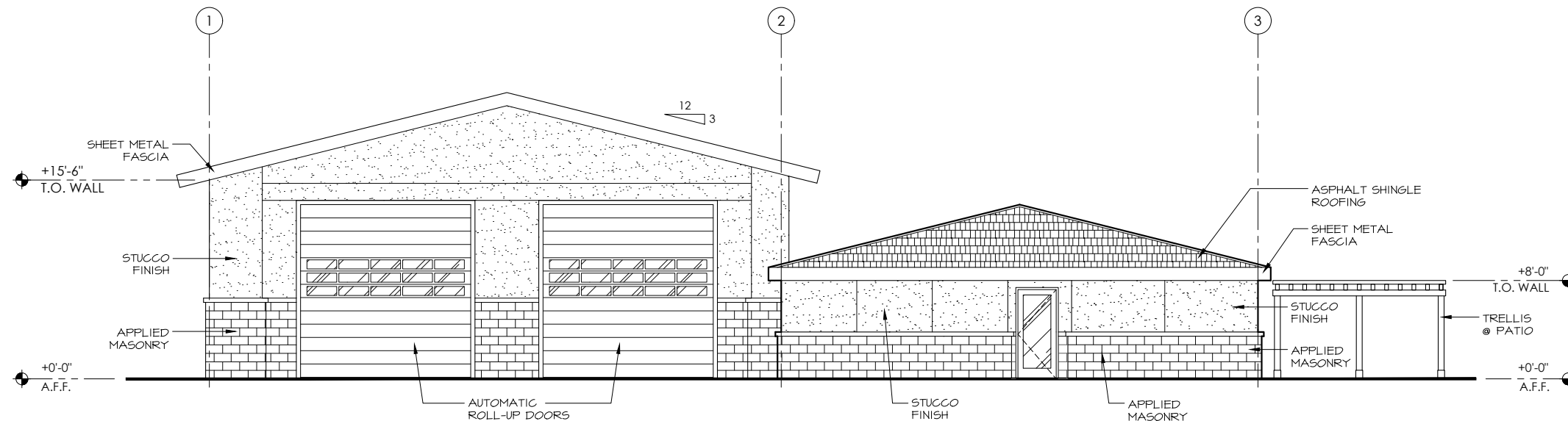
NORTH ELEVATION



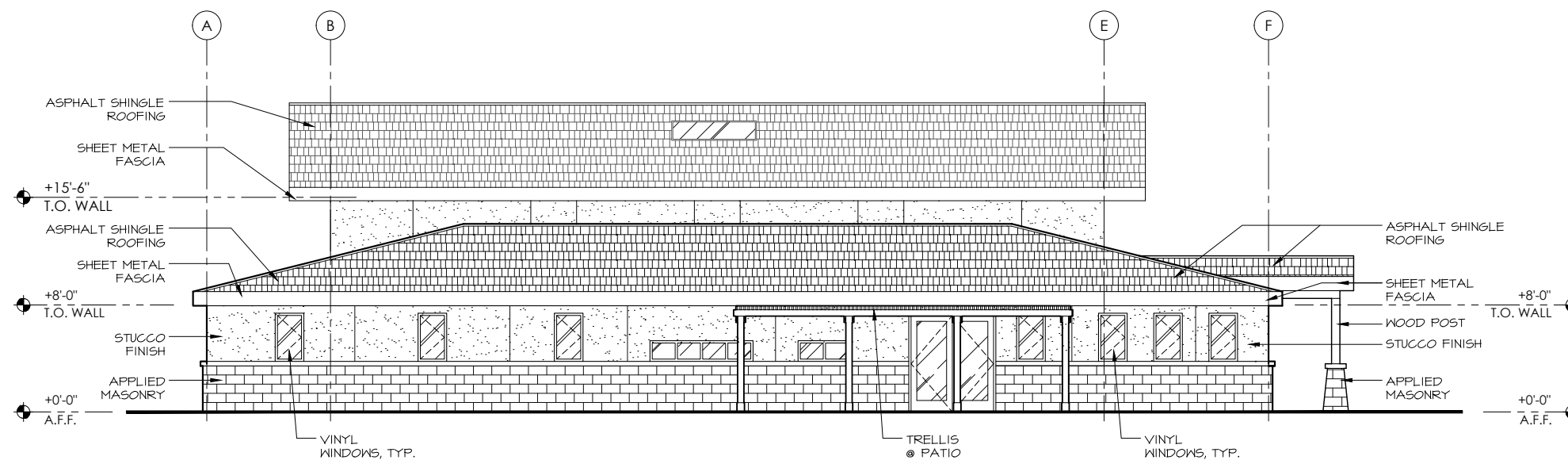
BUILDING EXTERIOR ELEVATIONS
HANFORD FIRE STATION PROPOSAL
JAN. 9, 2017

0 4 8 16
 SCALE: 3/16" = 1'-0"

MARY MCGRATH | ARCHITECTS



WEST ELEVATION



SOUTH ELEVATION



BUILDING EXTERIOR ELEVATIONS
HANFORD FIRE STATION PROPOSAL
JAN. 9, 2017

0 4 8 16
 SCALE: 3/16" = 1'-0"

MARY MCGRATH | ARCHITECTS



Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)



Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)



Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)



APPENDIX - INSURANCE CERTIFICATES



ENDORSEMENT TO POLICY NO. 10b**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.****UNITED SPECIALTY INSURANCE COMPANY****COMMERCIAL GENERAL LIABILITY POLICY****BLANKET ADDITIONAL INSURED
INCLUDING PRIMARY COVERAGE AND WAIVER OF SUBROGATION**

The section of the policy entitled **II. – WHO IS AN INSURED** is amended to include as an additional insured any person or organization for whom you are performing operations when you and such person or organization have agreed in writing in a contract or agreement that such person or organization be added as an additional insured on your policy. The coverage afforded by this endorsement is only;

- (1) with respect to liability of the **Additional Insured** in connection with the original **Named Insured's** ongoing operations performed for said **Additional Insured**; and
- (2) only if the **Additional Insured** performs all obligations required under the **Policy**.

The coverage afforded to an **Additional Insured** is limited to a claim made for a **Covered Loss** not covered by other insurance available to an **Additional Insured**, and is limited by **SECTION IV. – COMMERCIAL GENERAL LIABILITY CONDITIONS**, paragraph 4. **Other Insurance, b.**, of the policy, which provision applies equally to an **Additional Insured** and is made a part of this Endorsement.

Other than as expressly modified herein, coverage for the **Additional Insured** is governed by the terms and conditions of this policy, including the insuring agreement. No coverage is afforded under the "products-completed operations hazard" for an **Additional Insured** pursuant to this endorsement. The coverage afforded to an **Additional Insured** under this endorsement ends as of the date of completion, abandonment or termination of the work of the original **Named Insured** at any jobsite, project or structure.

The "work" of the original **Named Insured** will be deemed completed as of the date all work, including materials, parts or equipment furnished in connection

with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or when that portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization, including another contractor or subcontractor engaged in performing operations as part of the same project.

The coverage provided for the **Additional Insured** is only to the extent that the additional insured is held liable for the negligence or strict liability of the **Named Insured**. No coverage is provided for liability based upon the acts, errors and omissions of the **Additional Insured**.

No coverage is provided to an **Additional Insured** for damages because of "bodily injury" to an employee of the original **Named Insured**, whether suit is brought or claim is made by the employee or the parent, spouse, child or sibling of such employee, or any entity seeking damages because of injury to such employee.

If required by written contract: the insurance afforded by the policy to the **Additional Insured** shall be primary insurance, and any insurance or self-insurance maintained by the above **Additional Insured** shall be excess of the insurance afforded to the **Named Insured** and shall not contribute to it.

If required by written contract or agreement: We waive any right of recovery we may have against an entity that is an **Additional Insured** per the terms of this endorsement because of payments we make for injury or damage arising out of "your work" done under a contract with that person or organization.

Except as set forth above, all of the terms, conditions, and exclusions of this policy apply and remain in effect.

Policy No. SHI0502A23993

Date 3/15/2016

Time: 12:01 a.m.

United Specialty Insurance Company
3250 Grey Hawk Ct, Ste. Z
Carlsbad, CA 92010

By:

Phillip Salvaggio
Authorized Representative



CERTIFICATE OF LIABILITY INSURANCE

CARVA-1

OP ID: JA

DATE (MM/DD/YYYY)

01/10/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Mackey & Mackey Insurance Agency, Inc. License #0668959 P.O. Box 1209 Hanford, CA 93232 Jason A. Mackey, CPCU		CONTACT NAME: Jason A. Mackey, CPCU PHONE (A/C, No, Ext): 559-583-9393 FAX (A/C, No): 559-582-3903 E-MAIL ADDRESS: jason@mackey-insurance.com	
		INSURER(S) AFFORDING COVERAGE NAIC #	
INSURED Carvalho Construction, Inc. 310 North Irwin, Suite #17 Hanford, CA 93230		INSURER A: Technology Insurance Company 42376	
		INSURER B:	
		INSURER C:	
		INSURER D:	
		INSURER E:	
		INSURER F:	

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATION MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☐ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PRO-JECT ☐ LOC OTHER:						EACH OCCURRENCE \$ DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ PRODUCTS - COMP/OP AGG \$ \$
A	AUTOMOBILE LIABILITY ☒ ANY AUTO ☐ ALL OWNED AUTOS ☐ HIRED AUTOS ☐ SCHEDULED AUTOS ☐ NON-OWNED AUTOS			TPP1062195 01	11/28/2016	11/28/2017	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	UMBRELLA LIAB ☐ OCCUR EXCESS LIAB ☐ CLAIMS-MADE DED ☐ RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) ☐ Y / N If yes, describe under DESCRIPTION OF OPERATIONS below		N / A				PER STATUTE ☐ OTH-ER ☐ E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Verification of insurance.

CERTIFICATE HOLDER

CANCELLATION

HANFCI3 City of Hanford Attn: John Doyle 900 South 10th Avenue Hanford, CA 93230	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
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ACORD 25 (2014/01)

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Policy Number:

Date Entered: 9/1/2009

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

1/10/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	David Levoy Insurance Agency, Inc. PO Box 30 Loomis, CA 95650	CONTACT NAME: PHONE (A/C No. Ext): (916) 652-2705 FAX (A/C No.): (916) 652-2707 EMAIL: david@levoyins.com ADDRESS:
	INSURER(S) AFFORDING COVERAGE	
INSURED	Carvalho Construction, Inc. 22841 Grangeville Blvd Lemoore, CA 93245	INSURER A: Benchmark Insurance Company
		INSURER B: United Specialty Insurance Company
		INSURER C: Truck Insurance Exchange
		INSURER D:
		INSURER E:
		INSURER F:

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL REQ	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
B	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PRO-JECT ☐ LOC OTHER:	☒	☒	SI10502A23993	3/15/2016	3/15/2017	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Per occurrence) \$ 50,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMPROP AGG \$ 1,000,000 \$
	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Per accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	UMBRELLA LIAB ☐ OCCUR EXCESS LIAB ☐ CLAIMS-MADE DED ☐ RETENTION \$						EACH OCCURRENCE \$ AGGREGATE \$ \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	CST 5008591	8/28/2016	8/28/2017	☒ PER STATUTE E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
C	Businessowners Policy			606224029	7/7/2016	7/7/2017	Blanket Limit \$50,000 Contents \$10,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

City of Hanford, its officers, officials, employees, agents and volunteers are named as additional insured per attached blanket endorsement. Insurance is Primary & Non-Contributory. Waiver of Subrogation applies.

CERTIFICATE HOLDER	CANCELLATION
City of Hanford 900 S. 10th Ave. Hanford, CA 93230	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE

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ACORD 25 (2016/03)

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APPENDIX - RESUMES (SAME AS PROPOSAL)





KEY PERSONNEL RESUME



JASON CARVALHO

OWNER/PROJECT MANAGER/ESTIMATOR

PARTIAL PROJECT LIST

AIRPORT PROJECTS

- Santa Ynez Airport Runway & Taxiway Rehabilitation Project - \$900,000

LANDFILL PROJECTS

- Tajiguas Landfill Access Road Realignment Project - \$800,000
- Tajiguas Landfill 48" Mainline Storm Drain Installation - \$400,000

HOSPITAL PROJECTS

- Lompoc Hospital Offsite and Access Improvement Project - \$500,000
- Lompoc Hospital Outpatient Facility - \$2,200,000
- Marian Medical Hospital Facility Santa Maria - \$4,600,000

FEDERAL PROJECTS

- Vandenberg Airforce Base Design/Build Shoppette & Fuel Facility - \$600,000
- Vandenberg Airforce Base Design/Build Transfer Facility Project - \$3,100,000

PRIVATE PROJECTS

- Fess Parker Wine Center Design/Build Storage and Transfer Facility - \$1,100,000
- Ellings Park Access Road & Event Area Design/Build Construction Project - \$2,400,000
- Barrelhouse Brewing Production Facility & Taproom Design/Build - \$3,460,000
- Barrelhouse Brewing SLO Speakeasy & Barber Shop Design/Build - \$225,000
- Livo Winery Processing Facility & Tasting Room Paso Design/Build - \$145,000
- Pierce Construction Office & Storage Facility Paso Design/Build - \$600,000

EDUCATION

B.S. Liberal Studies,
California Polytechnic State
University, 2002

PROFESSIONAL EXPERIENCE

2013- Current
Owner/Project Manager/
Estimator Carvalho
Construction Inc.

2007- 2013
Project Manager/Estimator
Granite Construction Co.

2002-2007
Project Engineer Granite
Construction Co.

ROAD CONSTRUCTION

- City of Buellton Median Construction - \$1,000,000
- City of Buellton Streetscape Project - \$800,000
- Caltrans Hwy 1 Las Cruces Roadway Reconstruction - \$1,500,000
- City of Lompoc 2006 Street Rehabilitation Project - \$2,600,000
- City of Lompoc 2008 Street Rehabilitation Project - \$2,800,000
- Caltrans Lompoc Roundabout Hwy 246 - \$1,750,000

SPECIAL TRAINING AND CERTIFICATION

- STOP Safety Training, CPR & First Aid Training
- 24-Hour Storm Water Pollution Prevention Program Certification
- Supervisor Anti-Harassment Training
- Anti Trust Training
- Concrete Mix Design – Admixtures & Chemical Properties Certification
- Compaction, Maintenance and Lime Training
- Soils Sub-bases and Bases Training
- ATSSA Traffic Control Certification
- CA General Engineering Contractor's License 852103
- CA General Building Contractor's License 852103



KEVIN NICKELL

SPECIAL TRAINING OR CERTIFICATION:

- CPR & First Aid Trained
- 24-Hour Storm Water Prevention Program Certification
- San Joaquin Air Pollution Control Certified.
- Kings County Health Department Assessment & Remediation of Mold certified.

RELEVANT EXPERIENCE:

Owned and operated a prominent commercial cleaning and restoration business for 15 years. Employed and managed a staff of 40+ employees.

Successfully managed 5 residential subdivisions for Lennar homes overseeing construction staff, subcontractors and all phases of new home construction.

Supervised the development of a 150 home subdivision for Flatley Homes from site improvements to finished homes. Effectively managed subcontractors, scheduled inspections, and tracked project budget.

Completed all public works and design build projects on schedule and on budget.

» City of Bakersfield

Project: River Walk Maintenance Facility

Price: \$575,000.00

Gary Weaver 661-203-0707

Estimated, managed and constructed new maintenance facility for the City of Bakersfield Parks and Recreation Department. Including grading, block walls, concrete work, structural framing, asphalt paving and finish work.

» Central Unified School District

Project: New Admin Building

Price: \$600,000.00

Jack Boogard 559-924-7797

Estimated, managed and constructed new school administration office and site improvements. Including raised foundation walls, underground utilities, fire protection, communication extensions, ADA ramps, walkways and parking lot.

**TOTAL YEARS
CONSTRUCTION
EXPERIENCE:**

22

EDUCATION:
College of Sequoias

Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)

» **Northland Pipe Processing****Project: Design Build****Price: \$550,000.00****Dan Tramm 209-649-3274**

Estimated, managed and constructed design/build of a new administration office and warehouse facility. Constructed new storage yard, parking lot, offsite improvements & landscaping.

» **Clinica Sierra Vista****Project: New dental offices****Price: \$750,000.00 – 1M****Doug Moore 661-428-2661**

Estimated, managed & constructed 3 separate dental facilities. Consisting of on & off site improvements, parking lots, wood framing, steel framing, underground utilities, building structures and all finishes.

» **Helena Chemical Company****Project: Design Build****Price: \$1,800,000.00****Gareth Davis 559-285-3473**

Estimated, managed & constructed 3 design/build projects consisting of offices, shops and warehouses. Included negotiations with local city and fire officials. Building consisted of wood foundation, tie-ins to existing structure, ADA ramps, railing and stairs. Wood frame construction, low voltage data, certified scale equipment, custom commercial finishes, along with many changes made by owner during construction.

4/15/16-In Progress: \$4.5M in design build projects consisting of offices, tank farms (specialty construction), shop and warehouses

» **City of Corcoran****Project: Façade Improvements****Price: 1M****Kevin Tromborg 559-992-2151**

Estimated, managed & constructed 10 separate façade improvement projects consisting of demo, grading, framing, MEP, ADA compliance, glazing, CMU, finish carpentry and painting.

» **Department of General Services (State of California)****Project: New DMV Field Office****Price 2.5M****Rick Allen 916-376-1637**

Estimate, managed and remodeled DMV field office. Project included demo and renovation of site work and building interior. Coordinate with state workers and public utilities. Roofing, carpentry, MEP, rough and finish carpentry and finishes.

» **Pearce Services****Project: Design Build****Price: \$600,000.00****Kristen Osborn (714) 642-6399**

Estimated, managed and constructed design/build of a new 5,000 sq ft administration office consisting of structural improvements, MEP, framing, concrete, specialty locks and security.

» **City of Lemoore****Project: Façade Improvements****Price: \$250,000.00****Kristy Baily (559) 924-6700**

Estimated, managed & constructed design/build 3 downtown business façade projects.

» **Barrelhouse Brewing Company****Project: Design Build****Price:\$3.5M****Carvalho Construction 559-582-1400**

Estimated, designed and managed design/build of new 12,000 sq ft brewery consisting of specialty HVAC, mechanical, steam piping and glycol systems.



TOM M. OLIVEIRA

CONSTRUCTION PROJECT MANAGER / SAFETY TRAINER

Nine years' experience delivering multi-million dollar projects on time and within or under budget—all for one developer Bilingual (Fluent Spanish).

Project management and safety background includes all stages of commercial construction—budget development to contract closeout. Adept in supervision of all trades, subcontractors, and company employees. Prior experience (10 years) in agriculture and farm management (6,000 acres).

EDUCATION

Spanish Major – 9 Units
required for completion of
Bachelor of Arts
1995 – 1996

Associate of Arts Degree
West Hills College, Coalinga, CA

EXPERIENCE IN TRAINING CONSTRUCTION EMPLOYEES:

IIPP – Injury, Illness, Prevention
Program Implementation

SDS – Safety Data Sheet
Documentation

PROFESSIONAL EXPERIENCE

PROJECT MANAGER	2015-PRESENT
Carvalho Construction, Lemoore, California	
PROJECT MANAGER/ SAFETY DIRECTOR	2006 – 2014
Driven Construction, Tulare, California	

Report to president of company. Commended for ability to independently direct commercial building projects in northern and central California.

- Manage project sites through all stages of construction from budgeting and scheduling to contract close.
- Provide safety instruction to new and current employees regarding hazardous materials and equipment use.
- Maintain positive relationships with owners, design team, subcontractors, employees, and inspectors.
- Prepare estimates and budgets for change orders and acquire needed materials.

REPRESENTATIVE CONSTRUCTION PROJECTS SINCE 2004

MANAGED DESIGN-BUILD CONSTRUCTION PROJECTS RANGING FROM \$300K TO \$12.4MM:

• Ashley Square – 52 4-plex units, Visalia, CA	\$12.4MM
• Oakwood Ranch – 16 4-plex units, Visalia, CA	\$3.5MM
• Blackstone – Office Complex, Tulare, CA	\$800K
• Tulare Community Health Clinic, Tulare, CA	\$420K
• Medical Clinic, Woodville, CA	\$600K
• Del Lago Place / Tesori Residential Development (28 acres), Tulare, CA	\$980K

ENDORSEMENT PROVIDED BY OWNER OF RECENTLY COMPLETED PROJECT

"Tom served as Project Manager of the construction of our Woodville Clinic. Due to time constraints, . . . we were under great pressure to be fully operational in a very short time frame. Tom managed the construction project in a professional manner, with attention to even the smallest detail, and under his management, we broke ground on February 8, 2014, and opened our doors to serve the public on May 9, 2014."

". . . We were very impressed with Tom's dedication to keeping the project on track for early completion. He managed the project with integrity and provided the oversight necessary to ensure that the work was completed with the highest quality . . . We had a final inspection by the Office of Statewide Health Planning and Development (OSHDP) and site visit by Anthem Blue Cross. Both inspections went very smoothly, with no corrections required."

"On a personal level, Tom is courteous, respectful, and true to his word. He arrived to meetings on time and kept us apprised of the status of various stages of construction . . . We would gladly have him serve as Project Manager for our future construction projects."



JODY WAYNE SIMONSON

CONSTRUCTION PROJECT MANAGER

Skilled, articulate and visionary professional with over 30 years' experience in all facets of construction, municipal, commercial and residential settings. Proficiency in project management, planning and construction management with an emphasis in budget management.

PROFESSIONAL EXPERIENCE

Project Manager 02/2016 - PRESENT
Carvalho Construction, Lemoore, California

Parks & Recreation Manager 12/2007 - 02/2016
City of Leemore, Lemoore, California

- Manage 16 FTE's and a budget of \$2.4 million.
- Oversee Buildings, inc construction projects, Parks and Rec
- Planning and budgeting for 10 year capital budget.
- Serve as a member of the City Manager's executive team.
- Have involvement in capital items, budgeting and installation of Facilities.

Facilities Superintendent 11/1993 - 12/2007
City of Leemore, Lemoore, California

- Manage 10 full-time employees and 21 part-time employees.
- Oversee budgets totaling \$1.9 million.
- Supervise subcontractors, prepare estimates and write evaluations.
- Hands on and complete oversight of Lemoore Fire Department addition and renovation.
- Hands on and complete oversight of Lemoore Train Depot construction now the Lemoore Chamber of commerce.

General Building Contractor 02/1986 - 11/1993
JW Simonson Construction, San Diego, California

- Build both residential and commercial projects throughout San Diego County.
- Built combined Chiropractor office /Dentist office with a budget of 1.7 million.

REFERENCES

Steve Froberg- Former City Manager City of Lemoore
John Gibson- Lemoore Fire Chief
Jeff Laws- Former City Manager and Chief of Police
More references available upon request.

EDUCATION

2008 – 2014
Associate of Arts Degree
West Hills College Lemoore,
Lemoore, CA

MARY MCGRATH ARCHITECTS

FIRM BACKGROUND

CONTACT

Mary McGrath, AIA
1212 Broadway, Suite 401
Oakland, CA 94612
Phone: (510) 208.9400
www.marymcgratharchitects.com



BACKGROUND With 25 years of experience in the design and implementation of Fire Station, our firms services are based upon a collaborative approach to the planning and design of Fire Station projects. Our consulting practice partners with Cities throughout North America to bring an expert level of services to their Fire Station facilities. Mary McGrath Architects has 7 staff with 2 registered Architects. Our firm was established in 2010 and will celebrate its sixth anniversary in June.

SERVICES PROVIDED Mary McGrath Architects is a full service planning and design firm specializing in "Operations-Based" design of community serving fire stations. We provide full services (design through construction administration) to our clients in California and offer expert fire station consulting services throughout North America.

Our services include:

- » Master Planning
- » Facilities Programming
- » Needs Assessment Studies and Feasibility Studies
- » Architectural Design and Construction Administration
- » Design-Build Bridging Documents
- » Design Build Architecture

HOW WE WORK We have identified five key elements that are common to our successful implementation of a planning project, including:

- » Developing an understanding of the operational goals of the client as they currently exist and how they might change in the future.
- » Learning the culture of the organization that the facilities will serve.
- » Understanding the management and political environment within which the organization functions.
- » Knowledge of the funding mechanisms.
- » Providing the leadership, communication skills and a collaborative process that serves our clients vision and goals.

We succeed when our facilities support the operational mission of its users, are practical and easy to maintain, bring delight in its design creativity and are implemented with skill and craftsmanship to meet the goal of a 30-50 year use. Our path to success is through a collaborative relationship with our clients where we not only listen to their goals and aspirations but we also hear and follow through.



TRACK RECORD We pride ourselves on fire station designs that reflect current and future operational goals. The final goal is a facility that enhances the fabric of the City while supporting the mission of the Fire Service. With many of our clients we have had the pleasure of working together on numerous projects. This is a testament to our ability to provide the kind of exceptional service and quality that clients expect. Our ability to listen and respond to client needs and work within schedule and budget parameters has been acknowledged with a high percentage of repeat clients.

SUSTAINABILITY Mary McGrath Architects has the experience of developing over a dozen LEED accredited fire station facilities. We have found successful sustainable elements of a fire station design have to be compatible with the operational requirements of the department. We include sustainable strategies in our studies and will factor in the cost of incorporating sustainable systems into the facility planning.

AWARD-WINNING DESIGN Many projects lead by Mary McGrath have received awards for design excellence some of which are included below:

- » City of Los Angeles Fire Station No. 13, Award of Excellence, City of Los Angeles Cultural Affairs Department; 2010
- » Windsor Fire Protection District, Fire Station No. 2 Windsor, CA, Award of Excellence, Sustainable Design, CE San Francisco Chapter, 2009
- » City of Santa Clara Fire Station No. 2 Training Center, Award of Excellence in Design, AIA, Santa Clara Valley Chapter 2002
- » City of San Luis Obispo, Fire Station No. 1, Award of Excellence in Design, AIA, San Luis Obispo County Chapter, 1992

CLIENT SATISFACTION Mary McGrath Architects seeks to build long-term relationships with all of our clients and strives to provide client satisfaction on our projects. The following quote is evidence of our commitment to quality service on the Windsor Fire Station No. 2 project:

"Way to go - we accomplished a major milestone last evening! The presentation of the design of Windsor Fire Station No. 2 to the Town Council last evening was excellent! The Windsor Town Council really enjoyed learning about LEED and the sustainable elements of the fire station project. You are to be commended for your efforts on this project. I look forward to working with you on the next steps."

David Kelley, Assistant City Manager, Town of Windsor



KEY PERSONNEL RESUME



MARY MCGRATH | AIA, NCARB, LEED® AP PRINCIPAL-IN-CHARGE/ PROJECT MANAGER

Mary McGrath's 26 years of experience has included all phases of professional design services from the crucial first step of community and stakeholder participation, through building design and construction administration. She has had full responsibility as principal-in-charge and project manager for a wide variety of fire station projects. She has a deep resume in fire station design and uses an "operations-based design" approach to developing fire station planning and translating that information into the design of new facilities. She is comfortable in the role of project "visioning" and in the creation of construction plans that follow. Mary has overseen multi-discipline teams of professionals (e.g. architects, engineers, planners, surveyors, landscape architects, and others) involved in fire station facility projects from concept through construction.

REGISTRATION

Licensed Architect
California C24435
NCARB Registration
No. 186980

EDUCATION

Bachelor of Architecture,
Architecture and Environmental
Design, California Polytechnic
State University, 1978

PROFESSIONAL

American Institute of Architects,
Member No. 30138757

Editorial Advisory Board,
International Association of Fire
Chiefs Foundation (IAFCF)

National Association of Women
in Construction, Member No.
61100

Jury Member, Station Style
Design Awards,
2007, 2008, 2009, 2011

PRESENTATIONS / PUBLICATIONS

"Fire Boat Station Design,"
Station Style Conference, 2012

"LEED Gold-A Fire Station Case
Study," Station Style Conference,
2012

"Operations-based
Design," 2008, 2009, 2010,
2011, 2012 Station Style
Design Conference

Fire Station Design Competition
- Juror, Fire Chiefs Magazine,
2008, 2009, 2011

RELEVANT EXPERIENCE

» Lodi Fire Station No. 2 Replacement Project, Lodi, CA

The City of Lodi is replacing its existing Fire Station No. 2 with this new station located at the corner of Cherokee Lane and Oak St. The 8,000 SF station contains two drive-through bays, living quarters for 6 on-duty personnel with associated office and apparatus support areas. The .93 acre site accommodates the station, a 2,000 SF equipment storage building and an area designated for rescue training.

» Angeles National Forest, USDA

PW Construction Inc. was selected as the Design/Build Contractor for the development of the phased improvements to the Angeles National Forest Supervisors Office Replacement Project. Mary McGrath Architects was the design team representative who lead the project from programming through occupancy. The project was completed in 2013 and, include the Angeles National Forest Fire Training Center with classroom capacity for 100 and training props, and offices and support spaces for both the Law Enforcement and Fire Departments of the National Forest.

» City of Long Beach Fire Department Fire Station No. 12 and Emergency Resources Center

Mary McGrath Architects developed a prototypical plan and space standards for the replacement of the City of Long Beach fire facilities. This planning has been used in the programming and design of the departments Storekeeper Facility, Emergency Resource Center, Beach Operations and finally the development of the building program, site study, conceptual plans and massing for a replacement Fire Station No. 12. The 11,000 sf fire station is programmed to support engine and medic companies and houses the departments Mass Casualty Unit. The Station No. 12 site serves as the staging area for disaster support in North Long Beach. The Emergency Resource Center houses a disaster cache, reserve units and provides hook-up services for Red Cross and other related agencies. It was occupied in 2013.

Co-authored "Communications" chapter of the Fire Station Design Handbook, 2010
IAFC Foundation

"Station Style Design Awards Winning Stations," and "Operations Based Fire Station Design", Station Style Design Conference, Overland Park, KS
2010

"Station Style Design Awards Winning Stations," and "Interim Facilities and Other Lower Cost Alternatives," Station Style Design Conference, Denver, CO,
2009

"Special Access," April 2007, Fire Chiefs Magazine

"Fire Stations—Challenges Net Changes," November 2005, Fire Chiefs Magazine

"Your New Fire Station; How Much Will it Cost, and How to Get Funding for It," August 2003, Fire Rescue International, Dallas, TX

"Critical Architectural Issues in the Design of Fire Stations," July 2003, AIA Santa Clara Valley Chapter, Santa Clara, CA

"Paramedics in the Firehouse", September 2002, FIERO Conference, Charleston, NC

"Fire Station Design Process," 1995-1998, Cal Fire Instruction Workshop

» Fire Stations No. 2, 4, 9, 10, 22, Renovations, Long Beach, CA

The City of Long Beach has a master plan to upgrade all of their fire stations by the end of 2015. Mary McGrath Architects was engaged to upgrade Fire stations no. 2, 4, 9, 10 and 22 to provide private quarters for the City's fire fighters. The project includes demolition of existing building elements and modifications to provide private sleeping rooms and restrooms.

» Fireboat Station No. 20, Long Beach, CA

The Port of Long Beach has presented a tremendous opportunity to master plan and develop two critical public safety facilities whose function is to support and protect the operations of the Port of Long Beach. The 9,000 s.f. Fireboat station is a 2- company with associated marine improvements for a new 113' Fireboat. This project is in schematic design phase.

» Essential Facilities Strategic Plan, San Rafael, CA

The City of San Rafael engaged Mary McGrath Architects (MMA) and an interdisciplinary planning and engineering team to update their existing essential facilities condition assessments and create a defensible and operationally forward thinking Essential Facilities Strategic Plan for the City of San Rafael Police and Fire Departments. The Plan enabled the City of San Rafael to plan appropriately and effectively to replace and/or upgrade of the city's essential facilities. MMA was subsequently selected to implement Phase I of the strategic plan including 2-10,000 S.F. Fire Stations and a 45,000 S.F. Public Safety Building. Currently in conceptual design.

SELECTED FIRE STATION EXPERIENCE

- » Public Safety Center, San Rafael, CA
- » Fire Station 52 & 57, San Rafael, CA
- » Groveland Fire Station, Groveland, CA
- » Fire Station No. 2 Replacement Project, Santa Cruz, CA
- » Bellevue Washington Fire Facilities Master Plan, Bellevue, Washington
- » Springdale Fire Stations Upgrade SOQ, Springdale, WA
- » Town of Windsor, Windsor Fire Protection District Fire Station No. 2, Windsor, CA
- » Hau'ula Fire Station, Honolulu, HA
- » Menlo Park Fire Protection District Fire Station No. 2 – Site and Communications Infrastructure, East Palo Alto, CA
- » Menlo Park Fire Protection District, Fire Station No. 6, Replacement Project, Menlo Park, CA
- » Mountain View Police/Fire Station Renovation, Mountain View, CA
- » Livermore-Pleasanton Fire Protection District, Pleasanton, CA
- » Modesto Fire Station No. 11, Modesto, CA
- » Turlock Fire Station No. 1, Turlock, CA
- » Stockton Fire Station No. 13, Stockton, CA
- » Town of Mountain House Town Center Fire and Police Station Master Plan
- » City of Seattle Fire Facilities Master Plan, Seattle WA
- » Fire Station No. 15 & Westside Police Substation, City of Bakersfield, Bakersfield, CA
- » Fire Station No. 2, City of Brea, Brea, CA
- » Fire Station No. 1, Cambria Community Services District, Cambria, CA
- » Fire Station No. 3 Rehabilitation, City of Culver City, Culver City, CA
- » Fire Station No. 1, Dougherty Regional Fire Authority Dublin, CA
- » Fire Station No. 6, Santa Clara, CA
- » Edna Valley Fire Station, San Luis Obispo County Department of General Services, San Luis Obispo, CA

- » Fire Station Headquarters Replacement Assessment, City of Eureka, Eureka, CA
- » Fire Department Station No. 15 and 17, City of Fresno, CA
- » Fresno Fire Training Center & Fire Station No. 19 Site Master Plan, City of Fresno, CA
- » Police and Fire Department Facilities Master Plan, City of Mammoth Lakes, Mammoth Lakes, CA
- » Fire Station, Mariposa Municipal Utility District, Mariposa, CA
- » Central Fire Station, City of Merced, Merced, CA
- » San Jose Fire Department Facility Master Plan & Facility Standards, San Jose, CA
- » Meridian Fire Station, San Luis Obispo County Department of General Services, Paso Robles, CA
- » Public Safety Facility, City of Paso Robles, Paso Robles, CA
- » Fire Station No. 44, Moraga-Orinda Fire Protection District, Orinda, CA
- » Fire Station No. 22, Nipomo Mesa CDF/County, Nipomo, CA
- » Fire Station No. 2, City of Oakdale, Oakdale, CA
- » City of Chico Airport Fire Station Expansion, Chico, CA
- » Fire Station No. 21 Historic Renovation, City of San Mateo, San Mateo
- » Fire Station No. 23 Replacement Study, San Mateo, CA
- » Fire Stations 3 and 4 Replacement Study, City of Palo Alto, Palo Alto
- » Fire Department Facilities Modernization Program, City of Santa Cruz, Santa Cruz, CA
- » Fire Department Headquarters Replacement Station, Saratoga Fire Protection District, Saratoga, CA
- » Facility Assessment/Preliminary Design Services for the Expansion & Renovation of Two Fire Stations, City of Gilroy, CA
- » FPD Fire Communication Center, Ventura County Fire Department, Ventura, CA
- » Fire Station No. 4 Replacement Project, Yuba City, CA
- » Fire Station No. 7 Renovation Project, Yuba City, CA
- » Fire Station Nos. 2 & 7 Needs Assessment, Yuba City, CA
- » Long Beach Fire Station Nos. 2 & 9 Renovations, Long Beach, CA
- » Port of Long Beach Fire Boat Station No. 20 and Interim Fireboat Station, Long Beach, CA
- » City of Long Beach Fire Storekeeper Warehouse
- » City of Long Beach Fire Station Programming and Conceptual Design
- » Joint Police/Fire Facility Feasibility Study, City of Long Beach, CA
- » Fire Station Remodel / Expansion Study, City of Hermosa Beach, Hermosa Beach, CA
- » Edwards Fire Station No. 6, City of Huntington Beach, Huntington Beach CA
- » City of Redondo Beach New Main Fire Station Replacement Study
- » EOC/Training Center, City of Riverside, Riverside, CA
- » Fire Station No. 1, 6, 8 and 13, City of Riverside, Riverside, CA
- » Compton Fire Station No. 2 Replacement Study, Compton, CA
- » Fire Station No. 2, Montecito Fire Protection District, Montecito, CA
- » Springdale Fire Stations Upgrade, Springdale, Arkansas
- » Fire Department Long Range Facilities Plan Update, City of Seattle, Seattle, WA

DESIGN HEATING & AIR CONDITIONING

PO BOX 292, Wofford Heights CA 93285

Phone 559-553-2005

Fax 209-879-0151

Lic#776793

TO: Carvalho Construction

RE: Design build qualifications

We have been in business for 15 years. We specialize in public works projects. We stay up to date on new codes, products and practices by attending workshops and classes as a matter of routine. We work closely with certified mechanical engineers to ensure projects are completed seamlessly. We have successfully installed both direct vent vehicle exhaust removal systems and no vent filter vehicle exhaust removal systems for fire station apparatus bays and understand the design and installation process and challenges of both types of systems. We regularly install HVAC equipment from Carrier, Trane, Lennox, Daiken, Mitsubishi, Aaon, and York, and can incorporate whichever brand that the customer should have to help keep maintenance requirements as simple as possible. We can design the controls system to be as simple as possible or incorporate ddc controls to tie multiple locations in to a central controls system that can be accessed remotely, our controls can be integrated with electrical and card access systems to tailor an hvac systems temperature to the access card holders requirements.

Here is a list of some of our past and current projects.

- » Pismo Beach Visitors center and Equipment building.
- » Fresno Fire station #4
- » Fish Camp Fire Station
- » Cal Fire Mariposa Fire station
- » Alpaugh Fire station
- » Paso Robles Fire station #4
- » Fresno Yosemite Airport Tsa security upgrade.
- » Yosemite high school
- » Tehipite middle school
- » Eaton elementary school
- » Rowell elementary school
- » kern medical center
- » cerro coso college welding labs
- » porterville college student center
- » California DMV stockton.
- » Gustine city hall
- » Gustine police department
- » san joaquin VFW
- » Colonel Allensworth State historical park Hacket House.
- » Delano Recreation Center

Sincerely,

Ricky Archuletta
Owner

Attachment: Carvalho Final Contract (1842 : PW: Award the Fire Station No. 3 Design Build Contract)



APPENDIX - DESIGN EXHIBITS

