City of Hanford, California

HANFORD

Downtown East Precise Plan

Zumwalt-Hansen / Quad Knopf, Inc.

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Executive Summary

PURPOSE

The City of Hanford has commissioned this Plan to develop urban design principles and standards that will address an appropriate mix of urban land uses for the Downtown East location into a Precise Plan. The Precise Plan will serve as a guide for four levels of implementation: identifying necessary essentials for the General Plan, identifying urban design concepts and development criteria, incorporating a mixture of land uses, and analyzing environmental impacts.

GOALS

The Precise Plan's goal is to promote equitable, affordable housing, and revitalization within the project area for residential and commercial purposes. The Precise Plan will provide for more mixed uses, increased residential density, personal services, and entertainment, with shared streets for safer, more pedestrian friendly experiences. The Plan will also incorporate forward-thinking standards to enhance economic development strategies, such as form based zoning.

OPPORTUNITIES AND CONSTRAINTS

Ownership. Implementation of the Precise Plan faces several issues. First, the City of Hanford owns no property in the 69-acre project area. Due to multiple ownership of land throughout the study area, assemblage of parcels for any substantial permitted land use could be problematic. Owners have to be willing to sell, and many owners are not located on the property. The recommendation is to approach owners now and hold property for later use when the market improves.

Business Attraction. Second, the recovery of the economy (local, state, and federal) is slow. Attracting retailers, hoteliers, cinemas, and restaurateurs would be difficult at this time unless the City offers incentives and improves the overall downtown east environment (i.e., lighting, crime reduction, addressing the homeless, landscaping, entry feature, street furnishings).

Trends. Travel trends for Californians, as well as all Americans, have changed as a result of changing economic and demographic characteristics. Understanding that travel trends towards cultural and heritage tourism are increasing, it is important to realize the impact of Hanford's cultural and heritage sites and events. The following locations were identified as sites or buildings that would enhance cultural and heritage tourism in Hanford in addition to the numerous structures and sites in the Downtown core.

Existing Resources.

1. *China Alley.* China Alley is a one block area consisting of a mix of buildings that represent the local Chinese heritage (e.g., Imperial Dynasty Restaurant and the Taoist Temple Museum) as well as newer buildings such as the United Market. China Alley was named 'One of the Eleven Most Endangered Historic Place in the U.S.' for 2011 by the National Registry of Historic Places.
2. *Ethnic Restaurants.* This area of Hanford has a mixture of Chinese, Mexican, and other ethnic restaurants located within a 400-foot radius of one another. Success of existing cultural restaurants can be leveraged and preserved as an effective economic development anchor.
3. *Temple Theater*. First constructed in 1922 as the Chinese Center for Knowledge, the Temple Theater, which opened in 1963, presents four live performances per year.
4. *Residential Architecture.* 9th Street between Brown and Harris Streets boasts a variety of well-maintained residences that characterize the

residential architectural history of Hanford such as Victorian, American Farmhouse, and California Craftsman.

5. *Older Buildings yet to be Determined.* While the Taoist Temple Museum has been listed on the National Registry of Historic Places, other buildings in Downtown Hanford East have not yet been evaluated, but could be determined to have historic significance.
6. *Proximity to Downtown Core, Town Square, and Civic Uses.* Downtown East is located one block east of Hanford's Civic Square and the library.
7. *Access to State Route 198 and Tenth Avenue.* SR 198 is located less than a quarter mile to the eastern entrance of downtown Hanford at 7th Street and Tenth Avenue.
8. *7th Street Frontage.* 7th Street is considered Hanford's main street. Of more than one-half mile of possible street frontage, only 857 linear feet of buildings still remain (some vacant, some not). 2,115 linear feet of street fronting buildings (71%) have been lost over time. New development has the opportunity for high visibility main street frontage leading to Hanford's downtown core.

MARKET STUDY CONCLUSIONS

Development Potential Vs Development Capacity. The Market Study completed by Kosmont Companies in September 2012 identified a number of forces that could impact future development in Hanford's Downtown East. Among them being the lingering recessionary economy. Forecasts regarding future development in the area are determined by the City's growth rate and other factors. As the region and the City struggle to shake off the dramatic affects of the high unemployment rate, the Kosmont study identified the development potential for the City as well as the Downtown East area. Attracting development specifically to the study area will depend on a number of factors such as physical improvements and enhancements, developer incentives, financing availability, and focused driven city officials and community stakeholders intent on making the Downtown East Precise Plan a reality.

The Kosmont study identified the potential for development in the short term, 0-10 years (2013-2023), and long term, 10-20 years (2023-2033) for the City of Hanford. For each period, conservative projections and more aggressive projections were identified. According to the Kosmont study, as development reaches Year 2033, it is important to note that the capacity for development in the study area within the next twenty years was greater than the market could absorb. In addition, while a larger residential contingent is likely needed to support new development, particularly neighborhood goods and services type land uses, the housing market has not yet recovered from the recession. The approximately 300[1] new housing unit potential of the study area, growth of and marketing of local cultural and heritage tourism, other large scale development in the area, and other factors identified in the Kosmont study, could have the ability to speed development in Downtown East.

Development Capacity. The following commercial space and residential units represent the potential build-capacity for new development in the study area. The development capacity is likely to exceed the absorption rate as further represented in the Market Study.

- Retail/Restaurants: 150-190,000 square feet.
- Urban Grocers/Markets: 30-45,000 square feet.
- Cinema: 8-plex.
- 1 Hotel: 90-100 rooms + 20,000 square feet meeting rooms
- Office (one floor above ground floor retail): 100-170,000+ square feet.
- 9th Street Office Residential/Shops/B&B's: 14,000 square feet.

- Housing: 300[1] dwelling units at varying densities and various product types.

Near Term Supportable Development: 2013-2023. Assuming a steady growth rate, improvements in the local and regional economy, and a recovery in the housing market, the following may be the amount of development that could be absorbed in the City of Hanford and/or Downtown East within the first ten year horizon:

Conservative

- Health & Personal Care: Pharmacy (7,500 - 14,000 SF).
- Food & Beverage: Urban grocer, e.g. Asian market (10,000-25,000 SF).
- Typical downtown "Main Street" environment storefronts (20,000-35,000 SF).

Aggressive (Possible Additional Development)

- Mixed Use Building (retail, office, civic).
- Senior Housing.
- Large Retailer or Museum option.
- Infill south side of Seventh Street.

Long Term Supportable Development: 2023-2033. Assuming a steady growth rate, improvements in the local and regional economy, and a recovery in the housing market, the following may be the amount of development that could be absorbed in Downtown East within the second ten year plus horizon:

Conservative

- Retail / Restaurants: 15,000-30,000 SF (including Mercado).
- Cinema: 10,000-30,000 SF (up to 8 screens).
- 1 Hotel: 35,000-55,000 SF (90-100 rooms + 10K-20K SF meeting rooms).
- Office: 60,000-110,000 SF (above ground floor retail).

Aggressive (Possible Additional Development)

- Housing Units (Affordable Multi-Family and Senior Housing).
- Additional Mixed Use Development.
- Additional Infill and New Retailers.

PUBLIC INPUT

The process to solicit input and ideas and to build consensus consisted of a series of workshops, meetings, and a walking audit. Participants included business owners, area residents, civic organizations, City of Hanford staff, and political leaders. The Design Team identified a public participation plan that was approved by City Staff as the first step in the process to solicit input and ideas and gather consensus from the community. Over time, the plan allowed for some flexibility, and more workshops and meetings were added to the process. Residents, business owners, and interested individuals were notified via emails, the City's website, mailers, and posters placed in the windows of local businesses. The events to gather input and consensus are identified in Table 2-1—Pulic Outreach Schedule.

[1] The Central Valley housing market has not yet recovered from the recession. The 300 dwelling units are meant to serve as a placeholder in the event of a recovery, to accommodate the future growth of Hanford, and are included in the environmental analysis.

TABLE 2-1
PUBLIC OUTREACH SCHEDULE

PUBLIC OUTREACH		
#	**Date**	**Workshop/Meeting**
1	Aug 24, 2011	Walking Tour
2	Nov 2, 2011	Visioning Workshop
3	Mar 12, 2012	Project "Recap"
4	Apr 25, 2012	Concept Alternatives Workshop
5	Jun 5, 2012	CC Recommendation for Expansion of Study Area
6	Jun 13, 2012	Preferred Alternative Workshop Part 1
7	Jun 27, 2012	Preferred Alternative Workshop Part 2
8	Aug 23, 2012	China Alley Subcommittee Meeting
9	Oct 23, 2012	Draft Precise Plan Presentation/Workshop, Part 1
10	Oct 24, 2012	Draft Precise Plan Presentation/Workshop, Part 2
11	Dec 11, 2012	PC/CC/Public Joint Workshop
12	April 9, 2013	Planning Commission Summary Presentation
13	April 23, 2013	Planning Commission Recommendation for Approval
14	May 21, 2013	City Council Approval

Fundamental Policies. The Steering Committee redefined some of the policies that were originally identified in the Downtown East Planning Study.

a. "Market forces will determine the fate of the study area."
b. "Downtown East will compliment the Downtown Core."
c. A number of existing buildings in the study area are "not structurally sound" and may require a seismic retrofit as a condition of a new use. Uncertainty surrounding existing structures means preservation shall be determined on a case-by-case basis.
d. The plan needs the flexibility that would allow a multitude of uses to be located in numerous locations throughout the study area rather than in specific locations (Focus Areas) as originally defined by the Downtown East Planning Study (prepared by the MW Steele Group). For example, hotels and conference facilities, cinemas, ethnic marketplaces, and drugstores should have a variety of acceptable locations to choose from and should not be limited to only a few.

CONCEPT ALTERNATIVES

Priority Civic Projects. Priority civic projects that could be used to "jumpstart" Phase 1 private development were suggested. The Committee was asked to prioritize them and/or recommend other preferences. The Committee's priority projects are:

1. **Approval of the Precise Plan will be a catalyst. It will be an exciting vision for the area. It will provide for an easier process to get projects approved. It will cut "red tape".**
2. **Give developers reasons to come to the area, such as entitlements, infrastructure cost sharing, or other incentives.**
3. **Bike and pedestrian improvements, streetscape, lighting, and street furnishings.**
4. **Close ½ of Visalia Street and add Entry Feature (i.e., entry arch).**
5. **Add public surface parking. Overall parking needs were addressed. First phase of development will require that 400 more spaces be added under the recommended parking ratio of 4/1,000.**
6. **Increase funding for the ongoing façade and signage improvement program. Awnings, canopies, and misters were important to providing summer comfort and encouraging people to explore the area and window shop.**
7. **Utility undergrounding, primarily through SCE Rule 20 available funds.**

The remaining Phase 1 projects were approved but not recommended in any particular order of phasing or preference:

- China Alley street improvements, plaza space, and gardens.
- Temple Theater Park and/or Mercado Park.
- Downtown trolley service.
- Beginnings of a museum.

The Committee discussed Phase 2 civic projects. Future Phase 2 capital and civic improvements that were recommended included:

- (Ongoing) alley improvements.
- Public parking structure.
- Youth center park.
- Expansion of museum.

Catalyst Development Opportunities. A first step "catalyst" development project could include any or a combination of the following preferences selected by the Steering Committee:

1. **Food, restaurants, and entertainment provide a unique setting that a shopping center cannot provide. The City should promote and market the concentration of ethnic restaurants in the Downtown East, attract other restaurants, and retain/enhance existing restaurants.**
2. **The City has funding sources for low and moderate income housing.**
3. **Housing should be developed for and marketed towards both youth and seniors.**
4. **The Committee discussed the possibility of a "public/ private partnership" building with commercial space on the first floor (private dollars) and housing above (public dollars). Several sites were identified which included the East Hanford Plaza and other sites on 7th Street near Harris or Brown Streets.**

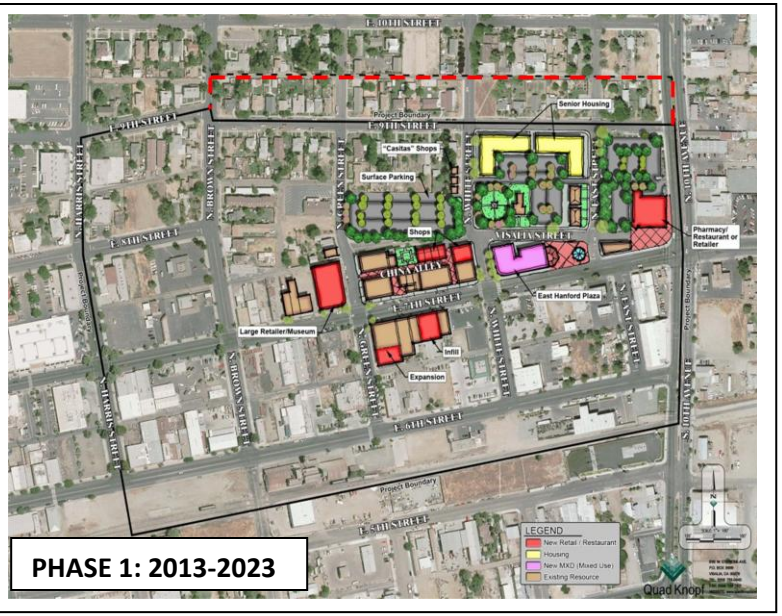
Conclusions: The Committee agreed that the promotion of ethnic restaurants would be a great catalyst. New housing for the area would be a catalyst. A mixed use building would support both concepts.

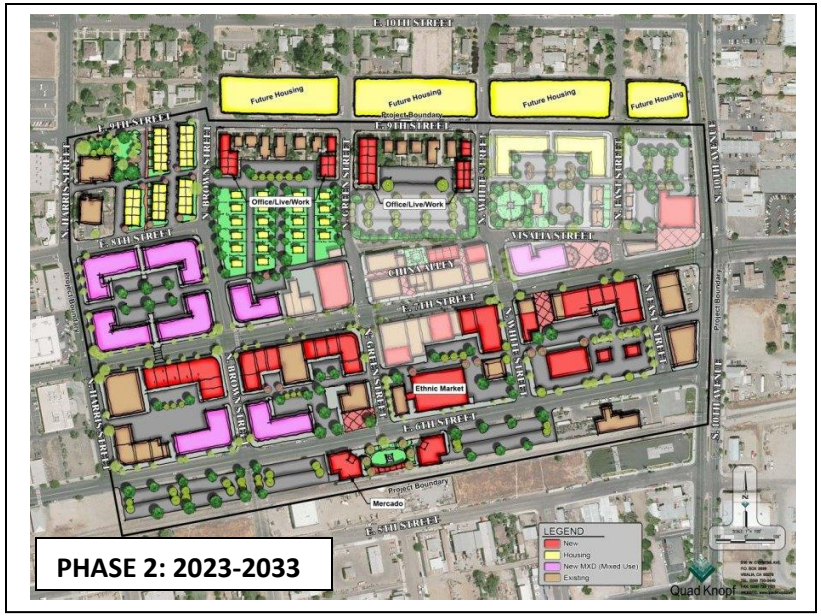
PREFERRED PLAN

A limited amount of large vacant sites are available for new development in the project area. Other sites are parking lots such as at 7th and Harris Streets and the parcel north of China Alley. It should be encouraged to infill available sites and develop vacant underutilized and often dilapidated commercial buildings where possible. The components of the Preferred Plan include the following:

1. **Entrance at 7th Street and Tenth Avenue.** The consensus of Steering Committee workshops was to consider focusing initial phases of development on the study area's east entrance at 7th Street and Tenth Avenue. For example, announce the entrance to downtown with monumental signage such as an arch that spans 7th Street; close one-half of Visalia Street between White Street and Tenth Avenue; and, create a landscaped plaza there that could include public art. Local artists could be invited to present concepts for the entry signage and the plaza design. An Arts Committee could be formed to select the winning design.

2. **Marketing the Diversity of Ethnic Restaurants.** One of the early stages of plan implementation should be to market one of the City's existing attractions—its **diversity of restaurants**. Many ethnic restaurants are currently located within a 400-foot radius to one another. This circle includes numerous infill opportunity sites. The Steering Committee suggested that other ethnic restaurants could be added to the mix including Italian, Japanese, Mediterranean, and other cultural cuisines.





There are many examples of cities that promote their ethnic diversity. Aurora, Colorado, a suburb of Denver, found that by making ethnic diversity an economic driver, their efforts transformed Aurora's image from a sprawling suburb to a vibrant and worldly community. The local tourism office recently commissioned a guide to lure regional residents to explore the city's ethnic and independent eateries.

As another example, Naperville, Illinois, a suburb of Chicago, is known as one of the Chicago area's leading cities to advocate and promote cultural diversity. The city realizes that its strength flows from a variety of ethnic groups, organizations, neighborhoods, and worship centers; and, therefore, encourages celebrations of community and cultural opportunities that focus on the heritage, diversity and character of the city. It has some of the best Italian, Greek, Japanese, Chinese, Korean, Thai, Cuban, Mexican, Vietnamese, Indian, Cajun, Filipino and Irish restaurants and eateries in the region—all promoted and marketed by the City.

3. **China Alley.** A catalyst development project will likely offer the "jump-start" that the City seeks for this area of Downtown. Such a project could be the re-opening of the Imperial Dynasty restaurant and the related redevelopment and new development of China Alley as a culturally-based retail and restaurant attraction. Cultural heritage tourism is a quickly expanding segment of the tourism industry, a significant potential opportunity for the City, especially considering the designation of the China Alley Historic District as one of America's 11 Most Endangered Historic Places by the National Trust for Historic Preservation in 2011. A cultural-based development could have potential as a regional attraction. A cultural museum such as a Central Valley Immigration/Migration Museum identified in the Precise Plan should also be considered. Other opportunities for a museum

attraction should also be considered. Other catalyst project alternatives include the introduction of an urban grocer use or retail-residential / retail-office mixed-use development. The Taoist Temple Museum is currently listed on the National Registry of Historic Places. Other buildings are located here including the L.T. Sue Herb Company Building, the Imperial Dynasty Restaurant, and shops, office, and vacant buildings on the south side of the alley. Other buildings include a vacant Chinese Restaurant, the United Market, a concrete structure near the recycling area, and a building on the southeast corner of 7th and White Streets with large plate glass windows. Proposed ideas for China Alley include:

- Reopen the Imperial Dynasty Restaurant.
- Install a new parking lot on the north side of China Alley.
- Close the alley for pedestrians only. Closure of the alley shall only occur after an affirmative vote of the City Council after a public hearing on the matter.
- Install special paving throughout China Alley.
- Install an arch entry at either end of China Alley.
- Create an historic/ educational herb garden as a pass through from 7th Street to the proposed parking lot north of China Alley.
- Alter the concrete space facing 7th Street into a landscaped plaza with benches, public art, and mural walls.
- Allow artists' lofts, galleries, first-floor retail, and upper-floor residential or office uses on China Alley. Require one new corner building to serve as a landmark "turret or tower" feature for the north side of the block.
- Consider an existing building to serve as the first phase of a museum. Later phases could expand into a larger building.
- Require all new and restored building walls on the north side of China Alley and the east and west side to have same or similar articulation as the front side.
- Install a limited number of trees, shrubs, and grasses and perennials throughout China Alley.
- See Chapter 5—China Alley Design Guidelines for more detail.

4. **Tenth Avenue Corridor.** Tenth Avenue corridor directs traffic from State Route 198 from the south and State Route 43 from the north to downtown Hanford at 7th Street. Tenth Avenue is a major arterial similar to Eleventh and Twelfth Avenues. The traffic, neighborhoods to the north, and front door to Downtown East make Tenth Avenue a desirable location for new and existing businesses. The City has the opportunity to promote future development along the Tenth Avenue corridor even though much of that corridor is already developed. Adaptive reuse of existing buildings should be considered. Community and regional commercial uses such as a pharmacy or office supply store could locate here. Cities like Solana Beach, California have turned former auto service garages into quaint shops and other attractive businesses.

5. **6th Street Improvements.** One of the first steps in the revitalization of Downtown East identified by the Steering Committee was the improvements to 6th Street including striping for parallel parking; sidewalks on the south side, shade trees, tree grates, and irrigation; travel lanes; and, signed and striped bike lanes on both sides. The improvements should also include rerouting truck traffic to 4th and/or 5th Street and installing signage to prevent large trucks from entering 6th Street. One of the goals of the Steering Committee was to make 6th Street a much more pedestrian and bike friendly roadway. 6th Street was also identified as one of the roadways that would benefit from traffic calming methods like mid-block crossings, bulb-outs, and enhanced intersection crossings.

6. **Parking.** Parking and walkability go hand-in-hand in great downtowns. Sufficient parking is essential for a thriving downtown. However, too much parking, or parking lots that create an unpleasant pedestrian environment and unattractive street character, can be just as bad as insufficient parking. The challenge for Downtown East is to find just the right balance between convenient vehicular access along with an intensity of activity that makes walkable downtowns compete well against suburban shopping centers.

   More importantly, all parking spaces must be efficiently used in order to ensure that customers can always find a nearby space conveniently. Businesses, especially small and independent retailers that cannot afford advertising budgets to offset the lack of vehicular traffic, are attracted to streets that are accessible and visible to passing vehicles and have convenient parking close to or on-street parking in front of the businesses.

   Over the years, as Downtown East develops into a more vibrant neighborhood and retail destination, the Precise Plan will ensure that new development fosters a pedestrian-friendly downtown that accommodates all forms of transportation while avoiding the negative effects of a car-oriented downtown. This will create a more attractive destination to all residents and visitors to downtown Hanford that is simple, convenient, easy-to-use, and encourages development of retail, dining, overnight lodging, employment, and housing. In practice this means promoting a "park once" policy that supports the pedestrian experience in a vibrant downtown. This is accomplished by providing convenient parking, maximizing parking efficiency, creating a safe and comfortable walking environment, sharing parking between all Downtown East uses, and returning increasing revenue to Downtown East.

   Numerous sites were identified for parking in the Downtown East area. The City needs to examine on-street opportunities, i.e., diagonal parking in place of parallel parking where space permits. Possible locations for new parking lots were identified for public off-street parking. Each of these potential sites would require acquisition by the City.

   - Union Pacific Railroad property south of 6th Street could yield as many as 220 spaces. Due to the narrow parcel depth (100 feet) of land in this area, in order to maximize parking, surface parking lots with one-way circulation, diagonal parking, and compact spaces should be considered. The City should identify sites for public surface parking in the Downtown East area that could eventually be converted to sites with structured parking, Sites south of 6th Street are constrained for future structured parking due to their 100-foot depth.
   - Provide for parking in the parking lot north of China Alley. The size and configuration of this site affords the ability to construct a future parking structure as the need arises and, this parking lot is centrally located in the heart of the Downtown East area. The parking structure should also include "liner" shops, residences,

live-work, galleries, office space, or similar uses that face China Alley, White Street and Green Street. The City should consider that removal of existing buildings here could also yield additional parking spaces and additional square feet of development.

- Parking on a site east of the Temple Theater could yield up to 50 spaces.

7. **East Hanford Plaza.** If the first phases of development focus on the east end of downtown, one of the suggested locations for a catalyst mixed use project is at the Visalia and White Streets triangle near the project area's front door. The mixed use building could yield as much as 30,000 to 35,000 square feet of commercial space. The area could include a plaza (that could allow for outdoor dining) and fountain. The space could also include a small shop for a florist, coffee shop, or other small scale user. Parking could be met in a number of locations including on-street parking around the triangle, parking at the lot north of China Alley, proposed surface parking east of Temple Theater, or a fee in lieu for parking at any of the planned locations throughout the City.

8. **Housing.** The preferred alternative would allow for as many as 300 dwelling units in the northern portion of the site. Housing product types would range from single family cottage type detached lots with garage access from an alley to higher density senior housing multi-family buildings, and residential above ground floor commercial space.

   Permitted Residential Densities include:

- Multiple family and specialty residential dwelling projects are permitted a maximum density of 15 dwelling units per acre.
- Multiple family and specialty residential projects are permitted a maximum density of 45 dwelling units per acre for parcels west of White Street if they first obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to commencement of the use. Also, refer to Appendix for exact location of Hanford Municipal Airport Compatibility Zone C.
- Multiple family and specialty residential projects are permitted a maximum density of 22 dwelling units per acre for parcels east of White Street if they first obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to commencement of the use.

Setbacks, stepbacks, height restrictions, and parking requirements according to the development regulations identified in Chapter 4 would need to be met. The variety of housing options will assist in the Precise Plan's goal to "promote equitable, affordable housing, and revitalization within the project area".

9. **Other Opportunities for Mixed Use Buildings.** A number of sites were identified for their larger scale mixed use opportunities with either ground floor retail and office above, ground floor retail and residential above, or ground floor retail with both residential and office above. It should also be noted that office uses may occupy the space on the ground floor. The sites for mixed use opportunities include:
   - The block surrounded by 7th and 8th Streets and Harris and Brown Streets.
   - The north sides of 6th Street on both sides of Brown Street.
   - The northeast corner of 6th and Brown Streets.
   - Other sites are also likely candidates for mixed use but these were selected because of large vacant sites.

10. **9th Street Office/Residential Land Use Zone.** During the Walking Tour and each of the workshops that followed, some of the houses on the south side of 9th Street were identified as buildings that could be preserved and reused for offices or bed-and-breakfast inns. The architectural character there "summarizes" the residential architecture history of Hanford such as American Farmhouse, Victorian, California Bungalow, and Craftsman. The overlay zoning for the area would also be flexible enough to permit multi-family housing. Parking for the area would be located behind the buildings and accessed from the alley.

11. **Mixed Use Commercial with Hotel, Cinema, Parking Structure, and Retail and/or Office Uses.** Being familiar with the local success of projects in downtown Lemoore and downtown Visalia that offer entertainment, lodging, retail, restaurants, and nearby parking, the Steering Committee recognized that in order to compete and bring people to the Downtown East area, a similar project should be considered here. As a result, at least one site was identified. Other possible sites exist.

    - The blocks surrounded by 6th and 7th Streets and Harris and Green Streets. These blocks include a few existing structures that should or are likely to remain. There are infill opportunities and opportunities to preserve and reuse existing buildings that add to the historic fabric of Downtown East.

A potential mixed-use site was identified in Downtown East at Harris and 7th Streets.

12. **Evaluation of Existing Structures.** On October 11, 2011, a "Rapid Visual Screening of Seismically Hazardous Buildings" was conducted by the firm of Taylor Teter. The study offers a preliminary subjective assessment of the structural condition of buildings including their vulnerability to earthquake damage. The study identifies whether an upgrade is feasible or anticipated based on a cursory visit. Ten buildings were selected for the rapid visual screening. The findings reveal that the structural conditions of these buildings vary from being in good condition to being in poor condition and in need of attention to mitigate further degradation. A copy of the survey is included in the Appendix of this document. The survey is the first step in the process to evaluate a building's potential to be preserved, restored, improved, or adapted for reuse. More detailed methods are currently available to assess structures.

    As a result of the survey, the Steering Committee, redefined one of the policies from the earlier Downtown East Planning Study as follows: "A number of existing buildings in the study area are 'not structurally sound' and may require a seismic retrofit as a condition of a new use." It was also noted that some buildings might be considered for the value of the street-facing façade if more detailed assessments revealed that the overall structure was not feasible to be reused.

    Other buildings in the Downtown East study area may have historic significance. A resource (site, building, or structure) shall be considered to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)).

    A similar evaluation for historic significance by the National Registry of Historic Places may also be of further interest to the City of Hanford, particularly since China Alley has been listed as "One of the 11 Most Endangered Historic Places in the United States". Currently, only the

Taoist Temple Museum (#72000226 in 1972) has been added to the national historic registry in the Downtown East Area. Other buildings in the vicinity of China Alley were suggested by the Steering Committee and the China Alley Revitalization Subcommittee as possible resources for state or national listing(s)—the Japanese Laundry-- located across Green Street from China Alley and the Temple Theater (formerly the Chinese Center for Knowledge built in 1922) at 514 Visalia Street.

13. **Alleys.** The Development Regulations require that parking be accessed from an alley for a majority of new or expanded development except for parking areas south of 6th Street and parking structures which will have limited driveway access. Alleys in residential areas could potentially serve as the front door for new homes and a combination pedestrian/vehicular accessway. The Precise Plan addresses the need to improve alleys in order to encourage new and expanded development. Improvements should include, but not be limited to: undergrounding overhead utilities, paving, lighting, and landscaping.

14. **Proposed Parks.** Three public spaces/parks are proposed for the Downtown East Precise Plan. These spaces will help meet the P.U.D. requirement that design of the project include "open space and recreation areas" and the "incorporation of amenities into the project". According to the Recreation Master Plan prepared in 2009, the City is falling behind on acquiring and constructing neighborhood and community parks to meet the growing needs of the community.

    The City may wish to consider one or more of the following parks to enhance the Downtown East area, promote and complement new development, and provide park and play space for new and existing area residents.

    - Temple Theater Park: .45 acres.
    - Youth Center Park: .38 acres
    - Mercado: .46 acres
    - Total: 1.29 acres

    The proposed parks for Downtown East will exceed the acreage requirement for mini-parks for the projected population assuming an average of 3.19 residents per household[2], but not the neighborhood park requirement. Since the residential areas north of the project area which consist of a mix of single family and attached housing lack mini-parks and neighborhood parks within a quarter mile and half mile radius, respectively, the proposed parks will meet the need for park space in this area of the City, too. Parks will also serve as an amenity for new development, particularly housing.

    a. **Temple Theater Park.** The Temple Theater is located near the intersection of Visalia and White Streets. Originally built as the Chinese Center for Knowledge school which closed in the 1940's, the Temple Theater opened its doors in 1964 and has produced live theater in its intimate 75-seat venue since then. 2014 will mark the Temple Theater's 50th anniversary. The concept behind the Temple Theater Park is to:
        - enhance the setting for the historic structure; expand the footprint of China Alley to include the theater;
        - augment existing outdoor space for special events including intermission during productions, picnic, parties, weddings, etc;
        - provide some space for a playground, sitting areas, gardens, etc to serve existing and future residents; and,
        - include space for needed parking identified by the community at previous workshops.

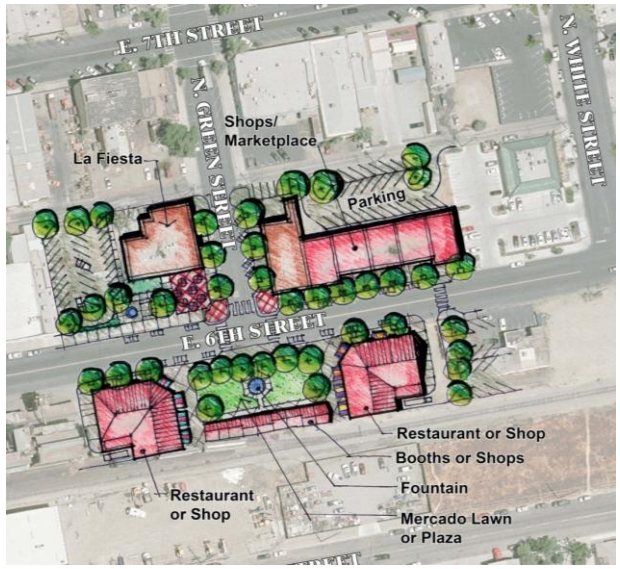
        Temple Theater Park would be located west of the Temple Theater and would allow for one-half acre of open space. Parking

[2] http://www.ci.hanford.ca.us/depts/cd/ed/community_profile.asp

for the theater could potentially be located east of the playhouse. Temple Theater Park could eventually be renamed through a local contest with the community, for a benefactor, for its historic context, or other possibilities.

b. Youth Center Park. Many communities across the nation have become increasingly concerned about the development of their youth. National data indicates that young people are experimenting with tobacco, alcohol, illicit drugs, and sexual activity much earlier than in previous generations. About 40 percent of young adolescents' waking hours are discretionary--not committed to other activities and are often unsupervised and/or unstructured. A recent national task force on adolescent development and community programs reported that youth and their families want prevention-focused community based programs in their community. The task force report also found that young people value and want more opportunities to build personal and social skills. The opportunity to participate in community programs was especially valued among minority youth growing up in single parent families. Participation in community based youth development programs promotes positive behavior and reduces high risk behavior.[3] The City of Hanford is fortunate to have a place for local youth to socialize and have fun in a safe environment—St. Brigid's Youth Center. Typically youth centers provide adequate space for outdoor activities such as volleyball, basketball, tennis, outdoor play, etc. The 10,000 square foot facility currently has only 6,000 square feet of outdoor space (roughly one-eighth of an acre). A Youth Center Park located east of the facility could provide enough space (approximately more than one-half acre) for these activities as well as the potential for outdoor events or future building expansion. The park would also serve existing and future residents of the area.

c. Mercado Park. Mercado Park is located at the base of Green Street and south of 6th Street. The site is currently used for parking and is owned by Union Pacific Railroad. Starting with the walking tour on August 21, 2011, and consistently throughout the series of public workshops, the Steering Committee considered this area as an opportunity for parking and open space/parks/special events. Unlike other blocks in Downtown East, the depth of the properties south of 6th Street is more limited at 100 feet. The properties are mostly vacant but are currently occupied by several businesses and an imposing mill building. Green Street is a short distance with direct access to China Alley and can serve as a link between two predominant area cultures—Asian and Hispanic. The Mercado Park is approximately



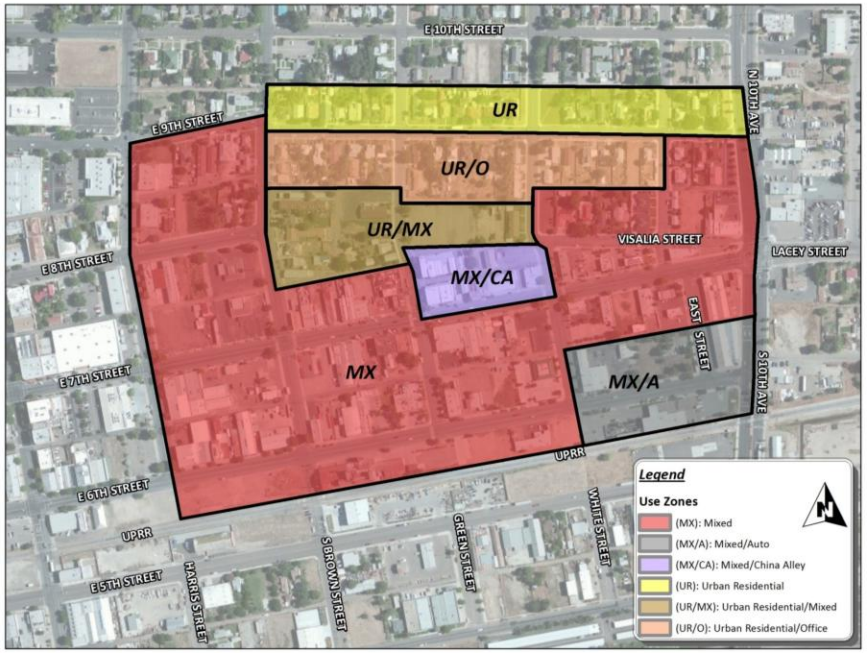
[3] http://www1.cyfernet.org/prog/teen/94-youthfut6.html

one half acre, has an opportunity to be framed on the east side and west side by restaurants or shops or both. The edge adjacent to the railroad tracks can be used for vendors and booths similar to the pavilions on the Civic Square in Hanford's Downtown Core, shops and open air vendors in San Diego's Old Town, or the types of vendors that sell goods in the common areas of shopping malls. The outdoor space of Mercado Park may also be used for special events, bands, arts and crafts fairs, and other activities. Plenty of vacant land for parking is located on both ends of the Mercado Park. The City should work with UPRR to lease or purchase property there.

DEVELOPMENT REGULATIONS

Use Zones. Chapter 4 is a Planned Unit Development (PUD) approved through the City's Zoning Ordinance. The following "Use Zones" are established to further enhance the area's zoning to regulate uses. A Use Zone is a defined portion of the Plan Area that allows a common mix of uses and use groups. The locations of the Use Zones are shown on the Regulating Plan. There are six different types of Use Zones.

REGULATING PLAN



Mixed (MX) Zone

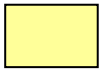
The Mixed Zone covers the majority of the parcels in the Plan Area. These are all the parcels that are between Harris and Brown Streets, from the Union Pacific Railroad (UPRR) to 9th Street; between Brown and Green Streets from UPRR to the alley between 7th and 8th Streets; between Green and White Streets from UPRR to 7th Street; between White and East Streets from the alley between 6th and 7th Streets to the alley between Visalia and 9th Streets; and between East Street and Tenth Avenue from the alley between 6th and 7th Streets to 9th Street. The purpose of the Mixed (MX) Zone is to allow and encourage a lively variety of commercial, entertainment and hospitality, office, and residential uses in an urban-type, downtown setting utilizing the existing grid pattern of streets. The intent is to limit residential uses to upper floors only. Other uses would be allowed on any floor.

Mixed/Auto (MX/A) Zone

The Mixed/Auto Zone includes parcels on both sides of 6th Street, between White Street and Tenth Avenue. The purpose of the Mixed/Auto (MX/A) Zone is to allow and encourage all uses within the MX Zone, and to also allow uses that support automobile sales and services. Since many of the lots within the MX/A Zone are currently vacant, the intent is to provide flexibility within the Zone to allow the area to either develop similar to land in the MX Zone or to develop with automotive sales and service uses similar to land on the east side of Tenth Avenue.

Mixed/China Alley (MX/CA) Zone

The Mixed/China Alley Zone includes parcels surrounded by the alley between 7th and 8th Streets on the north, White Street on the west, 7th Street on the south, and Green Street on the east. The purpose of the Mixed/China Alley (MX/CA) Zone is to protect the existing historic structures within the Zone and allow uses that will preserve and enhance the historic nature of this very unique group of properties.



Urban Residential (UR) Zone

The Urban Residential Zone includes parcels on the north side of 9th Street between Brown Street and Tenth Avenue. The purpose of the Urban Residential (UR) Zone is to allow and encourage the existing residential area to increase its density of homes by allowing multiple-family housing and small lot "cottage style" alley-loaded products mixed in with the existing housing that consists primarily of single-family homes. The area is currently zoned for higher density residential uses. The intent of the Precise Plan is that the area will be somewhat more intensive than a typical single-family neighborhood, given the inclusion of multiple-family housing and the office uses that will be allowed on the south side of 9th Street in the UR/O Zone.

Urban Residential/Office (UR/O) Zone

The Urban Residential/Office Zone includes parcels surrounded by 9th Street on the north, East Street on the west, the alley between 8th Street and 9th Street on the south, and Brown Street on the east. The purpose of the Urban Residential/Office Zone is to preserve and enhance existing residential structures that have historic architectural significance by allowing them to convert to office uses, bed and breakfast inns, or certain other uses as permitted in the City's OR-Office Residential Land Use (Chapter 17.24 of the Zoning Ordinance) with parking in the rear yard accessed from the alley. The intent is to allow a mix of single-family, multiple-family, and limited non-residential uses that are compatible.

Urban Residential/Mixed (UR/MX) Zone

The Urban Residential/Mixed Zone includes parcels surrounded by the alley between 8th and 9th Streets on the north, White Street on the west, the alley between 7th and 8th Streets on the south, and Brown Street on the east. The purpose of the Urban Residential/Mixed (UR/MX) Zone is to allow for a mix of higher density residential uses as well as uses that are

allowed in the MX Zone. The intent is to provide flexibility within the Zone to allow the area to develop similar to land in the MX Zone, or to develop as an urban residential area that allows "cottage-style" single family alley accessed lots and a variety of multi-family attached residential buildings.

Frontage Types. The following regulations provide design standards for individual lot and building frontages to ensure that proposed development is consistent with the City's objectives for building form, physical character, and quality. "Frontage type" refers to the architectural composition of the front facade of a building, particularly in its relationship to the adjacent streets. The Frontage Type Standards for the Plan area are regulating tools for new construction, building remodels, and building expansion within the Downtown East Precise Plan area. Buildings plans submitted to the City shall specify which Frontage Type is being chosen. Frontage types that are allowed in each of the Use Zones are identified in Chapter 4. The permitted frontage types include:

PERMITTED FRONTAGE TYPES

FRONTAGE TYPE	MX	MX/A	MX/CA	UR	UR/RO	UR/MX
Arcade	P	P	P	-	-	P
Gallery	P	P	P	-	-	P
Storefront	P	P	P	-	-	P
Grand Portico	P	P	P	P	P	P
Common Entry/Lobby	P	P	P	P	P	P
Forecourt	P	P	P	-	-	P
Stoop	-	-		P	P	P*
Porch	-	-		P	P	P*
*Permitted for Residential buildings only						

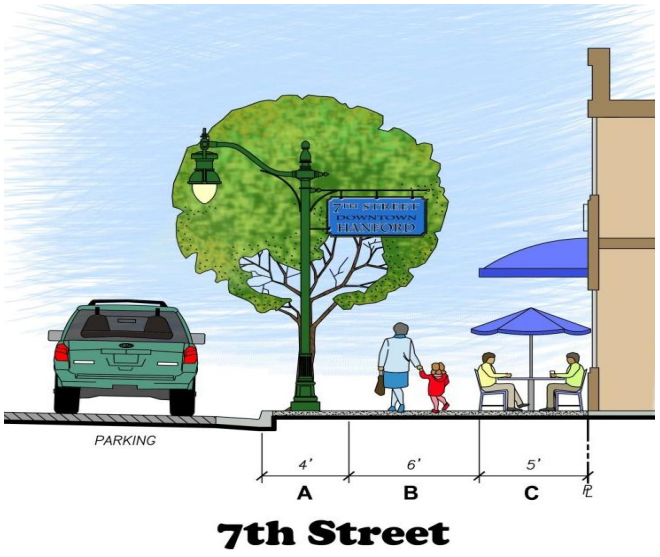
- **Arcade:** An "arcade" is a facade with an attached colonnade that is covered by an upper story or stories.
- **Gallery or Arbor.** A "gallery" or "arbor" is a shading device with a colonnade that is attached to the building storefront and projects over the setback area. Galleries and arbors are not covered by upper stories. A gallery has a roof; an arbor has open framing.
- **Storefront with Awning or Canopy:** A "storefront" is a façade that is aligned close to or directly on the right-of-way line with the building entrance at the sidewalk grade. An "awning" or "canopy" is a shade structure that extends either perpendicular or angled from the primary facade.
- **Grand Portico:** A "grand portico" is a covered entrance supported by columns appended to the primary plane of the building's front façade used to provide shared access to lobbies serving civic or hotel uses. A Grand Portico is an appropriate frontage for civic buildings such as city halls, libraries, post offices, as well as for quasi-civic buildings such as hotels with ground level convention facilities.
- **Forecourt:** A "forecourt" is an open or semi-enclosed space adjacent to a sidewalk made from setting back a portion of the building façade from the front property line. Typically, the setback portion is the middle section, which creates a small entry court. A forecourt may be combined with other frontage types as identified in the zoning district standards. Forecourts are generally appropriate for commercial, civic, or hotel uses, but may also be used for multi-family residential structures. The forecourt is often used as a common entry and/or garden space for residents. Some entry courts may have vehicular drop-offs.
- **Common Entry/Lobby:** A "common entry/lobby" is a Frontage Type used to provide shared access to lobbies serving residential, office, or hotel uses.

- **Stoop:** A "stoop" is an exterior staircase with a roofed landing that provides shelter and access to a building located at the front property line.
- **Porch and Fence:** A "porch" is a roofed space open along two or more sides and adjunct to a building, commonly serving to shelter an entrance and provide a semi-private outdoor space appended to an individual residential unit. The porch shall have dimensions that allow a useful space which is raised above the average front grade of the lot.

Use Groups. Use Groups are established to regulate uses within the Precise Plan area. "Use Groups" are a grouping of uses that have similar land use characteristics and necessitate similar conditions. The lists of uses that the City Zoning Ordinance allows or conditionally allows within the Precise Plan area have been grouped into Use Groups to better identify which uses are allowed in the Use Zones shown in Figure 4-1. Chapter 4 identifies uses that are permitted, require use permits or are prohibited.

Design Standards. All new buildings and all renovated buildings shall meet the requirements of Hanford's 2010 Architectural Façade Guidelines and Streetscape Master Plan. In cases where there is a conflict between the requirements and special conditions of the Downtown East Precise Plan and the 2010 Architectural Façade Guidelines and Streetscape Master Plan, the Downtown East Precise Plan conditions shall prevail. Specific regulations for various uses are identified in Chapter 4. Some requirements along 6th and 7th include:

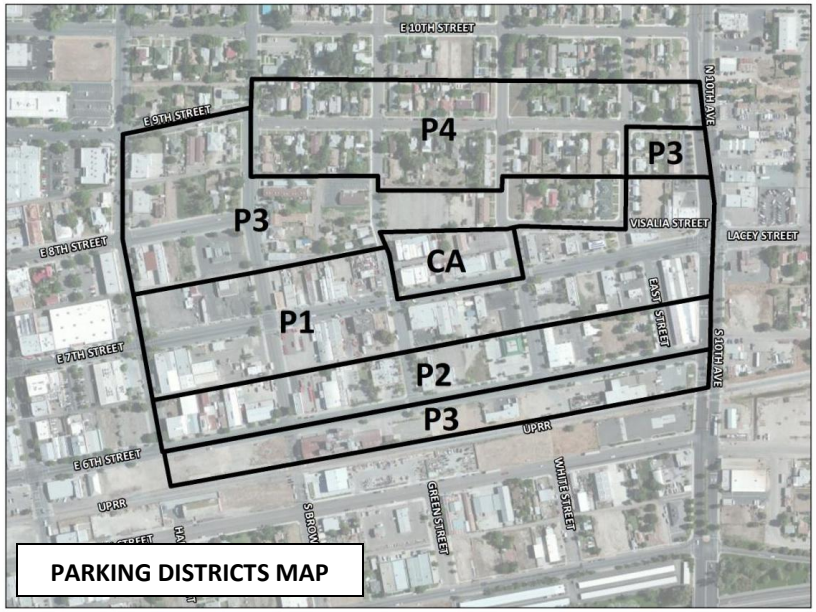
a. **Five Foot Setback.** A minimum five (5) foot setback shall be required for all commercial and mixed use buildings facing the following streets except for parcels less than 60 feet wide and China Alley.
b. **Spigots and Hose Bibs.** Spigots and hose bibs shall be placed in recessed small cabinets with lockable doors on the building façade of all new and renovated buildings. This requirement will provide shop owners and tenants the option to install misters, water plants, and clean sidewalks, windows, and storefronts.



The five foot setback requirement

Parking. The following "Parking Districts" are established to regulate the location of parking spaces and garages. The locations of the Parking Districts are shown on the Parking District Map. There are five different Parking Districts. New parking lots and garages shall only be located in conformance to the standards within each District (see Chapter 4—Development Regulations). Parking structure design is divided into two categories:

- **Garage without Liner Shops:** A "garage without liner shops" is a garage with no attached building façade or usable building space facing a public street. It is only used for multi-level parking garages.



- **Garage with Liner Shops:** A "garage with liner shops" is a garage with an attached building façade facing the street that includes useable building space on at least the ground floor.

CHINA ALLEY

Chapter 5 provides an overview of the history of China Alley; the vision for China Alley as identified by the Steering Committee, members of the community, and the China Alley Revitalization Subcommittee; guidelines for architecture, streetscape, building materials, landscaping and hardscaping, street furnishings and lighting; implementation; and, the subsequent steps in the revitalization of China Alley.

The following list of bullet items reflects vision elements and direction for the Preferred Concept Alternative:

- Include Temple Theater, Japanese Laundry, and parking lot north of China Alley in the "CHINA ALLEY" study area.
- Prohibit vehicles, promote pedestrians. Closure of the alley shall only occur upon an affirmative vote of the City Council after a public hearing on the matter.
- Special paving (also identified in the Hanford Downtown Architectural Design Guidelines).
- Alley improvements on alley north of China Alley, including lighting, new paving, underground utilities, and landscaping.
- First or early phase parking on parcels north of China Alley, includes removal of existing buildings and consider site for future parking structure and/or parking structure with liner shops/housing.
- Reopen the Imperial Dynasty Restaurant.
- Temple Theater park addition.
- Consider a museum, e.g., Central Valley Immigration/ Migration Museum in or around China Alley; first phase could be within an existing building such as northwest corner of 7th and White Streets; consider "children's learning experience"; and, consider involving local genealogy research.
- The "5 foot building setback" shall not apply to China Alley.
- Improve concrete space between buildings.
- Consider space for "historic, functional, and educational" gardens, e.g., Chinese herb garden.
- Future bus stops at China Alley or near China Alley.
- Enhance pedestrian connection between China Alley and Mercado on 6th Street.
- Galleries and Lofts.

Architectural Styles. China Alley provides its particular "style" within the overall architectural context of Hanford. The richness of the built environment in Downtown Hanford is due, in part, to the variety of

architectural styles present. Three of those styles exist in China Alley today and are applicable to future development, new construction and adaptive re-use. Due to the scale and existing character of China Alley, inclusion of other architectural styles would likely overwhelm the ambiance of the streetscape.

- Early 20th Century Urban Commercial (as identified in the Hanford Downtown Architectural Design Guidelines).
- Eclectic/Whimsical (as identified in the Hanford Downtown Architectural Design Guidelines).
- Rural California Chinese Architecture. Throughout the small towns of California, examples of Rural Chinese Architecture were built to support the Chinese immigrant communities that built the railroads and then later worked the agriculture fields. This style is characterized with rectangular buildings and recessed entries. Materials included brick, stone or wood with details ranging from decorative iron work to ornate wood carvings that reflect Chinese culture to colorful tiles.

CIRCULATION AND MOBILITY

The Circulation and Mobility section addresses established and planned roadways, bicycle routes, alternative modes of transportation, and pedestrian facilities throughout the Hanford Downtown East Precise Plan study area. The improvements described in this Chapter are intended to support the increase in traffic that will occur with the build-out of the Plan area. The objectives of this section are as follows:

- provide an understanding of the existing circulation conditions in the study area,
- provide a clear vision for the circulation and mobility of the Hanford DEPP area in the future, and
- promote a safe and comfortable multi-modal district and pedestrian and bicycle friendly environment.

The type and size of land uses was estimated based on expected build-out. Daily and peak hour Project trip generation was estimated using rates contained in the ITE Trip Generation Manual, 7th Edition. A reduction in traffic due to the mixed use nature of the neighborhood was applied. To facilitate the estimation of trip distribution for the Plan area, the locations of the proposed parking areas and surrounding land uses noted. Engineering judgment was applied to determine the Project trip distribution utilizing knowledge of the Plan area and traffic patterns.

Results of the analysis show that none of the intersections are operating worse than the minimum level of service. Based on the traffic analysis, the following traffic improvements are recommended at four intersections:

7th Street at Tenth Avenue

- Widen the southbound approach to one left turn lane and 3 through lanes with a shared right (converting existing right turn lane into a shared through-right lane).
- Widen the westbound approach to 2 left turn lanes with a shared right (adding one left turn lane).
- Install a northbound right protected overlap phase.
- Widen the northbound approach to one left turn lane, 3 through lanes, and one right turn lane (adding one through lane).

Timeframe: when needed, but prior to 50% build-out.

6th Street at Tenth Avenue

- Widen the southbound approach to 3 through lanes with a shared right (adding one through lane).
- *Timeframe:* After build-out; prior to Year 2035.

7th Street at Brown Street

- Install Traffic Signal.

Timeframe: After 50% build-out; prior to Year 2035.

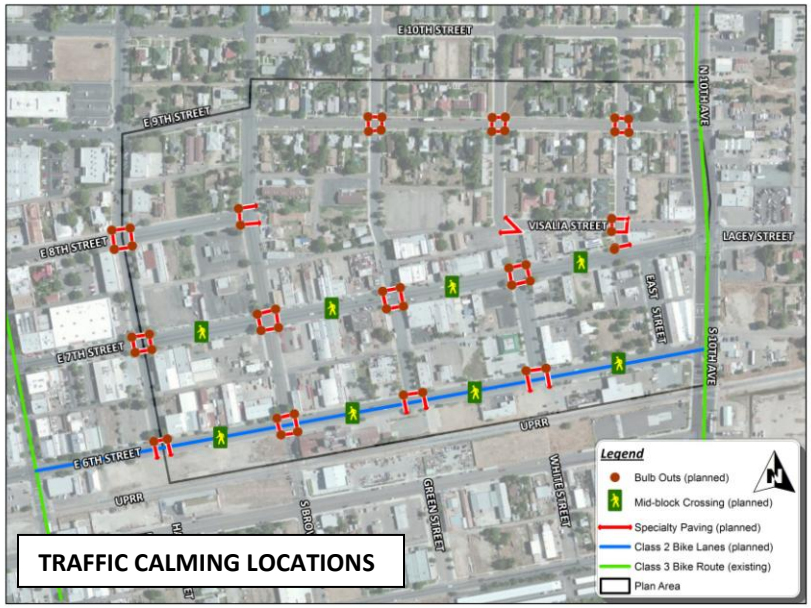
Level of Service Following Traffic Improvements. The level of service resulting from the potential improvements identified above is as follows:

In most cases, the recommended improvements will meet the General Plan LOS objectives of a peak hour level of service D and level of service D or better in other hours of the day. The two exceptions indicate level of service E or F in the peak hours for Year 2035 conditions at two intersections.

At the intersection of 6th Street and Tenth Avenue, the eastbound right turn onto Tenth Avenue is controlled by a stop sign and is expected to experience level of service F in the AM peak hour. Delay is estimated as high as 90 seconds. However, even LOS E is expected to occur with no additional development. However, it is considered preferable to tolerate this delay for this one movement rather than install a traffic signal, which would unduly delay northbound and southbound through traffic on Tenth Avenue.

At the intersection of 7th Street and Tenth Avenue, level of service E is expected in the PM peak hour, with delays as high as 80 seconds. However, slow moving traffic with speeds of 15 mph or less is safer for pedestrians and is desirable to retailers who front the City's "main street". In addition, calming techniques are intended to slow traffic. Again, this would only occur even if no additional development occurred in the Plan area. Right-of-way constraints do not allow for any more widening beyond what has already been recommended.

Traffic Calming. Traffic calming involves the installation of physical features that naturally encourage drivers to reduce vehicle speeds thereby improving overall traffic safety for both drivers and pedestrians. Traffic calming creates physical and visual cues that cause drivers to travel at slower speeds. The Hanford DEPP will include various traffic calming features in the project area. Three types of traffic calming measures will be applied to the Plan area: bulb-outs (also called curb extensions), special crosswalk paving, and mid-block crossings. The planned locations for these traffic calming features are depicted on the following map. The specific design of these features would be determined by the City of Hanford.



INFRASTRUCTURE

Wet Utilities. This Chapter addresses potable water, storm drainage, sanitary sewer, and dry utilities. Potable water and storm drainage appear to have no capacity issues despite the number of new rooftops, parking, and other hardscape features. Regarding sanitary sewer, there appear to

be no significant capacity issues within the study area; however, there may eventually be some capacity issues with the Irwin Street trunk main south of the study area. There are sections of that line in poor condition with adverse grade and inadequate size. The city reports that it intends to upgrade this line "sometime in the future, if and when needed". That section of line is near capacity. A typical conservative city staff review of capacity for a new use with a large waste discharge would show concern for being able to provide service without upgrading the sanitary sewer system. The current City Assistant Public Works Director is unconcerned. His office is monitoring that line's performance continuously and providing the maintenance necessary to maximize capacity. He states that if the line ever failed to adequately function, the city would do what is necessary to upgrade it so as not to inhibit redevelopment. Furthermore, his office has studied the matter and believes the amount of redevelopment possible in the study area can be accommodated without further expansion of the subject trunk line.

Dry Utilities. The City may want to consider undergrounding overhead utilities in certain alleys to become more pedestrian friendly in nature as well as attracting new development. The City would have the option of declaring an Underground District and utilizing Rule 20A funds, if available, for SCE's facilities. Undergrounding may also take place without declaring Underground Districts by utilizing a Rule 20C option; however, the City would then be responsible for paying the entire costs of the undergrounding. Should it be determined that overhead relocations are required within the alleys to support and enhance the project, the City may wish to approach Southern California Edison and seek an approval for a Rule 20B option. This option would allow SCE to credit the underground project for the costs of the overhead relocations, and the City pays the difference, if approved. If relocations are required on a City project to support street improvements, then AT&T and Comcast typically relocate at their expense.

PLAN & POLICY COMPLIANCE

The Hanford Downtown East Precise Plan is consistent with the policies of the City of Hanford General Plan, the San Joaquin Valley Blueprint Plan, the SB 375-- Sustainable Communities Strategy and Climate Protection Act, and AB 32--the Global Warming Solutions Act of 2006. In addition, the City of Hanford 2010 Architectural Façade Guidelines and Streetscape Master Plan will be the guidelines for development in the Downtown East Precise Plan area. Chapter 4—Development Regulations—serves to supplement and enhance these guidelines where appropriate and to provide a greater degree of certainty to the desired character and quality of the project area.

IMPLEMENTATION

The Implementation Plan in Chapter 9 identifies 44 specific actions (some actions include subcategories) to be pursued to implement the Hanford Downtown East Precise Plan. The Implementation Plan ensures that the overall direction provided in the Precise Plan is translated from general terms to specific actions, establishes target completion dates and identifies responsible departments. The Implementation Plan will assist City decision-makers in prioritizing programs and actions during the annual budgeting process. Different departments will have responsibility for various Precise Plan implementing actions. This Plan should be updated annually with the budget process. Effective implementation of the Precise Plan requires a coordinated effort on the part of each City department, the private sector, and other public sector agencies, and utility companies. In addition, the Steering Committee desired that the City select/identify a Downtown East Precise Plan Implementation Team and/or "Point Person" to oversee its implementation.

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CHAPTER 1

Introduction

1.0 PURPOSE

The goal of the Downtown East Precise Plan (DEPP) is to promote equitable, affordable housing, and revitalization within the project area for residential and commercial purposes. In addition, it will focus on the creation of a developmental plan by providing current design standards and guidelines. The Precise Plan will provide for more mixed uses, including increased residential density, personal services, and entertainment, with shared streets for a safer, more pedestrian friendly experience.

The DEPP will guide growth in Downtown Hanford over the coming years by providing an exciting vision and clear and concise rules for future development. The DEPP will complement the Downtown Core's revitalization by expanding improvements and creating a walkable atmosphere, lively activities, and successful economic center east of the Downtown Core to Tenth Avenue.

The Downtown East Precise Plan will accomplish this with development standards that address the form of buildings and how they relate to streetscapes. Regulations are designed to ensure that sidewalks are lined with storefronts, stoops, and porches rather than blank walls and parking. Architecture will complement the existing character of the area and build on the City's strengths. The DEPP will create a Downtown which is beautiful, unique, and a great place to live, work, shop, and play. It will be a place which celebrates its history and multiple ethnicities while building an exciting future. In addition, it will be environmentally-friendly while accommodating growth located in close proximity to transit, jobs, housing opportunities, and services. Most importantly, it will be a source of pride for all Hanford residents.

> ***"Downtown Hanford is a thriving district, with small town charm. Interesting shops and exciting restaurants fill the proudly restored historic buildings. People of all ages come downtown to meet friends and to enjoy the wide variety of activities."***
>
> **Main Street Hanford**

Many key planning studies and actions preceded the Downtown East Precise Plan. They are:

- establishment of the Central Parking and Improvement District in 1975;
- establishment of a Historic District in 1980;
- establishment of Main Street Hanford in 2000;
- the Downtown 2010 Improvement Plan initiated in 1995;
- adoption of the Downtown Architectural Design Guideline Plan and the Downtown Master Streetscape and Street Tree Guideline Plan as part of the Hanford 2010 – Hanford By Design plan; and,
- the Downtown East Planning Study--the precursor to the Precise Plan, which established an economic development and revitalization vision for the east side of downtown in 2009-2010.

The Downtown East Precise Plan will serve as a guide on six levels of implementation:

1. It will provide policy direction and guidance on how the Downtown East would develop into a new neighborhood with a mix of residential, commercial, public, and open space uses.

2. It will provide details on the type, location, and intensity of uses.
3. It will identify a menu of design and development criteria, standards and urban design concepts.
4. It will define the capacity and design of needed public improvements and infrastructure.
5. It will determine the resources necessary to finance and implement the public improvements and infrastructure needed to support the vision.
6. It will identify essential and necessary revisions to the General Plan that will be reflected as objectives for the plan area;

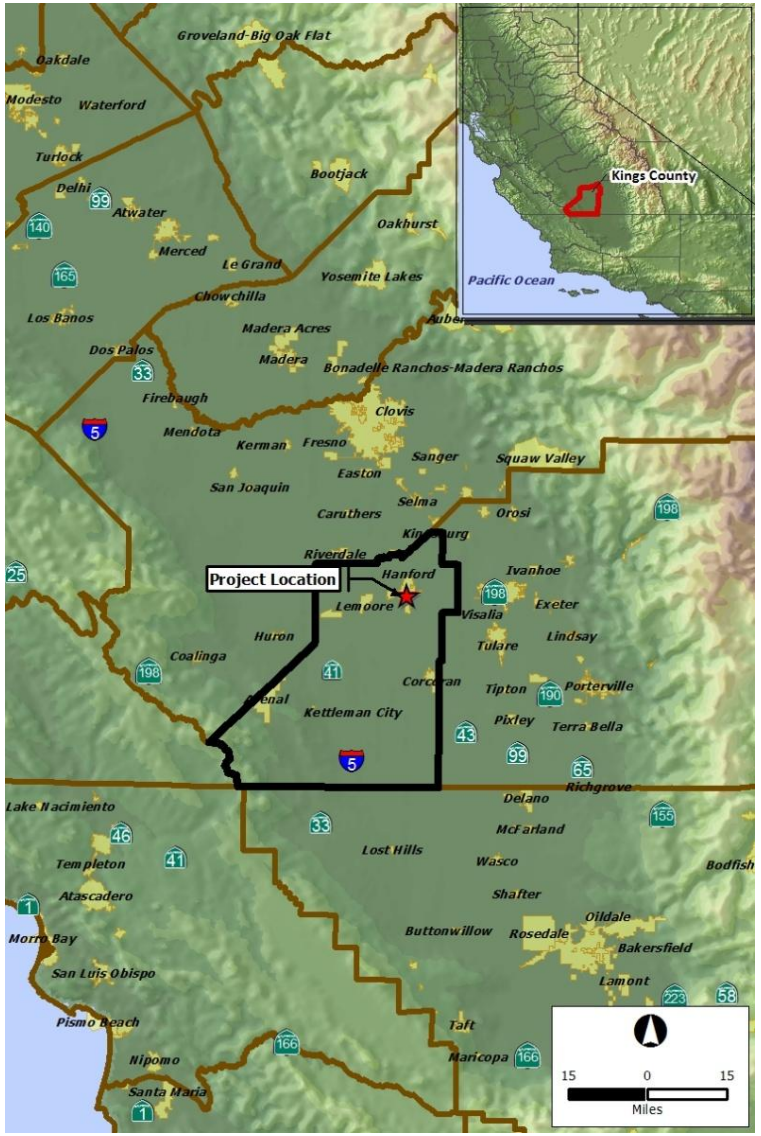
1.1 LOCATION

1.1.1 Vicinity

The Downtown East Precise Plan is located in the center of the City of Hanford (pop. 53,967) in Kings County, California. The Plan area covers most of the eastern portion of Hanford's historic downtown. The site is well positioned for access from available transportation corridors.

- SR 198 is located 3 blocks to the south.
- Tenth Avenue is a major north-south arterial street.
- The Amtrak station is less than ½ mile (less than a ten minute walk) from the study area.
- SR 43 is 2 miles to the east.
- SR 41 is 9 miles to the west.
- SR 99 is 12 miles to the west.
- Interstate 5 is 34 miles to the west.

FIGURE 1-1
REGIONAL VICINITY MAP



The site is well positioned to nearby population centers located within a twenty minute drive:

- Lemoore is 7 miles west (pop. 24,285)
- Lemoore Naval Air Station is 16 miles west (pop. 7,500)
- Corcoran is 18 miles south (pop. 24,815)
- Selma is 17 miles north (pop. 22,846)
- Visalia is 15 miles east (pop. 124,442)
- Fresno is 34 miles north (pop. 494,735)

1.1.2 Study Area Boundary

The original 63-acre Downtown East project study area was identified as Tenth Avenue to Harris Street (east-west), and Ninth Street to the San Joaquin Valley railroad tracks (north-south). On June 5, 2012, the Hanford City Council approved expansion of the study area to include approximately six acres located on the north side of 9th Street up to the centerline of the alley between 9th and 10th Streets. Figure 1-2 identifies the study area's location in respect to nearby arterial roadways, the Hanford Mall, Highway 198, the Amtrak Station, and area parks. Figure 1-3 identifies the site boundaries and existing development and streets.

FIGURE 1-2
HANFORD VICINITY MAP

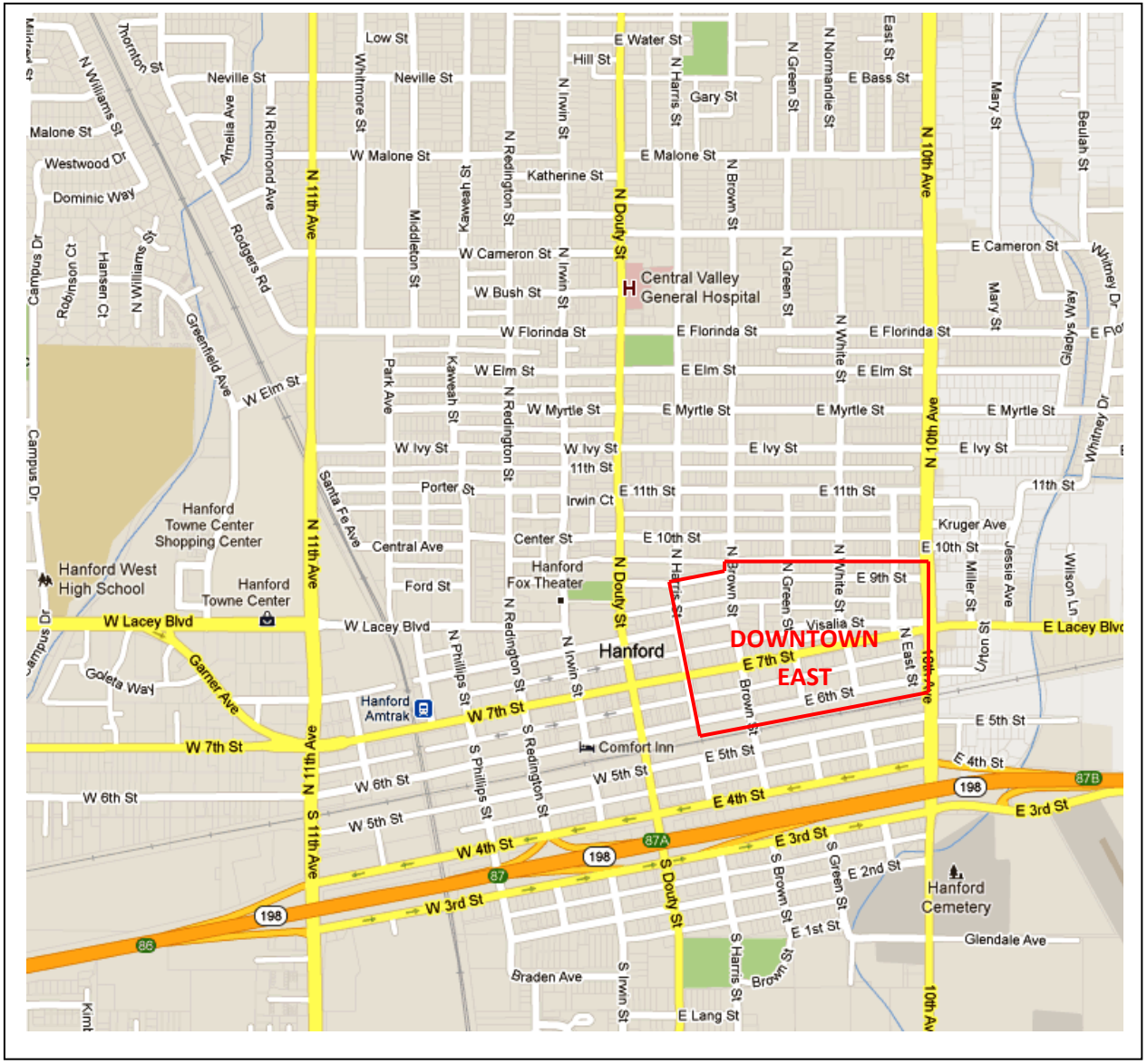


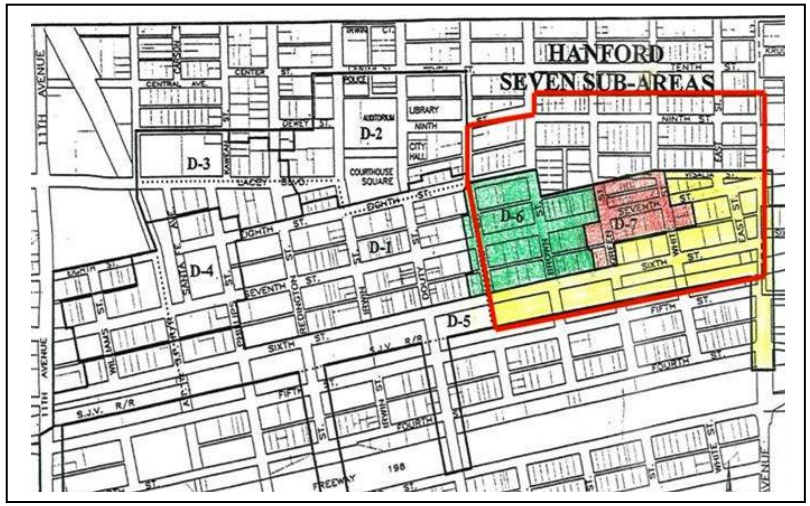
FIGURE 1-3
PRECISE PLAN BOUNDARY

1.2 OTHER PLANS AND POLICIES

1.2.1 Downtown 2010 Improvement Plan

The Downtown 2010 Improvement Plan (DIP) deals with issues related to parking, circulation, signage, streetscape, building facades, land use, zoning, marketing and promotion, and development standards.

The study area boundaries recognized that downtown Hanford is not solely the 8 to 10 blocks associated with the historic district, but should be expanded to include areas west to Eleventh Avenue and east to Tenth Avenue. The study area identified "sub-areas" that included China Alley (D-7), the 6th Street corridor (D-5), and the three-and-one-half block area between Harris and Green Streets and 6th and 8th Streets. The three sub-areas which later became a part of the Downtown East Precise Plan (DEPP) area consisted of 31 additional acres. The Downtown 2010 Improvement Plan did not include areas north of 8th Street, Visalia Street, and the alley linking Brown Street to White Street. The DEPP later expanded to the 69-acres as we know it today.



The following key recommendations resulted from the Downtown 2010 Improvement Plan as they pertain to the Downtown East Precise Plan (DEPP) area. The Precise Plan will continue the policies adopted in the Downtown 2010 Improvement Plan.

a. Urban Design

- The Downtown Hanford Architectural Design Guidelines shall be expanded to include the DEPP area.
- Provide a Master Streetscape Plan including the entry at 7th Street and Visalia Street.
- Provide a plan that includes hardscape and furnishings.
- Develop a public art program.
- Establish a façade loan program.
- Allow for variances in the historic ordinance outside the historic district to include the DEPP area.

b. Parking and Circulation

- Provide pedestrian connectivity between parking lots and 7th street with mid-block access to reduce the perception of distance from parking lot to destination.

c. Marketing

- Increase security.
- Implement a program whereby vacant storefronts should have "non-competitive" displays.
- Recruit new businesses and retain existing businesses.
- Augment existing marketing efforts with additional financial support from the City.
- Identify and develop more events and promotions.

d. Finance

- Develop a property-based business improvement district (P-B BID) to fund an expanded community marketing program.
- Develop a Reinvestment Zone program to encourage downtown development through the use of incentives such as a revolving fund for loans and grants.
- Adopt a capital improvement program (CIP) to summarize and guide DEPP projects and improvements.

1.2.2 Downtown East Planning Study

Beginning in the summer of 2009 and ending in the spring of 2011, the City of Hanford and local residents, property owners, and businesses embarked on a planning study focused on improvements that could become part of a comprehensive economic revitalization program for approximately 13-blocks east of Hanford's traditional Downtown core. Later, during the Downtown East Precise Plan process, 6-acres north of 9th Street were added to the study area. This planning study would become the precursor to and basis for this Precise Plan. The Precise Plan will build upon, enhance, and strengthen the following decisions made for the Downtown East Planning Study:

1. Recognize 7th Street as the spine of Downtown East and have it serve as the eastern primary entrance to Downtown Hanford.
2. Create continuous and active street frontages with a strong pedestrian orientation.
3. Designate three focus areas along 7th Street, each based on existing local assets, ownership patterns, and cultural heritages.
4. Encourage the "greening" of Downtown East by creating new green spaces, streets and alleys that are shared by pedestrians and vehicles, landscaped bicycle and pedestrian paths, and shaded streets.
5. Upgrade public improvements and infrastructure by providing and/or upgrading landscaping, green spaces, parking facilities, and utilities.
6. Assure that mixed use becomes a dominant feature of Downtown East, emphasizing residential development, followed by office, retail, entertainment, civic, arts, and auto-related uses.
7. Implement a parking strategy that includes parking lots on the south side of 6th Street as well as centralized parking structures that feature retail use at the ground level.
8. Incorporate increased lighting, security, and safety in all development/redevelopment.

1.3 BENEFITS OF THE DOWNTOWN EAST PRECISE PLAN

1.3.1 Jobs

The Precise Plan expects to create jobs in two ways: first through the initial construction and build-out of civic improvements over two decades and, secondly, through encouraging new and expanded businesses within the area. Both are intended to stimulate economic activity for the city of Hanford. Downtown East intends to be a community where residents can live and work. Job opportunities that the Precise Plan is intended to create will be in the form of the shops, restaurants, and tourist-related employment. Office uses are also planned for Downtown East so as to provide for a "captured audience" of workers who are likely to shop, dine during lunch hours, and linger in the downtown area after working hours. As Downtown East is designed to be pedestrian-oriented, it will be necessary for a number of potential businesses to open within the area to create a walkable community for residents. New and remodeled spaces for grocery stores, retail shops, restaurants and coffee shops, a museum, cinema, hotel and meeting room facilities, and convenience shops are all anticipated once building is completed.

1.3.2 Housing Choices

In order to bring together a variety of residents to create a diverse and thriving community, the Downtown East Precise Plan provides for a variety of housing options, styles, and price ranges. Residents of the community will have the power of choice when selecting a home that best fits their lifestyle in a neighborhood designed to bring together all ages, incomes, and cultures.

As many as 300 homes are possible for Downtown East to meet the growing housing needs and variety of lifestyles in Hanford. Because many of the homes are anticipated to be affordable, home ownership is a possibility for families and singles at every income level and those seeking a more urban lifestyle.

Possible housing highlights may include single family homes, townhomes, condominiums, apartments, and assisted living. Additionally, neighbors will be connected to one another and businesses in the community through a planned network of pedestrian and bicycle paths that promote walkability and bike-ability.

The Precise Plan also permits accommodations for live-work units, a concept that began many years ago when shopkeepers would live above their store or restaurant, making the facility both a residence and place of business. With live-work homes, owners can live in the residential section of the unit and run a small business in another.

In addition, the Precise Plan provides incentives that promote vertical mixed-use buildings that permit residential units above ground floor commercial uses.

1.3.3 Healthy Living

More than 50% of our health is determined by where we live and work. Over the past several decades Californians have seen an increase in many health conditions like heart disease, diabetes, obesity, and asthma, which are quickly deteriorating the quality of life. These negative trends can be reversed. More attention is needed to develop communities that promote good health. Throughout the state numerous examples of communities coming together to develop innovative solutions that create healthier communities and improved health outcomes are increasing. When local and statewide policies improve access to grocery stores, fresh fruit and produce, safe parks, and walkable streets, the entire community becomes healthier.

All Hanford residents should be able to walk safely in their neighborhood, access nutritious foods easily, and have the opportunity to enjoy the benefits of being in close proximity to parks and a recreation center. Providing communities with affordable, available, and convenient opportunities that promote healthy eating, physical activity, and social cohesion will ensure that the residents of the community live healthier lives.

Components of the Precise Plan such as walkable streets, new parks, increased opportunity for social interaction, and land use policies promote healthier living in the Downtown East area.

1.3.4 Safety

The intent of the Precise Plan is to provide for building frontages that increase pedestrian activity and access and provide for greater surveillance of street activity by putting more "eyes on the street". Wherever citizens watch over their collective security, crime is reduced, as well as costs related to law enforcement. The DEPP promotes safety through improved visibility using lighting and open storefronts and porches.

Many areas of Downtown East currently lack adequate street lights. When properly designed, street lights serve to enhance the safety of all roadway users, particularly pedestrians, enhance commercial districts and improve nighttime security. Street lights are necessary for pedestrians to feel comfortable walking at night and to allow pedestrians to be visible to vehicular traffic. According to the National Crime Prevention Council, studies have shown that crime can be reduced by about 20 percent with improved street lighting.

The "cobra head" street lights on either wood or metal poles that currently exist at some locations within the study area serve to light certain roadways, but detract from the historic character of the community and fail to compliment Hanford's downtown core. The City's specialty pedestrian-level lighting placed over the sidewalks to improve pedestrian comfort, security, and safety would be more appropriate for the Downtown East area.

Street frontage standards include requirements for glass on storefronts and offices and stoops, porches, patios, and balconies to increase visibility of street activity.

1.3.5 Enable Smart Growth

The Plan will support infill development and increased density using available existing infrastructure and vacant urban land and empty or underutilized parking lots. Infill development relieves some of the economic burdens on a community associated with 'greenfield' development, preserves open space and farmland by meeting the demands of population growth forecasted for the City of Hanford. Other benefits associated with infill development include:

- increasing access of labor forces to jobs, and jobs to labor forces.
- reducing the time, money, energy, and air pollution associated with commuting and other use of single occupant automobiles.
- strengthening real estate markets and property values, and renewing older neighborhoods and housing stock.
- adding to socioeconomic diversity.
- supporting unique cultural, arts, educational and civic functions, such as museums, live theater, and libraries in the downtown area.

"Smart growth strategies can help rural communities achieve their goals for growth and development while maintaining their distinctive rural character. Planning where development should or should not go can help a rural community encourage growth in town, where businesses can thrive on a walkable main street and families can live close to their daily destinations. Policies that protect the rural landscape help preserve open space, protect air and water quality, provide places for recreation, and create tourist attractions that bring investments into the local economy. Policies that support walking, biking, and public transit help reduce air pollution from vehicles while saving people money."

U.S. Environmental Protection Agency

1.4 PLANNED UNIT DEVELOPMENT OVERLAY

The Hanford Zoning Ordinance Chapter 17.62 allows the adoption of Planned Unit Developments as an alternative method to meet the purpose and intent of the Zoning Ordinance. Planned Unit Developments (P.U.D.s), are encouraged to achieve a more functional, aesthetically pleasing, and harmonious living and working environment within the city, which otherwise might not be possible by strict adherence to current zoning regulations.

In certain instances, the objectives of a P.U.D. may be achieved by the development of planned units which do not conform in all respects with the land use pattern designated on the zone plan or the zone district regulations. A planned unit development may include a combination of different dwelling types and/or a variety of land uses which will complement each other and harmonize with existing and proposed land uses in the vicinity and may include a higher density that would allow for greater diversity of housing options, lifestyles, incomes, and ages.

It is the intent of this Precise Plan to be adopted by the City of Hanford as a comprehensive P.U.D. that covers the entire Plan area. The P.U.D. Ordinance lists the following components that must be considered before an application for a P.U.D. is approved:

- Overall density and intensity of the project;
- Design of the project components including bulk of buildings, varying setbacks, architectural features, parking and storage requirements, open space and recreation areas;
- Access requirements;
- Impact on surrounding uses;
- Incorporation of amenities into the project to offset any reduction in yard and site areas or increased densities or other deviations from the provisions of this title;
- Timing of development.

Each of these components has been included in this Precise Plan so that it can be adopted using the P.U.D. Ordinance of the Hanford Zoning Ordinance.

1.5 GENERAL PLAN AMENDMENT

This Precise Plan proposes densities for residential development that are higher than the maximum allowed densities stated in the Hanford General Plan. The Downtown East area currently permits residential densities of 15 dwelling units per acre. Therefore, in order to implement the density provisions of this Precise Plan, a General Plan Amendment will need to be adopted concurrently with the adoption of this Precise Plan. The General Plan Amendment would state that:

- Specialty Residential dwelling projects are permitted to a maximum density of 45 dwelling units per acre for parcels west of White Street if they first obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to commencement of the use.
- Specialty Residential dwelling projects are permitted to a maximum density of 22 dwelling units per acre for parcels east of White Street if they first obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to commencement of the use.

Also, refer to the Appendix for the exact location of Hanford Municipal Airport Compatibility Zone C.

1.6 TERMINOLOGY

References to ‘Plan area’, ‘project area’, ‘Precise Plan area’ and ‘study area’ are used interchangeably in this document, and all refer to the area outlined in Figure 1-2 and Figure 1-3.

References to chapters and sections that begin with "17" (i.e. Chapter 17.56 or Section 17.10.010) are references to the Zoning Ordinance in the City of Hanford Municipal Code. Other references to chapters that begin with "1" through "9" (i.e. Chapter 5.2) are references to chapters and sections within this Precise Plan document.

1.7 PLAN ORGANIZATION

The Precise Plan is divided in nine (9) chapters, an executive summary, and an appendix.

Executive Summary - The Executive Summary summarizes the Precise Plan document. The Executive Summary is an abridgment and is not meant to be a replacement for all of the information that is contained within the Precise Plan.

Introduction - Chapter 1 introduces the Precise Plan and describes the plan area, predecessor plans and studies, the contents and requirements of the Planned Unit Development overlay zone, and identifies the benefits of the Precise Plan.

Public Input - Chapter 2 describes the public participation plan and the public input that went into the Precise Plan with details on the ideas and direction that came out of each workshop. Chapter 2 provides information on the plan alternatives (urban design concepts) that were presented at two of the workshops and the preferred plan alternative selected by the Steering Committee.

The Plan - Chapter 3 lays out goals for the Precise Plan. It sets the preferred vision for the Plan area, describing key issues and objectives. It lists desired first steps for civic improvements, and it identifies preferred catalyst development projects.

Development Regulations - Chapter 4 is the Regulating Plan that makes up the comprehensive Planned Unit Development. This chapter is intended to be used by property owners, developers, and City staff to determine what can be built on each of the properties. It includes a form based code for street frontage types, standards for new development and expansion, and it includes photographic examples of real projects that illustrate the density, desired character, and intent of the regulations.

China Alley - Chapter 5 focuses on the historic China Alley area in the Plan area. Detailed descriptions and examples of the historic Chinese architecture styles that can be used to enhance and rejuvenate China Alley are identified.

Circulation and Mobility - Chapter 6 describes roadway enhancement projects that will increase walkability and safety, as well as accommodate the traffic resulting from the expected additional growth.

Infrastructure - Chapter 7 evaluates the capacity of the existing water, sewer, storm drain, and dry utility infrastructure needed to support the planned new development.

Plan & Policy Compliance - Chapter 8 lists the applicable plans and policies that the Precise Plan needs to comply with, including the Hanford General Plan, the San Joaquin Valley Blueprint, AB 32 (California Global Warming Solutions Act of 2006), SB 375 (Sustainable Communities, Climate Protection Act of 2008), and the 2010 Architectural Façade Guidelines and the Streetscape Master Plan.

Implementation - Chapter 9 provides a table of subsequent actions and strategies that are recommended in order to fully implement the Precise Plan. The table includes suggested timelines and departments and/or organizations that are likely to oversee the action.

Appendix - The Appendix includes a glossary of terms; a timeline of Hanford's history; a plant palette customized for the Plan area; an opinion of probable costs of the recommended infrastructure improvements; the

"Rapid Visual Screening of Seismically Hazardous Buildings Survey" as conducted by the firm of Taylor Teter Partnership LLC; and; the Hanford Municipal Airport Compatibility Zones. Other supporting documents include CEQA compliance, technical studies, and the market study can be found in separate documents.

CHAPTER 2

Public Input

2.0 INTRODUCTION

2.1 PARTICIPATION PROCESS

The process to solicit input and ideas and to build consensus consisted of a series of workshops, meetings, and a walking audit. Participants included business owners, area residents, civic organizations, City of Hanford staff, and political leaders at the onset of the project, the Design Team identified a public participation plan presented to and approved by City Staff as the first step in the process to solicit input and ideas and gather consensus from the community. Over time, the plan allowed for some flexibility, and more workshops and meetings were added to the process. Residents, business owners, and interested individuals were notified of workshops and meetings via emails, the City's website, mailers, and posters placed in the windows of local businesses.

The events held to gather input and gain consensus are identified in Table 2-1—*Public Outreach Schedule*--and are discussed in further detail in the pages that follow:

TABLE 2-1
PUBLIC OUTREACH SCHEDULE

PUBLIC OUTREACH		
#	**Date**	**Workshop/Meeting**
1	Aug 24, 2011	Walking Tour
2	Nov 2, 2011	Visioning Workshop
3	Mar 12, 2012	Project "Recap"
4	Apr 25, 2012	Concept Alternatives Workshop
5	Jun 5, 2012	City Council Recommendation for Expansion of Study Area
6	Jun 13, 2012	Preferred Alternative Workshop Part 1
7	Jun 27, 2012	Preferred Alternative Workshop Part 2
8	Aug 23, 2012	China Alley Subcommittee Meeting
9	Oct 23, 2012	Draft Precise Plan Presentation/Workshop Part 1
10	Oct 24, 2012	Draft Precise Plan Presentation/Workshop Part 2
11	Dec 11 , 2012	PC/CC/Public Workshop
12	April 9, 2013	Planning Commission Meeting
13	April 23, 2013	Planning Commission Recommendation for Approval
14	May 21, 2013	City Council Approval

2.2 DOWNTOWN EAST PRECISE PLAN ADVISORY COMMITTEE

2.2.1 Steering Committee (SC). As part of the review and input process, an advisory committee was formed by the City Department of Community Development. The Downtown East Precise Plan Steering Committee (DEPP-SC) consisted of approximately 24 members representing local businesses, civic organizations, county representatives, City Council Members, non-profit organizations, and area residents.

Steering Committee workshops were not limited to members of the Committee. Local residents and interested individuals invited and encouraged to attend and participate. The Steering Committee met on at least ten occasions from August 24, 2011 to November, 2012. Additional meetings were held with the City Council and the Planning Commission.

2.2.2 China Alley Revitalization Subcommittee (CARS). A subcommittee was formed to specifically provide input and ideas and address design guidelines for China Alley, the one block historic district in the center of Downtown East.

2.2.3 Interested Community Members. In addition to the SC and the CARS, interested community members participated in the various public workshops. The list of members included an additional 36 interested participants during the planning process.

2.3 COMMUNITY WORKSHOPS AND MEETINGS

2.3.1 Workshop/Meeting #1: Walking Tour. On August 24, 2011, Steering Committee members, City Staff and City officials, the mayor, and residents of the community went on a one mile walking tour, also known as a "walking audit", of the Downtown East Precise Plan area led by members of the Zumwalt-Hansen/Quad Knopf project design team. Walking audits are a powerful workshop tool for redesign and visioning. Originating in the late 1980's and popularized in the 1990's by Dan Burden of Walkable Communities, Inc. and still used often today, these 45 to 90 minute teaching and listening events are fun, healthy, democratic, and inspirational.

Participants were asked to pause at 14 stops along the tour and give their thoughts, impressions, and ideas at each of those locations.

The walking tour was an opportunity for the community to explore the study area as a "hands-on" experience. Many noted that they lived in the community for years and overlooked the many unique qualities of the Downtown East area that were discovered on the tour.

The Walking Tour stopped at several sites along the route whereby participants were asked to give their ideas for sites that were considered either "underutilized" such as large empty parking lots or vacant lots.

Example of an underutilized space—large empty parking lot

Vacant lots are interspersed throughout the DEPP area

Many ideas were expressed by the community. The following list includes the thoughts, impressions, needs or suggestions that were heard most often.

- Need safety, lighting, and police presence.
- Provide more parking.
- Install 6th Street vehicular, biking and pedestrian improvements.

- Consider south side of 6th Street as an area for parking and open space/parks/special events.
- Allow for outdoor dining opportunities.
- Underground utility lines and remove poles.
- Install more street trees.
- Some streets too wide.
- Express the multi-ethnicity of Hanford.
- Provide benches.
- Install arch entry sign at 6th Street and Tenth Avenue and begin branding/marketing theme here.
- Let's see murals on the blank building walls.
- Include more water features/fountains.
- Plan for China Alley street improvements.
- Need a new or enlarged food market.
- Create a park and off-street parking for Temple Theater.
- Consider a museum that represents Hanford's different cultures.
- Preserve the 9th Street residences that represent the architectural history of Hanford.
- Land uses that were suggested most often included a cinema, higher density housing, mixed uses, a police substation, and parks.

2.3.2 Workshop/Meeting #2: Visioning Workshop. November 2, 2011

The second community workshop was held on November 2, 2011. The purpose of a visioning workshop is to establish a description of the future for Downtown East based on shared community values that act as a guide for the subsequent steps in the project decision-making process. The visioning process included an educational discussion on creating great downtowns, preference surveys, and producing desired goals, principles, policies, and initiatives. The visioning also included a review of policies and objectives of past studies and policy documents to determine if the decisions and planning fundamentals were still valid today. The Visioning Workshop incorporated the following agenda:

- Recap of information from previous workshop.
- Timeline of the history of Hanford.
- Preliminary Market & Demographics Analysis Summary.
- Walking Tour Survey Results.
- Placemaking Exercise.
- Visioning Survey using TurningPoint Technology. A TurningPoint audience response system integrates 100% into Microsoft PowerPoint and allows the community to participate in presentations by submitting responses and opinions to interactive questions using a touch keypad.

Placemaking Exercise. Placemaking is the process of creating 'places' that provide economic, intellectual, cultural, emotional and sensory nourishment for the people who will use them. Placemaking builds relationships between people, and between people and their places. The goal of the placemaking exercise was to gather feedback from the Steering Committee and the public regarding the components of placemaking that they felt were most important to incorporate into the Precise Plan document in the form of standards and guidelines. The thirteen placemaking characteristics of successful downtowns are:

1. *Public Spaces.* They provide areas for public interaction, public events, and they are interconnected throughout the community.
2. *Pedestrian Activity.* They encourage pedestrian activity. People park once and walk to a variety of destinations.
3. *Sidewalks.* They have wide sidewalks for large groups, social gatherings, sidewalk sales, street furnishings, shade trees, and outdoor cafes.
4. *Parking*. They provide for:

- convenient easily accessible parking;
- a "park once" approach;
- on-street parking that separates pedestrians from moving traffic; and,
- parking structures, where possible, to free up land for compact higher intensity development.

5. *Mixed-Use.* They integrate, not segregate, a mix of uses: shopping, employment, entertainment, recreation, civic, and cultural.
6. *Streets.* They have "Main Streets", not just through streets.
7. *Furnishings.* They successfully integrate a coordinated system of street furnishings, landscaping, lighting, signage, and paving throughout the district.
8. *Street Wall and Signage.* They incorporate an attractive street wall for pedestrians to window shop, linger, and feel safe and comfortable; they provide "landmarks" and easy directional signage to help visitors find their way throughout the district.
9. *Art.* They provide opportunities for local artists. Art should celebrate local history and culture.
10. *Mix of Retailers.* They provide for a reasonable mix of local merchants and national chain stores, and restaurants to create a successful and "Authentic-to-Hanford" environment.
11. *Parks.* They successfully integrate open space into the community and provide connectivity between land uses, open spaces, parks, and plazas.
12. *Special Events.* They program a variety of activities.
13. *Authenticity.* They have authentic environments with their own unique characteristics specific to the area where they exist.

The Steering Committee focused on the ability of the Downtown East area to demonstrate its unique authenticity as represented by the diversity of ethnic restaurants and the fulcrum point of the area's history and cultural heritage at China Alley. This ethnic restaurant theme was later supported by the Market Study as a first step for the City to market and brand this unique characteristic that could make the area a regional attraction for visitors. The types of uses that the committee wanted to see marketed included mixed-uses, more parks, a cinema/hotel/retail complex (entertainment), and higher density housing.

The Committee also identified other preferences for improvements and enhancements to the project area. Many of these closely aligned with ideas identified on the Walking Tour. Some of those preferences were:

- Wider sidewalks.
- Increased lighting for greater public safety and sense of security.
- More parking and more convenient parking.
- Free trolley service to move people throughout the downtown area.
- Preservation of the 9th Street residences and their distinct architectural character.




- Improving or eliminating some existing housing stock to make room for new residential development
- Make China Alley a pedestrian only street.

2.3.3 Workshop/Meeting #3: Project "Recap". After a four month pause, the Design Team met with the Steering Committee on March 12, 2102. The following items were presented at this meeting:

- Discuss grant purpose and requirements and what the Precise Plan means for the City and potential retailers, builders and developers.
- Discuss the schedule, planning process, identify meetings, workshops, and milestones that require Steering Committee input and decisions. Set new schedule of meeting dates.
- Discuss how previous efforts and public input served to direct and will continue to direct the making of the Precise Plan.
- Review decisions that were reached at previous studies to determine if the decisions and planning fundamentals are still valid today.
- Recap market analysis and additional developer outreach. Without RDA funding, identify potential alternative sources of project funding. Regarding an ethnic marketplace and other commercial uses, the "trade area" for potential users actually extends far beyond the downtown east area. New higher density housing is being planned for the study area.
- Identify milestones where Precise Plan components will need key Steering Committee decisions and/or direction.

The key decisions that were reached by the Steering Committee regarding previous planning studies were as follows:

- Allow local and regional "market forces to determine the fate of the study area". This would allow for a multitude of uses to occur throughout a mixed use area of the DEPP rather than limiting those uses to specific 'focus areas'. Those uses would include, but would not be limited to:
    1. hotel and meeting/conference facilities
    2. multi-screen cinema
    3. food markets and other similar marketplaces
    4. civic facilities
    5. youth and public recreation
    6. police station and/or police substation
    7. large scale retail
    8. drugstores
    9. personal services
    10. galleries and museums
    11. office and social services
- Encourage large hotel and convention center to locate as near to or within the study area as market forces permit.
- Automotive sales and services shall be confined to the southeast corner of the DEPP, along both sides of 6th Street and east of White Street.
- According to the Downtown Improvement Plan, most existing buildings on 7th Street are "not structurally sound" and thus, "not marketable." The Steering Committee addressed the issue of existing structures by wanting to state for the record in the Precise Plan document that "a number of existing buildings in the study area are 'not structurally sound' and may require a seismic retrofit as a condition of a new use." Uncertainty surrounding existing structures means preservation shall be determined on a case-by-case basis.
- Downtown East shall complement the Downtown Core.
- City-related priorities should include efforts to slow traffic on 6th Street, ensure public safety such as more street lighting; provide for comfort with shade trees, shade structures, awnings, and

(encourage use of) misters; and, provide more convenient and accessible parking for future uses.

- Expand limits of Study Area to include north side of 9th Street.
- Permit parking, open space, and other appropriate land uses between 6th Street and the railroad. Introduce traffic calming measures here and elsewhere in the DEPP area.
- Allow sidewalk cafes along north-south streets as well as 6th and 7th Streets.
- Pocket parks and plazas where appropriate to enhance and support nearby proposed and existing residential development and increase tourism, activities, and public events.
- Pursue acquisition of railroad owned property;
- Mid-block pedestrian crossings along 7th Street to access rear parking lots.
- Provide a trolley or similar circulator service to move visitors throughout the downtown area.
- The well-received idea for a 5' setback requirement along 6th and 7th Street might be directed to sites with greater frontage and not required for smaller sites such as infill between buildings.
- Address the need for an "implementation team" to make the Precise Plan successful; a team approach would assure continuity over time and through the twenty year span identified by the plan. An aggressive pursuit strategy will be necessary to achieve real progress in the least amount of time such as a dedicated team effort to make sure projects get streamlined, approved, and built at a much faster pace.
- The City should target and recruit different kinds of businesses for the Downtown East area. Examples were Italian and/or Armenian restaurants to complement the existing ethnic restaurants in the downtown east area.
- The Precise Plan should address issues that affect the quality of life and certain populations of the City's community. The City's General Plan policies dictate certain "healthy community" issues. Some of the issues will be addressed in the Plan such as housing choices, jobs, safety, multi-cultural aspects of the community, access to open space, and so on.
- The three "good" hotels have about a 70% occupancy rate and there is not sufficient room availability to accommodate a bus-load of travelers. Demographics for a typical tour bus group include people coming to experience small-town nostalgia. The need for more "upscale" hotels was identified.

2.3.4 Workshop/Meeting #4: Concept Alternatives Workshop. On April 25, 2012, the Design Team presented a selection of plan alternatives for the Downtown East study area to the Steering Committee, City Staff, and members of the community. The suggestion to incorporate the residential blocks on the north side of 9th Street into the Precise Plan was reinforced.

Other issues that were identified included:

- The capacity for development in the study area within the next twenty years was greater than the market could potentially absorb.
- Market forces should determine the fate of the study area.
- Downtown East will complement the Downtown Core.
- Priorities:
  - Slow traffic along 6th Street
  - Safety, i.e., more street lighting.
  - Provide comfort such as shade trees, shade structures, awnings, and misters.
  - Convenient, accessible, and "more" parking (to accommodate future uses).

2.3.5 Workshop/Meeting #5: City Council Recommendation for Expansion of Study Area. April 25, 2012

At the April 25th workshop, the Steering Committee voted to expand the Study Area to include approximately six acres on the north side of 9th Street between Tenth Avenue and Brown Street. Property owners located within 300' of the expansion area were notified in advance of the meeting. On, June 5, 2012, the Hanford City Council approved the recommendation for the expansion of the Downtown East study area. The rationale for expansion of the study area was primarily based on the following four key reasons:

1. The community, including the Steering Committee, identified a need to include revitalization efforts for the north side of 9th Avenue (to assist in attracting builders / developers to the area) as well as the 63-acres that were part of the original Downtown East Precise Plan study area.

2. New development south of 9th Street would "face" other future Precise Plan development, having the same standards for quality development, architecture, landscape architecture, etc.

3. Street improvements would occur on both sides of the street rather than one side (per Precise Plan boundary).

4. The recommended expansion would allow for the future transition of higher density residential land uses to occur on the backs of the existing single family detached lots (alley-side) instead of on the fronts of lots (face-to-face).

2.3.6 Workshop/Meeting #6: Preferred Alternative Workshop Part 1. June 13, 2012

The workshop provided the Steering Committee with a number of ideas for incorporating into the Precise Plan. Two concept alternative plans were presented to the Steering Committee and interested members of the public. Each concept alternative had distinct differences which are identified below.

PLAN #1:

- Plan #1 Identified development in an east to west progression beginning at the project's eastern gateway.
- Plan #1 made assumptions regarding some buildings based on input from the Rapid Visual Screening Survey; locations of buildings which would impact larger scale development; and, a need for more two-story mixed-use rather than one story single use buildings.

PLAN #2:

- Plan # 2 identified development progression from west to east beginning at the vacant parcels near Harris Street.
- Plan #2 assumed that all buildings except metal buildings, might be preserved, but also recognized that market forces are likely to decide their ultimate outcome.

Museum. The following topics regarding the idea of a museum were discussed.

- Any idea for a museum will be driven by the passion of its proponents.
- It should not conflict with existing museum resources in the community such as the Carnegie Library

- The decision for the type of museum rests with the City and its citizens.
- The Precise Plan can identify a museum in the Precise Plan document and list the suggested types that were heard at the meetings.
- Start with an existing space first such as in China Alley and move to a larger facility or site as it expands.
- Include a children's component/learning experience.

Other ideas that were presented or discussed included the following:

- In order to attract new development, businesses, homebuyers and renters, and other interested parties to the Downtown East area, it is critical that the homeless, safety, and crime are addressed first. The suggestion for new capital and civic Improvements (such as a police station, police substation, increased lighting, etc) would be a first step to jumpstart development.
- Consider a Garden/Park Addition to the Temple Theater site.
- Provide and promote housing for a variety of renters and buyers including the younger population.
- A high priority civic enhancement project should include an east entry feature (e.g., arch sign) at 7th Street and Tenth Avenue.
- The idea of a Mercado (an outdoor public space that can be used for dining, events, vendors, and other features) was well-received. The location identified by the Concept Alternative Plan was 6th Street at the foot of Green Street. The Steering Committee suggested that open air booths and kiosks would be an acceptable alternative to new buildings/structures.
- The Steering Committee showed interest in the success of an alley-loaded residential neighborhood that had been constructed in Bakersfield called Mill Creek Cottages.
- One recurring objective identified by the Steering Committee was to "Fix the Red Tape" and allow new development, expansion, and improvements to happen quickly and easily for interested developers and business owners by streamlining City submittal and approval processes.
- Parking between buildings and street should be prohibited.
- Require all new development to be setback 5' from right-of-way.
- Move visitors from train station to Downtown East with a trolley service.
- The idea of establishing a Design Review Committee prior to submittal of a new project to the City was suggested, but the Steering Committee felt that might be an extra step that could possibly "slow" or "impact" the "red carpet" approval process.

Parking. Recommendations for new parking standards specifically for the Downtown East area were identified. Some of the existing regulations from the City of Hanford Zoning Ordinance would remain. Chapter 17.38 includes:

- The DEPP is located within the "Central Parking and Business Improvement Area".
- No parking required for existing buildings.
- New buildings or additions to existing buildings shall provide the parking required or pay a fee in lieu.

The Design Team suggested that all new development comply with the following parking standards:

- Utilize a standard of 4 spaces per 1,000SF for all new non-residential uses.
- To encourage vertical commercial mixed-use, permit a parking reduction of 25% including fee-in-lieu.

FIGURE 2-1
PLAN #1, PHASE 1

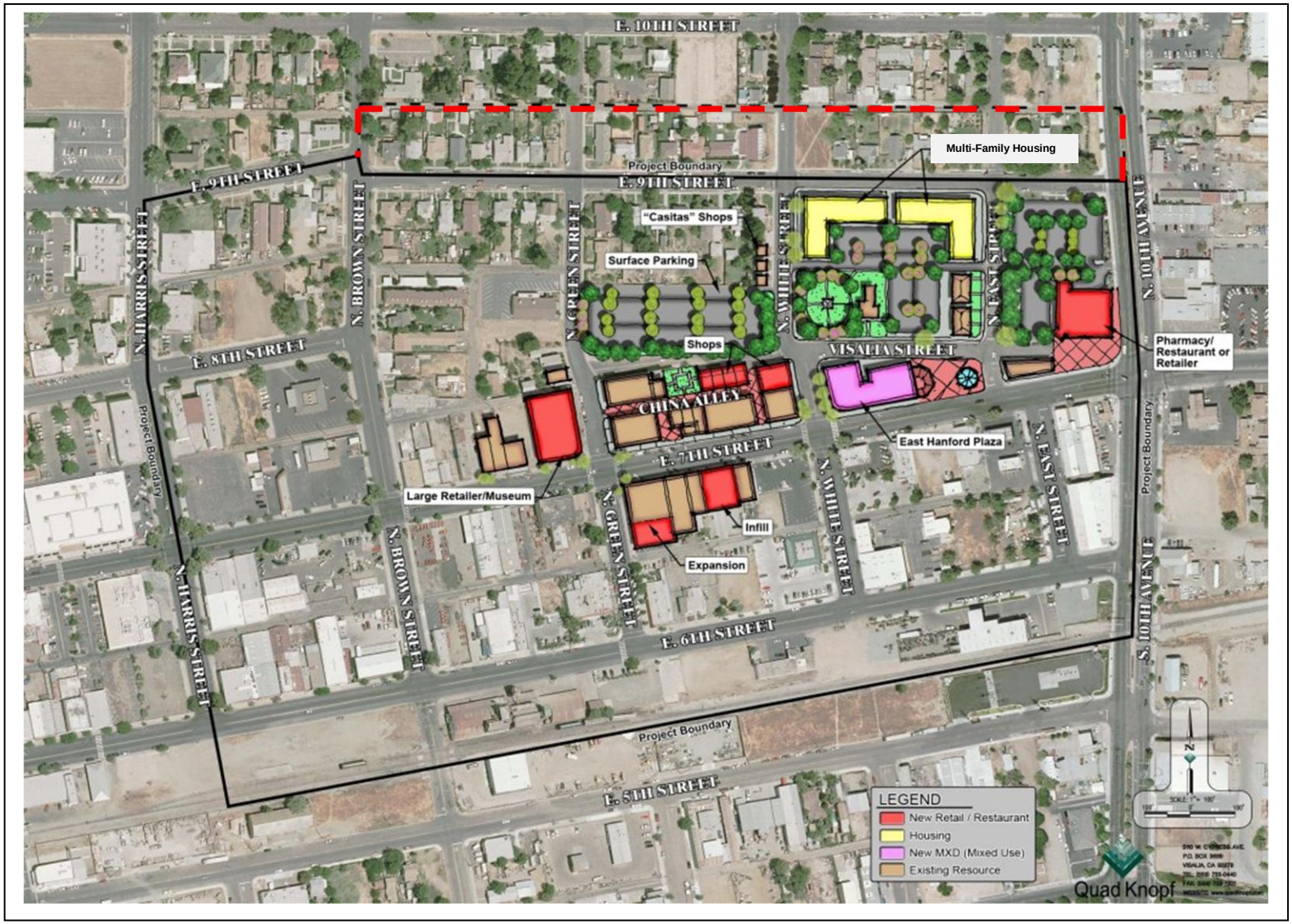


FIGURE 2-2
PLAN #1, PHASE 2

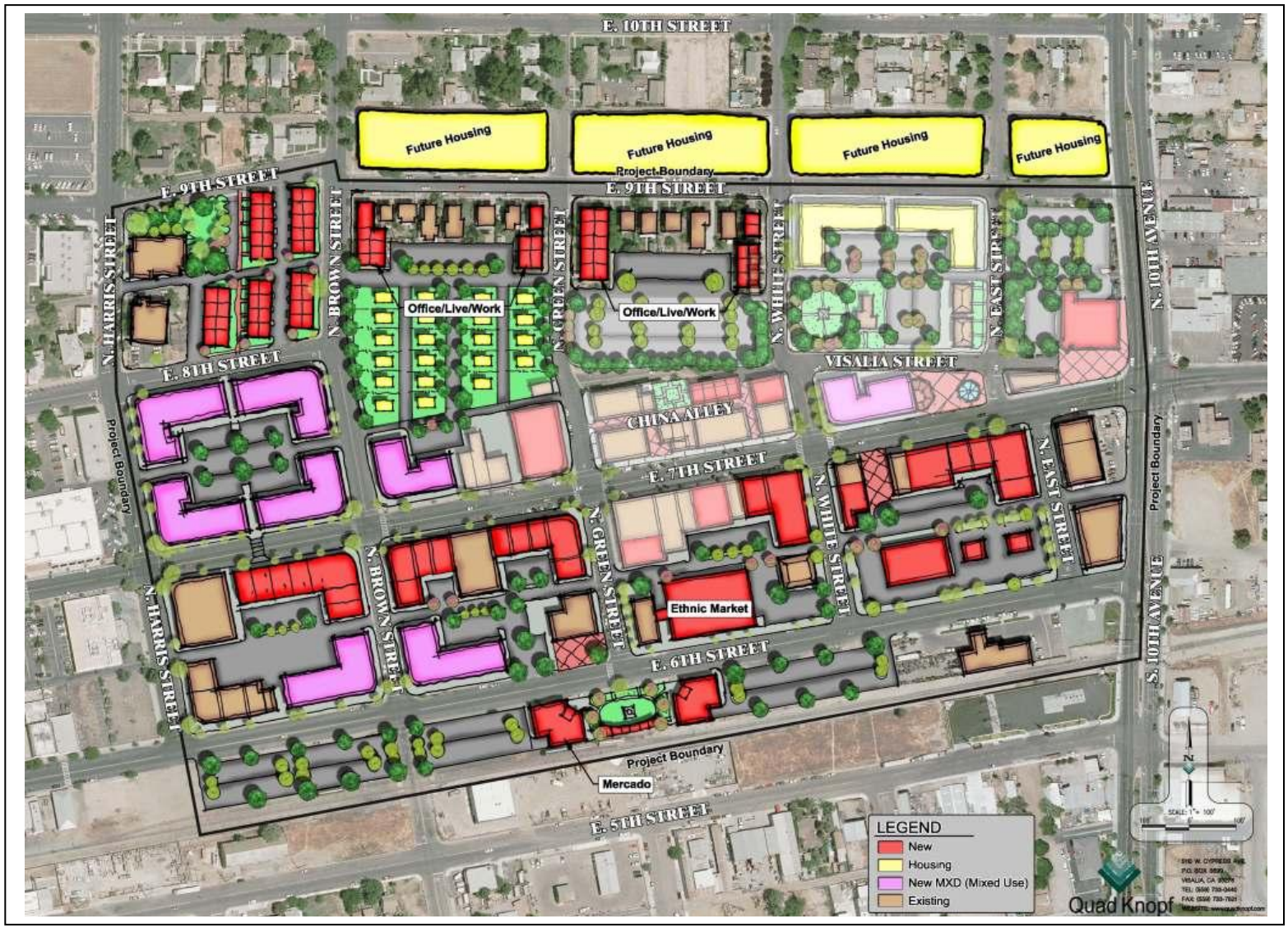


FIGURE 2-3
PLAN #2, PHASE 1

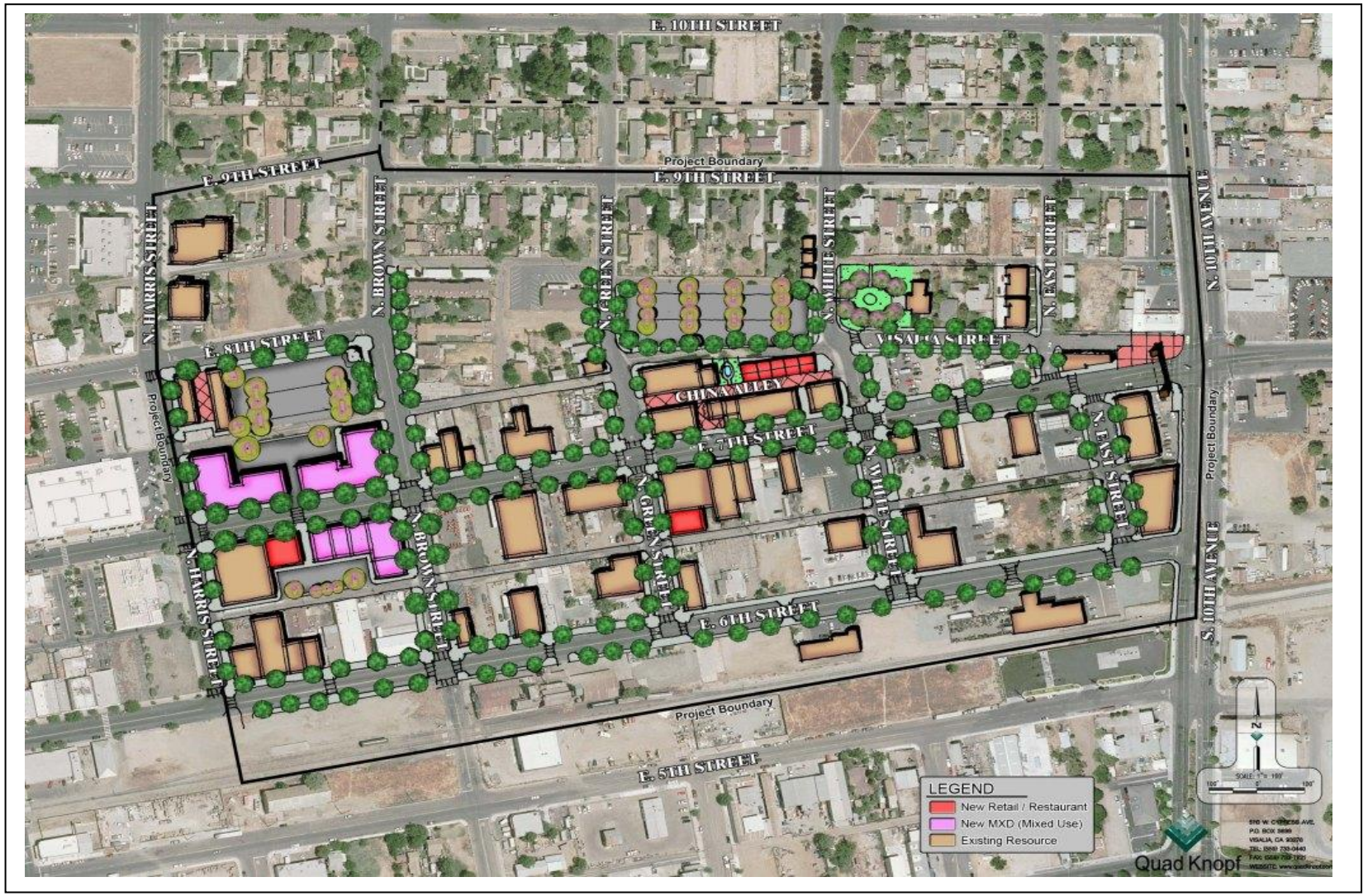
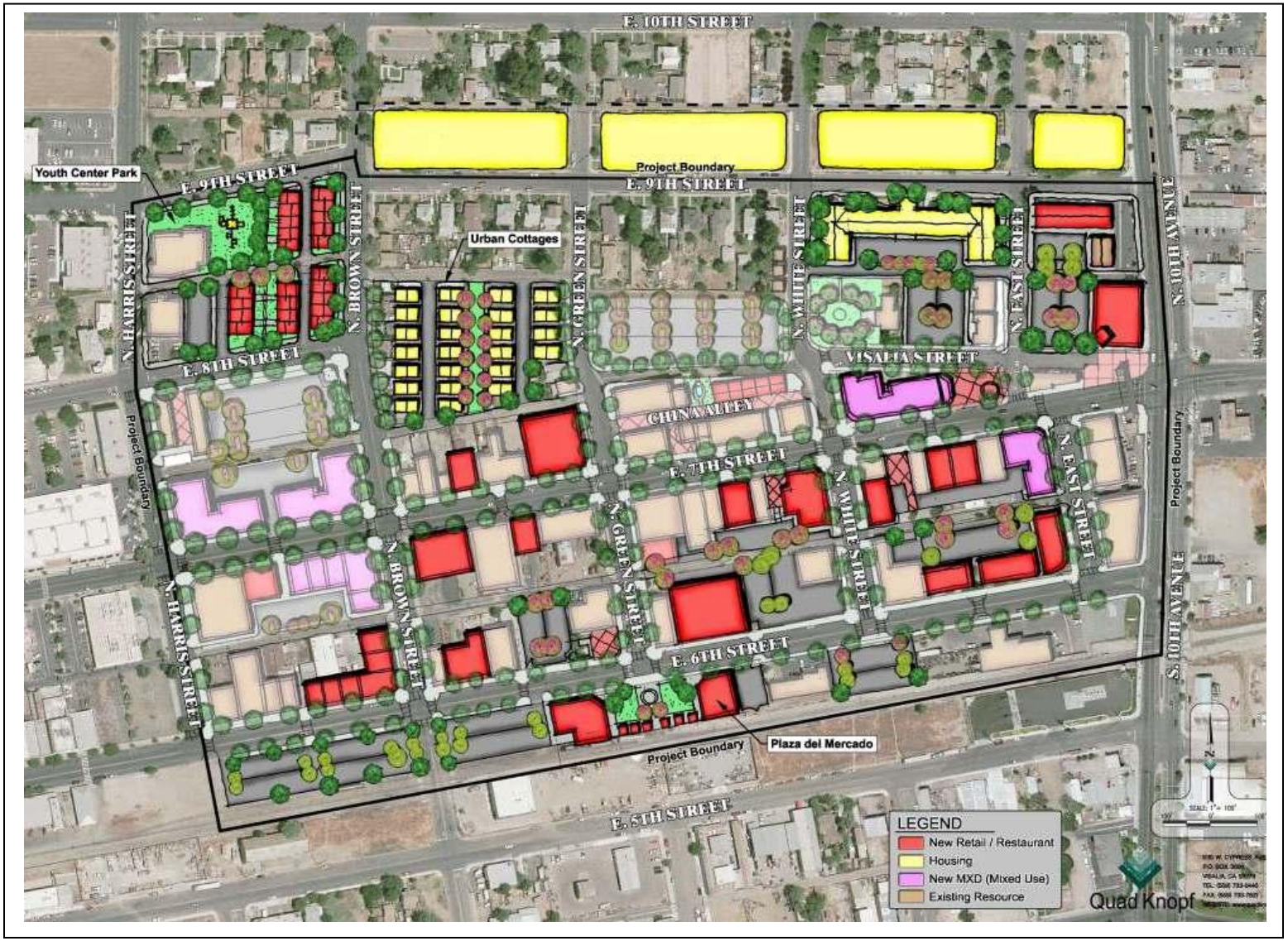


FIGURE 2-4
PLAN #2, PHASE 2



- To encourage vertical mixed-use with a residential component permit a parking reduction of 25% including fee-in-lieu; however, a minimum of one designated on-site space per dwelling unit shall be required.
- Restripe parallel parking in commercial areas to diagonal wherever space permits.
- City shall review parking needs periodically as necessary.

The Design Team identified the approximate number of existing parking spaces and the approximate square footages of existing development throughout the DEPP. A shortage of approximately 60 spaces (under the new parking standards) was noted. Phase One potential development would require additional parking of 400 spaces under the new parking standards.

Several areas for new parking were identified including the primary locations south of 6th Street and the existing parking lot north of China Alley.

Opinion of Probable Costs. The Opinion of Probable Costs was presented to the Steering Committee which identified costs for improvements by specific block areas. The Downtown East area was divided into 14 blocks or areas to allow a more easily understood method to break down the various costs associated with the proposed improvements. A plan graphic identified each of these blocks, and cost estimates were identified for improvements within each block. Costs shown were calculated based upon an assumed prevailing wage rate (most expensive alternative). The Opinion of Probable Costs is located in the Appendix of this document.

2.3.7 Workshop/Meeting #7: Preferred Alternative Workshop Part 2. June 27, 2012

The primary goals for this workshop were to prioritize capital and civic improvements that could foster or "jumpstart" private sector projects and to select several preferred "catalyst" projects that the City should consider pursuing. The catalyst projects could include a public/private partnership or similar approach to attract new development. Some of the key discussion points that were identified included the following:

- Sites for parking should be large enough to accommodate a future parking structure. These sites could be converted to a parking structure when/if the need arises.
- Bicycle lanes should be a "Top 10" priority project.
- There is/could be grant money available for more streetscape improvements. Having a plan such as the DEPP is helpful when pursuing those funds.
- Other possible sources of funding for improvements were cited such as an increase in City sales tax, a property improvement district, and infrastructure financing.
- The first improvement should be a highly visible project such as at the eastern entrance at 7th Street and Tenth Avenue.
- A suggestion was made that the City acquire properties now and hold them for future projects particularly since the City owns no land in the downtown east area.
- Directional signage to downtown should begin at the SR 198 and Tenth Avenue exit.
- The Precise Plan document will allow for a variety of residential product types and densities.
- Security and safety is important to revitalize the area.
- Help the disadvantaged persons that inhabit the area such as a community center.
- SCE Rule 20 pays for costs of existing infrastructure undergrounding. Hanford's account that can be spent on undergrounding is currently budgeted at about $1,000,000.

Currently no projects are under consideration. Downtown East area could be a "likely candidate for an underground district".

Priority Civic Projects. Priority civic projects that could be used to "jumpstart" Phase 1 private development were suggested. The Committee was asked to prioritize them and/or recommend other preferences. The Committee's priority projects, in no particular order, were:

1. Approval of the Precise Plan will be a catalyst. It will be an exciting vision for the area. It will provide for an easier process to get projects approved. It will cut "red tape".

2. Give developers reasons to come to the area, such as entitlements, infrastructure cost sharing, or other incentives.

3. Bike and pedestrian improvements, streetscape, lighting, and street furnishings.

4. Close ½ of Visalia Street at Tenth Avenue and add an Entry Feature (i.e., entry arch).

5. Add public surface parking. Overall parking needs were addressed. First phase of development will require that 400 more spaces be added under the recommended parking ratio of 4/1,000.

6. (Increase funding for) the ongoing façade and signage improvement program. Awnings, canopies, and misters were important to providing summer comfort and encouraging people to explore the area and window shop.

7. Utility undergrounding (primarily through SCE Rule 20 available funds).

The remaining Phase 1 projects were identified but not recommended in any particular order of phasing or preference:

- China Alley street improvements, plaza space, and gardens.
- Temple Theater Park.
- Downtown trolley service.
- Beginnings of a museum.

The Committee discussed Phase 2 civic projects. Future Phase 2 capital and civic improvements that were recommended included:

- Alley improvements.
- Public parking structure.
- Youth center park located in the northwest corner of the study area.
- Expansion of the Phase 1 museum.

Catalyst Development Opportunities. A first step "catalyst" development project could include any or a combination of the following selections by the Steering Committee, in no particular order:

1. Food, restaurants, and entertainment provide a unique setting that a shopping center cannot provide. The City should promote and market the concentration of ethnic restaurants in the Downtown East, attract other restaurants, and keep/enhance existing restaurants.

2. The City has funding sources for low and moderate income housing.

3. Housing should be developed for and marketed towards both youth and seniors.

4. The Committee discussed the possibility of a public/ private partnership building with commercial space on the first floor (private dollars) and housing above (public dollars). Several sites were identified which included the East Hanford Plaza and other sites on 7th Street near Harris or Brown Streets.

Conclusions: The Committee agreed that the promotion of ethnic restaurants would be a great catalyst. New housing for the area would be a catalyst. A mixed use building would support both concepts.

2.3.8 Workshop/Meeting #8: China Alley Revitalization Subcommittee Meeting. August 23, 2102.

A brief overview of past discussions and preferences from the Walking Tour, the Visioning Workshop, and the Preferred Concept Alternative Workshop were addressed. Guidelines from the Downtown Development manual were identified:

- special paving in the alley should have a unique appearance and be reflective of the historical significance of this special area,
- China Alley is eclectic and whimsical; marrying Chinese-style ornamentation to essentially standard commercial structures.

The decisions and direction that were identified at the meeting included the following:

- Temple Theater and its proposed "Forecourt Park" and the Japanese Laundry should be included with China Alley as components/stops on an historic walk. All could be connected with special (historic or educational) signage.
- The Subcommittee identified reason(s)/interest and background to list the Japanese Laundry on the National Register of Historic Places. This property was part of "Japan Town". The operators of the Japanese Hand Laundry, Naomi Family, were detained during the Japanese Internment of WWII.
- The Subcommittee discussed interest in avoiding "kitsch" architectural or street furniture details. Alley could be restored to its original "dirt" appearance with a dust palliative applied, or perhaps paving stones. Materials could be designed to be compatible with, but not intended to be simulations of historic materials.
- Two locations for an historic/educational herb garden were identified: 1) the space on the north side of China Alley just east of the Taoist Museum and 2) the space in front of the L.T. Sue Herb Building.
- Need to design for a future pedestrian oriented appearance, while recognizing the need to maintain interim vehicular access (and possibly in the future for service vehicles). It was also noted that large semi-trucks should access the businesses from the alley north of China Alley, not within China Alley.
- China Alley is currently used for parking within several feet of the building entries. Ultimately, the parking lot north of China Alley and on-street parking should replace parking on China Alley.
- Street trees were suggested for China Alley to recreate the conditions from the past, to create shade, and provide enhancements to a desired pedestrian oriented character. The narrow width of China Alley would dictate a need for more columnar trees or trees with smaller crowns.
- Stucco exteriors would be permitted in limited amounts, but the interest is in trying to avoid a standard "downtown" look.
- Entrance to China Alley might be announced with bollards, simple arch, or Chinese Wisteria on an arbor overhead. Desire is to see a more simplistic approach. A grandiose sign typical of entrances

into more urban China Towns was not the desired direction for entry signage.

- Residential uses should be permitted in the area immediately north of China Alley. Products discussed included period-type orientation such as cottage architecture with front porches, townhomes with stoops, live-work, mixed use shops, storefronts, etc and discouraging large scale apartment houses.
- Pedestrian lighting in the alley could be overhead strings of lighted lanterns, banners etc. to capture historic period and to add festive elements. "Cobra" light poles on 7th Ave. need to be replaced with historic type lights. Consider the Chinatown block to have a different style of lighting than the rest of the east Downtown area.

- Murals can be used to decorate and enhance blank walls or those that lack architectural appeal such as concrete block walls. May wish to avoid murals within China Alley itself, since the relatively narrow alley can be easily overpowered and murals are meant to be viewed from a distance rather than close-up (i.e., within twenty feet from the viewer). Rear of buildings north side of China Alley should be enhanced similar to the fronts.

- Using alley space for new development was discussed (i.e., as in the case of providing space for larger footprint buildings). The preference was to keep the alley intact and prohibit development within the alley easement.
- L.T. Sue building structural stabilization is ongoing but the effort is still short of needed funding. The project needs steel frame inside with restoration of brick exterior using lime mortar to protect existing old brick.
- Concerns expressed about permeable pavement allowing water and drainage to undermine foundations or infiltrate building basements. Permeable pavement should not be permitted.
- Concerns for future maintenance cost of the specialized improvements for the China Alley area were noted. China Alley is currently part of the Downtown Maintenance/Improvement District.

2.3.9 Workshop #9: Draft Precise Plan Presentation/Workshop. October 23-24, 2012.

The Quad Knopf Team presented an overview of the contents of the Draft Precise Plan document to the Steering Committee, members of the City Council, City Staff, and interested members and business owners of the community.

The presentation included the following information:

- An overview of how the plan meets the objectives of the Planned Unit Development Zoning requirements.
- An overview of the anticipated benefits of the Precise Plan if all or parts of the plan were implemented.
- An overview of how this plan would reduce "red tape" currently associated with getting projects approved in the City.
- A summary of the contents of each of the chapters including the Appendix.

Contents of the Precise Plan that garnered the greatest attention were: prohibited uses, residential parking requirements, China Alley guidelines, parks as a catalyst project, and some "wording" regarding the Implementation Plan. Following is the outcome of each of these issues:

- *Prohibited uses:* Steering Committee preferred to accept the list of prohibited uses knowing that the list can be later amended by City Council even after the Precise Plan is approved and adopted.
- *Residential parking requirements:* The standard requiring a "minimum of one parking space per dwelling unit" shall remain.
- *China Alley Design Guidelines:* Reference images only of historic China Alley architecture and amenities when identifying desired character.
- *Parks as a catalyst project:* When asked to identify a first step catalyst project, the Parks Director suggested that funding for parks is available, and that the parks identified in the Precise Plan had the potential to serve as a catalyst project.
- *Implementation Plan:* Suggestions were made to reword some of the language in the Implementation Plan including "Strategies/Actions" and "Responsible Agency", *Chapter 9 – Implementation Plan* reflects these revisions. The Steering Committee wanted to emphasize that a "point person" from the City be appointed by City Council to lead the strategies/actions of the Implementation Plan and that the point person work with an "Implementation Team" to assure that the Precise Plan is successful.

Other requested revisions, additions, and considerations included the following;

- Guidelines for solar energy systems will be added to the Development Regulations.
- The concept illustrative plans as indicated in *Chapter 3- The Plan* are meant to be conceptual and serve to represent what could be achieved. Some flexibility from these illustrative plans is meant to be inherent.

2.3.10 Workshop #10: Joint Planning Commission/City Council Workshop including Public. December 11, 2012.

The purpose of the public presentation was to provide the Planning Commission and the City Council with an overview of the draft plan. The information presented included a summary of key objectives of the PUD Ordinance; the benefits of the Precise Plan; how the plan reduces "red tape"; and, a summary of the contents of Chapters 1-9 of the Precise Plan document. The number of meetings with the Steering Committee and the China Alley Subcommitee (12) were identified as well as ongoing meetings with Staff. Of key significance is that the Plan's Development Code is focused on establishing a "true-to-Hanford" character along the street fronts throughout Downtown East.

An overview of implementation strategies (Chapter 9) was identified. Although there were more than forty strategies identified in the Precise Plan, the overview identified three key strategies/action plans: 1) Identifying a catalyst project (public/private partnership), 2) public investments in infrastructure and/or public amenities/facilities and, 3) a proactive marketing campaign such as promoting the concentration of existing and attracting new ethnic restaurants. The following additional items were mentioned during the overview.

- Further study would need to occur for other buildings in the study area that the City may be interested in preserving.
- Some parallel parking spaces may/will be converted to diagonal parking to allow for more accessible parking near businesses.

Other opportunities for parking are identified in the plan document, and parking will be added as the need arises.

- The market for a hotel with conference facilities is likely for the future of the City of Hanford.
- Development in the Downtown East area is not likely to impact the Irwin Street sanitary sewer line.
- Staff is currently in consultations with City of Mountain View to help understand how they achieved such a high level of success promoting "diversity and multi-culturalism" in their downtown.
- A number of interested companies have made inquiries into the Downtown East area, but adoption of the Precise Plan will set the strategies and implementation policies in motion.

2.3.11 Planning Commission

Two meetings were held with the City's Planning Commission. The first meeting on April 9, 2013 was a reintroduction to the Precise Plan document and its contents. The second meeting on April 23, 2013 resulted in a recommendation for approval to be sent to the City Council.

2.3.12 City Council

On May 21, 2013, City Council approved the Downtown East Precise Plan with two provisions.

1) China Alley may not be closed to vehicular traffic unless an affirmative vote of the City Council takes place after a public hearing on the matter.

2) Residential Densities:

a. Multiple family and specialty residential dwelling projects are permitted a maximum density of 15 dwelling units per acre.
b. Multiple family and specialty residential projects are permitted a maximum density of 45 dwelling units per acre for parcels west of White Street if they first obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to commencement of the use. Also, refer to Appendix for exact location of Hanford Municipal Airport Compatibility Zone C.
c. Multiple family and specialty residential projects are permitted a maximum density of 22 dwelling units per acre for parcels east of White Street if they first obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to commencement of the use.

CHAPTER 3

The Plan

3.0 INTRODUCTION

The Precise Plan is a result of numerous meetings and workshops that were held with the Steering Committee, local business owners and residents, elected officials, and City Staff. The Precise Plan is also a product of previous plans and guidelines such as the Downtown 2010 Planning Study and the Downtown East Planning Study prepared by the MW Steele Group. The former identified policies for Urban Design, Parking and Circulation, Market, and Finance. The latter addressed specific issues for the Downtown East study area. The Precise Plan synthesizes previous work and collective input from a dedicated group of individuals who are proud of their city and heritage and determined to see Downtown East as a fine place to live, work, play, relax, and shop.

3.1 KEY ISSUES

3.1.1 Ownership. Several issues face implementation of the Precise Plan. First, the City of Hanford owns no property in the 69-acre project area. Due to multiple ownership of land throughout the study area, assemblage of parcels for any substantial permitted land use could be problematic. Owners have to be willing to sell, and many owners are not located on the property. The recommendation is to approach owners now and hold property for later use when the market improves.

3.1.2 Business Attraction. Second, the economy (local, state, and federal) is currently not booming. Attracting retail stores, hotels, cinemas, and restaurants would be difficult at this time unless the City offers incentives and improves and enhances the overall downtown east environment (i.e., lighting, crime reduction, homeless issues, landscaping, entry feature, street furnishings, etc.).

3.1.3 Fundamental Policies. The Steering Committee redefined some of the policies that were originally identified in the Downtown East Planning Study.

1. "Market forces will determine the fate of the study area."
2. "Downtown East will complement the Downtown Core."
3. A number of existing buildings in the study area are "not structurally sound" and may require seismic retrofitting as a condition of a new use." Uncertainty surrounding existing structures means preservation shall be determined on a case-by-case basis.
4. The plan needs the flexibility that would allow the following uses to be located in numerous locations throughout the study area rather than in specific locations or focus areas as originally defined by the Downtown East Planning Study.

    - Multi-screen cinema
    - Hotel and conference facilities
    - Central parking
    - Food market and marketplaces
    - Civic facilities
    - Youth and public recreation
    - Police station or police sub-station
    - Large scale commercial
    - Multi-cultural marketplaces
    - Drugstore, food market, and personal services

- Galleries and museums
- Office and social services
- Senior housing, lofts, live/work units, and other higher density housing.
- "Shady patio dining" such as at a "Mexican Village" and other sidewalk restaurants and cafes.

3.2 EXISTING RESOURCES

3.2.1 Introduction. Travel trends for Californians, as well as Americans, have changed as a result of their changing economic and demographic characteristics. Several recent trends identified below are important to rural tourism in Hanford as well as California's central valley.

- *Historical Places/Museums.* Nearly six in ten travelers included an historic activity or event for their trip's itinerary during 2011. Forty percent visited a designated historic site, such as a building, landmark, home or monument during their trip.

- *Cultural Events/Festivals.* Three-fourths of adult travelers attended a cultural activity or event while on a trip in the 2011.

- *Travel with Children.* One in four household trips in the U.S. include children under 18. Most trips with children (91%) are for leisure and 44% include a stay in overnight lodging.

- *Weekend Travel.* Almost 30% of travelers have taken five or more weekend trips in the past year and more than a third of all weekend travelers say they've taken their children with them on at least one weekend trip. More than a fourth of weekend travelers favored visiting small towns as favored destinations.

3.2.2 What Resources Does Downtown East Have Today that Can Be Expanded upon for Tomorrow?

When understanding the trends towards cultural and heritage tourism, it is important to realize the impact of Hanford's cultural and heritage sites and special events. The following locations were identified as sites, buildings or access that would enhance cultural and heritage tourism in Hanford in addition to the numerous structures and sites in the downtown core.

- *China Alley.* China Alley is a one block area consisting of a mix of buildings that represent the local Chinese heritage (e.g., Imperial Dynasty Restaurant and the Taoist Temple Museum) in Hanford as well as newer buildings such as the United Market. The Taoist Temple Museum was once used for living quarters for Chinese workers who helped build the railroad in Hanford. China Alley was named 'One of the Eleven Most Endangered Historic Place in the U.S.' for 2011 by the National Registry of Historic Places.

- *Ethnic Restaurants.* This area of Hanford has a mixture of Chinese, Mexican, and other ethnic restaurants located within a 400 foot radius. Success of existing cultural restaurants should be leveraged and preserved as an effective economic development anchor.

- *Temple Theater*. First constructed in 1922 as the Chinese Center for Knowledge, the Temple Theater which opened in 1963 offers four live performances per year.

- *Residential Architecture.* 9th Street between Brown and Harris Streets boast a variety of well-maintained residences that characterize the residential architectural history of Hanford such as: Victorian, American Farmhouse, California Bungalow, and Craftsman.

- *Older Buildings yet to be Determined.* While the Taoist Temple Museum has been listed on the National Registry of Historic

Places, other buildings in Downtown Hanford East have not yet been evaluated for their historic significance.

- *Proximity to Downtown Core, Town Square, and Civic Uses.* Downtown East is located one block east of Hanford's Civic Square and library. 7th Street is considered Hanford's main street.

- *Access to State Route 198 and Tenth Avenue*. SR 198 is located less than a quarter mile to the eastern entrance of downtown Hanford at 7th Street and Tenth Avenue.

- *7th Street Frontage.* Of the more than one-half mile of possible street frontage, only 857 linear feet of buildings still remain (some vacant, some not). 2,115 linear feet of street fronting buildings (71%) have been lost over time. The opportunity for high visibility, main street frontage leading to Hanford's downtown core is available for new development.

3.2.3 Special Events

a. Favored Events Identified by Community Members

Members of the Steering Committee and residents of the community were asked to identify a few of their favorite special and annual events held in the City of Hanford. The list included the following eight events held at various times throughout the year.

- *April Bike Races.*
- *Thursday Night Marketplace.*
- *May Street Fair.*
- *Movies in the Park.*
- *Black History Celebration.*
- *Blues & Roots Festival (Sept).*
- *Moon Festival / Renaissance Faire.*
- *Wine & Chocolate Tasting (Dec).*

b. Suggested Additional Events

One of the questions that was posed to the Steering Committee and members of the public was to identify any other ideas for special events that the City might want to consider promoting.

- *Art Hop*
- *King's Symphony*
- *King's Players*
- *Jazz Festivals*

3.3 DEVELOPMENT POTENTIAL VS DEVELOPMENT CAPACITY

The Market Study prepared by Kosmont Companies on June 5, 2012 identified a number of forces that could impact future development in Hanford's Downtown East. The study identified the development potential for the City as well as the Downtown East area. Among the forces identified, that could impact future development was the lingering recessionary economy. Forecasts of future development in the area are determined by the City's growth rate and other factors. The region and the City struggle to recover from the dramatic affects of high unemployment rates. Attracting development specifically to the study area will depend on a number of factors such as physical improvements and enhancements, development incentives, financing availability, and focused and driven city officials and community intent on making the Downtown East Precise Plan a reality.

The Kosmont study identified the potential for development in the short term, 0-10 years (2013-2023), and long term, 10-20 years (2023-2033) for the City of Hanford. For each period, both conservative projections and more aggressive projections were identified. According to the Kosmont study, as development reaches Year 2033, it is important to note that the

capacity for development in the study area within the next twenty years was greater than the market could absorb. In addition, while more rooftops are likely needed to support new commercial development, particularly neighborhood goods and services type uses, the housing market has not yet recovered from the recession. The approximately 300[1] new housing unit potential of the study area; growth of and marketing of local cultural and heritage tourism; other large scale development in the area; and, other factors identified in the Kosmont study, could have the ability to speed development in Downtown East.

3.3.1 Development Capacity

The following commercial space and residential units represent the potential build-capacity for new development in the study area. The development capacity is likely to exceed the absorption rate as further represented in the Market Study.

- Retail/Restaurants: 150-190,000 square feet.
- Urban Grocers/Markets: 30,000-45,000 square feet.
- Cinema: Up to screens.
- 1 Hotel: 90-100 rooms + 20,000 square feet meeting rooms
- Office (one floor above ground floor retail): 100-170,000+ square feet.
- 9th Street Office Residential/ B&B's: 14,000 square feet.
- Housing: 300 dwelling units at varying densities and various product types.

[1] The Central Valley housing market has not yet recovered from the recent recession. 300 dwelling units are meant to serve as a placeholder in the event of a recovery, to accommodate the future growth of Hanford, and are included in the environmental analysis.

3.3.2 Near Term Supportable Development: 2013-2023

Assuming a steady growth rate, improvements in the local and regional economy, and a recovery in the housing market, the following may be the amount of development that could be absorbed in Downtown East within the first ten year horizon:

Conservative

- Health & Personal Care Pharmacy: (7,500 - 14,000SF).
- Food & Beverage, Urban Grocer, e.g. Asian Market: (10,000-25,000SF).
- Typical downtown "Main Street" environment storefronts: (20,000-35,000SF).

Aggressive

- Mixed Use Building (retail, office, civic).
- Senior Housing.
- Large Retailer or Museum option.
- Limited infill south side of 7th Street

3.3.3 Long Term Supportable Development: 2023-2033

Assuming a steady growth rate, improvements in the local and regional economy, and a recovery in the housing market, the following may be the amount of development that could be absorbed in Downtown East within the second ten year plus horizon:

Conservative

- Retail / Restaurants: 15,000-30,000 SF.
- Cinema: Up to 8 screens.
- 1 Hotel: 35,000-55,000SF (90-100 rooms + 10,000-20,000SF meeting rooms)

- Office: 60,000-110,000SF (above ground floor retail or stand alone).

Aggressive

- Housing Units (Affordable Multi-Family and Senior Housing).
- Additional Mixed Use Development.
- Additional Infill and New Retailers.

3.4 PREFERRED PLAN

A limited amount of large vacant sites are available for new development in the project area. The majority of vacant sites are located south of 6th Street. Other sites are existing parking lots such as at 7th and Harris Streets and the parcel north of China Alley. It should be encouraged, where possible, to infill available sites and develop vacant underutilized and often dilapidated commercial buildings. The components of the Preferred Plan include the following:

3.4.1 Entrance at 7th Street and Tenth Avenue. The consensus of several Steering Committee workshops when selecting a preferred alternative was to consider focusing initial phases of development on the study area's east entrance at 7th Street and Tenth Avenue. For example, announce the entrance to downtown with monumental signage such as an arch that spans 7th Street; close one-half of Visalia Street between White Street and Tenth Avenue; and, create a landscaped plaza there that could include public art. Local artists could be invited to present concepts for the entry signage and the plaza design. An Arts Committee could be formed to select the winning design. The location of the "arch" would need to be determined. Two options were discussed: (1) spanning 7th Street or (2) spanning Tenth Street.

3.4.2 Marketing the Diversity of Ethnic Restaurants. One of the early stages of plan implementation should be to market one of the City's existing attractions—its **diversity of restaurants**. Many ethnic restaurants are currently located within a 400 foot radius to one another. This circle includes numerous infill opportunity sites and the Steering Committee suggested that other ethnic restaurants could be added to the mix including Italian, Japanese, Mediterranean, and other cultural cuisines.

Many examples of cities that promote their ethnic diversity exist. Aurora, Colorado, a suburb of Denver, found that by making ethnic diversity an economic driver, their promotional/branding efforts transformed Aurora's image from a sprawling suburb to a vibrant and worldly community. The local tourism office recently commissioned a guide to lure regional residents to explore the city's ethnic and independent eateries.

Naperville, Illinois, a suburb of Chicago, is known as one of the Chicago area's leading cities to advocate and promote cultural diversity. The city realizes that its strength flows from a variety of ethnic groups, organizations, neighborhoods, and worship centers; and, therefore, encourages celebrations of community and cultural opportunities that focus on the heritage, diversity and character of the city. Naperville has some of the best Italian, Greek, Japanese, Chinese, Korean, Thai, Cuban, Mexican, Vietnamese, Indian, Cajun, Filipino and Irish restaurants and eateries in the region—all promoted and marketed by the City.

3.4.3 China Alley. A catalyst development project will likely offer the "jump-start" that the City seeks for this area of Downtown. Such a project could be the re-opening of the Imperial Dynasty restaurant and the related redevelopment and new development of China Alley as a culturally-based retail and restaurant attraction. Cultural heritage tourism is a quickly expanding segment of the tourism industry, a significant potential opportunity for the City, especially considering the designation of the China Alley Historic District as one of America's 11 Most Endangered Historic Places by the National Trust for Historic Preservation in 2011. A cultural-based development could have potential as a regional attraction. A cultural museum such as a Central Valley Immigration/Migration Museum identified in the Precise Plan should also be considered. Other opportunities for a museum attraction could also be considered. Other catalyst project alternatives include the introduction of an urban grocer or retail-residential / retail-office mixed-use development. The Taoist Temple Museum is currently listed on the National Registry of Historic Places. Other buildings are located here including the L.T. Sue Herb Company Building, the Imperial Dynasty Restaurant, and shops, office, and vacant buildings on the south side of the alley. Additional buildings include a vacant Chinese Restaurant, the United Market, a concrete structure near the recycling area, and a building on the southeast corner of 7th and White Streets with large plate glass windows. Proposed ideas for China Alley include:

- Reopen the Imperial Dynasty Restaurant.
- Install a new parking lot on the north side of China Alley.

- Close the alley from vehicular use and allow pedestrians but only upon an affirmative vote of the City Council after a public hearing on the matter.
- Install special paving throughout China Alley.
- Install an arch entry at either end or both ends of China Alley.
- Create an historic/ educational herb garden as a pass through from 7th Street to the proposed parking lot north of China Alley.
- Alter the concrete space facing 7th Street into a landscaped plaza with benches, public art, and mural walls.

- Allow artists' lofts, galleries, first floor retail, and residential or office above on

China Alley. Require one corner building to serve as a landmark "turret or tower" feature for the north side of the block.

- Consider an existing building to serve as the first phase of a museum. Later phases could expand into a larger building.
- Require all new and restored building walls on the north side of China Alley and the east and west side to have same or similar articulation as the front side.
- Install a limited number of trees, shrubs, and grasses and perennials throughout China Alley.

See Chapter 5—China Alley Design Guidelines for more detail.

3.4.4 Tenth Avenue Corridor. The Tenth Avenue corridor directs traffic from State Route 198 from the south and State Route 43 from the north to downtown Hanford at 7th Avenue. Tenth Avenue is a major arterial similar to Eleventh and Twelfth Avenues. The traffic, neighborhoods to the north, and front door to Downtown East make Tenth Avenue a desirable location for new and existing businesses. The City has the opportunity to promote future development along the Tenth Avenue corridor even though much of that corridor is already developed. Adaptive reuse of existing buildings should be considered. Community and regional commercial uses such as a pharmacy, office supply store or mid-size retail use could benefit from adaptive reuse of existing buildings. Cities like Solana Beach, California have turned former auto service garages, for example, into shops and other businesses.

3.4.5 6th Street Improvements. One of the first steps in the revitalization of Downtown East identified by the Steering Committee was making improvements to 6th Street including striping for parallel parking; sidewalks on the south side, shade trees, tree grates, and irrigation; travel lanes; and, signed and striped bike lanes on both sides. The improvements should also include rerouting truck traffic to 3rd and/or 5th Street and adding signage prohibiting trucks from entering 6th Street. One of the goals identified by the Steering Committee was to make 6th Street a much more pedestrian and bike friendly roadway. 6th Street was also identified as one of the roadways that would benefit from traffic calming methods like mid-block crossings, bulb-outs, and enhanced intersection crossings.

3.4.6 Parking. Parking and walk-ability go hand-in-hand in vibrant downtowns. Sufficient parking is essential for a thriving downtown. However, too much parking, or parking lots that create an unpleasant pedestrian environment and unattractive street character, can be as detrimental as insufficient parking. The challenge for Downtown East is to find just the right balance between convenient vehicular access along with an intensity of activity that makes walkable downtowns competitive against typical suburban shopping centers.

More importantly, all parking spaces must be efficiently used in order to ensure that customers can always find a nearby space conveniently. Meanwhile, with the exceptions of university cities or cities that have had extraordinary public-private investment, pedestrian-only environments result in under-performing retail settings and, by extension, places that do not attract many shoppers or, ironically, pedestrian visitors. Businesses, especially small and independent retailers that cannot afford advertising budgets to offset the lack of vehicular traffic, are attracted to streets that are accessible and visible to passing vehicles and have convenient parking close to or on-street parking in front of the businesses.

Over the years, as Downtown East develops into a more vibrant mixed-use destination, the Precise Plan will ensure that new development fosters a pedestrian friendly downtown that accommodates both the needs of all forms of transportation while avoiding the negative effects of a vehicle-oriented downtown. This will create a more attractive destination to all residents and visitors to downtown Hanford that is simple, convenient, easily accessible, and encourages development of new retail, dining, overnight lodging, employment, and housing. In practice this means

promoting a "park once" policy that supports the pedestrian experience in a vibrant downtown. This is accomplished by providing convenient parking, maximizing parking efficiency, creating a safe and comfortable walking environment, sharing parking between Downtown East uses, and returning increasing revenue to Downtown East.

Numerous sites were identified for parking in the Downtown East area. The City needs to examine on-street opportunities, i.e., diagonal parking in place of parallel parking where space permits. Possible locations for new parking lots were identified:

- Union Pacific Railroad property south of 6th Street could yield as many as 220 spaces. Due to the narrow parcel depth (100 feet) of land in this area, in order to maximize parking, surface parking lots with one-way circulation, diagonal parking, and compact spaces must be considered. The City should identify sites for public surface parking in the Downtown East area that could eventually be developed with parking structures--sites south of 6th Street are constrained due to their 100 foot depth.
- Parking in the parking lot north of China Alley could yield as many as 150 spaces. The size and configuration of this site affords the ability to construct a future parking structure as the need arises, and this parking lot is centrally located in the heart of the Downtown East area. The parking structure should also include "liner" shops, residences, live-work, galleries, office space, or similar uses that face China Alley, White Street, and Green Street. The City should consider that the removal of existing buildings here could also yield additional parking spaces and provide additional square feet of development.
- Parking on a site east of the Temple Theater could yield up to 50 spaces.

3.4.7 East Hanford Plaza. If the first phases of development focus on the east end of downtown, one of the suggested locations for a catalyst mixed use project is at the Visalia and White Streets triangle near the project area's entrance. The site is a great location for a public/private partnership opportunity. The mixed use building could yield as much as 30,000 to 35,000 square feet of commercial space. The area could include a plaza (that could allow for outdoor dining) and decorative fountain. The space could also include a small shop for a florist, coffee shop, or other small scale user. Parking for East Hanford Plaza could be accommodated in a number of nearby locations including on-street parking around the triangle, parking at the lot north of China Alley,

proposed surface parking east of Temple Theater, or a fee in lieu for parking at any of the planned locations throughout the City. Figure 3-1 depicts a conceptual architectural vision for East Hanford Plaza. Figure 3-2 depicts a conceptual plan for East Hanford Plaza, China Alley, Temple Theater, and adjacent parking lots.

FIGURE 3-1
EXAMPLE EAST HANFORD PLAZA ELEVATION
VIEW FROM 7th STREET

FIGURE 3-2
7th STREET BETWEEN TENTH AVENUE AND GREEN STREET
PREFERRED PLAN

3.4.8 Housing. The preferred alternative would allow for as many as 300 dwelling units throughout the project area. Housing product types would range from single family cottage type detached lots with garage access from an alley to higher density multi-family buildings, assisted living, and residential units above ground floor commercial (mixed use). Setbacks, stepbacks, maximum building heights, and parking requirements according to the development regulations identified in Chapter 4 would need to be met.

- Multi-family and Specialty Residential dwelling projects will be permitted a maximum density of 45 dwelling units per acre for parcels west of White Street if they first obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to commencement of the use. Also, refer to the Appendix for the exact location of Hanford Municipal Airport Compatibility Zone C.
- Multi-family and Specialty Residential dwelling projects will be permitted a maximum density of 22 dwelling units per acre for parcels east of White Street if they first obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to commencement of the use.

Examples of Acceptable Higher Density Housing at up to 45 DU's Per Acre

FIGURE 3-3
EXAMPLE OF ACCEPTABLE TOWNHOMES

3.4.9 Other Opportunities for Mixed Use Buildings. A number of sites were identified for their larger scale mixed use opportunities with either ground floor retail and office above, ground floor retail and residential above, or ground floor retail with both residential and office above. It

should also be noted that office uses may occupy the space on the ground floor. The sites for mixed use opportunities include:

1. The block surrounded by 7th and 8th Streets and Harris and Brown Streets.
2. The north sides of 6th Street on both sides of Brown Street.
3. The northeast corner of 6th and Brown Streets.
4. Other sites are also likely candidates for mixed use but these were selected because the sites were mostly vacant and larger in scale than other sites in the area.

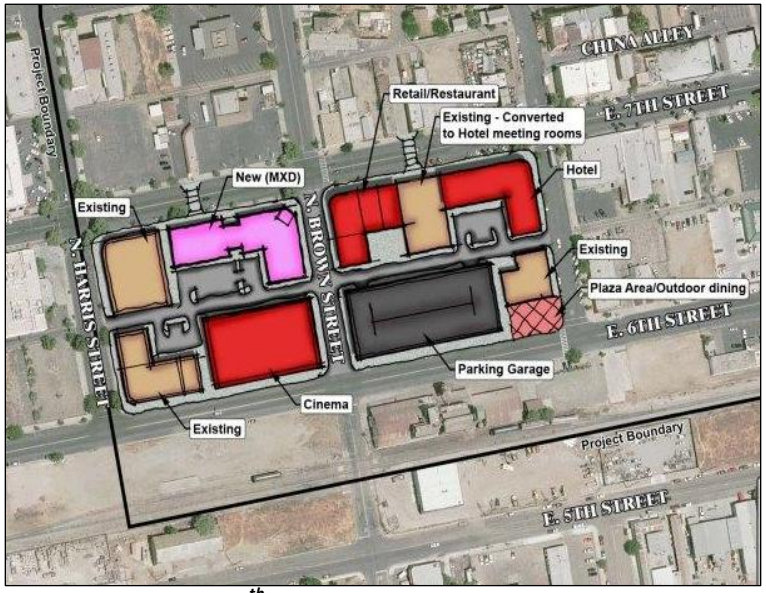
3.4.10 9th Street Office/Residential Land Use Zone. 9th Street between Brown and Harris Streets boasts a variety of well-maintained residences that characterize the residential architectural history of Hanford such as: Victorian, American Farmhouse, Bungalow, and California Craftsman. The City of Hanford currently has an OR—Office Residential Zone—where similar residences have been converted to office use. Parking is located in an alley behind the residence. The OR use will be specifically adapted for the Precise Plan area. Bed and Breakfast Inns, family day care, and boarding houses will also permitted. New office buildings and live/work units will also be allowed as long as they compliment the character of neighboring buildings. The intent is to preserve the quality architectural character of the Downtown East area. Urban residential uses will also be permitted in this area including preservation of the residences for single family use if so desired.

3.4.11 Mixed Use Commercial with Hotel, Cinema, Parking Structure, and Retail and/or Office Uses. Being familiar with the local success of projects in downtown Lemoore and downtown Visalia that offered entertainment, lodging, retail, restaurants, and nearby parking, the Steering Committee recognized that in order to compete and bring people to the Downtown East area, a similar project should be considered here. As a result, at least one site was identified. Other possible sites exist.

- The blocks surrounded by 6th and 7th Streets and Harris and Green Streets. These blocks include infill opportunities and opportunities to preserve and reuse existing buildings that add to the historic fabric of Downtown East.




Example of a mixed use entertainment/hotel/parking/retail project in Visalia.



The parcels south of 7th Street and west of Green Streets were identified as a possible site for a mixed use/entertainment/ hotel and retail opportunity. Other possible sites exist throughout the project area.

3.4.12 Evaluation of Existing Structures. On October 11, 2011, a "Rapid Visual Screening of Seismically Hazardous Buildings" was conducted by the firm of Taylor Teter. The cursory study offers a preliminary subjective assessment of the structural condition of buildings including their vulnerability to earthquake damage. The study identifies whether an upgrade is feasible based on a cursory visit. Ten buildings were selected for the rapid visual screening. The findings reveal that the structural conditions of these buildings vary from being in good condition to being in poor condition and in need of attention to mitigate further degradation. A copy of the "survey" is included in the Appendix of this document.

The "survey" is the first step in the process to evaluate a building's potential to be preserved, restored, improved, or adapted for reuse. More detailed methods are currently available to assess structures.

As a result of the survey, the Steering Committee, redefined one of the policies from the Downtown East Planning Study as follows: "A number of existing buildings in the study area are 'not structurally sound' and may require a seismic retrofit as a condition of a new use." It was also noted that some buildings might be considered for the value of the street-facing façade if more detailed assessments revealed that the overall structure was not feasible to be reused.

Japanese Laundry

Other buildings in the Downtown East study area may have historical significance. A resource (site, building, or structure) shall be considered to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

Temple Theater

a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
b. Is associated with the lives of persons important in our past.
c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
d. Has yielded, or may be likely to yield, information important in prehistory or history.

A similar evaluation for historic significance by the National Registry of Historic Places may also be of further interest to the City of Hanford, particularly since China Alley has been listed as "One of the 11 Most Endangered Places in the United States". Currently, only the Taoist Temple Museum (#72000226 in 1972) has been added to the national historic registry in the Downtown East Area. Other buildings in the vicinity of China Alley were suggested by the Steering Committee and the China Alley Revitalization Subcommittee as possible resources for state or national listing(s):

- Japanese Laundry-- located across Green Street from China Alley.
- Temple Theater (formerly the Chinese Center for Knowledge built in 1922) at 514 Visalia Street.

3.4.13 Alleys. The Development Regulations require that parking be accessed from an alley for a majority of new or expanded development except for parking areas south of 6th Street and parking structures which will have limited driveway access. In residential areas, alleys could potentially serve as the front door for new homes and a combination pedestrian and vehicular access way. The Precise Plan addresses the need to improve alleys to encourage new and expanded development. Improvements should include, but may not be limited to: undergrounding overhead utilities, paving, lighting, and landscaping.

Examples of existing alleys in Downtown East.

These alleys in downtown Sacramento were converted for use by pedestrians and vehicles. New homes front the improved alleys.

3.4.14 Other Signage. Signage at the SR 198 exit ramp at Tenth Avenue directing visitors to downtown Hanford was identified as an objective that should occur in the initial phase of the project. The city will need to pursue discussions with CALTRANS for directional signage at this location.

3.5 PARKS

According to the Recreation Master Plan prepared in 2009, the City is falling behind on acquiring and constructing neighborhood and community parks to meet the growing needs of the community.

3.5.1 Existing Conditions

A Recreation Master Plan was prepared for the City in Fall/Winter of 2009. The plan determines recreational needs for the city based on the National Recreation and Park Association (NRPA) Level of Service (LOS) guidelines developed in the 1980's to assist agencies in determining whether jurisdictions were meeting suggested "norms" with regard to types of parks, the amenities that should be in a park, and how many acres of parkland an agency should have. The NRPA recommends a service level between 6.25 (minimum) and 10.5 (optimal) acres per 1,000 residents. The NRPA identifies four park classifications: mini-park, neighborhood park, community park, and regional park. A mini-park serves a quarter-mile radius and the recommendation is 0.25 acres per 1,000 population. A neighborhood park serves a half-mile radius and the recommendation is 1.00 acre per 1,000 population. A community park serves a 2-mile radius and the recommendation is 5.0 acres per 1,000 population. A regional park, the Hanford Joint Use Softball Complex (also considered a special use facility) serves the Hanford community and the region. The park's location on the west side is conveniently accessible to all areas of town. The two-mile service area radius for the community parks classification and the distribution of community parks covers the majority of the land within the municipal boundaries.

Currently, there are no neighborhood parks or mini-parks within the Downtown East study area. Lacey Park, a 2.7-acre neighborhood park located at the corner of Douty and Elm Streets is located 2,000 to 4,000 feet from existing and proposed residential development in the study area. Active recreation facilities such as basketball, field sports and open play, and playgrounds are available at Lacey Park. The City's Town Square is less than a five minute walk to Downtown East but it offers only passive recreation opportunities (e.g., walking, sitting, etc). St. Brigid's Youth Center located at the corner of Harris Street is within the study area and within walking distance (less than a quarter-mile) from most of the area. St. Brigid's Youth Center offers indoor activities but lacks space for outdoor facilities.

Existing park facilities within the City of Hanford are generally in good condition and provide adequate amenities to serve the neighborhood or larger community as intended. However, the City of Hanford is significantly below the NRPA guidelines on acres per 1,000 residents at 3.61 acres/1,000. Additionally, neighborhood and community parks are significantly below the requirements needed to match the level of service being provided with smaller parks and to appropriately serve the community. Mini parks are the only park category which is exceeding the minimum NRPA guidelines. There are nine parks classified as Mini Parks in the City of Hanford. Many of these parks are located in the northern area of town, in newer residential developments north of Grangeville Road, except for Hye Park (located in the east central area of town), Airport Park, and the Longfield Center Grounds (located south of Highway 198). Large portions of the City do not include mini parks within the fabric of the older neighborhoods, including the outlying central core, and most of the western half of the City (both north and south of Highway 198). The City is falling behind on acquiring and constructing neighborhood and community parks to meet the growing needs of the community.

- *Special Use Parks:* Three special use parks, the BMX Track, Harris Street Ball Park, and The Plunge and Skate Park site provide special programmed park spaces in the south area of the City, as well as the downtown area of Hanford. With a 2 mile service area

radius, the majority of the area within the City boundaries are covered, however, the areas outside of the core of the City (north of Fargo Avenue and south of Houston Avenue) are not being served by these special use facilities.

- *Indoor Facilities:* In addition to the special use parks, the City's indoor facilities, including the Civic Center, Coe Hall, Longfield Center, Teen Center, and the Veterans-Senior Center, have a 2 mile service radius which adequately cover the majority of the City, except again for the area north of Fargo Avenue and areas south of Houston Avenue.

- *School Parks:* All school sites have limited public access. While there are 15 school sites within the Hanford municipal boundaries, these facilities are not accessible during school hours. The schools are generally evenly distributed; however, there are no schools within a walkable distance south of Houston Avenue (likely due to the minimal population in this area of the City).

3.5.2 Proposed Parks

Three public spaces/parks are proposed for the Downtown East Precise Plan. These spaces will help meet the P.U.D. requirement that design of the project include "open space and recreation areas" and the "incorporation of amenities into the project". The City may wish to consider one or more of the following parks to enhance the Downtown East area, promote and complement new development, and provide park space for new and existing area residents.

- Temple Theater Park: .45 acres.
- Youth Center Park: .38 acres
- Mercado: .46 acres
- Total: 1.29 acres

The proposed parks for Downtown East will exceed the acreage requirement for mini-parks for the projected population assuming an average of 3.19 residents per household[2], but not the neighborhood park requirement. Since the residential areas north of the project area which consist of a mix of single family and attached housing lack mini-parks and neighborhood parks within a quarter mile and half mile radius, respectively, the proposed parks will meet the need for park space in this area of the City, too. Parks will also serve as an amenity for new development, particularly housing. As American cities continue to grow, so will the demand for high-quality parkland that is accessible to urban neighborhoods. Perhaps for these reasons, notable downtown residential growth in recent years has occurred in tandem with major investments in urban parks, from Cincinnati to Denver to Houston.[3]

> ***"Density creates park demand, and parks attract density."***
>
> Sustainable Cities Collective

a. Temple Theater Park

The Temple Theater Park is located near the intersection of Visalia and White Streets. Originally built as the Chinese Center for Knowledge School which closed in the 1940's, the Temple Theater opened its doors in 1964 and has produced live theater in its

[2] http://www.ci.hanford.ca.us/depts/cd/ed/community_profile.asp

[3] http://sustainablecitiescollective.com/city-parks-blog/38652/urban-population-growth-creates-new-demand-parks

intimate 75-seat venue since then. 2014 will mark the Temple Theater's 50th anniversary. The concept behind the Temple Theater Park is to:

- enhance the setting for the historic structure; include Temple Theater as a site on an historic walk that includes China Alley and the Japanese Laundry;
- augment existing outdoor space for special events including intermission during productions, picnic, parties, weddings, etc;
- provide some space for a playground, sitting areas, gardens, etc to serve existing and future residents; and,
- include space for needed parking identified by the community at previous workshops.

Temple Theater Park would be located west of the Temple Theater and would allow for one-half acre of open space. Parking for the theater could potentially be located east of the playhouse. Temple Theater Park could eventually be renamed through a local contest within the community, for a benefactor, for its historic context, or for other possibilities.

b. Youth Center Park

Many communities across the nation have become increasingly concerned about the development of their youth. National data indicates that young people are experimenting with tobacco, alcohol, illicit drugs, and sexual activity much earlier than in previous generations. About 40 percent of young adolescents' waking hours are discretionary--not committed to other activities and are often unsupervised and/or unstructured. A recent national task force on adolescent development and community programs reported that youth and their families want prevention-focused community based programs in their community. The task force report also found that young people value and want more opportunities to build personal and social skills. The opportunity to participate in community programs was especially valued among minority youth growing up in single parent families. Participation in community based youth development programs promotes positive behavior and reduces high risk behavior.[4] The City of Hanford is fortunate to have a place for local youth to socialize and have fun in a safe environment—St. Brigid's Youth Center. Typically youth centers provide adequate space for outdoor activities such as volleyball, basketball, tennis, outdoor play, etc. The 10,000 square foot facility currently has only 6,000 square feet of outdoor space (roughly one-eighth of an acre). A Youth Center Park located east of the facility could provide enough space (approximately more than one-half acre) for these activities as well as the potential for outdoor events or future building expansion. The park would also serve existing and future residents of the area.

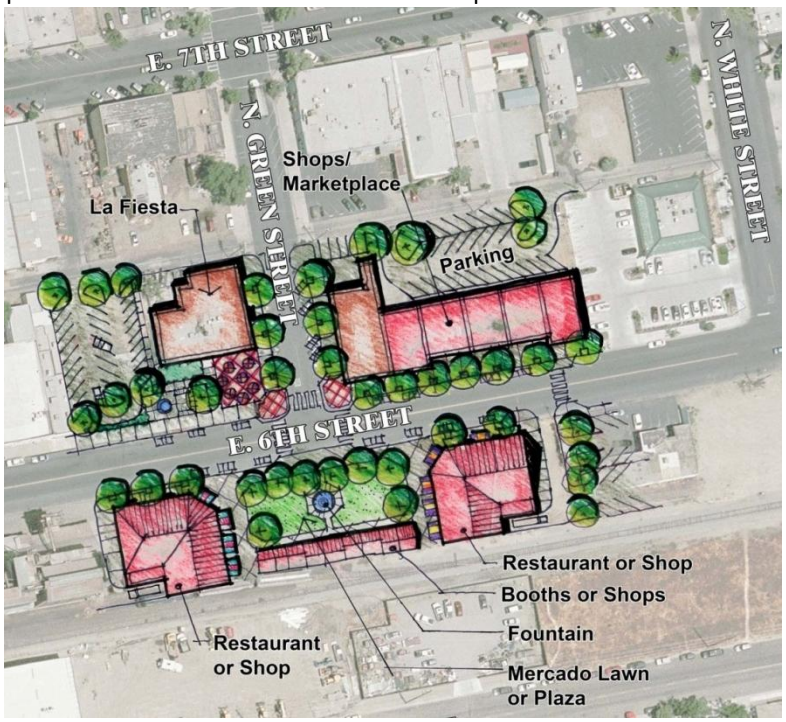
c. Mercado Park

Mercado Park is located at the base of Green Street and south of 6th Street. The site is currently used for parking and is owned by Union Pacific Railroad. Starting with the walking tour on August 21, 2011 and consistently throughout

Example of an outdoor Mercado in Old Town San Diego

[4] http://www1.cyfernet.org/prog/teen/94-youthfut6.html

the series of workshops, the Steering Committee considered this area as an opportunity for parking and open space/parks/special events. Unlike other blocks in Downtown East, the depth of the properties south of 6th Street is more limited at 100 feet. The properties are mostly vacant but are currently occupied by several businesses and an imposing old mill building. Green Street is a short distance and direct access to China Alley and can serve as a link between two predominant area cultures—Asian and Hispanic. The Mercado Park is



approximately one half acre, has an opportunity to be framed on the east side and west side by restaurants or shops or both. The edge adjacent to the railroad tracks can be used for vendors and booths similar to the pavilions on the Civic Square in Hanford's Downtown Core, shops and open air vendors in San Diego's Old Town, or the types of vendors that sell goods in the common areas of shopping malls. The outdoor space of Mercado Park may also be used for special events, bands, arts and crafts fairs, and other activities. Plenty of vacant land for parking is located on both ends of the Mercado Park. The City should work with UPRR to lease or purchase property there.

FIGURE 3-4
EXAMPLE: VIEW OF THE MERCADO FROM GREEN STREET AT 6TH STREET

FIGURE 3-5
PREFERRED PLAN, PHASE 1

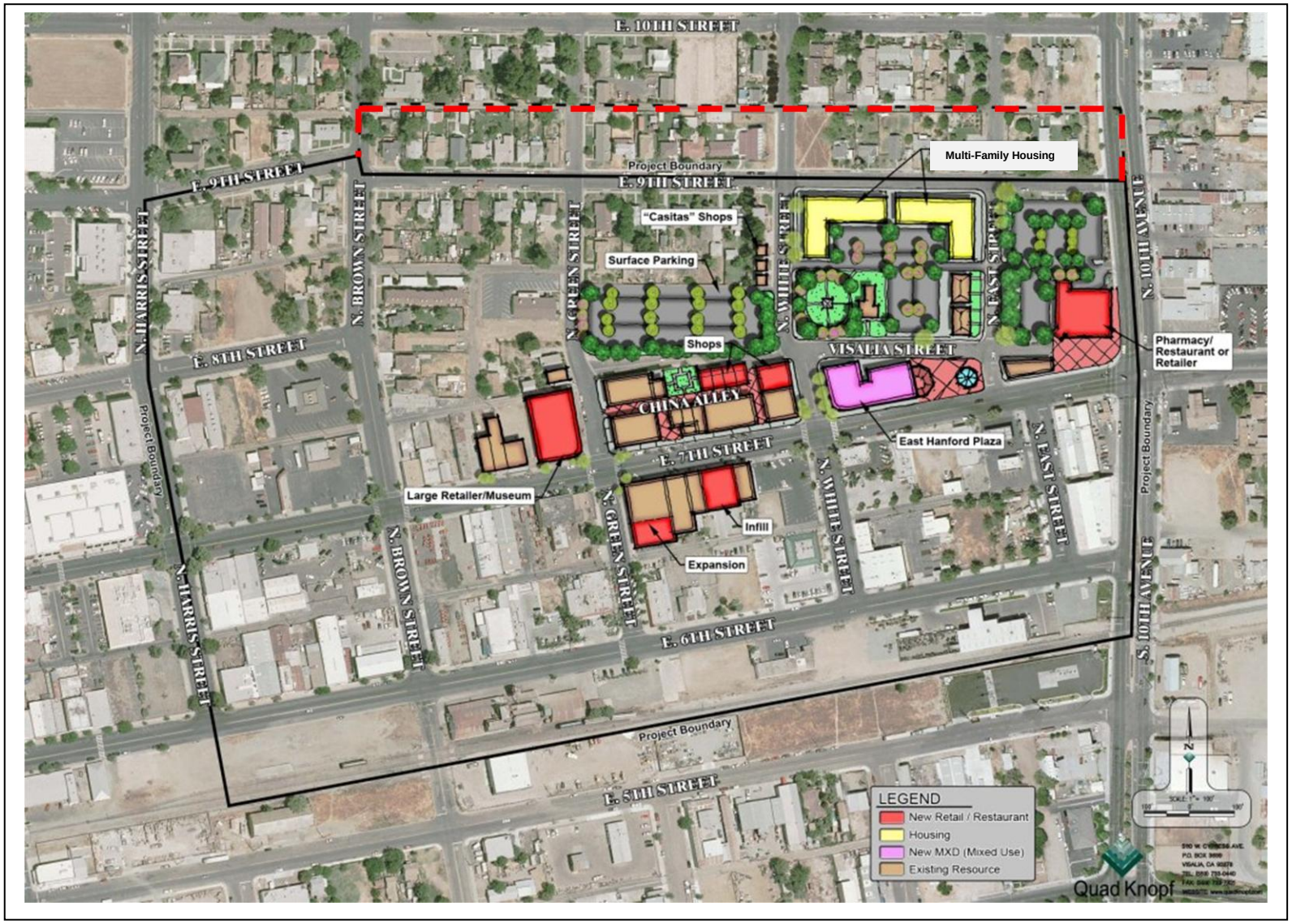
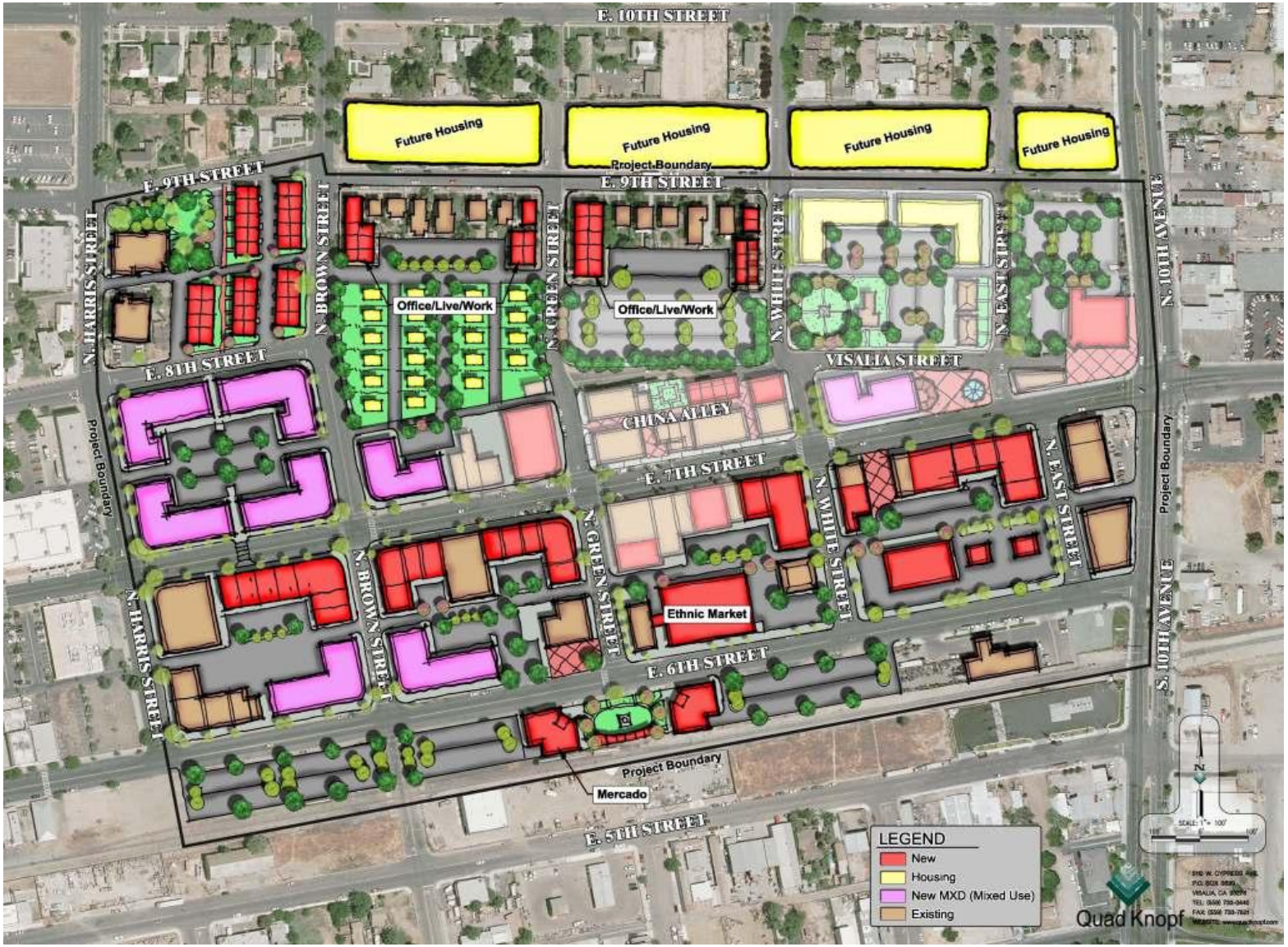


FIGURE 3-6
PREFERRED PLAN, PHASE 2



3.6 COMPATIBILITY WITH SURROUNDING USES

3.6.1 Introduction. The study area is bordered by the Union Pacific Railroad (UPRR) to the south, Tenth Avenue to the east, Harris Street and Hanford's downtown core to the west, and a residential neighborhood to the north. The northern section including neighborhoods north of the study area are currently zoned for multi-family residential uses at a medium density of 15 dwelling units per gross acre.

3.6.2 Union Pacific Railroad (UPPR). UPRR forms the southern boundary of the study area. Currently, the property is used for parking, automotive services, commercial uses, and a warehouse/mill used for the sale of grain and feed. The land between the railroad and 6th Street is being proposed for parking, commercial/retail, open space, and automotive sales and service uses. No proposed uses will impact the use of the railroad.

3.6.3 Residential Uses to the North. A combination of single family detached, multi-family attached, and vacant lots are located north of the study area. All uses proposed for the parcels between 9th Street and the alley are multi-family attached residential and small lot detached residential uses. The site is currently zoned for multi-family residential uses at a medium density of 15 du/gross acre. The impact on surrounding uses is proposed to be complementary and, as in the case of residential uses to the north, transitional as the proposed development moves from a higher density along 9th Street to a medium density to neighborhoods to the north. The transition will occur at the alley along the backs of both attached and detached units.

3.6.4 Civic Uses to the Northwest. Uses proposed for the northwest corner of the project area will be compatible with the City's civic uses that exist west of Harris Street. Uses proposed include government offices, other civic uses, and commercial uses. Existing uses west and northwest of this area include the Hanford branch of the King's County library, the U.S. Social Security Administration, and St. Brigid's worship center. Other uses in the area include a bank. City Hall is approximately 400 feet west of DEPP. Uses permitted by zoning for the northwest corner include civic, public facilities, other government offices, and commercial and mixed use.

3.6.5 Commercial Uses to the West. Proposed commercial uses will complement the existing commercial uses west of Harris Street. Currently, both sides of Harris Street are zoned for Downtown Commercial (DC) uses. Businesses west of Harris Street include a cinema, furniture store, auto sales, vacant lots, and parking. Permitted uses within the DEPP will be compatible with the west side of Harris Street.

3.6.6 Tenth Avenue. Tenth Avenue, an arterial roadway, forms the eastern boundary of the study area. Uses east of Tenth Avenue consist primarily of industrial and automotive uses. Commercial uses proposed for the west side of Tenth Avenue will have no measurable impact on the uses east of Tenth Avenue.

3.6.7 Hanford Municipal Airport. The Hanford Municipal Airport lies approximately one-third mile southeast of the DEPP area and south of SR 198. Most of the DEPP is located in Compatibility Zone D (see Appendix F) which has no land use restrictions for residential and other uses. The remainder of DEPP (approximately 14.5 acres) consists primarily of those parcels east of White Street and is located in Compatibility Zone C. Zone C prohibits certain uses such as schools, hospitals, nursing homes, theaters and auditoriums, high-rise office buildings, major shopping malls, large sports stadiums, and other buildings with an occupancy of more than 150 persons per acre. These uses will be prohibited from all parcels east of White Street. Refer to the Appendix for the exact location of Airport Compatibility Zone C.

CHAPTER 4

Development Regulations

4.0 INTRODUCTION

Chapter 4 – Development Regulations –determines the buildings and uses that can be placed on the parcels or lots within the Plan Area. Therefore, it is likely that this chapter of the Plan will be of greatest interest to property owners, designers, and developers. The intent is that this chapter clearly sets forth the types of private development the City will allow in the Plan Area in a way that provides more certainty and streamlines the normal entitlement process.

4.1 PRECISE PLAN AS A PLANNED UNIT DEVELOPMENT

The development regulations within this Precise Plan are considered a comprehensive Planned Unit Development (PUD), as described in Chapter 17.62 of the City Zoning Ordinance. From a development entitlement perspective, the entire Plan Area is meant to function as one large (approximately 69 acres), comprehensive PUD. The zones, uses and conditions within this chapter should be considered as the conditions of approval of this PUD. As development proposals are submitted to the City, uses shown here as 'permitted uses' will be evaluated for conformance with the conditions as required in the Plan. No additional discretionary approval is required where the proposal is in conformance with the Plan. Uses that are considered here as conditional uses will require discretionary approval by the Planning Commission whereby additional project-specific conditions may be required in accordance with Chapter 17.58 of the Municipal Code (Zoning Ordinance).

4.2 REGULATORY DECLARATIONS

This chapter of the Precise Plan shall govern the land uses that are permitted within the Plan. References to chapters and sections that begin with "17" (i.e. Chapter 17.56 or Section 17.10.010) are references to the Zoning Ordinance in the City of Hanford Municipal Code. Other references to sections that begin with "1" through "9" (i.e. Section 5.2) are references to chapters and sections within this Precise Plan document. Where this Precise Plan and the City Zoning Ordinance are in conflict, the Precise Plan shall prevail. Where the Precise Plan is silent on a particular requirement, the City Zoning Ordinance shall still apply. "Conditions" and "regulations" contained in this chapter are to be considered specific requirements that must be met and that are enforceable by the City.

4.3 USE ZONES

The following "Use Zones" are established to regulate uses. A Use Zone is a defined portion of the Plan Area that allows a common mix of uses and use groups. The locations of the Use Zones are shown on the Regulating Plan—also known as a Use Zone Map (see Figure 4-1). There are six different types of Use Zones defined in the Plan.

Mixed (MX) Zone

Purpose. The purpose of the Mixed (MX) Zone is to allow and encourage a lively variety of commercial, entertainment and hospitality, office, and residential uses in an urban-type, downtown setting utilizing the existing grid pattern of streets. The intent is to limit residential uses to upper floors only. Other uses would be allowed on any floor.

Location. The Mixed Zone covers the majority of the parcels in the Plan Area. These are all the parcels that are between Harris and Brown Streets, from the Union Pacific Railroad (UPRR) to 9th Street; between Brown and Green Streets from UPRR to the alley between 7th and 8th Streets; between Green and White Streets from UPRR to 7th Street; between White and East Streets from the alley between 6th and 7th Streets to the alley between Visalia and 9th Streets; and between East Street and Tenth Avenue from the alley between 6th and 7th Streets to 9th Street.

Mixed/Auto (MX/A) Zone

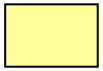
Purpose. The purpose of the Mixed/Auto (MX/A) Zone is to allow and encourage all uses within the MX Zone, and to also allow uses that support automobile sales and services. Since many of the lots within the MX/A Zone are currently vacant, the intent is to provide flexibility within the Zone to allow the area to either develop similar to land in the MX Zone or to develop with automotive sales and service uses similar to land on the east side of Tenth Avenue.

Location. The Mixed/Auto Zone includes parcels on both sides of 6th Street between White Street and Tenth Avenue.

China Alley Historical Preservation Mixed (MX/CA) Use Zone

Purpose. The purpose of the Mixed/China Alley (MX/CA) Zone is to protect the existing historic structures within the Zone and allow uses that will preserve and enhance the historic nature of this very unique group of properties.

Location. The Mixed/China Alley Zone includes parcels surrounded by the alley between 7th and 8th Streets on the north, White Street on the west, 7th Street on the south, and Green Street on the east.



Urban Residential (UR) Zone

Purpose. The purpose of the Urban Residential (UR) Zone is to allow and encourage the existing residential area to increase its density of homes by allowing multiple-family housing and small lot "cottage style" alley-loaded products mixed in with the existing housing that consists primarily of single-family homes. The area is currently zoned for higher density residential uses. The intent of the Precise Plan is that the area will be somewhat more intensive than a typical single-family neighborhood, given the inclusion of multiple-family housing and the office uses that will be allowed on the south side of 9th Street in the UR/O Zone.

Location. The Urban Residential Zone includes parcels on the north side of 9th Street between Brown Street and Tenth Avenue.

Urban Residential/Office (UR/O) Zone

Purpose. The purpose of the Urban Residential/Office Zone is to preserve and enhance existing residential structures that have historic architectural significance by allowing them to convert to office uses, bed and breakfast inns, or certain other uses as permitted in the City's OR-Office Residential Land Use (Chapter 17.24 of the Zoning Ordinance) with parking in the rear yard accessed from the alley. The intent is to allow a mix of single-family, multiple-family, and limited non-residential uses that are compatible.

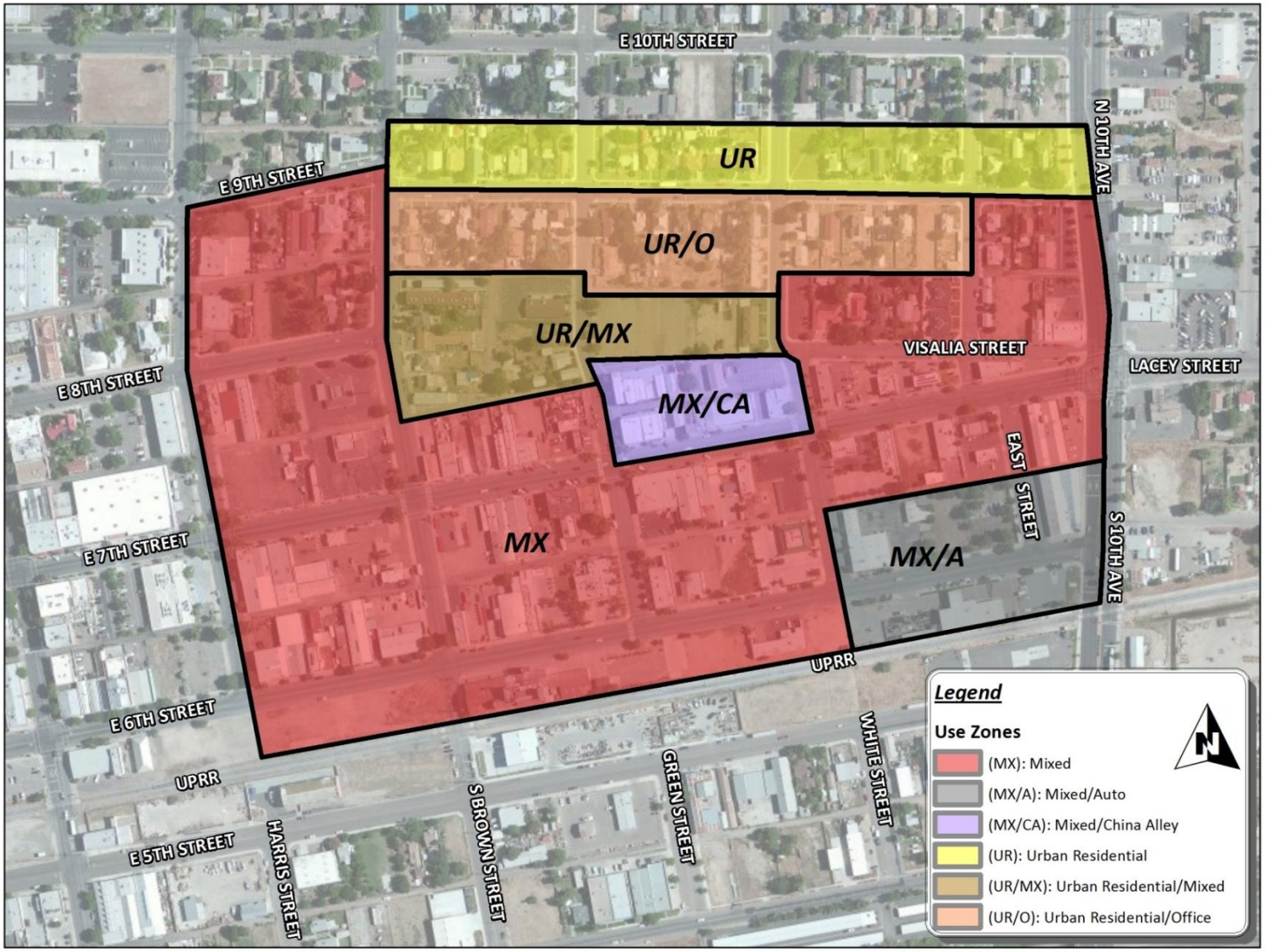
Location. The Urban Residential/Office Zone includes parcels surrounded by 9th Street on the north, East Street on the west, the alley between 8th Street and 9th Street on the south, and Brown Street on the east.

Urban Residential/Mixed (UR/MX) Zone

Purpose. The purpose of the Urban Residential/Mixed (UR/MX) Zone is to allow for a mix of higher density residential uses as well as uses that are allowed in the MX Zone. The intent is to provide flexibility within the Zone to allow the area to develop similar to land in the MX Zone, or to develop as an urban residential area that allows "cottage-style" single family alley accessed lots and a variety of multi-family attached residential buildings.

Location. The Urban Residential/Mixed Zone includes parcels surrounded by the alley between 8th and 9th Streets on the north, White Street on the west, the alley between 7th and 8th Streets on the south, and Brown Street on the east.

FIGURE 4-1
REGULATING PLAN (USE ZONE MAP)



4.4 USE GROUPS

The following Use Groups are established to regulate uses within the Precise Plan area. "Use Groups" are a grouping of uses that have similar land use characteristics and necessitate similar conditions. The lists of uses that the City Zoning Ordinance allows or conditionally allows within the Precise Plan area have been grouped into Use Groups to better identify which uses are allowed in the Use Zones shown in Figure 4-1.

The lists of uses that make up each Use Group are found in Sections 4.5 to 4.16. The Use Regulations Chart (see Table 4-1 below) establishes which Use Groups are permitted in each Use Zone.

TABLE 4-1

USE REGULATIONS CHART

USE GROUPS			USE ZONES					
Section	Name	Page	MX	MX/A	MX/CA	UR	UR/O	UR/MX
RESIDENTIAL USE GROUPS								
4.5	Multiple-Family Residential	4-7	P	P	P	P	P	P
4.6	Single-Family Residential	4-8	-	-	-	P	P	-
4.7	Specialty Residential	4-8	-	-	-	P	P	P
COMMERCIAL USE GROUPS								
4.8	Automotive Service	4-9	-	P	-	-	-	-
4.9	Education and Instructional	4-10	P	-	P	-	-	P
4.10	Entertainment	4-11	P	-	P	-	-	-
4.11	General Retail and Service	4-12	P	P	P	-	-	P
4.12	Large Product Retail	4-13	P	P	-	-	-	-
4.13	Office	4-14	P	P	P	-	P	P
4.14	Personal Service	4-14	P	-	P	-	P	P
OTHER USE GROUPS								
4.15	Civic	4-15	P	-	P	-	-	-
4.16	Communications	4-15	P	P	-	-	-	P

' P ' means that the Use Group is permitted in the corresponding Use Zone.

' – ' means that the Use Group is NOT permitted in the corresponding Use Zone.

NOTE: Some uses (including all uses in the Entertainment Use Group) require a conditional use permit. Check the Special Conditions section of the Use Group to determine if a use requires a conditional use permit.

RESIDENTIAL USE GROUPS

Residential uses have been grouped into three Residential Use Groups as described below.

4.5 MULTIPLE-FAMILY RESIDENTIAL USE GROUP

1. USES. The following uses are included in the Multiple-Family Residential Use Group. See Table 4-1 for the Use Zones that permit uses within the Multiple-Family Residential Use Group:
   - Multiple-family dwellings (apartments, condominiums, townhomes, flats, lofts, and similar).
   - Live-work dwelling units.

2. SPECIAL CONDITIONS. The following special conditions shall apply to uses within the Multiple-Family Residential Use Group:
   a. Permitted Multiple-Family Residential Densities:
      i. Multiple-Family dwelling projects are permitted to a maximum density of 15 dwelling units per acre.
      ii. Multiple-family dwelling projects are permitted to a maximum density of 45 dwellings per acre for parcels west of White Street if they first obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to commencement of the use. Also, refer to Appendix for exact location of Hanford Municipal Airport Compatibility Zone C.
      iii. Multiple-family dwelling projects are permitted to a maximum density of 22 dwellings per acre for parcels east of White Street if they first obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to commencement of the use.
   b. Multiple-family dwellings (excluding live-work units) shall not be allowed on the ground floor of buildings within the MX, MX/A or MX/CA Use Zones.
   c. Multiple-family dwellings (including live-work units) shall only be allowed south of 6th Street upon approval of a conditional use permit.
   d. The commercial or office portion of a live/work unit shall only be occupied by a use that is permitted in the Office Use Group or the General Retail and Service Use Group.
   e. Dwellings within a building that also have another type of use in it shall have a dedicated ground floor entry.
   f. Consistent architectural detailing should be provided on all sides of a building. Blank unarticulated walls are not permitted.
   g. Structures with lengthy, unbroken facades and box-like forms are not permitted.
   h. Separations, changes in planes and heights, and the inclusion of elements such as balconies, porches, arcades, dormers, and cross gables that mitigate the "barracks-like" quality of flat walls and roofs of excessive length are encouraged.

Blank unarticulated walls are not acceptable

   i. Stairways should be integrated into and complement the architectural massing and form of the structure. Open metal,

prefabricated stairs are not permitted. Uncovered stairwells shall be precluded from streetscape view through the use of wing walls, landscaping, or other means.

j. Lengthy, monotonous balconies that provide access to units are not permitted.


Examples of prohibited designs: monotonous balconies and open, prefabricated stairways

k. Developments consisting of multiple buildings should share a common architectural theme and design characteristics to provide an architectural unity for the total project.




Examples of preferred multi-family and specialty residential building design

l. Buildings shall vary in form, building details, and siting in order to create visual interest.

4.6 SINGLE-FAMILY RESIDENTIAL USE GROUP

The following regulations shall apply to all uses listed below as being within the Single-Family Residential Use Group.

1. USES. The following uses are included in the Single-Family Residential Use Group. See Table 4-1 for the Use Zones that permit uses within the Single-Family Residential Use Group:
   - Detached single-family dwellings (10 dwelling units per acre).
   - Home occupations in accordance with the provisions of Chapter 17.40
   - Manufactured housing in accordance with the provisions of Chapter 17.48
   - Second Housing Units in accordance with the provisions of Chapter 17.50

2. SPECIAL CONDITIONS. The following special conditions shall apply to uses within the Single-Family Residential Use Group:
   a. New dwellings units shall provide garages or carports that are accessed from the alley.
   b. The use of garages or carports for general storage, recreation activities or other uses which prevent the use of a garage for carport for the parking of at least one four wheeled passenger vehicle is prohibited.

4.7 SPECIALTY RESIDENTIAL USE GROUP

The following regulations shall apply to all uses listed below as being within the Specialty Residential Use Group.

1. USES. The following uses are included in the Specialty Residential Use Group. See Table 4-1 for the Use Zones that permit uses within the Specialty Residential Use Group:
   - Assisted living facilities.
   - Bed and breakfast inns.
   - Family day-care in a single-family residential dwelling.
   - Hospice care facilities.
   - Rooming and boarding houses.

2. SPECIAL CONDITIONS. The following special conditions shall apply to uses within the Specialty Residential Use Group:
   a. Permitted Specialty Residential Densities:
      i. Specialty Residential dwelling projects are permitted a maximum density of 15 dwelling units per acre.
      ii. Specialty Residential dwelling projects are permitted a maximum density of 45 dwelling units per acre for parcels west of White Street if they first obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to commencement of the use. Also, refer to Appendix for exact location of Hanford Municipal Airport Compatibility Zone C.
      iii. Specialty Residential dwelling projects are permitted a maximum density of 22 dwelling units per acre for parcels east of White Street if they first obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to commencement of the use.
   b. Dwellings within a building that also have another type of use in it shall have a dedicated ground floor entry.
   c. Consistent architectural detailing should be provided on all sides of a building. Blank unarticulated walls are not permitted.
   d. Structures with lengthy, unbroken facades and box-like forms are not permitted.
   e. Separations, changes in planes and heights, and the inclusion of elements such as balconies, porches, arcades, dormers, and cross gables that mitigate the "barracks-like" quality of flat walls and roofs of excessive length are encouraged.
   f. Stairways should be integrated into and complement the architectural massing and form of the structure. Open metal, prefabricated stairs are not permitted. Uncovered stairwells shall be precluded from streetscape view through the use of wing walls, landscaping, or other means.
   g. Lengthy, monotonous balconies that provide access to units are not permitted.
   h. Developments consisting of multiple buildings should share a common architectural theme and design characteristics to provide an architectural unity for the total project. Buildings shall vary in form, building details, and siting in order to create visual interest.
   i. Assisted living and hospice facilities are not permitted on parcels east of White Street.

COMMERCIAL USE GROUPS

Commercial and office uses have been grouped into seven Commercial Use Groups, described below.

4.8 AUTOMOTIVE SERVICE USE GROUP

The following regulations shall apply to all uses listed below as being within the Automotive Service Use Group.

1. USES. The following uses are included in the Automotive Service Use Group. See Table 4-1 for the Use Zones that permit uses within the Automotive Service Use Group:
   - Automobile, boat, or motorcycle sales.
   - Automobile body shops.

- Automobile and light truck rental services.
- Automobile repair and service shops.
- Automobile supply stores.
- Car washes (automatic, self-service, and full-service).
- Gasoline service stations, including the dispensing of diesel, liquid petroleum, and propane fuels.
- Glass shops.
- Quick lube and oil change shops.
- Recreational vehicle sales and services.
- Tire sales shops.
- Trailer sales, service, and rentals.
- Upholstery shops.

2. SPECIAL CONDITIONS. The following special conditions shall apply to uses within the Automotive Support Use Group:
   a. Bay doors or vehicle entrances facing the street shall be set back from the front or street side property line at least 40 feet.
   b. Wash racks and car wash bays shall be set back from a front or street side property line at least 50 feet.
   c. Vehicles being repaired shall not be stored on the street at any time.
   d. All vehicle repairs and service shall be conducted inside an enclosed structure.
   e. Automobile and trailer sales areas shall be limited to 50% of the total site area. There is no limit on indoor display.
   f. No junkyard, vehicle impounding, or auto dismantling activities shall be conducted in whole or in part.
   g. No public address system shall be permitted.
   h. All service vehicle loading and unloading shall occur on-site. Parcels on the south side of 6th Street may be permitted on-street loading and unloading when approved by the Public Works Department.
   i. Automotive hoists, of any type or size, shall be located and operated only inside a building.
   j. No accessory sales activities shall occur outside a fully enclosed building.
   k. The lot or lots shall at all times be kept clear of weeds, rubbish, and all types of litter and combustible materials. Trash receptacles shall be located throughout the open areas of the lot or lots.
   l. Excessive use of banners, streamers, balloons, and temporary shade structures is not permitted.

4.9 EDUCATION/INSTRUCTIONAL USE GROUP

The following regulations shall apply to all uses listed below as being within the Education and Instructional Use Group.

1. USES. The following uses are included in the Education and Instructional Use Group. See Table 4-1 for the Use Zones that permit uses within the Education and Instructional Use Group:
   - Art and craft schools and colleges.
   - Business, professional, and trade schools and colleges.
   - Gymnasiums and health studios.
   - Instructional studios.
   - Martial arts studios.
   - Music and dance studios.
2. SPECIAL CONDITIONS. The following special conditions shall apply to uses within the Educational and Instructional Use Group:
   a. No single use shall occupy more than 120 lineal feet of ground floor frontage.

4.10 ENTERTAINMENT USE GROUP

The following regulations shall apply to all uses listed below as being within the Entertainment Use Group.

1. USES. The following uses are included in the Entertainment Use Group. See Table 4-1 for the Use Zones that permit uses within the Entertainment Use Group:
   - Adult entertainment establishment.
   - Bars, cocktail lounges, and nightclubs.
   - Billiard and pool halls.
   - Bowling alleys.
   - Card rooms.
   - Dance halls.
   - Indoor sports arenas.
   - Live auditoriums.
   - Mini-golf, laser tag, video arcades and similar uses that are within buildings.
   - Movie theaters.
   - Skating rinks.
   - Video game arcades.

2. SPECIAL CONDITIONS. The following special conditions shall apply to uses within the Entertainment Use Group:
   a. All uses in the Entertainment Use Group, except Adult entertainment establishments, shall obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to commencement of the use.
   b. Adult entertainment establishments shall comply with all provisions of Chapter 17.46.
   c. Adult entertainment establishments shall not be allowed if they cannot comply with the distance requirements described in Section 17.46.030A.
   d. Bars, cocktail lounges, and nightclubs shall provide private, professional security guards between the hours of 5:00pm and closing. Guards shall be in uniform whenever live music is played. This special condition may be modified by the Community Development Director through the Administrative Approval Permit.
   e. Live auditoriums, indoor sports arenas, and movie theaters are not permitted east of White Street.

4.11 GENERAL RETAIL AND SERVICE USE GROUP

The following regulations shall apply to all uses listed below as being within the General Retail and Service Use Group.

1. USES. The following uses are included in the General Retail and Service Use Group. See Table 4-1 for the Use Zones that permit uses within the General Retail and Service Use Group:
   - Antique stores.
   - Art galleries.
   - Art supply stores.
   - Auction rooms (indoors only).
   - Bakery goods stores.
   - Banks, credit unions, and other lending institutions.
   - Beverage container recycling centers.
   - Bicycle shops.
   - Book stores, newsstands, and magazine stores.
   - Cafes and sandwich shops.
   - Camera shops, photographic supplies, and photography studios.
   - Candy, ice cream and confectionery stores.
   - Catering shops.
   - Clothing and costume rental stores.
   - Clothing stores.
   - Convenience stores.
   - Day care facility (children or adult).
   - Department stores.
   - Drug stores.
   - Dry cleaning services, laundries, and laundromats.
   - Employment agencies.
   - Florists.
   - Furniture stores.

- Gift, novelty, and souvenir shops.
- Grocery stores, delicatessens, health food stores, specialty food stores, and supermarkets.
- Hobby supply and collectibles stores.
- Home furnishings stores and interior decorating shops.
- Hotels and Motels, along with related accessory services.
- Household and electrical appliance and incidental repair shops.
- Jewelry stores, including clock and watch repairing.
- Linen supply services.
- Liquor stores.
- Locksmiths.
- Microbreweries with restaurant service.
- Mail and parcel delivery services.
- Music stores and musical instrument repair shops.
- Office supply, stationary, and business machine stores.
- Outdoor dining areas in accordance with Section 17.28.072.
- Pet and bird stores not including the boarding of pets.
- Pet grooming not including the boarding of pets.
- Pharmacies.
- Photographic, blueprint processing, copying, and printing services.
- Picture framing shops.
- Restaurants and fast food.
- Second hand stores.
- Shoe stores and shoe repair shops.
- Small animal hospitals or clinics, not including boarding of animals.
- Sporting goods stores.
- Tailor and dressmaking shops (non-manufacturing).
- Temporary sales of goods or services.
- Tobacco specialty shops.
- Toy stores.
- Video rental and sales stores and kiosks.

2. SPECIAL CONDITIONS. The following special conditions shall apply to uses within the Retail and Service Use Group:
   a. Liquor stores shall not be allowed in the UR/MX Zone, not withstanding other sections of this Precise Plan.
   b. Uses providing live, amplified music shall obtain an administrative approval permit in accordance with Section 17.56.
   c. Drive-thru pick-up shall only be allowed with banks, credit unions, restaurants, cafes/coffee shop, sandwich shops, pharmacies, dry cleaning services, and laundry services. Except on parcels fronting Tenth Avenue, drive-thrus shall be designed so that vehicles enter from and exit to an alley. All other standards in Section 17.39.020 shall also apply.
   d. All merchandise, equipment, and supplies shall be kept within a completely enclosed building, with the exception of live plants.
   e. Beverage container recycling centers shall be accessed from an alley, shall not operate between dusk and 8:00a.m., and shall securely store all recyclables and related equipment at closing.
   f. No loading or unloading shall occur in the street except for parcels located on the south side of 6th Street when/if approved by the Public Works Department.
   g. Lodging greater than two stories in height is not permitted east of White Street.
   h. All conditions in Section 17.29.090 shall also apply.

4.12 LARGE PRODUCT RETAIL USE GROUP

The following regulations shall apply to all uses listed below as being within the Large Product Retail Use Group.

1. USES. The following uses are included in the Large Product Retail Use Group. See Table 4-1 for the Use Zones that permit uses within the General Retail and Service Use Group:
   - Carpet stores.
   - Feed and seed stores.
   - Hardware stores.
   - Home improvement centers and supplies.
   - Nurseries and garden supply stores.
   - Paint and wallpaper stores.

2. SPECIAL CONDITIONS. The following special conditions shall apply to uses within the Large Product Retail Use Group:
   a. All merchandise, equipment, and supplies shall be kept within a completely enclosed building, with the exception of live plants.
   b. Fertilizer, bark, mulch, or stones of any type shall be stored and sold in packaged form only.
   c. No loading or unloading shall occur in the street.
   d. No drive-thru pick-up shall be allowed.

4.13 OFFICE USE GROUP

The following regulations shall apply to all uses listed below as being within the Office Use Group.

1. USES. The following uses are included in the Office Use Group. See Table 4-1 for the Use Zones that permit uses within the Office Use Group:
   - Commercial and professional offices.
   - Medical and dental offices.
   - Travel agencies.

2. SPECIAL CONDITIONS. The following special conditions shall apply to uses within the Office Use Group:
   a. No drive-thru pick-up shall be allowed.

4.14 PERSONAL SERVICE USE GROUP

The following regulations shall apply to all uses listed below as being within the Personal Service Use Group.

1. USES. The following uses are included in the Retail and Service Use Group. See Table 4-1 for the Use Zones that permit uses within the Personal Service Group:
   - Day Spas.
   - Hair/nail/beauty salons.
   - Barber shops.
   - Massage therapy and chiropractic offices.
   - Tanning salons.

2. SPECIAL CONDITIONS. The following special conditions shall apply to uses within the Personal Service Use Group:
   a. Applicable state certifications shall be maintained at all times.

OTHER USE GROUPS

Other uses have been grouped into two additional Use Groups, described below.

4.15 CIVIC USE GROUP

The following regulations shall apply to all uses listed below as being within the Civic Use Group.

1. USES. The following uses are included the Civic Use Group. See Table 4-1 for the Use Zones that permit uses within the Civic Use Group.
   - Ambulance services.
   - Churches and other religious institutions.
   - Charter schools.

- City, county, state and federal administrative offices.
- Federal post offices.
- Fire and police stations.
- Libraries.
- Meeting halls, clubs and lodges (including the serving of alcohol as an incidental service).
- Public and private nonprofit charitable institutions.
- Wedding chapels.

2. SPECIAL CONDITIONS. The following special conditions shall apply to uses within the Civic Use Group within any Use Zone:
   a. The maximum occupancy for a church, religious institution, meeting hall, club, lodge, or wedding chapel shall be 200 persons, unless a conditional use permit is approved in accordance with Section 17.58 that allows a larger occupancy.
   b. Ambulance services, post offices, and fire and police stations shall provide secure, dedicated off-street parking for agency vehicles, which may be covered or uncovered. Except for fire stations, access to dedicated parking shall be from an alley.
   c. Churches and other religious institutions, charter schools, meeting halls and similar buildings with an occupancy of greater than 150 persons per acre are not permitted east of White Street.

4.16 COMMUNICATIONS USE GROUP

The following regulations shall apply to all uses listed below as being within the Communications Use Group.

1. USES. The following uses are included in the Communications Use Group. See Table 4-1 for the Use Zones that permit uses within the Communications Use Group.
   - Communications equipment buildings.
   - Monopoles and disguised antennas as allowed by Chapter 17.53.

2. SPECIAL CONDITIONS. The following special conditions shall apply to uses within the Communications Use Group:
   a. Monopoles and disguised antennas shall obtain a Conditional Use Permit in accordance with the provisions of Chapter 17.58 prior to construction or commencement of the use.
   b. Communication equipment buildings shall be designed to blend in with other adjacent structures.

4.17 STANDARDS COMMON TO ALL USE GROUPS

The following standards shall apply to all uses and Use Groups.

1. MIXED USES ALLOWED. All permitted uses in a Use Zone are allowed on a parcel or within a building either alone or in combination with any other uses permitted in that Use Zone.

2. PROHIBITED USES. The following uses are prohibited in all Use Zones within the Plan Area:
   - Agricultural uses for commercial purposes.
   - Electrical distribution substations.
   - Emergency Shelters.
   - Freight or trucking terminals.
   - Furniture warehouses or van services.
   - Guidance/social assistance services.
   - Gun or knife shops.
   - Hospitals or sanitariums.
   - Industrial uses.
   - Junk and salvage facilities.
   - Kennels.
   - Liquor stores within three hundred (300) feet of a school or residential zone.
   - Mini-storages or self-storage facilities.
   - Mobile homes with or without permanent foundations.
   - Mortuaries or crematoriums.

- Outdoor auction yards or flea markets except certified farmers markets.
- Payday lenders.
- Pawnshops.
- Public or private elementary schools (other than charter schools), middle schools or high schools.
- Service yards or facilities used for the storage or maintenance of fleet vehicles, equipment, or materials.
- Storage of fuel, hazardous materials, or explosives, except in conjunction with permitted automotive uses or when incidental to other permitted uses.
- Transitional/Supportive Housing.
- Unenclosed sporting arenas, fields, or skate parks.
- Warehouses, except when accessory to a permitted use.
- All other uses not expressly listed in a Use Group and whose potential inclusion in the Plan Area is not deemed by the Community Development Director to meet the intent of this Plan.

3. ACCESSORY USES ALLOWED. The following uses are allowed in all Use Zones within the Plan when they are an accessory to a permitted use :
   - Temporary construction trailers used during building construction or renovation.
   - Fenced or enclosed swimming pools for either an individual, family. or communal use.
   - Garden structures in accordance with the provisions of Section 17.20.010.
   - Gas and electric transmission lines in accordance with the provisions of Chapter 17.56.
   - Incidental and accessory structures and uses as defined in Section 17.04.030.
   - Keeping of domesticated dogs or cats, not exceeding a total combination of three adults.
   - Keeping of song birds, exotic birds, and pigeons not exceeding ten birds total.
   - Signs in accordance with the provisions of Chapter 17.44
   - Storage buildings incidental to a permitted use.
   - Up to 4 video arcade machines inside a commercial establishment as an accessory use.

4. TEMPORARY USES. Temporary uses may be approved in any Use Zone through the issuance of an Administrative Approval Permit in accordance with Chapter 17.56 when the City deems that the temporary use is compatible with other uses and Use Groups permitted in that Use Zone.

5. COMMUNITY CARE FACILITIES PERMITTED. In accordance with the applicable provisions of the California Health and Safety Code and the California Welfare and Institutions Code, the following uses are permitted in the UR, UR/O and UR/MX Use Zones so long as the use serves six (6) or fewer persons and is licensed by the state or county as a provider of at least one of the following uses:
   - Care facility for the developmentally disabled.
   - Community Care Facility.
   - Residential care facility for the elderly.
   - Drug and Alcohol Recovery Facility.
   - Family day care home for children, note: "small family day care home" 8 or less children exempt.
   - Homes for mentally disordered, handicapped persons and neglected children.

6. GENERAL CONDITIONS APPLYING TO ALL USES. The following general conditions shall apply to all uses within all Use Zones:
   a. On-site fire suppression systems shall be installed in new buildings and retrofitted into existing buildings as required by the City Fire Department.
   b. All properties shall be kept free of weeds, dilapidated structures, and debris that could cause fire or vector hazards, as directed by the City Fire Department and/or County Health Department.

c. All new development shall be constructed according to the fire safety and structural standards contained in the latest adopted UBC and related regulations.

d. All outdoor lighting shall conform to Section 17.39.030. Section 17.39.030D shall apply to the UR and UR/O Use Zones. Section 17.39.030E shall apply to the MX, MX/CA, MX/UR, and MX/A Use Zones.

e. All uses that create noise, odors, or dust in excess of City, State and/or Federal standards.

f. Fences and walls in the UR and UR/O Use Zones shall conform to Section 17.52.010A.

g. All new buildings and all renovated buildings shall meet the requirements of Hanford's 2010 Architectural Façade Guidelines and Streetscape Master Plan. In cases where there is a conflict between the requirements and special conditions of the Downtown East Precise Plan and the 2010 Architectural Façade Guidelines and Streetscape Master Plan, the Downtown East Precise Plan conditions shall prevail.

h. Solar panels shall be integrated into the roof design. Solar panels placed on sloped roofs shall be parallel to and resting on the roof slope. Solar panel frames shall coordinate with roof colors. Solar panels shall be screened from view from public right-of-way.

i. All mechanical equipment whether mounted on the roof, side of a structure, or on the ground, shall be screened from view from public right-of-way. Utility meters and equipment shall be placed in locations which are not exposed to view from the street or shall be suitably screened. All screening devices shall be compatible with the architecture, material, and color of adjacent residential buildings. Landscaping is acceptable for screening mechanical equipment installed on the ground.

j. The exterior of buildings shall be constructed from one or a combination of the following materials:
   - Brick.
   - Stone, natural and textured cast stone.
   - Concrete masonry with integral color and texture (such as split rock faced concrete block) or with exterior surfaces that have been treated with a decorative applied, surface texture and color other than paint.
   - Cast-in-place concrete or pre-cast concrete panels with a unified and high quality appearance that minimizes the appearance of joint lines.
   - Wood that is finished for exterior use or is of proven exterior durability such as cedar, redwood, or cypress.
   - Concrete composite board.
   - Glass.
   - Stucco.
   - Exterior Insulated Finishing Systems (EIFS) which replicates the look of approved building materials.
   - Metal siding that is coated or anodized with a non-reflective finish and provided that it does not constitute more than fifteen (15%) percent of the total exterior wall area.

k. All signage shall be subject to Chapter 17.44 of the City Zoning Ordinance.

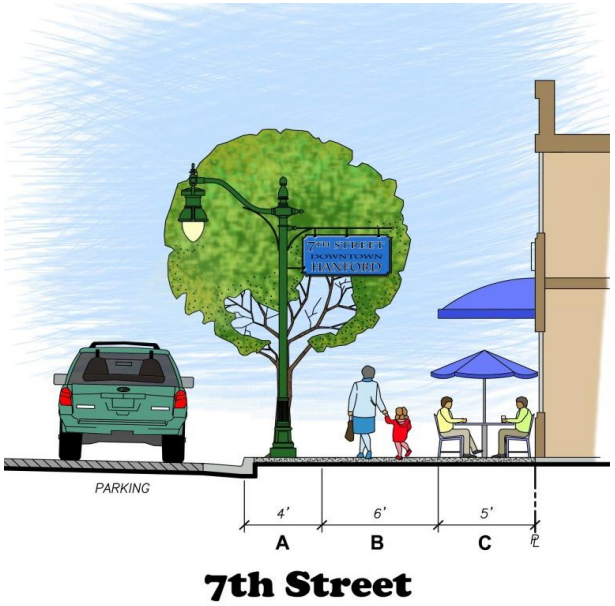
l. Spigots and hose bibs shall be placed in recessed small cabinets with lockable doors on the building façade of all new and renovated buildings.

One of the frequent suggestions heard at the various public workshops and Steering Committee meetings was that businesses should install misters along sidewalks to provide relief from Hanford's extreme summer heat. While misters will not be enforced as a requirement, misters can be a benefit to businesses. In addition to providing opportunities for misters, the hose bib cabinet requirement allows owners and tenants the opportunity to wash down their sidewalks, clean the building façade and windows, and water plants.

m. Commercial trash containers shall be stored inside trash enclosures that are accessed from an alley. The City Public Works Director shall approve the location and design of all trash enclosures.

7. FIVE FOOT SETBACK REQUIREMENTS. A minimum five (5) foot setback shall be required for all commercial and mixed use buildings facing the following streets. The purpose of the five foot setback is to provide additional space for outdoor dining and sales. It serves to expand the sidewalk area so that adequate pedestrian movement and street furniture may still be accommodated.

- 7th Street (entire Plan area)



The five foot setback requirement.

- 6th Street (entire Plan area)
- Harris Street, between 6th Street and the alley north of 7th Street.
- Brown Street, between 6th Street and the alley north of 7th Street.
- Green Street, between 6th Street and the alley north of 7th Street.
- White Street, between 6th Street and the alley north of 7th Street.
- East Street, between Visalia Street and the alley south of 7th Street.

a. Buildings on parcels with a frontage of 60 feet or less at the time of the adoption of this Precise Plan are not required to meet the 5 foot setback standard.
b. Outdoor dining, potted plants and planters, open fencing with a maximum height of 4 feet, magazine and newspaper racks, sidewalk sales, benches, and sale of produce and cut flowers shall be allowed within the 5-foot setback area.

> *"In the context of a vibrant urban area, sidewalk dining presents the opportunity for intimate conversation and socializing, as well as people watching. The presence of sidewalk cafes helps reinforce the perception of the street as a safe and inviting place."*
>
> Downtown Hanford Master Streetscape & Street Tree Plan Design Guidelines

c. Vending machines shall be prohibited in the 5-foot setback area.
d. No portion of a building shall encroach into or over the public right-of-way, except that awnings and canopies with at least 8 feet of clearance may extend up to a maximum of 3 feet over the adjacent sidewalk.

Examples of preferred outdoor dining areas

Example of a downtown sidewalk with zones for furnishings, pedestrian travelway, and outdoor dining.

8. PRIMARY FACADE OPENINGS. The following building design standards shall apply to all new commercial and mixed use buildings:
   a. Principal entry doors shall be oriented toward the street and recessed, covered, or otherwise clearly identified through the use of architectural design elements.
   b. All doorways shall be well lighted.
   c. Window and/or transparent doorways shall be placed along at least 60% of the length of the first floor wall area that is facing a street. Opaque or reflective glazing is not permitted.
   d. Windows and/or transparent balcony doorways shall be placed along at least 25% of the length of the upper floor wall area. Opaque or reflective glazing is not permitted.

e. Windows and/or transparent balcony doorways shall be placed along at least 25% of the length of the first floor wall area that is facing a rear parking area or alley. Opaque or reflective glazing is not permitted.
f. The lower edge of ground floor windows shall be no higher than 4 feet above the adjacent sidewalk.
g. Upper floor windows shall be individually distinguished through the use of sills, lintels, trim, or other architectural elements.
h. Upper floor windows shall be proportioned so that the vertical dimension is larger than the horizontal dimension.

Examples of frontage types that exemplify Downtown Hanford

4.18 FRONTAGE TYPE STANDARDS

A form based code ensures that new development fits into the character of an existing neighborhood such as Downtown East. The frontage type standards that follow shall reflect much of the positive existing character of downtown (see images above). The following regulations provide design standards for individual lot and building frontages to ensure that proposed development is consistent with the City's objectives for building form, physical character, and quality. "Frontage type" refers to the architectural composition of the front facade of a building, particularly in its relationship to the adjacent streets. The Frontage Type Standards for the Plan area are regulating tools for new construction, building remodels, and building expansion within the Downtown East Precise Plan area. Building plans submitted to the City shall specify which Frontage Type is being chosen.

The requirements for each Frontage Type are found in Sections 4.19 to 4.28. Frontage types that are allowed in each of the Use Zones are listed in Table 4-2 (Permitted Frontage Types) that follows. A "P" means that the frontage type is permitted in that Use Zone; a "- "means that the frontage type is not permitted.

TABLE 4-2

PERMITTED FRONTAGE TYPES

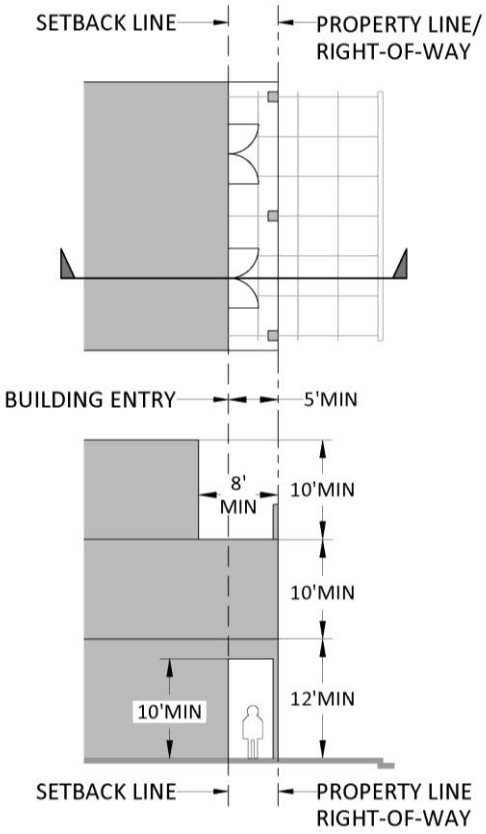
FRONTAGE TYPE	MX	MX/A	MX/CA	UR	UR/RO	UR/MX
Arcade	P	P	P	-	-	P
Gallery	P	P	P	-	-	P
Storefront	P	P	P	-	-	P
Grand Portico	P	P	P	P	P	P
Common Entry/Lobby	P	P	P	P	P	P
Forecourt	P	P	P	-	-	P
Stoop	-	-		P	P	P*
Porch	-	-		P	P	P*
*Permitted for Residential buildings only						

4.19 ARCADE

An "arcade" is a facade with an attached colonnade that is covered by an upper story or stories. When an Arcade Frontage Type is chosen for a building the following design standards shall apply:

DESIGN STANDARDS

a. Arcades may not encroach on a public right-of-way.
b. An arcade shall extend over the entire length of the building façade. A dining alcove is not required to extend over the entire building length.
c. A minimum depth of 5 feet from the back of sidewalk is required for all arcades. A maximum depth of 10 feet from the back of sidewalk is preferred.
d. A minimum clearance of 10 feet is required for all arcade openings.
e. A minimum of 8 foot clearance is required to the bottom of an under-canopy sign or hanging blade sign.
f. The colonnade openings shall correspond to the storefront openings.
g. The colonnade openings are permitted to have awnings or canopies that may extend no more than 3 feet over the public sidewalk.
h. Primary frontage storefront openings (windows and doors) shall be at least 65% of the first floor wall area and opaque or reflective glazing is not permitted.
i. Primary frontage openings (windows and doors) shall be at least 25% of the wall area of upper floors and opaque or reflective glazing is not permitted.
j. At least 25% of first-floor facades facing rear parking areas or alleys used by pedestrians shall be windows or doors.



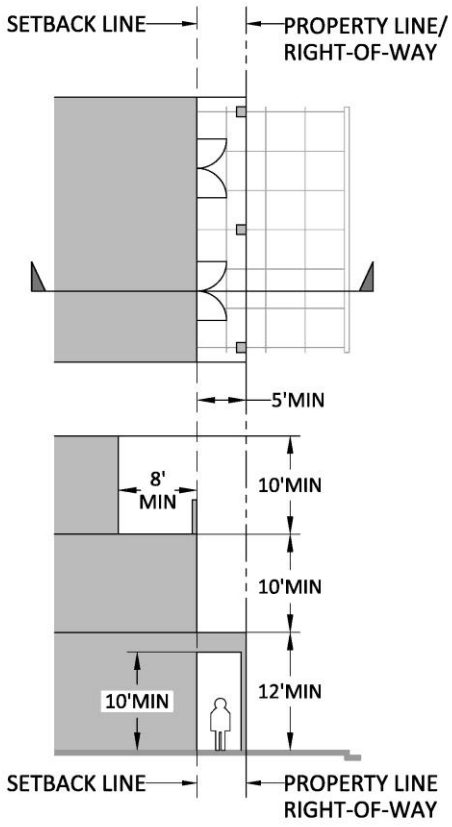
4.20 GALLERY OR ARBOR

A "gallery" or "arbor" is a shading device with a colonnade that is attached to the building storefront and projects over the setback area. Galleries are not covered by upper stories. A gallery has a roof; an arbor has open framing. When a Gallery or Arbor Frontage Type is chosen for a building the following design standards shall apply:

DESIGN STANDARDS

a. A gallery or arbor may not encroach on a public-right-of-way.
b. A gallery or arbor shall extend over the entire length of the building façade.
c. A minimum depth of 5 feet from the back of sidewalk is required for all galleries or arbors. A maximum depth of 10 feet from the back of sidewalk is permitted.
d. A minimum clearance of 10 feet is required for all gallery or arbor openings. A minimum of 8 foot clearance is required to the bottom of an under-canopy sign or hanging blade sign.
e. The gallery openings shall correspond to the storefront openings.

f. Primary frontage storefront openings (windows and doors) shall be at least 65% of the first floor wall area and opaque or reflective glazing is not permitted.
g. Primary frontage openings (windows and doors) shall be at least 25% of the wall area of upper floors and opaque or reflective glazing is not permitted.
h. At least 25% of first-floor facades facing rear parking areas or alleys used by pedestrians shall be windows or doors.



4.21 STOREFRONT WITH AWNING OR CANOPY

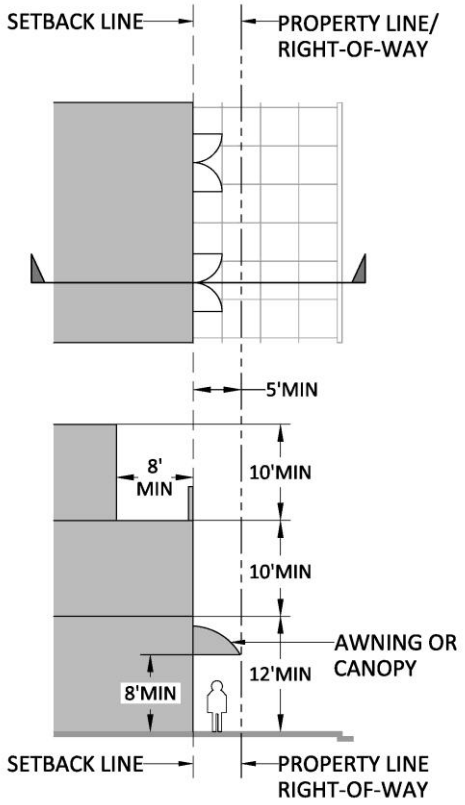
A "storefront" is a façade that is aligned close to or directly on the right-of-way line with the building entrance at the sidewalk grade. An "awning" or "canopy" is a shade structure that extends either perpendicular or angled from the primary facade. When a Storefront with Awning or Canopy Frontage Type is chosen for a building, the following design standards shall apply:

DESIGN STANDARDS

a. Where required, the storefront shall be setback five feet from the right-of-way line. Awnings and canopies and other such attachments to buildings shall be located at least 8 feet above the adjacent sidewalk.

b. Storefront frontages shall provide awnings or canopies cantilevered over the setback area by a minimum of 5 feet.

c. Awnings shall only cover storefronts and openings so as to not cover the entire façade.
d. Awnings and canopies shall be provided a minimum of 50% of the overall building frontage including corner side facades.
e. Awnings and canopies are permitted to extend no more than 3 feet beyond the public sidewalk.
f. Primary frontage storefront openings (windows and doors) shall be at least 65% of the first floor wall area and opaque or reflective glazing is not permitted.
g. Primary frontage openings (windows and doors) shall be at least 25% of the wall area of upper floors and opaque or reflective glazing is not permitted.
h. At least 25% of first-floor facades facing rear parking areas or alleys used by pedestrians shall be windows or doors.

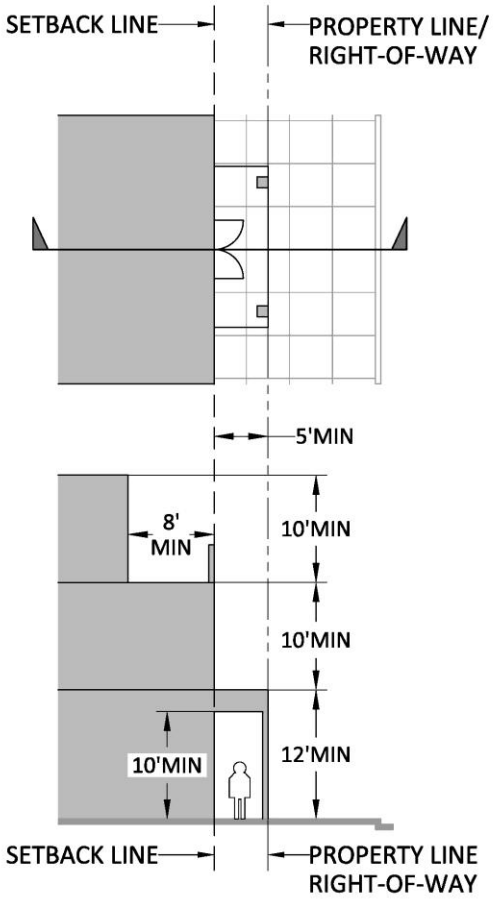


4.22 GRAND PROTICO

A "grand portico" is a covered entrance supported by columns appended to the primary plane of the building's front façade used to provide shared access to lobbies serving civic or hotel uses. A Grand Portico is an appropriate frontage for civic buildings such as city halls, libraries, post offices, as well as for quasi-civic buildings such as hotels with ground level convention facilities. A grand portico may only define the building entrance. When a Grand Portico Frontage Type is chosen for a building the following design standards shall apply:

DESIGN STANDARDS

a. Grand Portico Frontage shall be used to access uses in the Civic or Lodging uses.
b. The portico may encroach into the front setback area, but may not encroach in the public right-of-way.
c. Each Grand Portico Frontage bay must include an entrance.
d. There may be no more than one Grand Portico frontage bay per Façade.
e. A Grand Portico Entrance shall be marked by a taller mass above such as a modest tower or within a vertical volume that protrudes slightly from the rest of the building surface.
f. A Grand Portico Entrance shall be accented by special architectural elements, such as columns, overhanging roofs, awnings, and ornamental light fixtures.
g. A Grand Portico may include steps as long as access to the building also meets ADA requirements.



4.23 FORECOURT

A "forecourt" is an open or semi-enclosed space adjacent to a sidewalk made from setting back a portion of the building façade from the front property line. Typically, the setback portion is the middle section, which creates a small entry court. A forecourt may be combined with other frontage types as identified in the zoning district standards. Forecourts are generally appropriate for commercial, civic, or hotel uses, but may also be used for multi-family residential structures. The forecourt is often used as a common entry and/or garden space for residents. Some entry courts may have vehicular drop-offs. Forecourts may be further defined by low walls or landscape between the sidewalk and adjacent property line. When a Grand Portico Frontage Type is chosen for a building the following design standards shall apply:

DESIGN STANDARDS

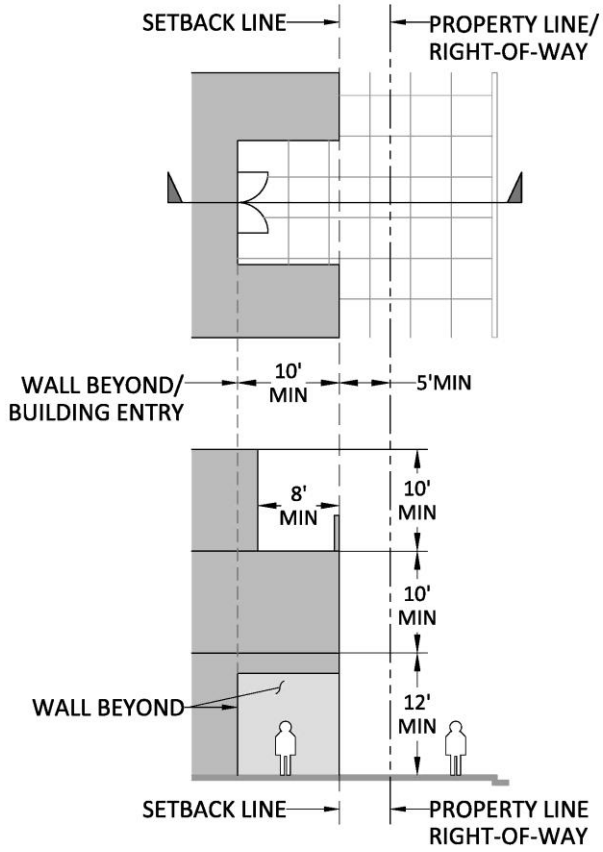
a. Forecourts may be elevated from the adjacent sidewalk by up to 4 feet. An elevated forecourt shall meet accessibility code for access with the building and the sidewalk.

b. Railings needed for elevated forecourts shall not visually obstruct views to or from the street and shall be designed to complement the building architecture.

c. The minimum forecourt width shall be 10 feet; the maximum forecourt width shall be 2/3 the building façade.

d. Minimum forecourt depth: 15 feet from back of sidewalk; maximum forecourt depth: 80 feet from back of sidewalk.

e. A forecourt may be used in combination with other frontage types.



4.24 COMMON ENTRY/LOBBY

A "common entry/lobby" is a Frontage Type used to provide shared access to lobbies serving residential, office, or hotel uses. When a Common Entry/Lobby Frontage Type is chosen for a building the following design standards shall apply:

DESIGN STANDARDS

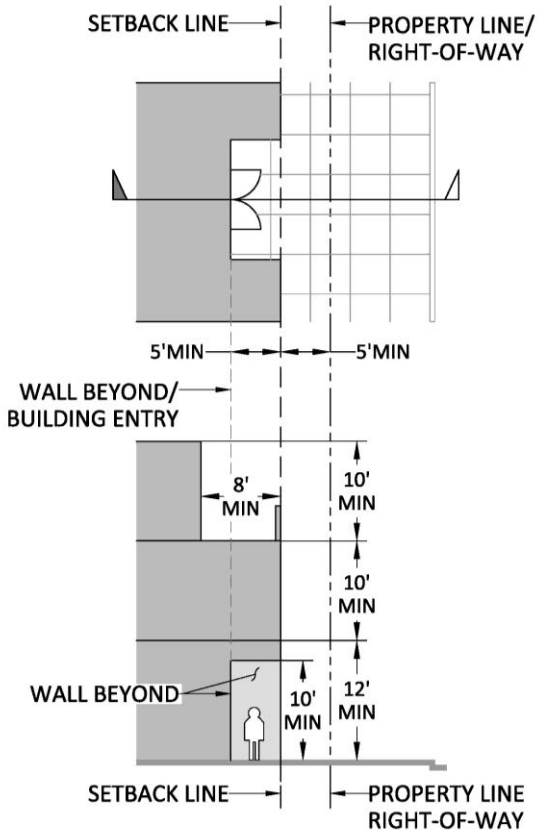
a. Common Entry/Lobby frontage types shall be used to provide shared access for upper floor uses of residential, office, or hotel uses when such uses are located on upper floors.

b. Common Entry/Lobby frontage types shall be located at the primary street façade of the building, shall be easily visible and recognizable, and shall be architecturally treated in a manner consistent with the building character. Common Entry/Lobby frontages may also be located at a rear parking lot as long as it is also located at the primary street frontage.

c. Each Common Entry frontage bay must include an entrance.

d. There may be no more than one Common Entry frontage bay per façade.

e. Entrances may be inset up to 5 feet from the primary building wall.

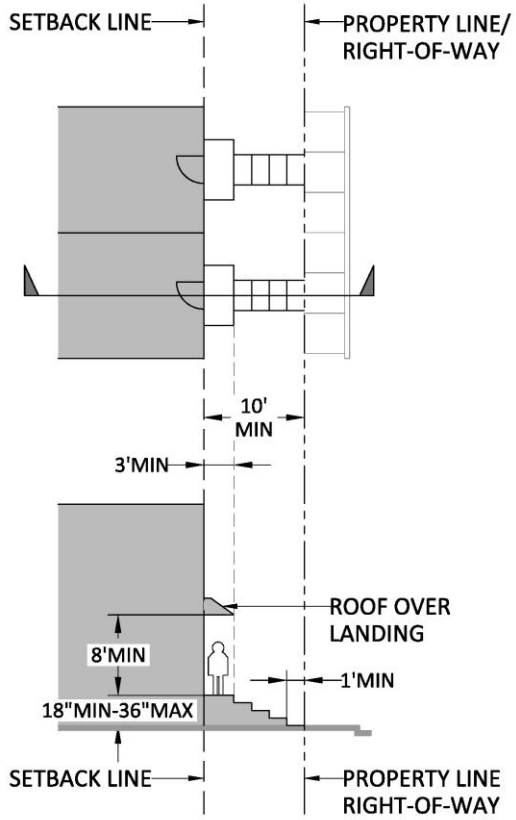


4.25 STOOP

A "stoop" is an exterior staircase with a roofed landing that provides shelter and access to a building located at the front property line. The ground floor is raised to provide some privacy from the rooms facing the public street and passing pedestrians. The exterior stairs can be perpendicular or parallel to the sidewalk. It is typically only used in residential buildings. When a Stoop Frontage Type is chosen for a building the following design standards shall apply:

DESIGN STANDARDS

a. Each stoop shall be used to access an individual dwelling unit.
b. Setback areas must be landscaped.
c. Minimum depth: 3 feet from building façade. Stoop may be recessed.
d. Minimum width: 4 feet.
e. Minimum height above sidewalk: 18".
f. Stoops shall run perpendicular to the building façade.

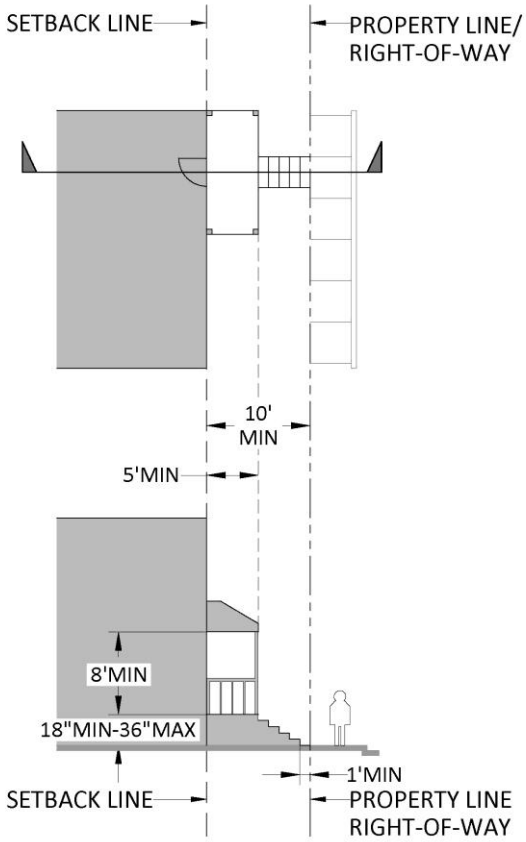


4.26 PORCH AND FENCE

A "porch" is a roofed space open along two or more sides and adjunct to a building, commonly serving to shelter an entrance and provide a semi-private outdoor space appended to an individual residential unit. The porch shall have dimensions that allow a useful space which is raised above the average front grade of the lot. The porch is permitted to encroach in the front yard setback. A fence is permitted but not required. When a Porch and Fence Frontage Type is chosen for a building the following design standards shall apply:

DESIGN STANDARDS

a. Porches shall be a minimum depth of 5 feet and a maximum depth of 8 feet.
b. Porches shall have a minimum length of 12 feet.
c. Minimum height above sidewalk: 18 inches.
d. Railings are preferred but not required, except when required by Building Code.
e. Fences are not required but are permitted. Fences are permitted to enclose the front yard and shall not exceed a height of 4 feet as measured from the finished grade of the adjacent sidewalk.
f. Fences may be of wood, recycled plastic/composite or wrought iron (tubular steel) only. Wood fences shall be 30% opaque minimum. Wrought iron shall be vertical, 5/8" minimum dimension at 4" to 6" spacing.



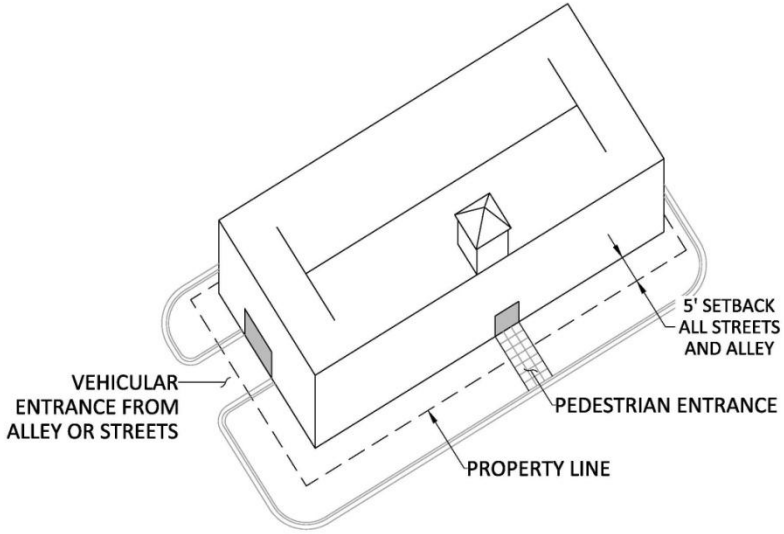
4.27 GARAGE WITHOUT LINER SHOPS

A "garage without liner shops" is a garage with no attached building façade or usable building space facing a public street. It is only used for multi-story parking garages. When a Garage without Liner Shops Frontage Type is chosen, the following design standards shall apply:

DESIGN STANDARDS

a. Garages without liner shops are not permitted to front on 7th Street. Garages without liner shops are permitted to front 6th Street and alleys.
b. Garages without liner shops are permitted, but not encouraged, to front side (north-south) streets.
c. Garages shall be set back 5' from the back of sidewalk on streets where permitted. The setback area shall be landscaped.
d. Garage entries shall be clearly distinguishable from the rest of the parking structure. At garage entries, vehicle entrances should be treated with architectural articulation to "mark" an important and frequently used common entrance and make it easily recognizable.

e. Architectural treatment of garage entrance openings should include "notching" the mass of the structure at the entry, applying architectural framing to the opening, trellising with or without plant materials, ornamental door grillwork, ornamental lighting and signage, etc., consistent with the architectural character of the adjacent architecture.
f. The pedestrian entrance shall be clearly distinguishable from the rest of the parking structure.
g. Driveway access to a public right-of-way shall be approved by the City Engineer.



4.28 GARAGE WITH LINER SHOPS

A "garage with liner shops" is a garage with an attached building façade facing the street that includes usable building space on at least the ground floor. When a Garage with Liner Shops Frontage Type is chosen for a building the following design standards shall apply:

DESIGN STANDARDS

a. Garages are permitted to be located on 7th Street; however, a minimum of 80% of the street frontage shall be devoted to liner shops.

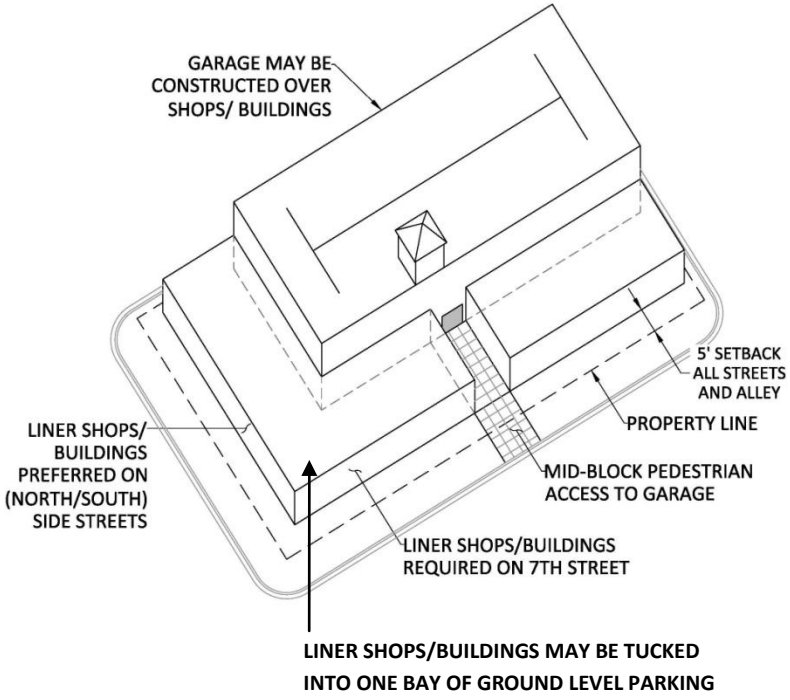
b. Garages with Liner Shops shall be setback a minimum of 5' from the back of sidewalk. The area shall be paved.

c. Garage entries shall be clearly distinguishable from the rest of the parking structure. At garage entries, vehicle entrances should be treated with architectural articulation to "mark" an important and frequently used common entrance and make it easily recognizable.

d. Architectural treatment of garage entrance openings should include "notching" the mass of the structure at the entry, applying architectural framing to the opening, trellising with or without plant materials, ornamental door grillwork, ornamental lighting and signage, etc., consistent with the architectural character of the adjacent architecture.

e. The pedestrian entrance shall be clearly distinguishable from the rest of the parking structure.

f. Driveway access to a public right-of-way shall be approved by the City Engineer.



4.29 PARKING

All of the Plan area is located within the "Central Parking and Business Improvement Area" of Downtown Hanford. Required parking shall be provided on-site or by paying the required parking in lieu fee as identified in the City's Zoning Ordinance Chapter 17.38.

1. DEVELOPMENT STANDARDS
   a. New buildings or additions to existing buildings shall provide parking spaces in accordance with the following standards:
      - All residential uses shall provide at least 1 space per dwelling unit.
      - All non-residential uses shall provide 4 spaces per 1,000SF of new or added building space.
      - New buildings initially occupied as a vertical commercial mixed-use development may reduce their required parking provision by 25%.
      - New buildings initially occupied as a vertical mixed-use development with a residential component may reduce their required parking provision for their commercial component by 25%.
      - New non-residential buildings may reduce their required parking provision by the amount of existing on-street parking located to the front or side of the non-residential building.
   b. No new parking is required when new uses occupy existing buildings, except where an existing residential dwelling is being converted to non-residential use. Uses that convert residential dwellings to non-residential use must provide a minimum of 4 spaces on-site with access from the alley or pay the required in lieu fee for parking.
   c. Entrances and exits to parking garages shall be approved by the City Public Works Director.
   d. Parking for automotive sales and services shall comply with the standards for off street parking located in Chapter 17.38 of the Zoning Ordinance.
   e. The City Council shall have the discretion to increase parking requirements as deemed necessary.

2. PARKING PLACEMENT BY DISTRICTS
   a. The following "Parking Districts" are established to regulate the location of parking spaces and garages. The locations of the Parking Districts are shown on the Parking District Map (see Figure 4-2). There are five different Parking Districts. New parking spaces and garages shall only be located in conformance to the following standards within each District:

      P1 District: Off-street surface parking shall not be permitted between 7th or Visalia Streets and buildings that front those streets. Parking garages shall be permitted on parcels fronting 7th and Visalia Streets, and shall be placed behind liner shops. Driveway access to parking garages is limited to alleys and side streets. Driveway access from 7th Street to parking garages shall be reviewed and approved by the City Engineer.

      P2 District: Off-street surface parking shall not be permitted between 6th Street and buildings that front that street. Parking garages shall be permitted on parcels fronting the north side of 6th Street, and are not required to be placed behind liner shops. Driveway access to parking lots and garages shall be limited to alleys and side streets. Driveway access to parking garages from 6th Street shall be approved by the City Engineer.

P3 District: Off-street surface parking shall be set back a minimum 3 feet from 6th Street with an evergreen hedge not to exceed 42" height (3 foot spacing) between the sidewalk and parking lot. Off-street surface parking shall be set back a minimum of five feet from 8th Street, 9th Street, and Visalia Street with an evergreen hedge not to exceed 42" height (3 foot spacing) between the sidewalk and the parking lot. Parking garages with or without liner shops shall be permitted. Driveways are limited to one driveway for (an average of) every 200 feet.

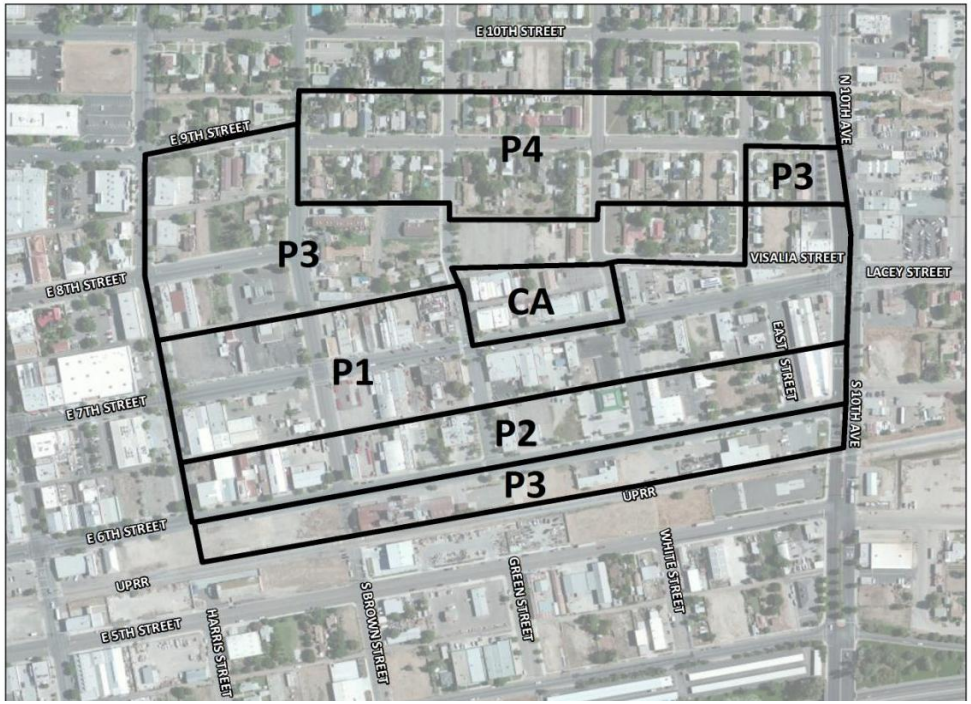
P4 District: Parking between buildings and the street is not permitted. All parking (except existing single-family residential parking) shall be accessed from the alley. Parking garages are not permitted.

CA District: No new off-street parking areas or garages shall be permitted. The closure of China Alley to vehicular traffic shall only take place upon an affirmative vote of the City Council after a public hearing on the matter.

All Districts: Off-street parking shall be set back a minimum 10 feet from Tenth Avenue with an approximately 3-foot to 42" high landscape hedge with street trees and other landscaping between the sidewalk and parking lot.

FIGURE 4-2

PARKING DISTRICTS MAP



4.30 LANDSCAPING

Landscaping is an important element in defining the image of any community. The City of Hanford wishes to promote quality landscape design and to maintain and enhance a positive aesthetic image for Downtown Hanford. To achieve this goal, these landscape guidelines have been prepared to establish standards for landscape design of both private development and public works projects.

4.30.1 Landscape Guidelines

The City of Hanford developed a Master Street Tree Plan in 2010 that shall be the document that guides future landscape, hardscape, and street furnishings for the Downtown East Precise Plan Area. This section includes supplemental standards that are not otherwise identified in the Master Street Tree Plan. Where the Precise Plan is silent on a particular requirement, the City Zoning Ordinance and/or the Downtown Hanford Master Streetscape & Street Tree Plan Design Guidelines shall apply.

4.30.2 Water Conservation

Establish a water efficient landscape design, pursuant to State Assembly Bill 1881 and as effective as the State Model Water Efficient Landscape Ordinance. Landscaping shall be selected for drought tolerance and irrigation systems shall be implemented to minimize water waste.

4.30.3 Plant Palette

The Plant Palette located in the Appendix identifies trees, shrubs, vines, groundcover, grasses and perennials that are drought tolerant and, in some instances, native to this area of California's Central Valley. The trees noted here are recommended for use in parking lots, parks, residential projects, alleys where space permits, and commercial projects. Street trees shall comply with the list identified in 4.30.4.

4.30.4 Street Trees

The City is currently in the process of installing street trees, irrigation, and tree grates along 7th Street from Green Street to Tenth Avenue and one block north and south of 7th Street as the result of a State Department of Conservation "Urban Greening" Grant. In order to complement the trees being planted as a result of the grant, the street trees that will be required for the remainder of Downtown East are as follows. All street trees shall include water efficient irrigation systems. All street trees in the Mixed Use (MX) District shall include the City standard tree grate. A tree grate is not required in the UR or UR/O Districts.

All street trees except gateway trees shall be a minimum 24" box.

- 6th Street: Gingko biloba—Maidenhair Tree
- 7th Street: Pistacia chinensis--Chinese Pistache
- Visalia Street: Celtis sinensis—Chinese Hackberry or Zelkova serrata—Japanese Zelkova
- 8th Street: Celtis sinensis—Chinese Hackberry
- 9th Street: Ulmus parviflora—Evergreen Elm
- Harris Street: Gingko biloba—Maidenhair Tree
- Brown Street: Pistacia chinensis—Chinese Pistache
- Green Street: Pyrus kawakami—Evergreen Pear
- White Street: Celtis sinensis—Chinese Hackberry or Zelkova serrata—Japanese Zelkova
- East Street: Gleditsia triacanthos "Sunburst"—Sunburst Locust
- Gateway Entries at 6th and 7th Streets: Pistacia chinensis--Chinese Pistache or Platanus acerifolia—London Plane Tree. All gateway trees shall be a minimum 48" box.

4.30.5 Parking Lots and Parking Garages

- Surface parking lots shall be accessed from alleys except parking lots located south of 6th Street.

- For parking lots and parking garages accessed from alleys, a minimum 5 foot landscape strip with an evergreen hedge (3 to 4 foot spacing) not to exceed 42" height shall be located between the alley and the parking lot.
- For parking lots south of 6th Street, a minimum 3 foot landscape strip with an evergreen hedge not to exceed 42" height (3 to 4 foot spacing) shall be located between the street and the parking lot.
- For parking garages accessed from alleys, a minimum 5 foot landscape strip with an evergreen hedge not to exceed 42" height (3 to 4 foot spacing) shall be located between the street and the parking garage.
- For parking garages accessed from 6th Street, a minimum 5 foot landscape strip with an evergreen hedge not to exceed 42" height (3 to 4 foot spacing) shall be located between the alley and the parking garage.
- Off-street parking shall be set back a minimum 10 feet from Tenth Avenue with an evergreen hedge not to exceed 42" height, street trees (min. 24" box) spaced every 25 feet, and ornamental grasses, perennials, annuals, and/or groundcover between the sidewalk and parking lot.
- Shade trees in parking lots shall be planted according to the guidelines identified in the Downtown Hanford Master Streetscape & Street Tree Plan Design Guidelines.

4.30.6 Residential Landscaping

- The front yards and side yards of all residential projects shall be landscaped.
- All side yards visible from the street of all residential projects shall be landscaped.
- The perimeter of the residence, stoop, porch, or common entry shall be landscaped with a hedge. The perimeter and/or sidewalk of the steps that access a stoop, porch, or common entry do not need to be landscaped with a hedge.
- Small flowering trees, perennials, ornamental grasses, and annuals are permitted in addition to the required hedge.
- Live turf and synthetic turf are permitted between the hedge and the sidewalk.
- In addition to the requirement for front and side yard landscaping on all residential projects, in the event of a common courtyard that provides access to residential units, the following is required:
  - One shade tree (minimum 24" box) selected from the Plant Palette and spaced 25 linear feet apart.
- For all new and expanded residential development with access to an alley, a minimum 5 foot landscape area is required from the alley. The setback area shall be landscaped with shade trees selected from the Plant Palette spaced every 25 feet. Trees may be staggered on either side of the alley. The area shall be landscaped with shrubs, groundcover, turf, ornamental grasses, and/or perennials and irrigated.

4.31 SOLAR ENERGY SYSTEMS

The use of photovoltaic solar panels or solar shingles is strongly encouraged throughout the Downtown East Precise Plan area. Applicants are encouraged to consider solar panel installations that are both high performing and aesthetically well-integrated. The following guidelines shall apply:

- Roofs are appropriate locations for solar panels for commercial and residential buildings. Efforts should be made to reduce visibility from a street, park or other public area.
- Systems mounted on flat roofs can usually easily be installed so they are not visible from public areas.

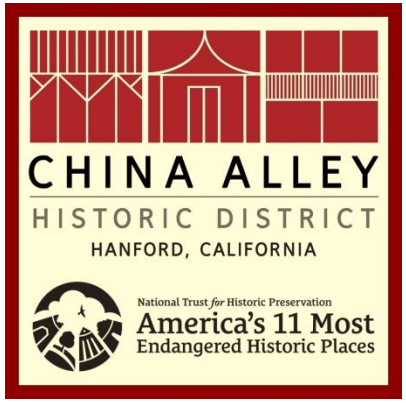
- If the system will be visible from buildings above, the panels shall be organized into simple, rectangular groups.
- If the system is visible, it shall be mounted at an angle of no more than 5° from the roof surface.
- Where solar energy panels mounted on roofs are visible, the use of parapet walls to screen them from the street, park or other public area is preferred.
- In the event solar shingles or solar tiles are installed, the entire roof face shall be covered with the solar shingles or solar tiles to avoid a visual contrast between solar shingles and composition and other regular shingles.
- The use of photovoltaic solar panels on carports and parking lot/parking garage shade structures is encouraged.
- The use of solar panels on shade canopies over sidewalks is permitted.
- The use of solar powered parking lot lighting is encouraged.

CHAPTER 5

China Alley Design Guidelines

5.0 INTRODUCTION

When Chinese immigrants arrived in 1877 to the newly established San Joaquin Valley town of Hanford, California, they found themselves in an unfamiliar place with no reminders of home and facing cultural barriers. As they had throughout the western United States, Chinese men supplied the back-breaking labor that built the railroads and then worked in the ever-increasing acreage devoted to agriculture in California's fertile Central Valley. The Chinese community in Hanford flourished and developed a vibrant Chinatown, known as China Alley, which soon boasted restaurants, herb stores, laundries, gambling houses, grocers and a Taoist temple – all constructed of local California redwood and brick-fired on site. A short, densely lined street, China Alley was a vibrant hub where immigrants met to talk politics, share a meal, read Chinese newspapers and play mah-jong. Reaching its peak in the pre-World War II years, China Alley increasingly served a more diverse population.



"The recognition of China Alley as one of 'America's 11 Most Endangered Historic Places in the U.S.' will attract investors and visitors through this increased visibility". Council member and former Mayor Dan Chin: "China Alley is preserving our past for future generations".

The following pages are the China Alley Design Guidelines that are designed to bring a sense of authenticity to China Alley - to restore the character of the once bustling alley to its enduring charm and appeal that originated in 1887 and lasted for decades thereafter.

5.1 BACKGROUND

5.1.1 Purpose. The purpose of these Design Guidelines for the China Alley Historic District is to provide future designers, investors, developers/builders, City staff, and interested parties with a general framework for architecture, landscaping, street furniture, paving, and design character for the "Alley". The approach has included review and incorporation of the following materials and participation in the Precise Plan process:

- Historic imagery and documentation of China Alley.
- Downtown Hanford Architectural Façade Design Guidelines (February 2000).
- Downtown Hanford Master Streetscape and Street Tree Plan Design Guidelines (February 2000).
- Downtown East Precise Plan Walking Tour.
- Meeting with the China Alley Revitalization Subcommittee.

5.1.2. Approach. The approach includes an understanding of the present condition of China Alley, recognition of its value to the City of

Hanford, recognition of funding constraints and economic conditions in the region, and preparation of guidelines that achieve the following:

- Recognize the cultural heritage and significance of China Alley as an important contribution to historic rural California life and the central valley.
- Generally "guide" future rehabilitation and new development.
- Are not overly "restrictive" or detailed.
- Provide flexibility, freedom of design, and general direction.
- Recognize the small and pedestrian scale of existing and future building/development.

5.1.3. Downtown East Precise Plan Location and Overview/Context. China Alley is located in the central portion of the Hanford Downtown East Precise Plan study boundaries. The "Alley" lies one block north of 7th Street, between Green Street and White Street, and South of Visalia Street. China Alley is a remnant of a once thriving Chinatown community in Hanford, and therefore provides a great historical asset in the heart of the Precise Plan area and the City of Hanford.

During the entire 20+ month Precise Plan process, every attempt has been made by the design team, residents and City staff to acknowledge the long term importance of China Alley, recognize the historic value of the District, and integrate it with future land use, circulation, and improvement plans for the Precise Plan area.

Conceptual planning for the Precise Plan includes China Alley as an important component of a future "Historic/Ethnic Restaurant Core", a key centerpiece of the entire Precise Plan study area. Refer to Figure 4-1, Regulating Plan.

"I have visited Hanford's China Alley many times and felt the sense of history there in the almost silent echoes of school children who were instructed in the room above the Taoist Temple and in the many rooms of The Imperial Dynasty, the four-star restaurant owned and managed by the Wing family."

Author Unknown

5.1.4. Background, History and Cultural Heritage of China Alley. Chinese-Americans are deeply woven into the varied multi-color, multi-textural, multi-cultural tapestry of life in California's central San Joaquin Valley.

Indeed, the once vibrant 19th century settlement of Chinese pioneers was the first established community center of what would eventually become the town of Hanford.

China Alley is a now-quiet testament to the once thriving community, which began in 1877 when the Central Pacific Railroad extended westward into the area and the new town of Hanford was established.

Hanford became quite a sizable early Chinese American community with herb shops, gambling dens, businesses, boarding houses, restaurants, laundries, Chinese schools and the 1893 Taoist Temple for the early agricultural workers and railroad workers. Around 1920, 600 Chinese settlers located to Hanford and about 20 Chinese-owned businesses opened there. Here, brick buildings went up and children played on the streets. Bessie Sue remembers "umbrella trees lined the 'Alley' and when their purple blossoms would bloom, the fragrant smell would waft into the businesses that lined the unpaved street". Bessie's father, Sue Chung Kee, opened a general merchandise store where he kept fifty canaries. Once, the birds escaped and people up and down the 'Alley' were trying to capture the excited birds.

China Alley in the 1880's

China Alley in the early 1900's

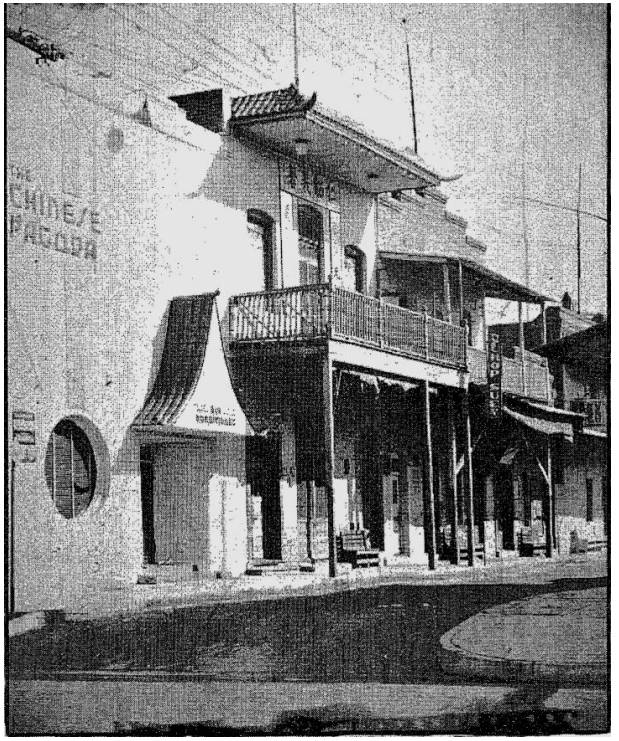
Hanford had one of the largest Chinatowns in the state. It was a thriving "city within a city". Dr. L.T. Sue's herb shop was a popular place to meet and talk politics, read Chinese newspapers, smoke pipes, or play mah-jong.

Sue Chung Kee immigrated to Hanford in 1886 at the age of sixteen. He had an arranged marriage with a woman born in San Francisco. Together, they built their home and business on No. 10 China Alley. The "very first" Chinese girl from Hanford to attend college, Bessie met and married Richard Loo. Richard Loo became an actor and the Bessie Loo Agency became the first and most successful Asian American casting in Hollywood history. Today, Bessie's baby carriage is proudly displayed at the Taoist Temple Museum at No. 12 China Alley.

The first judge of Chinese American descent, Delbert Wong, was also born in Hanford. His father and grandfather both emigrated from Hoiping District in Guangdong, China. One of Delbert's grandmothers, known as G. Mar, was a Chinese woman who knew nothing of her own origins. In 1942, Delbert and his brother Ervin joined the Army Air Corps; the Marines and Navy were less eager to accept Chinese volunteers. Delbert had a distinguished military career but Ervin never came home. Delbert used his G.I. Bill to attend Stanford Law School and, in 1959, Delbert was appointed judge by Governor Pat Brown.

Richard Wing's grandfather immigrated to Hanford from Fa Yuen in Sam Yup District of Guangdong. Grandfather Gong had been active in China's Taiping Rebellion and escaped from political persecution around 1883. Grandfather Gong opened a restaurant, Man Jen Low, at No. 6 ½ China Alley. Four generations of the family would continue in the Chinese restaurant business. For unknown reasons, the family name became Wing. Richard was the fifth of seven children.

In 1944, Richard was called into the Army. He couldn't finish basic training for health reasons, so he was assigned to temporary KP duty. In the mess hall, Richard got into a friendly wager. One of the other cooks boasted he could cut 60 slices of bread from a stale loaf. Richard, who had worked in his family's kitchen since he was about six, cut 144 slices, and that story quickly spread!



China Alley in the 1940's

Richard received a surprise assignment soon after. He was to become the personal cook for World War II decorated General George Marshall in Washington D.C. General Marshall served as the United States Army Chief of Staff during the war and as the chief military adviser to President Franklin Roosevelt. Richard said that the General and his wife were "not fancy eaters and very pleasant people." Richard remained with then Secretary of State Marshall after the war. As personal cook and food taster for Secretary Marshall, Richard traveled to Shanghai, Chungking, London, Moscow, Warsaw, and Paris. While Marshall discussed our nation's important diplomatic concerns, Richard studied in kitchens around the world.

In 1956, the Wing family asked Richard to come back to Hanford to help with the family restaurant business. Richard built the legendary Imperial Dynasty Restaurant on the northwest corner of China Alley. From its inception, the restaurant won accolades from the American Academy of Chefs, American Culinary Federation - Chefs de Cuisine Association of California, and the Black Hat Chefs Society. Richard's Escargots a la Bourguignonne won two Cordon Bleu Awards from the Wine and Food Society. The Wing family built chinoise food before fusion cuisine became vogue.

Daniel Chin is a former mayor of Hanford. His great-great-grandfather came to Hanford in 1889. His grandfather opened a laundry in Hanford, and his father was one of the best Chinese bowlers in the 1950-60's. Daniel's mother came to Hanford with her family from Kennett, Missouri after World War II. Mom and Dad had hoped to marry in Reno but interracial marriage was illegal in Nevada at that time. Daniel Chin said, "It is important to Hanford – like all other communities – to remember what the community was. Hanford residents have embraced its Chinese side and taken pride in the contributions of all its pioneers".

The Taoist Temple is the heart of China Alley. It is one of the richest Chinese-American museums on the National Register of Historic Places. The Hanford Taoist Temple was built before 1886 by the Sam Yup Benevolent Association. For decades, single men were temporarily housed on the first floor and basement. The second floor housed the actual temple as well as a temporary Chinese language school.

Taoist Temple

5.1.5. Overview/Downtown Hanford Architectural Façade Design Guidelines (2000). Adopted in February, 2000, the City's Architectural Design Guidelines were developed from the Hanford Downtown 2010 Improvement Plan. They apply to the entire City. The intent of the Guidelines is to aesthetically enhance downtown Hanford as follows:

- Preserve and encourage an overall historic ambiance
- Reinforce the open, friendly and personal environment, which is unique to downtown Hanford
- Reinforce the positive aspects of existing development
- Encourage pedestrian oriented private and public improvements

The proposed Architectural Facade Design Guidelines for China Alley, including proposed styles, façades, massing, materials and storefront design were generally drawn directly from this document but expand on these guidelines to include greater detail, design elements, and historic character.

5.1.6. State Enterprise Zone/ Downtown Reinvestment Zone/ Business Improvement District. The Downtown East Study Area has been the subject of discussion, planning, policy, and implementation actions for many years, all intended to encourage new development. Most of the study area falls within the City's designated Redevelopment Project Area and Reinvestment Zone, where financial incentives are available to attract and retain business. All of the area falls within a Business Improvement District and a State Enterprise Zone. Main Street Hanford is active in the area and funds have been allocated in the City's Capital Improvement Program for streetscape improvements and other upgrades in the area.

The portion of the Study area zoned "DC – Downtown Commercial" on the City of Hanford Zoning Map lies within a State Enterprise Zone.

The State of California, through the California Technology, Trade and Commerce Agency, designates economically depressed areas in California. The Agency establishes Enterprise Zones to encourage and stimulate growth, development, and investment. Those who invest, operate, or locate a trade or do business within an Enterprise Zone may be eligible for special tax incentives.

The Kings County Economic Development Corporation administers the Enterprise Zone tax incentive program within the Downtown East Precise Plan Area.

For its part, the city of Hanford's Economic Development Division – to further encourage development within the Enterprise Zone – has identified a Downtown Reinvestment Zone that covers most of the Precise Plan area that is Zone DC. Only some of the blocks in the northern portion of the study area are excluded from the Reinvestment Zone.

Incentives are offered to encourage businesses to locate within the Reinvestment Zone. These incentives can include loans up to $50,000 (for construction, public improvements, land purchase, parking, etc.), deferred payments, time payments, and other enticements related to permits and/or fees. Additional incentives may include the following:

- No additional parking requirements when reusing/rehabilitating existing buildings.
- Parking options for new construction that includes in-lieu parking fees.
- Public sidewalk enhancements and improvements provided by the City.
- Facade improvement loans.
- Reduction in traffic impact fees for new construction.

- Elimination of traffic impact fees under certain circumstances when reusing/rehabilitating existing buildings.

5.1. 7. Historic Resources Combining District (H). The Historic Resources Combining District, described in Section 17.36 of the Hanford Municipal Code, is intended to protect, enhance, and preserve the use of structures in districts of historic, architectural, and engineering significance.

Two areas within Downtown East have the Historic Resources Combining District Designation:

(1) The China Alley District which is described in Section 17.36.20A6 as follows:

Parcel 1: Lots 19 through 23 of Block 264 of the Kings Subdivision of the County of Kings; and

Parcel 2: Lots 1 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).

(2) The former Chinese School, now known as the Temple Theatre, described in Section 17.36.20A8 as follows:

All of lots 6, 7 and 8 in Block 266 of Blakely's Addition to the City of Hanford, as per map thereof in Book 1 at Page 73 of Licensed Surveyor Plats, Kings County Recorder.

Properties with the "H" designation must receive an historic resource permit for any alteration of the exterior features of a building, or to construct a new building or improvements on property within a designated historic district. Design criteria to guide improvements within an historic district are included in Section 17.36.070.

5.1. 8. Vision for China Alley. "Hanford's China Alley is one of California's best examples of rural Chinatowns, reflecting the history of the local Chinese American community over the course of more than a century", said Stephanie Meeks, president of the National Trust for Historic Preservation. "This richly diverse collection of buildings is a rare and tangible reminder of a great American Story, one that deserves remembering and celebrating".

Despite the disrepair of its buildings, China Alley itself remains a valued centerpiece of Hanford's multi-ethnic, predominantly Latino, Downtown East neighborhood. Visitors come to China Alley for the annual Moon Festival, visit the Taoist Temple--restored as a museum of Chinese-American life, or drink tea at the L.T. Sue Co. Tea Room & Emporium.

The China Alley buildings, many with Chinese vernacular details, are a compelling reminder of Hanford's vibrant Chinese community of the 19th and 20th centuries. While many urban Chinatowns continue to thrive, most rural Chinatowns have declined; Hanford's China Alley is unique for its retention of many original features. China Alley's survival is largely because many of its buildings are owned by a single

fourth-generation family corporation that has, through the years, exhibited concern for the site's future.

China Alley received national recognition in 2011 when the National Trust For Historic Preservation named it on their list of AMERICA'S 11 MOST ENDANGERED HISTORIC PLACES. The Taoist Temple was built in the 1880s. In the early 1970s the Taoist Temple Preservation Society was formed to restore and preserve the decaying temple. In 1972 the Taoist Temple was placed on the National Register for Historic Places. It was completely restored in the 1980s. The Taoist Temple Preservation Society is also restoring their building 13 & 13 1/2, located across from the Temple, which once house a gambling den and a Chinese sundries shop. Recently the Taoist Temple Preservation Society acquired the L.T. Sue Herb Company building from the Wing family and has plans to restore it. The Taoist Temple Preservation Society is an all volunteer army (501(c)3) dedicated to restoring, preserving and maintaining historic China Alley.

The designation comes at a challenging time for China Alley – the ongoing recession, dwindling donations, and the reality of reduced state redevelopment funding which supports the revitalization of the historic district impacts the ability to preserve and protect the Alley's original character and charm.

Arianne Wing says that the National Trust for Historic Preservation will help her group by facilitating the resurrection of the Hanford Historic Resource Commission. Meanwhile, she hopes the national recognition will help push the fund raising campaign as well as increase cultural heritage tourism and stimulate local and regional support.

Preservation of China Alley also has a deeply personal meaning to Wing, a member of a fourth generation family corporation, which has helped keep the 'Alley' intact for more than a century.

"Since these buildings can't speak for themselves, I need to speak up – they want to stay the same. I don't think they want a new façade, to be torn down or become a vacant lot," Wing said. "Someday, I won't be alive, and I won't be able to chain myself to the building if someone wanted to tear it down. So I want to make sure that future generations can continue to enjoy the living legacy of the 'Alley'".

5.2. ANALYSIS, CONCEPT PLANS/ALTERNATIVES

5.2.1. Opportunities and Constraints. In August 2011, the Precise Plan consultant team, Steering Committee, residents, and interested parties conducted a walking tour of the overall study area. Results of the tour relevant to China Alley include the following:

- Reopen Imperial Dynasty; make this a destination environment.
- One-way vehicular circulation or pedestrians only. A pedestrian only alley will require approval from City Council at a public meeting.
- Move recycling business.
- Link alley north of China Alley to AMTRAK.
- Create a History Walk.
- Area needs more events.
- Japanese laundry could become jazz club.
- Upgrade, relocate, or build new food market.
- More museums that represent other cultures or a multi-cultural museum.
- Link Temple Theatre to China Alley.
- Concrete space between buildings could be:
    - Asian park
    - Less concrete, more landscaping and benches
    - Infill opportunity
    - Entry signage
    - Place for historic murals

5.2.2. Visioning Workshop. On November 2, 2011, a Visioning Workshop was held to guide future conceptual alternatives for land use, circulation, and design. The following list of bullet items reflects vision elements and direction for the Preferred Concept Alternative:

- Include Temple Theater, Japanese Laundry, and parking lot north of China Alley as components of an "historic walk" with China Alley.
- Prohibit vehicles, promote pedestrians.
- Provide special paving (also identified in the Hanford Downtown Architectural Design Guidelines).
- Install alley improvements on alley north of China Alley, including lighting, new paving, underground utilities, and add landscaping, if space is available.
- Create first or early phase parking on parcels north of China Alley, include removal of existing buildings, consider site for future parking structure and/or parking structure with liner shops/housing.
- Reopen the Imperial Dynasty Restaurant.
- Construct Temple Theater park addition west side of Temple Theater.
- Consider a museum, e.g., Central Valley Immigration/Migration Museum in or around China Alley
    - First phase could be within an existing building such as southeast corner of 7th and White Streets.
    - Consider a "children's learning experience".
    - Consider involving local genealogy research.
- The "5 foot building setback" shall not apply to China Alley.
- Improve concrete space between buildings.
- Consider space for "historic, functional, and educational" gardens, e.g., Chinese herb garden.
- Encourage future bus stop at China Alley or near China Alley.
- Enhance pedestrian connection between China Alley and Mercado along Green Street.
- Promote galleries and lofts along China Alley.

5.2.3. Connectivity to China Alley. China Alley is easily accessible by automobile, pedestrian, bike, and delivery truck from the surrounding streets (7th, Visalia, Green and White). Large trucks should access businesses from the alley north of China Alley.

5.2.4. Existing Conditions/Historic Site Uses. China Alley today consists of a narrow, 30-foot wide alley flanked by a series of old and newer structures on either side of the alley (20' of paving for vehicles). **Figure 5-1, Historic and Potential Historic Site Uses,** follows and summarizes the existing buildings/structures in China Alley. The Taoist Temple on the north side of the alley is included on the National Registry of Historic Places. All other structures either need to be re-evaluated as historic structures, are not historic in nature or eligible for registry, or have recently been built and have no historic value.

5.2.5. Adjacencies/Edges. Several edge conditions could influence future development of China Alley. Directly north of China Alley, the alley, an extension of Visalia Street, includes an open lot which the Precise Plan process has identified either as a potential parking lot or parking structure and/or a site for new shops, housing, or mixed use with parking structure. New parking could provide available supply for China Alley retail/restaurant expansion and a place to relocate existing on-street parking, if the 'Alley' becomes a walking street. The closure of China Alley to vehicular traffic shall only occur upon an affirmative vote of the City Council after a public hearing on the matter.

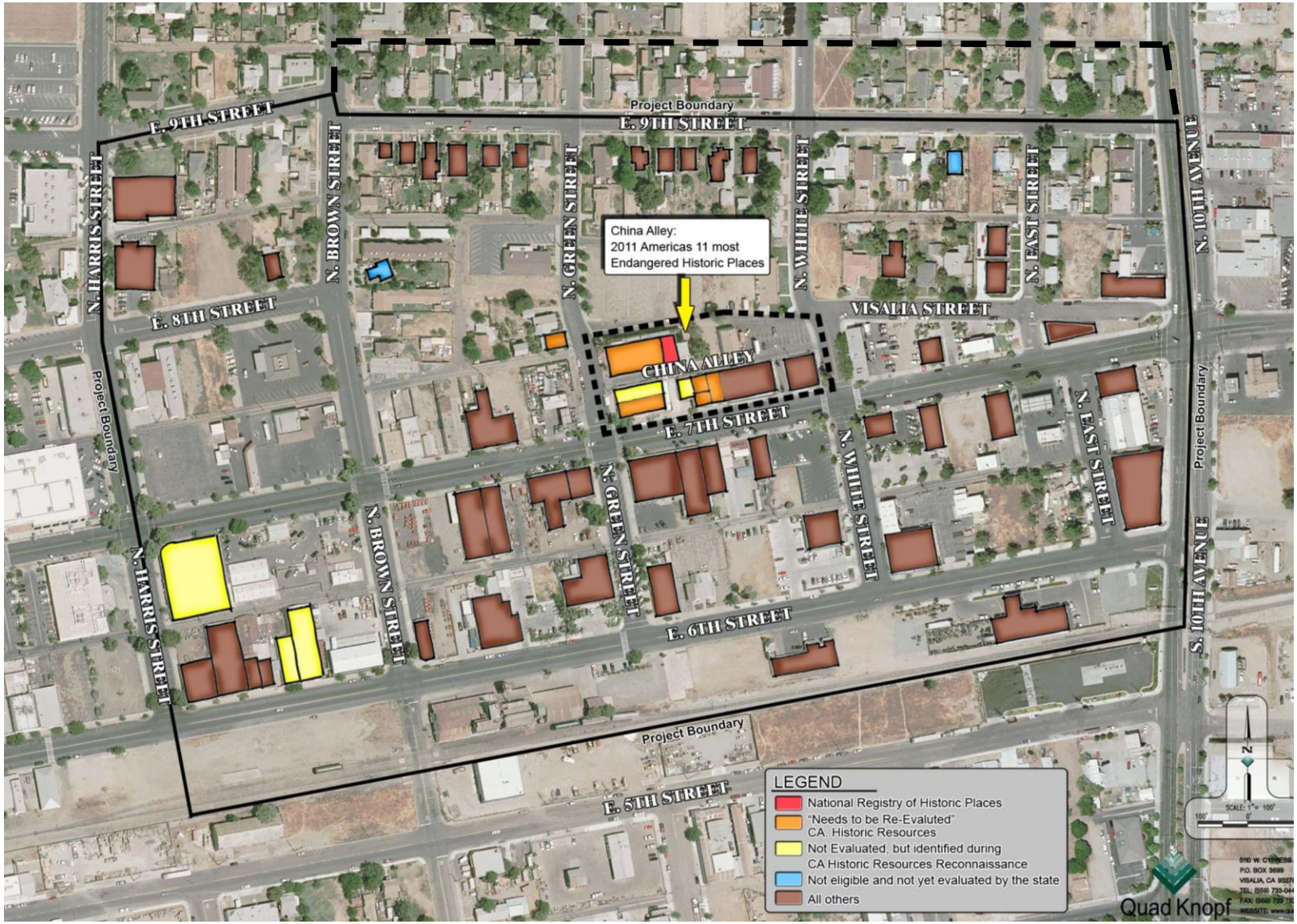
Additionally, new shops, housing, or mixed use fronting on Visalia Street could "activate" the street and bring pedestrian traffic to the general area.

East 7th Street remains a key marketing window to China Alley and the edge with greatest visibility.

In terms of adjacent resources, the Japanese Laundry on N. Green Street and the Temple Theater on Visalia Street, could all be connected by a future history walk through or adjacent to China Alley.

FIGURE 5-1

HISTORIC SITE AND POTENTIAL HISTORIC SITES



5.2.6. Market Analysis. Kosmont Companies performed a Market Analysis for the City of Hanford which potentially could include the Downtown East Precise Plan area. Kosmont estimated the future development capacity for the entire study area and then forecast supportable development in ten year increments.

See Chapter 3 - The Plan - and the Market & Demographic Analysis dated September 2012.

5.2.7. Infrastructure. Infrastructure and needed services for China Alley (water, sewer, storm drain, and utilities) are adequate at present and can accommodate future growth/expansion (see Chapter 7 - Infrastructure).

5.2.8. Focus Area Illustrative Plan. The preferred Focus Area Plan is illustrated in **Figure 5-2, Focus Area Plan for China Alley.** It includes the following:

- Retention of all existing buildings on China Alley except the concrete block structure east of the potential Historic/Herb Educational Garden.
- New shops/artist lofts/retail on the northeast edge of the China Alley.
- Walking Street/Pedestrian Mall with special paving/landscaping, as long-term improvements for China Alley. The closure of China Alley to vehicular traffic shall only take place upon an affirmative vote of the City Council after a public hearing on the matter.
- One or two pedestrian/plaza/walkway links between China Alley and E. 7th Street.
- Link China Alley to the Temple Theater, proposed "Temple Theater Park", and the Japanese Laundry – all part of an historic walk, with historic or educational signage.

5.3. DESIGN GUIDELINES

5.3.1. Proposed Character of China Alley/Guiding Principles. Hanford's strong historical roots are preserved in its excellent architecture. China Alley is a small, but important component of that legacy. Going forward in time, the historic character of China Alley should be preserved as follows:

- Protect and enhance all structures on the National Registry of Historic Places and consider opportunities to include additional buildings that incorporate the guidelines of this Chapter.
- Maintain older structures or street-front facades as vital components of the China Alley community to the extent feasible through adaptive reuse.
- Enhance and reinforce the pedestrian quality and ambiance of China Alley, with a long-term goal of establishing it as a "walking street". The closure of China Alley to vehicular traffic shall only take place upon an affirmative vote of the City Council after a public hearing on the matter.
- Maintain an open, friendly and welcoming environment.
- Create an intimate, "Main Street" character.
- Encourage innovative architectural design with compatible and harmonious quality of buildings, street, and landscaping.
- Use proper scale and proportions in massing and details while varying articulation.
- Design buildings at human scale.
- Include aesthetic details and ornamentation as much as possible, consistent with local Asian culture and the late 1800's and early 1900's era.

These guidelines are not intended as strictly enforced rules, but rather as a tool to guide the design process.

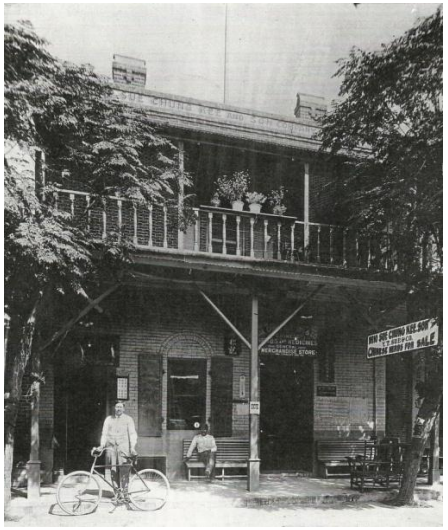
FIGURE 5-2
FOCUS AREA PLAN FOR CHINA ALLEY

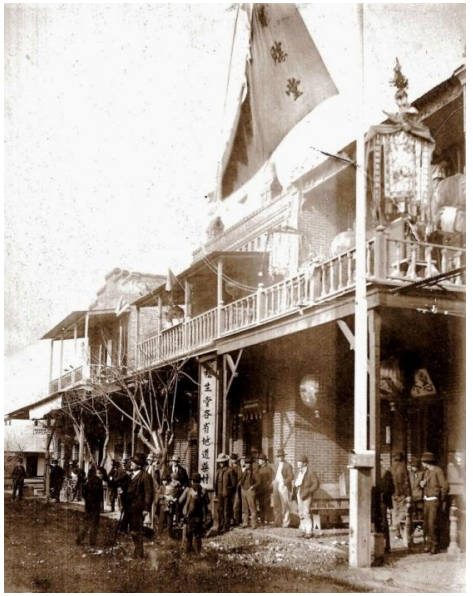
5.3.2. Authenticity/Era. The historic time frame when downtown Hanford flourished and a vibrant Chinatown developed was the late 1800's and early 1900's in the Central Valley of California. All new design and plans for future development (adaptive re-use, historic rehabilitation or preservation of street-front facades) must conform to this period, in terms of architectural styles, detail and design execution.

5.3.3. Architectural Characteristics. China Alley provides its own particular "style" within the overall architectural context of Hanford. The richness of the built environment in Downtown Hanford is due, in part, to the variety of architectural styles present. Historic China Alley has distinguishing characteristics that shall be applied to proposed architecture of new buildings and restoration of existing buildings. The following characteristics are representative of historic buildings on China Alley and are typified in the following earlier images of China Alley.

- One or two story rectangular building.
- Symmetrical front facing facades.
- Parallel gables.
- Ornate cornices, often decorated with carvings of fish or dragons.
- Stepped parapet walls or projecting cornices.
- Decorative cornices.
- Large porch (gallery) often under a covered balcony.
- Use of simple support brackets on gallery or porch columns.
- Two windows and a door on both the first and second floors.
- Arched or simple transom windows over doors.
- Use of arched or simple lintels over windows.
- Shutters – each shutter shall be half the width of the window. Metal or iron hinges preferred.
- Use of hanging blade signs under canopy or gallery.
- Pronounced quoins at building corners that extend the entire height of the building.
- Storefronts with simple or tiled wainscot.
- Simple balustrades. Ornate balustrades not permitted.
- Use of cornice to identify the name of the business.
- Planters and benches.

Northwest Corner of China Alley





More China Alley Images

b. Early 20th Century Urban Commercial. The predominant style of buildings in the commercial core of Hanford actually grew in the late 1800's and into the twentieth century as the nation's urban centers expanded, and the middle class and consumerism grew. This style is marked by 'pedestrian' friendly elements, such as storefronts, recessed entries, canopies and awnings. Materials included brick, steel, stone and wood (though not many wood examples exist anymore because of the material's impermanence).

Early 20th Century Urban Commercial

c. Eclectic/Whimsical. The architecture around much of China Alley is eclectic in nature, marrying Chinese-style ornamentation to essentially standard commercial structures. It is important that this integration of very different design philosophies be carefully designed so as not to appear trite or overbearing.

"Bending the rules," so to speak, in order to affect a unique architectural statement is sometimes a welcome visual change in an urban setting. Like any other style, its success is dependent on the degree to which it is carefully executed. While it is not recommended that buildings look like hot dogs or doughnuts to help hawk their wares, certain ornamentation or forms can possibly relate to the tenant uses, e.g. toy stores, while still respecting the guidelines in this document.

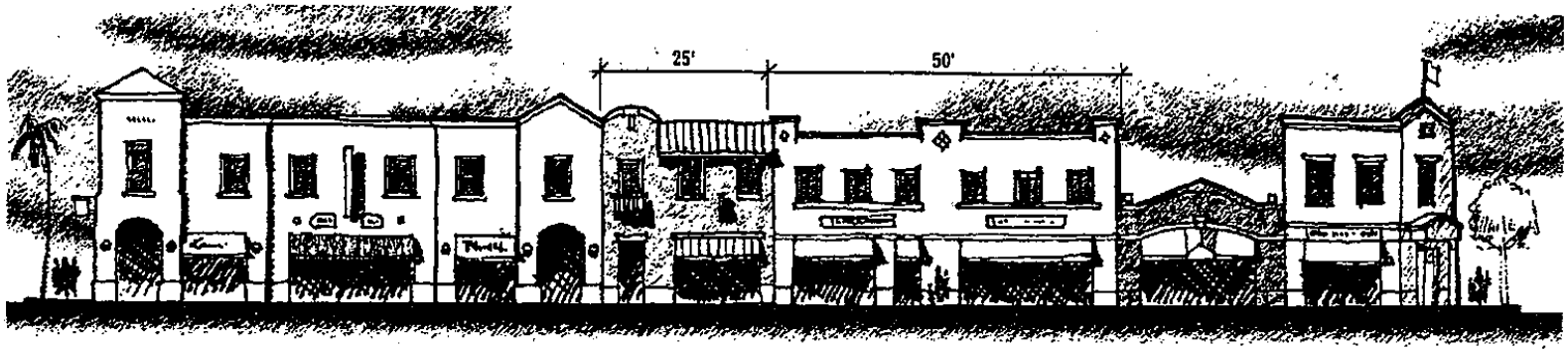
Eclectic/Whimsical

d. Prohibited Styles. Prohibited architectural styles include: Classical Revival, Romanesque Revival, Spanish Revival, and Moderne.

5.3.4. Building Mass. In order to maintain the visual distinctiveness of China Alley, the streetscape should comprise a variety of buildings of similar shapes, sizes and styles, and include buildings with pitched roofs, flat roofs, decorative parapets, etc. Significant design similarities should be identified and supported, particularly in the manner by which the building addresses the street, the floor-to-floor height, and the rhythm established in the pattern of openings for storefronts, doors, and windows. Construction of larger building masses should be discouraged.

a. Building Increment. To assure that new and renovated buildings are compatible with the existing character and scale of China Alley, projects should be organized into visible "building increments" of no less than twenty-five (25) feet and no more than fifty (50) feet in width. With some exceptions, buildings which occupy more than fifty feet of frontage should be designed to appear as several small buildings or several smaller but related parts of a larger structure. This can be accomplished in several ways, such as: incremental changes of roof eave, changes in wall plane, grouping of windows into varying or repetitious patterns, and coordinated placement of design elements including walls, windows, fixtures and storefronts.

The building increment attempts to provide variety fronting the street. This is important in providing visual richness to the user as well as unique identities to the various businesses.



Building Increments

b. Building Height. Heights should not exceed allowable height per code, with minimum ground level floor- to- ceiling heights at twelve (12) feet or equal in height to existing China Alley buildings. The upper portion of multi-story buildings should be designed to reflect a refinement of the incremental rhythms and pattern of openings found at the street level of the building façade.

The primary components at the upper story, such as windows, wall panels, projecting bays, etc., should typically be grouped in a manner consistent with the building increment established at street level.

c. Corner Development Opportunities. A corner location provides a unique opportunity to announce a building's presence and establish a memorable point of reference and wayfinding tool.

5.3.5. Façade Organization. Design of facades should have two approaches: the overall façade composition should follow design parameters of scale, proportion, rhythm, etc., and the individual storefronts at the street level should have elements of individual expression. These two approaches shall converge to provide visual continuity within the block (and China Alley as a whole) while allowing visual variety and maintaining interest at the pedestrian level.

a. General Organization. The following should be considered:

- Individual shop or tenant spaces should be expressed on the building exterior through the rhythm of openings, wall and column, as well as careful use of color and material changes where appropriate;
- As with the concept of building increment, at least one building entrance should be provided every twenty-five (25) to fifty (50) feet so as to encourage a high level of pedestrian activity on the street;
- Larger buildings should be designed to appear as a collection of adjacent structures when street frontage exceeds fifty (50') feet, and this should be clearly expressed at the street.

b. Proportion. Good proportion is the harmonious relationship between design elements to the whole as well as the elements to each other. Proportion in architecture can deal with building mass, space (volume), opening and detail.

c. Rhythm. Rhythm is the repetitious pattern of design elements, often referred to as 'bays', as illustrated in **Figure 5-3, Facade Organization**. Rhythmic patterns provide continuity and a break in the pattern often signifies an important feature, such as an entrance.

5.3.6. Design Elements. Figure 5-4, Design Elements, illustrates the basic façade organization of a typical storefront and the elements of the façade. Page numbers on the exhibit indicate references the Downtown Hanford Architectural Design Guidelines, incorporated herein by reference.

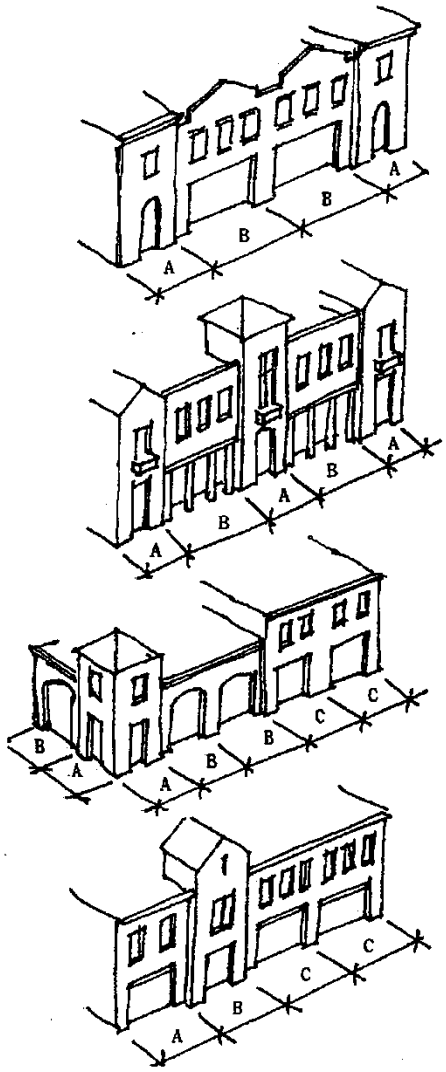


FIGURE 5-3
FAÇADE ORGANIZATION

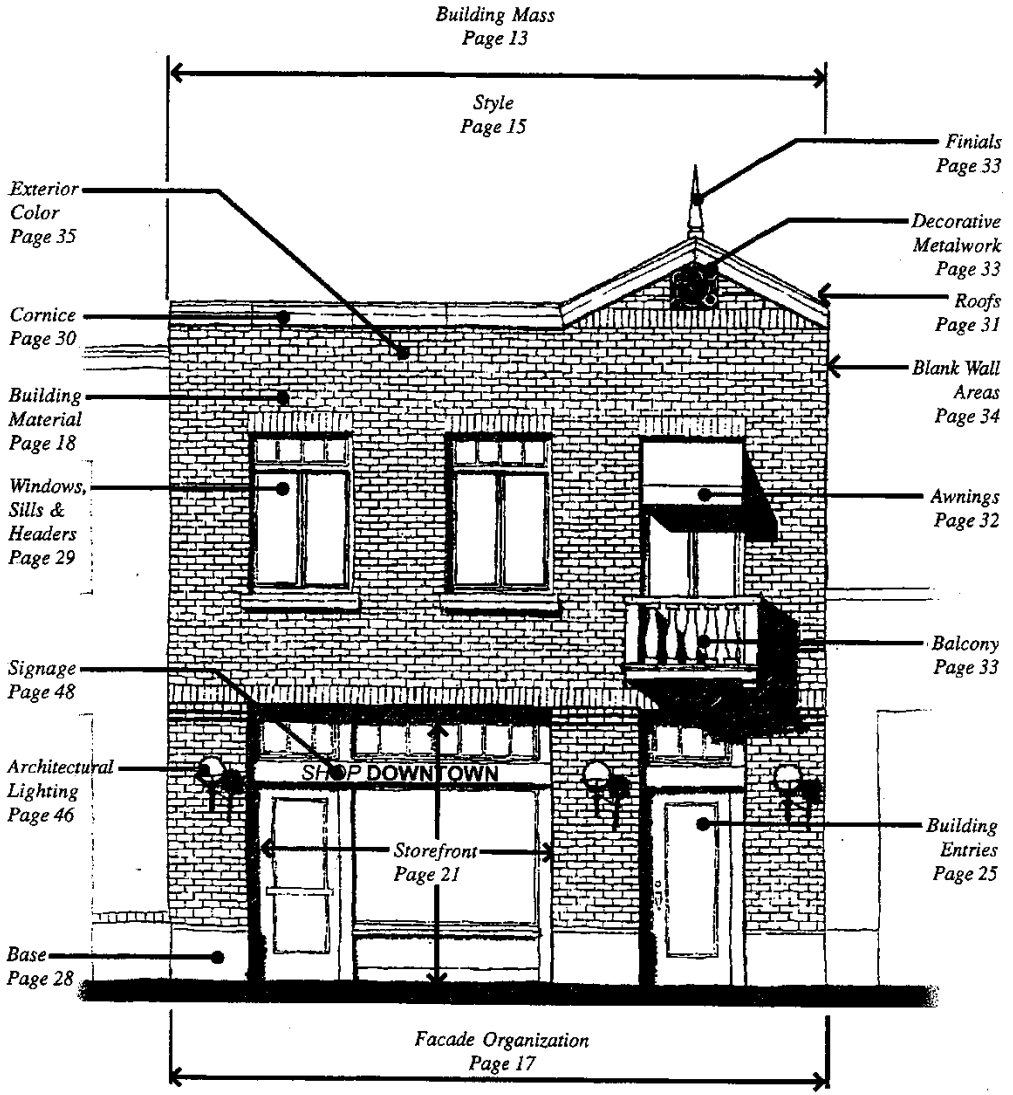


FIGURE 5-4
DESIGN ELEMENTS

5.3.7. Building Materials. Material for exterior walls should incorporate two aspects – color and texture. The primary exterior wall materials should be brick and wood. Stone masonry and stucco are acceptable, in small applications.

The following materials are considered appropriate for buildings within China Alley. However, the number of different wall materials used on any one building should be kept to a minimum, ideally 2 – 3 or less:

a. **Brick Masonry.** Brick is a very versatile material available in a wide range of colors and sizes. This material offers a human scale and comfortable, familiar texture. Brick surfaces may be patterned by combining different colors and coursework. Traditional brickwork incorporates a wide array of detail applications expressive of structural and functional building components, such as beams, headers, arches, sills, bases, trim, etc.

   For new construction in California, brick will almost always be used as a veneer or finish material over a frame of wood or steel, or as a facing for concrete masonry. Care should be taken to properly detail the veneer application in an authentic manner consistent with traditional masonry design. Edges and openings, such as at windows, should receive special care to assure that the masonry appears solid and substantial.

   - If "thin brick" or brick tile veneer is used, care should be taken to incorporate corner pieces and other details which serve to mask the veneer application.
   - The bonding pattern (the orientation of the brick) plays an essential role in the successful use of brick or other masonry. Bonding patterns of the existing historic context are typically very simple.

b. **Wood and Concrete Wood Siding.** Wood can be used as part of the architectural vocabulary in combination with other traditional design elements, such as columns, posts and exterior wood casework. Wood siding, however is not a building material used traditionally in Hanford, following many disastrous fires in the nineteenth century. Wood is also more vulnerable to damage, requires more maintenance and is less durable over time than other materials, and this should be considered carefully in the design.

   Concrete wood siding or fiber cement siding is preferred to wood siding and may be used to replicate rural Chinese architectural character.

c. **Terra Cotta and other Glazed Tile.** Terra Cotta tile was a common finish material for urban buildings in the early part of this century and has staged a recent "comeback" owing to its lasting beauty, timeless appearance and quality. Other glazed ceramic materials, such as glazed tile, block or brick, may also be considered for use as an exterior wall finish. These types of materials have a hard, stain-resistant surface that makes an excellent base material. Only glazed materials graded for commercial use should be considered for use as an exterior finish material.

d. **Roof Materials.** Roofing materials that are generally acceptable include metal standing seam, asphalt shingles, concrete tile, ceramic tile, asphalt composition material and slate or slate-like materials.

e. **Details.** The images on the following page, **Figure 5-5, China Alley Architectural Details,** illustrate existing examples of building details (brick, wood, tile, concrete, metal). They are authentic to China Alley and should be replicated in future rehabilitation of new projects.

Figure 5-6, Window/Wall Lattices, provides examples of uses of bamboo for wall insets or window treatments.

5.3.8. Storefront Design. Interesting and enticing storefronts are perhaps the most crucial ingredient in promoting a vital and active street life in a commercial district. Storefronts should be generous, providing ample display window and entry points into shops, and a level of design detail that establishes some individuality for each shop or building, while assuring a relationship between structures.

As previously stated, a building entry provides the opportunity to create a detailed point of arrival for pedestrian users. This portion of the building is apt to receive more personal contact by users. Thus, what is seen and touched should be of attractive and durable quality.

Good storefront design is always sympathetic to the pedestrian, providing a comfortable and enticing experience

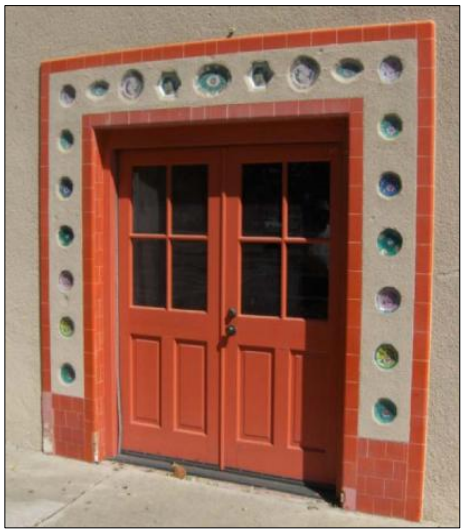
5.3.9. Exterior Color Design. Exterior colors play an important role in the way we perceive a building and its details. Color can be used to draw attention to specific parts of a building, such as entries. Color can also be used to mask or diminish the visual importance of a particular feature, such as a service area, simply by altering colors, or the contrast between surfaces and details, in a certain area.

In general, contrast (light against dark or dark against light) will call attention, for better or worse. These issues should be considered as noted below:

a. **Exterior Building Colors.** Exterior Building colors should be muted, while trim and detail colors should provide a contrasting accent, although exceptions may be made where justified by specific design intent, particularly if drawing on the area's rich diversity or artistic background. Colors should also represent the architectural character of the building. Several paint manufacturers provide historic color palettes as a reference for period color design.

Bright or intense colors should be used sparingly, and should typically be reserved for more refined or delicate detailing, such as grillwork, as well as more transient features such as awnings, signs and banners. Avoid trendy or garish colors that may be incompatible with the consistency of the architectural character of the area. Neutral or light colored walls should be contrasted with a darker more intense trim color, while dark colored walls should be contrasted with light colored accents and details.

b. **Finish Materials with Natural Colors.** Materials such as brick, stone, copper, etc. should be used where practical and left in their natural colors.



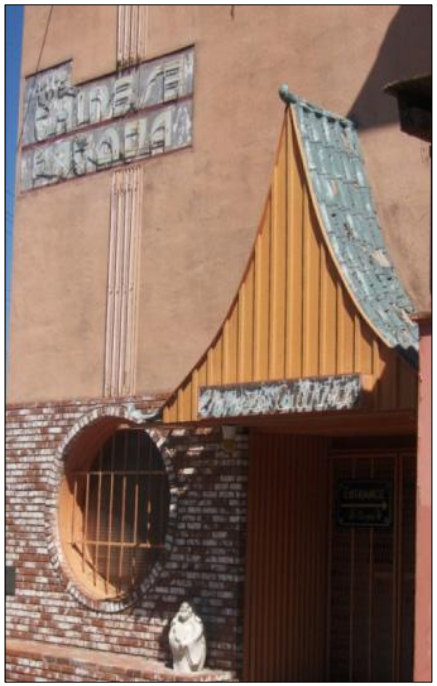


FIGURE 5-5
CHINA ALLEY ARCHITECTURAL DETAILS

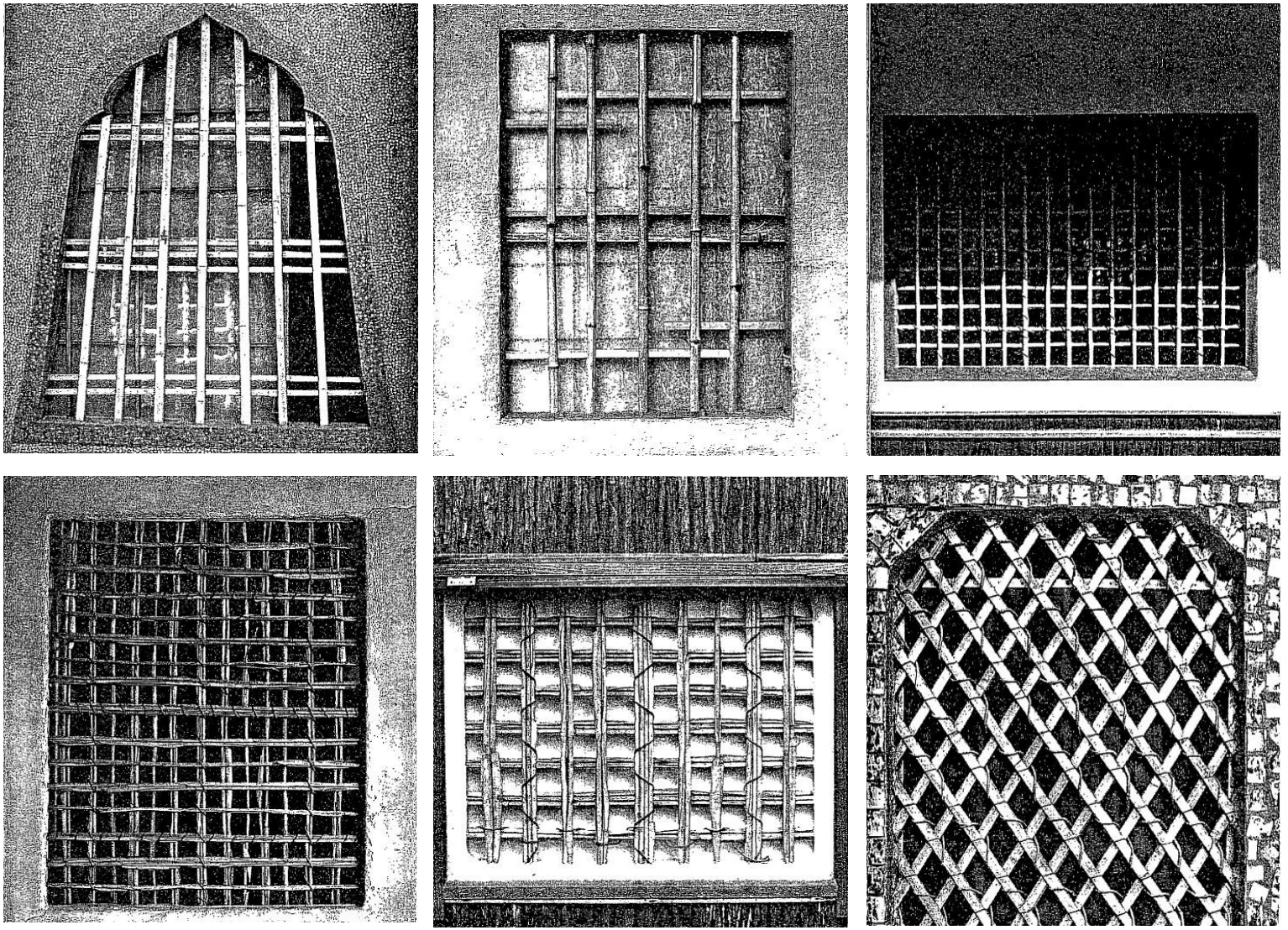


FIGURE 5-6
WINDOW/WALL LATTICES

5.3.10. Streetscape. Because it is separated from the historic core area of downtown, and is essentially hidden from view of traffic on 7th Street, consideration should be given to promoting some limited improvements designed to announce the presence of China Alley as a historic site, and as a visitor's point of interest. Improvements could include special banners, different colored furnishings, enhanced paving, and arched entry feature.

a. Goal of Streetscape Design. These guidelines address the need for further, detailed streetscape development and enhancements and present specific street furniture and landscaping concepts and ideas which can be employed to implement additional improvements. The intent of these guidelines is as follows:

- Encourage pedestrian activity by creating an attractive and inviting sidewalk environment.
- Enhance historic design elements in the historic district.
- Establish specific design features that will contribute to the special identity and character of the historic district
- Develop guidelines for physical elements to minimize visual "clutter" and maintain a "timeless quality".

Refer to **Figure 5-7, China Alley Streetscape,** which follows.

b. Scale. There are many ways of achieving a pleasant street, but one essential ingredient is that design elements should be at a human scale and related in character. Buildings, trees, lights and street furniture are common elements of the streetscape which form the edge of the public space and establish the scale of the space.

The best streets encourage participation by all

Diversity can be created through variety in building surfaces, windows, and door treatments. People moving and light and shadow moving over varied surfaces on buildings, signs, furniture and trees create a feeling of activity along the street.

c. Theme. The architectural styles proposed for China Alley are eclectic (mixed) and reflect the historic legacy of the street. Therefore, no "fixed" theme for the streetscape is envisioned, as long as all pavement, street furniture and landscaping "fit" the classic historical character of the Alley and street frontages.

d. Paving. Pavement within China Alley shall consist of impervious materials such as stamped concrete where possible to avoid infiltration of basements.

FIGURE 5-7
CHINA ALLEY STREETSCAPE

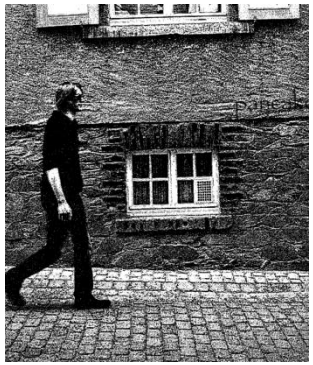
5.3.11. Landscaping. Landscaping in China Alley will soften the flat plane of building facades and street paving and lend scale to the streetscape, visual interest, seasonal color and shade. Shade trees and shrubs, bamboo, ornamental grasses, and similar plant materials installed in planters were common landscape elements found in historic China Alley.

a. Elements. Landscaping for China Alley will consist of the following:

- **Entry Treatments.** Wooden trellises planted with Chinese Wisteria (Wisteria sinensis) or similar vine and removable bollards will be placed at the east, west or both entrances of China Alley. The same or similar treatments may be placed at the pedestrian entries connecting 7th street to China Alley.
- **Street Trees.** New street trees shall provide shade, allow visibility to buildings, soften the urban landscape, frame structures when strategically placed, and reinforce the historic character of early China Alley. The preferred list of trees is as follows but other trees would be permitted if selected from the Plant Palette located in the Appendix. Trees should be selected for color, narrow crown, and visibility to the existing and proposed buildings:
    - Acacia Species
    - Celtis sinensis (Chinese hackberry)
    - Cercis occidentalis (Western Redbud)
    - Chionanthus retusus (Chinese fringe tree)
    - Gleditsia triancanthos “Sunburst” (Sunburst Locust)
    - Lagerstroemia Species
    - Photinia serrulata (Chinese Photinia)
    - Podocarpus gracilior (Fern Pine)
    - Prunus Species
- **Shrubs / Cut Out Planting.** Shrubs and Cut-out planting add texture and depth to the streetscape. Preferred species include the following:
    - Acer Campestre
    - Abutilon (Flowering Maple)
    - Arbutus Unedo (Strawberry Tree)
    - Bamboo
    - Buddleia Davidii (Butterfly-bush)
    - Flax Species
    - Helictotrichon Species
    - Juncus Species
    - Miscanthus Species
    - Nandina Species
    - Nasella
    - Ornamental Grasses
    - Raphiolepis Species
    - Rosa Species
    - Uncinia rubra (Red Hook Sedge)
    - Viburnum Species
- **Pots.** Potted plants along the street scene add color and interest. All potted plants require good drainage. Suggested potted plants include the following:
    - Acer Species
    - Abutilon Species (Flowering Maple)
    - Aloe Species
    - Citrus (dwarf)
    - Ornamental Grasses
    - Fatsia Japonica (Japanese Aralia)
    - Rosa Species
    - Azalea Species
    - Annuals
    - Perennials

5.3.12. Parking. On-street parking for merchants is currently provided within China Alley. A long-term goal is to relocate this parking off-site and develop China Alley as a "walking street". The closure of China Alley to vehicular traffic shall only take place upon an affirmative vote of the City Council after a public hearing on the matter.

5.3.13. Paving. Paving for a new streetscape should reflect the historic "feel" of the street, which was originally compacted soil. Potential new paving materials include concrete or stone paving or buff cement. Permeable pavers and permeable paving are not permitted, due to the close proximity of basements to the street, which could flood with consistent use of these types of pavers.



Pavers

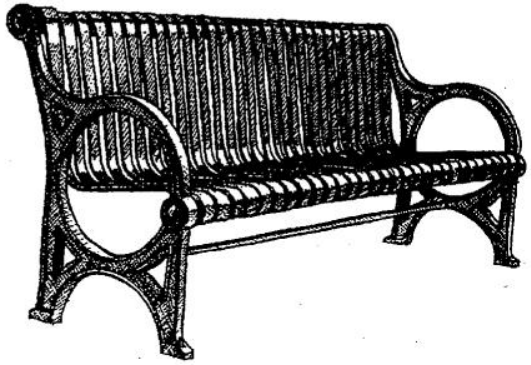
Rough Textured Concrete

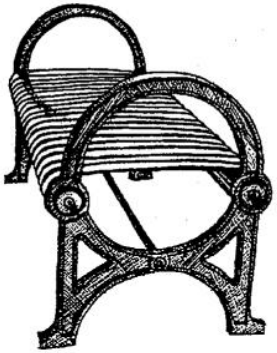
Umbrellas provide a functional and aesthetic amenity to the street scene

5.3.14. Site Accessories. Site accessories, such as recycling bins, bike racks, litter cans, planters, benches, dining tables and chairs (plastic prohibited) should employ materials and provide an architectural character consistent with the overall historic China Alley character. Refer to **Figure 5-8, Site Accessories**. Shade Umbrellas can be used on one side of the narrow street to lend scale and shelter outside restaurants.

FIGURE 5-8, SITE ACCESSORIES

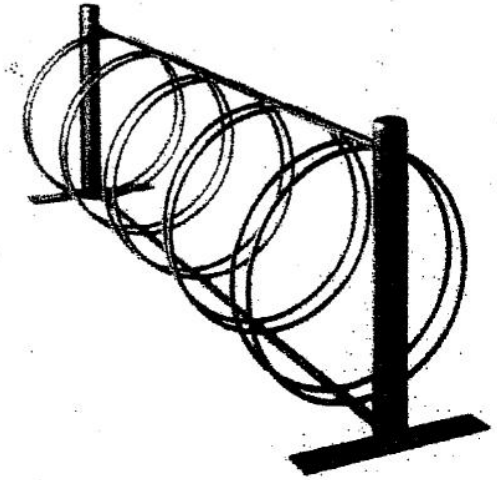
Metal slat bench with back used at bus stops



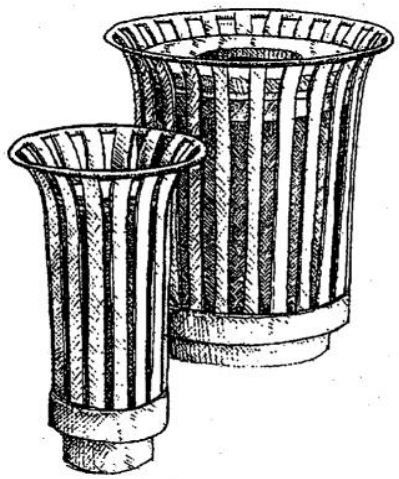


Proposed Metal Streetscape Furniture manufactured by "Fair Weather Furnishings", "Dumor Site Furniture" and "Urban Accessories"

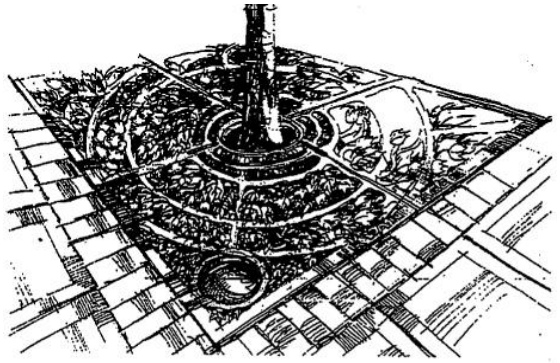
Backless benches can be placed at mid-block crosswalks or intersections where a short hiatus from shopping is desirable



Bicycle Parking should be easy to access and similar to other street amenities



Litter Containers and Ash Urns
Metal allows for color in a durable container at any public location.



Ornamental Tree Grates with Well-Lights on major streets

5.3.15. Building Code Compliance. All new construction, rehabilitation, additions or seismic retrofitting must comply with all state codes/regulations and applicable portions of the Hanford Building Code.

5.3.16. Additions, Renovations, Restorations, and Seismic Retrofits. Many buildings within the Downtown already possess the basic positive characteristics expressed in these guidelines, and care must be taken to not simply "change something for the sake of change".

In some buildings it may be desirable to simplify the front elevation, reducing the number of exterior materials, modifying a complex roof line, or removing a contemporary element which is hiding some original and desired character or detail. Modifications to buildings should be done with consideration for what is existing and how new work will relate to remaining materials and structure, especially in buildings having historical significance, where extreme care and respect for the historic character should be used to guide design.

a. **Additions to Existing Buildings.** Additions should be done with care and sensitivity to assure compatibility between the old and new. In general, any addition to an existing building should reflect one of the following two basic approaches, unless the entire building character is being reinvented by the project:

   - Replication of Existing Character - The design incorporates the proportions, details and features of the existing building or adjacent buildings in a manner very similar or identical to the original construction
   - Interpretation of Existing Character - The new design responds to the existing building "sympathetically" (For example using like proportions in combination with stylized or simplified details inspired by the originals)

b. **Historic Restoration.** Reviving a facing structure can sometimes be a difficult endeavor, but often the rewards are great. Restored buildings are authentic reminders of the past and often are heralded landmarks in their communities. The key to success is thorough research. Historic photos and sometimes even construction plans are stored at local historic societies and museums. Specialty building suppliers can provide traditional components and replacement parts. The National Register of Historic Places and California's Office of Historic Preservation also provides guidelines and resources for historic preservation including The Secretary of the Interior's Standards for the Treatment of Historic Properties.

c. **Seismic Retrofitting.** Where structural improvements for seismic retrofitting intend to affect the building exterior, such improvements should be done with care and consideration for the impact on appearance of the building. Where possible, such work should be concealed; where not possible or practical, the improvements should be planned to carefully integrate into the existing building design. Seismic tie straps, to secure floor and roof framing to the adjacent walls, are one of the most common improvements made today. However, the straps are often installed with no guidance about the careful placement of the ties. Often the tie holes are drilled without alignment or through key features or details, resulting in a haphazard and destructive placement, which can permanently scar the building.

5.3.17. Review Process. These Design Guidelines are to be used as a general tool to guide development and rehabilitation of China Alley. Final designs will be subject to Design Review by the City of Hanford and the China Alley Review Committee.

Buildings within State or Federal Historic District Boundaries or buildings that are listed on the State or National Register of Historic Places shall also be subject to the NEPA and CEQA review requirements of the National Register of Historic Places and California's Office of Historic Preservation.

5.4. IMPLEMENTATION

5.4.1. Current Conditions. Today most of the historic and potentially historic buildings along China Alley, including the famed Imperial Dynasty restaurant and L.T. Sue Herb Building, sit vacant or suffer from rain damage, vandalism, and years of deterioration and disuse. Though China Alley is located in a local historic district, the City of Hanford has neither trained preservation staff, nor established a historic preservation commission, leaving the buildings vulnerable to insensitive development or reuse. In addition, redevelopment funds from the City of Hanford's Redevelopment Agency, which supports the revitalization of China Alley, are no longer available due to state budget constraints. Although the Taoist Temple Preservation Society completed a stunning renovation of China Alley's temple in the early 1970s and is currently restoring two other properties, the organization does not have the financial resources to acquire and rehabilitate all the buildings along China Alley.

5.4.2. Next steps. Moving forward, in time, the following outline steps can be undertaken by the Hanford Community to preserve and protect the China Alley cultural legacy, and move ahead to re-create historic times in a new, vibrant Alley for future generations.

- Continue to pursue private investment in China Alley
- Continue to work with the Taoist Temple Preservation Society on continuing preservation/rehabilitation
- Work with City officials and staff to investigate any potential development assistance or plans for construction of site improvements, infrastructure, landscaping, in compliance with these Guidelines
- Form China Alley Design Review Committee
- Seek State and National historic recognition of other buildings in and around China Alley.
- Promote China Alley as a tourist destination.

CREDITS

1. Downtown Hanford Architectural Design Guidelines/2000.
2. Downtown Hanford Master Streetscape & Street Tree Plan/2000.
3. "Noodles through Escargot" by Arianne Wing and Steve Banister/2011.

CHAPTER 6

Circulation & Mobility

6.0 INTRODUCTION

The Circulation and Mobility section addresses established and planned roadways, bicycle and pedestrian routes, alternative modes of transportation, and pedestrian facilities throughout the Hanford Downtown East Precise Plan study area. The improvements described in this Chapter are intended to support the increase in traffic that will occur with the buildout of the Plan area. The objectives of this section are as follows:

- provide an understanding of the existing circulation conditions in the study area,
- provide a clear vision for the circulation and mobility of the Hanford DEPP area in the future and
- promote a safe and comfortable multi-modal district and pedestrian and bicycle friendly environment

6.1 EXISTING ROADWAY NETWORK

Most travel involves movement through a network of roads. Roads can be classified by their function, meaning the type of service they provide. Typically, functional classifications identify roadways as highways, arterials, collectors, and local streets. The following descriptions identify the roadways in the Plan area as well as the major roadways near the Plan area.

6.1.1 Highways – Highways are major roadway facilities maintained by Caltrans. They are designed for intercity travel and usually have access only from arterial roadways. They vary in size from two-lane roadways to 6-lane freeways. Two highways near the Plan area are:

- **State Route 43 –** State Route 43 is a two-lane highway that runs north-south along the eastern side of Hanford. It can be reached from the Plan area either by travelling north on Tenth Avenue or east on Lacey Boulevard (7th Street in the Plan area). State Route 43 is a major transportation route to Fresno and Yosemite National Park to the north and Corcoran and Bakersfield to the south.
- **State Route 198 –** State Route 198 is a four-lane freeway that runs east-west through the center of Hanford. There is a partial interchange at Tenth Avenue approximately ¼ mile south of the Plan area. State Route 198 is a major transportation route to Lemoore and Interstate 5 to the west, and Visalia and Sequoia National Park to the east. According to the California Department of Transportation, the average annual daily traffic (AADT) along SR 198 near the Plan area was approximately 20,500 trips in 2010.

6.1.2 Arterials – Arterials are typically four- to six-lane divided roadways, with somewhat limited access to abutting properties, and with the primary purpose of moving traffic within and between neighborhoods and to and from freeways. Arterial streets are usually located at approximately one-mile intervals.

- **Tenth Avenue** – Tenth Avenue is a divided four-lane road with a Class III bike route and a posted speed limit of 40 mph. The street

forms the eastern boundary of the Plan area. Access from adjacent parcels to Tenth Avenue is limited. Tenth Avenue was recently renovated to its ultimate width including median landscaping.

- **6th Street** – 6th Street is an undivided two-lane road without bike lanes and a posted speed limit of 35 mph. It is located within the southern portion of the Plan area. The roadway is currently a designated truck route. A number of parcels fronting 6th Street currently have driveway access.
- **7th Street** – 7th Street is an undivided two-lane roadway without bike lanes and a posted speed limit of 25 mph. It is the main east-west street in the Plan area and in Downtown Hanford, west of the Plan area. Diagonal parking is located on both sides of the street. Only a few parcels have driveway access onto 7th Street. East of the Plan area, 7th Street becomes Lacey Boulevard.

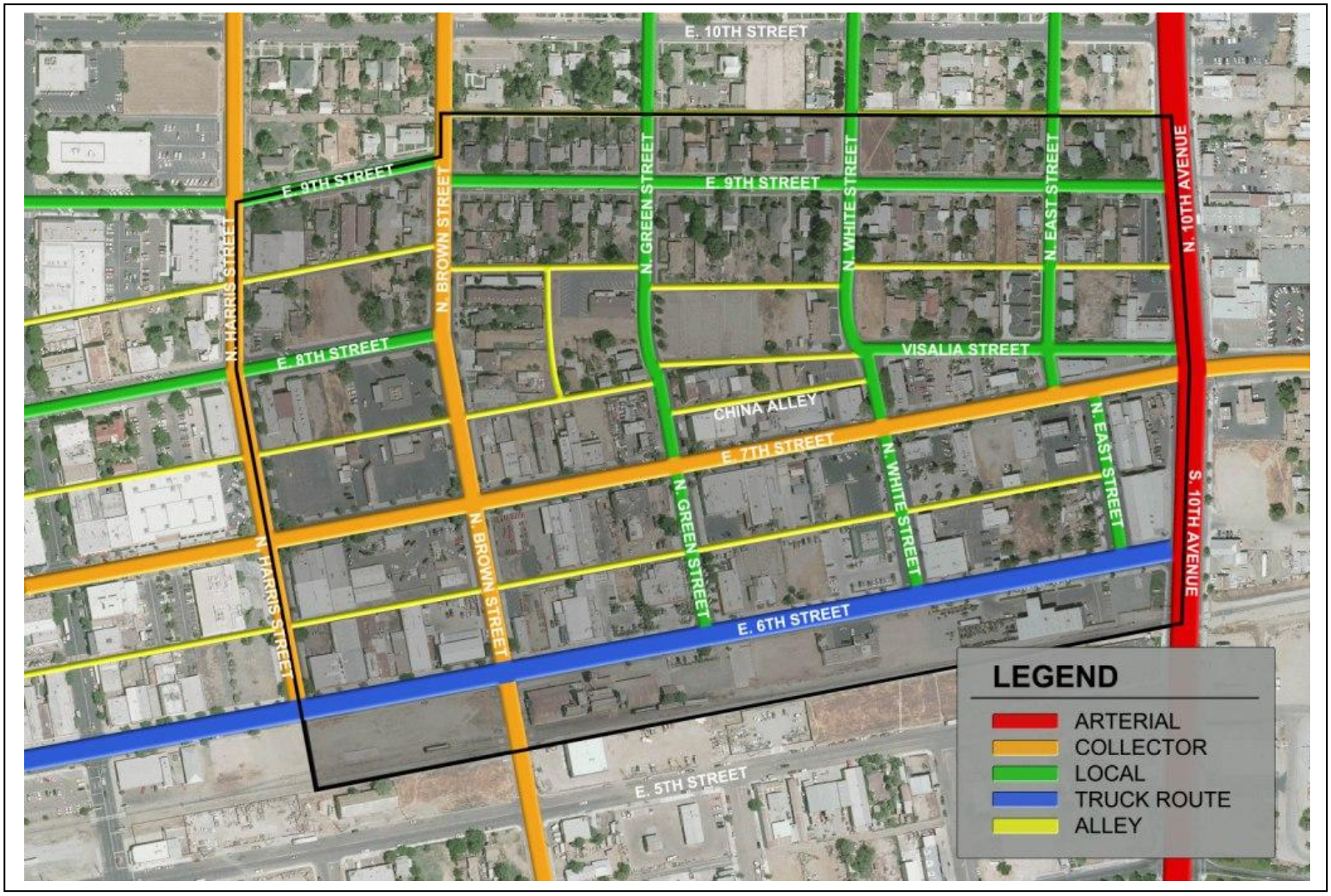
6.1.3 Collectors – Collectors are typically two-lane or four-lane undivided roadways, with the primary function of connecting local street traffic to arterials. They usually provide access to abutting properties. Only one collector street is located within the Plan area.

- **Harris Street –** Harris Street is an undivided two-lane roadway without bike lanes and a posted speed limit of 30 mph. It forms the western boundary of the Plan area. The roadway connects the Plan area and the rest of Downtown Hanford with other neighborhoods north of downtown.

6.1.4 Local Streets – Local streets are typically two-lane roadways designed to provide direct access to properties. They are intended to carry low volumes of traffic and support unrestricted on-street parking. Within the Plan area there are three east-west local streets, 8th Street, 9th Street and Visalia Street, and four north-south streets, Brown Street, Green Street, White Street and East Street. Brown Street, although classified as a collector, connects Downtown Hanford to other neighborhoods both north and south of the downtown and the study area.

6.1.5 Alleys – Alleys are public accessways that provide access to the rear side of parcels, usually in areas that contain a grid pattern of streets. They are typically not considered part of a city's maintained roadway system, but their presence provides additional options for controlling the location of driveways on local and collector streets. Alleys bisect nearly every block in the Plan area and all but one of the alleys runs east-west. Nearly 1.8 miles of alleys are located within the Plan area.

FIGURE 6-1
EXISTING ROADWAY CLASSIFICATIONS



6.2 ROADWAY INTERSECTIONS

There are 23 roadway intersections within the Plan area. The following intersections included in the traffic analysis prepared for the Project, along with their current traffic controls, include:

1.	9th Street / Harris Street	two-way stop
2.	9th Street / Brown Street	two-way stop
3.	9th Street / Green Street	uncontrolled
4.	9th Street / White Street	two-way stop
5.	9th Street / East Street	two-way stop
6.	9th Street / Tenth Avenue	one-way stop
7.	8th Street / Harris Street	four-way stop
8.	8th Street / Brown Street	two-way stop
9.	Visalia Street / White Street	uncontrolled
10.	Visalia Street / East Street	uncontrolled
11.	7th Street / Tenth Avenue	traffic signal
12.	7th Street / Harris Street	traffic signal
13.	7th Street / Brown Street	two-way stop
14.	7th Street / Green Street	two-way stop
15.	7th Street / White Street	two-way stop
16.	7th Street / East Street (north)	one-way stop
17.	7th Street / East Street (south)	one-way stop
18.	6th Street / Harris Street	one-way stop
19.	6th Street / Brown Street	two-way stop
20.	6th Street / Green Street	one-way stop
21.	6th Street / White Street	one-way stop
22.	6th Street / East Street	one -way stop
23.	6th Street / Tenth Avenue	one -way stop

6.3 RECOMMENDED ROADWAY INTERSECTION IMPROVEMENTS

To assess the effect that build-out of the DEPP would have on the surrounding street and highway segments and intersections, a traffic analysis was prepared. The first step was to determine Project trip generation. The estimated project trip generation is shown in Table 6-1.

Table 6-1
Estimated Trip Generation

USE*1	SIZE	DAILY TRIP ENDS	
		RATE	VOLUME
Multi-Family (220)	300 units	6.65	1,995
Hotel (310)	100 rooms	8.17	817
Cinema (444)	8 screens	175.29	1,402
Office (710)	184,000 sq.ft.	11.01	2,026
Shopping Center (820)	190,000 sq.ft	42.94	8,159
Supermarket (850)	45,000 sq.ft	102.24	4,601
TOTAL PROJECT TRIPS			**19,000**
MIXED-USE TRIP REDUCTIONS*1			**1,900**
TOTAL PROJECT TRIPS AFTER MIXED-USE TRIP REDUCTIONS			**17,100**

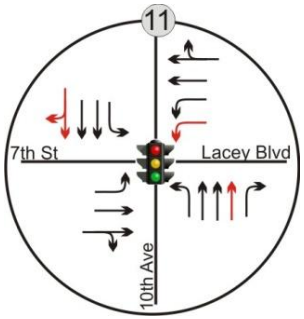
Source: Generation factors from ITE Trip Generation Manual, 7th Edition.

*1 - Mixed Use Trip Generation Model V4 – Fehr & Peers. Reductions include Internal Capture, External Walking, and External Transit.

The type and size of land uses was estimated based on expected build-out. Daily and peak hour Project trip generation was estimated using rates contained in the ITE Trip Generation Manual, 7th Edition. A reduction in traffic due to the mixed use nature of the neighborhood was applied. To facilitate the estimation of trip distribution for the Plan area, the locations of the proposed parking areas and surrounding land uses noted. Engineering judgment was applied to determine the Project trip distribution utilizing knowledge of the Plan area and traffic patterns.

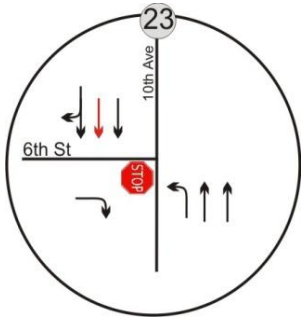
Results of the analysis show that none of the intersections are operating worse than the minimum level of service. Based on the traffic analysis, the following traffic improvements are recommended at four intersections:

7th Street at Tenth Avenue



- Widen the southbound approach to 1 left turn lane and 3 through lanes with a shared right (converting existing right turn lane into a shared through-right lane).
- Widen the westbound approach to 2 left turn lanes and 2 through lanes with a shared right (adding 1 left turn lane).
- Install a northbound right protected overlap phase.
- Widen the northbound approach to 1 left turn lane, 3 through lanes, and 1 right turn lane (adding 1 through lane)

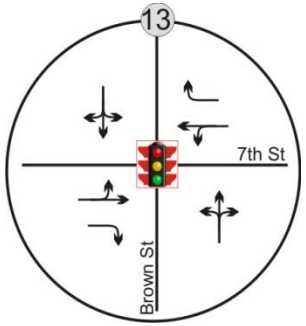
Timeframe: When needed, but prior to 50% build-out.



6th Street at Tenth Avenue

- Widen the southbound approach to 3 through lanes with a shared right (adding 1 through lane)

Timeframe: After 50% build-out; prior to Year 2035.



7th Street at Brown Street

- Install Traffic Signal

Timeframe: After 50% build-out; prior to Year 2035.

6.4 LEVEL OF SERVICE FOLLOWING TRAFFIC IMPROVEMENTS

The City of Hanford has adopted an overall level of service (LOS) standard of C with peak hour LOS standard of D acceptable in some instances. Table 6-2 shows the estimated operations of the four intersections that are proposed for modification. In most cases, the recommended improvements will meet the City's LOS objectives of a peak hour level of service D and level of service D or better in other hours of the day. The two exceptions indicate level of service E or F in the peak hours for Year 2035 conditions at two intersections.

At the intersection of 6th Street and Tenth Avenue, the eastbound right turn onto Tenth Avenue is controlled by a stop sign and is expected to experience level of service F in the AM peak hour. Delay is estimated as

high as 90 seconds. However, even LOS of E is expected to occur with no additional development. It is considered preferable to tolerate the delay for this one right-turn movement rather than install a traffic signal, which would unduly delay northbound and southbound through traffic on Tenth Avenue.

At the intersection of 7th Street and Tenth Avenue, level of service E is expected in the PM peak hour, with delays as high as 80 seconds. However, slow moving traffic with speeds of 15mph or less is safer for pedestrians and is desirable to retailers who front the City's "main street". In addition, calming techniques are intended to slow traffic. Again, this would still occur even if no additional development occurred in the Plan area. Right-of-way constraints do not allow for any more widening beyond what has already been recommended.

6.5 PROPOSED BIKEWAYS

The City of Hanford has adopted a comprehensive bicycle plan as part of the County Regional Transportation Plan. The City of Hanford General Plan and the Bicycle Plan promote the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along major roadways and off-road systems as part of open space and recreation amenities.

Currently there is a Class III bike route with striping along Tenth Avenue. There is also an existing Class III bike lane along Douty Street with plans to upgrade it to a Class III striped bike lane. The City of Hanford has plans to construct a bike path parallel to the San Joaquin Valley Railroad alignment in the future.

The Hanford DEPP includes planned Class II bike lanes along 6th Street

Table 6-2
Intersection Operations Following Traffic Improvements

INTERSECTION	PEAK HOUR	EXISTING WITH PROJECT		YEAR 2035 WITHOUT PROJECT		YEAR 2035 WITH PROJECT	
		DELAY	LOS	DELAY	LOS	DELAY	LOS
7th Street-Lacey Boulevard / 10th Avenue	AM	36.5	D	42.5	D	46.4	D
	PM	41.2	D	52.9	D	54.6	D
7th Street / Brown Street	AM					29.1	C
	PM					36.4	D
6th Street / 10th Avenue	AM			19.7	C	22.1	C
	PM			11.8	B	13.0	B

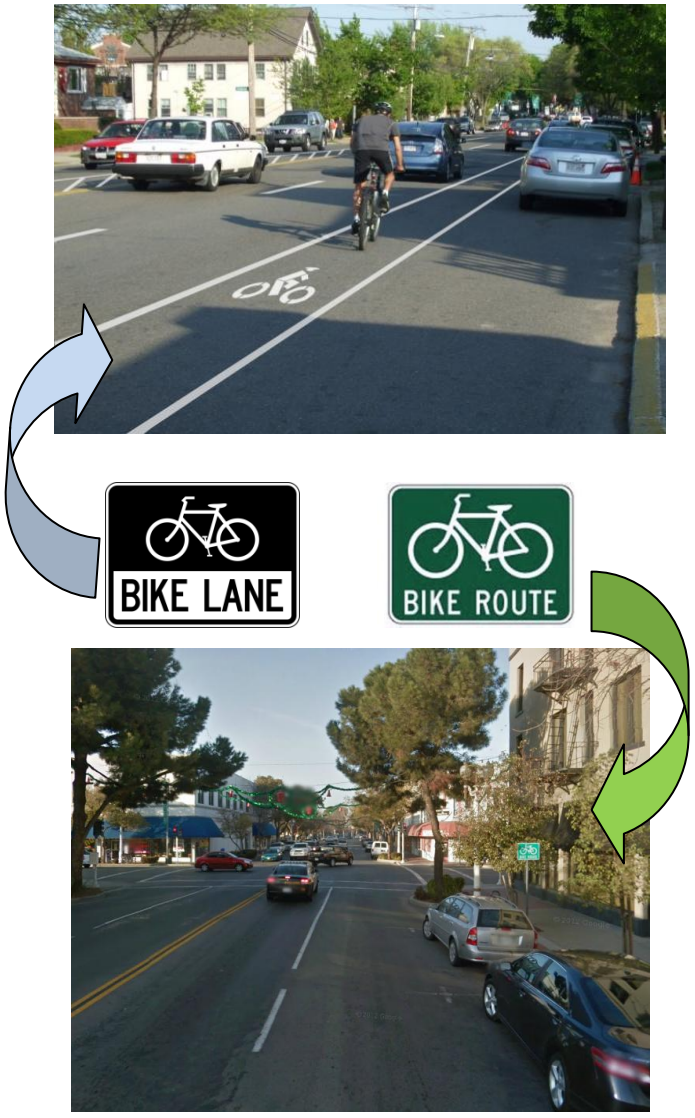
DELAY is measured in seconds

LOS = Level of Service / **BOLD** denotes LOS standard has been exceeded

Shaded cells denote that mitigation is not needed for this scenario

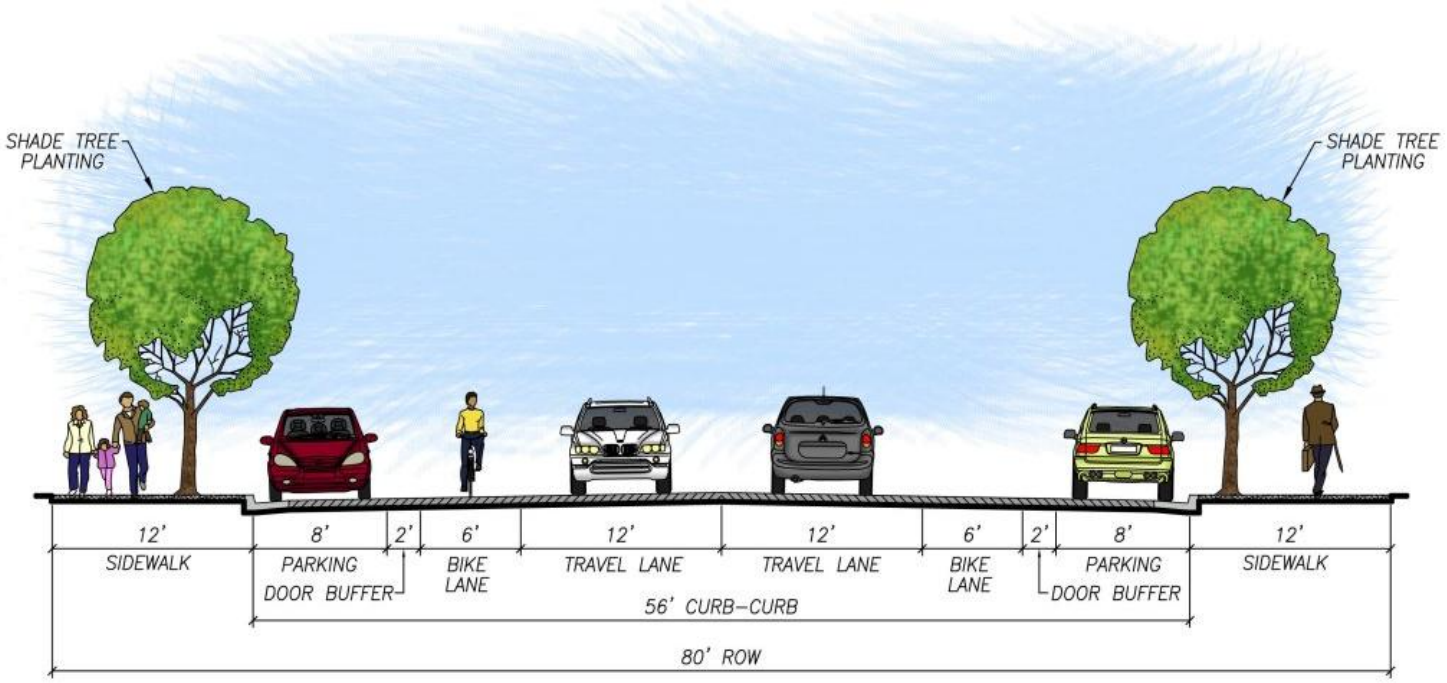
which will link the existing bike route along Tenth Avenue with the existing bike lane along Douty Street and the planned Class III bike route along Eleventh Avenue.

The planned bike lane along 6th Street will include a door buffer of 2 feet due to the parallel parking that will be adjacent to the bike lane (see Figure 6-2). The proposed cross section for 6th Street includes two twelve (12) foot travel lanes, eight (8) foot width parallel parking lanes on both sides, and two six (6) foot bike lanes with door buffers.



Douty Street, Downtown Hanford

FIGURE 6-2
6TH STREET ROADWAY CROSS SECTION



6.6 TRUCK ROUTES

When a truck route is established and designated by appropriate signs, the operator of any commercial vehicle exceeding a gross weight limit of five tons must drive and park only along the truck route. 6th Street from Tenth Avenue to Eleventh Avenue is currently designated as a truck route.

Part of the vision for the Hanford DEPP area is to provide pedestrian and bicycle friendly access along 6th Street. The presence of a truck route along 6th Street conflicts with this purpose. Therefore, the Hanford DEPP recommends removing the truck route designation from 6th Street. This separate process will involve City of Hanford Engineering staff, the Planning Commission, and the City Council amending the appropriate City ordinance. 3rd Street and 4th Street are also designated as truck routes. Both of these roadways provide access from Tenth Avenue and Eleventh Avenue just as 6th Street does. Removing the truck route designation on 6th Street will not create a substantial or significant impact to truck traffic due to the close proximity of 3rd and 4th Streets.

6.7 PUBLIC TRANSPORTATION SERVICES

The City of Hanford and the surrounding area are served by a number of public and privately operated transportation organizations. The following is a description of these transportation services.

6.7.1 Public Transit Service

The largest provider of public transit services within Kings County is the KCAPTA. Kings County Area Public Transit Agency (KCAPTA) is an intra-governmental agency supported by Hanford, Avenal, Lemoore, and Kings County. The agency operates the Kings Area Rural Transit (KART), which is made up of three types of service in Hanford. .

KART began a scheduled fixed route bus service for Hanford in July of 1991. The scheduled bus service operated Monday through Friday from 7:30 a.m. to 11:00 p.m. Expansion of the service is planned as new retail developments are built. Ridership is estimated at 47,000 (45,000 fixed and 2,000 dial-a-ride) per month with 5 route buses. The KART dial-a-ride services operate from 7:00 am to 11:00 p.m. Monday through Friday and on Saturday, from 9:00 a.m. to 4:00 p.m.

Seven intercity bus service routes on fixed schedules provide service from the Hanford Amtrak Station to Lemoore, Avenal, Corcoran, Lemoore Naval Air Station, Visalia, Laton, and Fresno.

KART's Hanford intracity bus service includes seven fixed routes that all originate and end at the Hanford Amtrak Station. Buses run at 1-hour intervals. Within the Plan area, Route 2 travels eastbound along 7th Street with stops at the intersection of 7th/Brown Streets, and midblock between White and East Streets. Route 3 also travels through the Plan area westbound along 7th Street with stops at the intersections of 7th/White Streets, and 7th/Brown Streets.

Part of the vision for the Hanford DEPP area is to provide additional transit along 7th Street. KART currently has two bus routes that operate on 7th Street, but both operate on one-way loops that include 7th Street rather than providing a single route that travelers can use to go either way. It would be ideal to provide a bus route that would operate in both directions along 7th Street that would go from the train station to Tenth Avenue at a 15-minute headway.

One of the challenges that KCAPTA faces today is a lack of funding, which has caused them to reduce the amount of service they provide. In addition, one of the issues with providing more stops along 7th Street is the presence of parallel and diagonal parking. The 35-foot buses need approximately 40-45 feet of space to stop, which would eliminate some of the parking along 7th Street.

Despite the present challenges, the long term vision for the Hanford DEPP area is to provide more frequent two-way service along 7th Street. In consultation with KCAPTA staff, it is reasonable to expect, that with the land use intensities proposed in the Hanford DEPP area, that a two-way bus route would be feasible along 7th Street in the future. The KCAPTA transit system will expand in accordance with the market demand for transit. The Hanford DEPP will provide for more mixed uses, including increased residential density, personal services, and entertainment, which will create a demand for a greater frequency of transit in the area. KCAPTA is on board with the overall concept of providing more frequent transit in the downtown east area and will be involved with the planning and development of the transit system in the Project area.

6.7.2 Passenger Rail

Hanford is served by AMTRAK passenger rail service on tracks owned by the Burlington Northern and Santa Fe Railroad. The Hanford AMTRAK station is located at Santa Fe Street and 7th Street, about ½ mile west of the Plan area. Several northbound and southbound trains operate through the community each day. Northbound service connects Hanford with Fresno, the San Francisco Bay Area and Sacramento, while southbound service connects to Bakersfield and Southern California. AMTRAK Feeder Bus Service is also provided to and from the Hanford station to Porterville, Lindsay, and Visalia in Tulare County.

6.7.3 Freight Rail Service

Burlington Northern and Santa Fe Railroad also provide freight service to the Hanford area, along the same tracks as the AMTRAK service. Combined, the number of trains operating is between 40 and 50 trains per day on the system.

The San Joaquin Valley Railroad operates a limited freight schedule of one train per day on the tracks that define the south side of the Plan area. The track is owned by Union Pacific Railroad. Tracks were upgraded a few years ago, and it is likely that the number of trains could increase in the future.

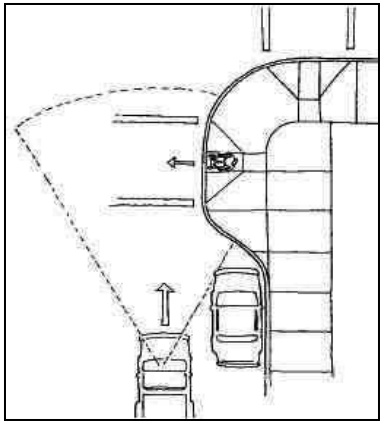
6.7.4 Downtown Trolley or Circulator Service

During several of the public workshops and Steering Committee meetings, the suggestion to explore the potential of creating a downtown trolley service was identified similar to the Visalia Towne Trolley. The Visalia Towne Trolley circulates passengers from downtown parking structures, the convention center, Visalia Rawhide baseball, the Tulare County Courthouse, and shopping on Main Street for 25 cents. The Hanford service could move people from the AMTRAK station, China Alley, hotels, Hanford Fox Theater, downtown shopping locations, and other sites as determined. A more detailed route and its stops would need to be identified. The City would need to look at several options including purchasing a vehicle or working with KART and/or the local Visitor Agency.

6.8 TRAFFIC CALMING

Traffic calming involves the installation of physical features that naturally encourage drivers to reduce vehicle speeds thereby improving overall traffic safety for both drivers and pedestrians. Traffic calming creates physical and visual cues that cause drivers to travel at slower speeds. The Hanford DEPP will include various traffic calming features in the project area. Three types of traffic calming measures will be applied to the Plan area: bulb-outs (also called curb extensions), special crosswalk paving, and mid-block crossings. The planned locations for these traffic calming features are depicted in Figure 6-3. The specific design of these features would be determined by the City of Hanford.

6.8.1 Bulb Outs/Curb Extensions



Bulb outs, or curb extensions, extend the sidewalk at street intersections into the parking lane to narrow the roadway and provide additional pedestrian space. They enhance pedestrian safety by increasing pedestrian visibility, shortening crossing distances, slowing turning vehicles, and visually narrowing the roadway.

6.8.2 Special Paving in Crosswalks

Special paving in crosswalks alerts drivers to expect crossing pedestrians and direct pedestrians to desirable crossing locations. When used consistently in a neighborhood, they signal to both drivers and pedestrians that they are in a special place. If special paving is used, the required crosswalk striping will need to be included. If special paving is not used, marked crosswalks would be an acceptable means to provide pedestrian access at intersections and mid-blocks.

6.8.3 Mid-Block Crossings

Mid-block crossings add to the convenience of walking. They also have a tendency to slow vehicular traffic. This enhances the pedestrian setting in the block and increases safety. Mid-block crossings can also make access to rear parking lots more convenient when combined with a mid-block accessway to the alley and the parking behind a building. The downtown core already has well designed and popular mid-block crossings.

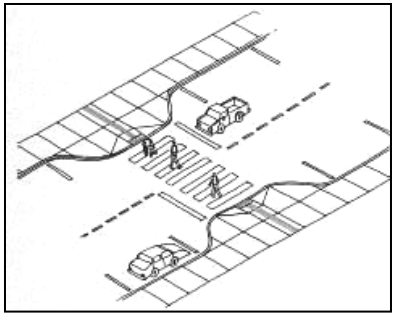


FIGURE 6-3
TRAFFIC CALMING LOCATIONS

CHAPTER 7

Infrastructure

7.0 INTRODUCTION

7.1 POTABLE WATER: DISCUSSION AND OBSERVATIONS.

7.1.1 General. The study area has a city owned and operated water system mostly consisting of 12", 8", and 6" diameter water lines serving the area. The water supply comes from city owned deep wells that pump groundwater. The city system also includes storage tanks, wells, pumps and other facilities. These facilities are mainly located outside the study area. The city system provides a more than adequate water supply to the study area. Most of the pipelines in the study area are either of AC or PVC construction and are less than 50 years old. However, there are a few 4" lines and several lines, which are either steel or cast iron. Most of those were installed between 1920 and 1950. These lines are serviceable now, but will likely be replaced by the city as part of a maintenance program in the coming years.

7.1.2 Loop System. There is a primary loop around the study area consisting of modern 12" or 8" lines in 10th Ave, Douty Street, Tenth Street and 4th street. Additionally there is a 12" line along the entire length of Seventh Street connecting Douty and 10th Ave. This looped system should provide adequate fire flow for the area. The portion of the study area north of Seventh Street between Harris and Green Streets may need replacement of some of the 4" and steel or cast iron lines to satisfy Fire Flow demands on an individual basis, if proposed structures are large or have high fire flow demands. Except for large structures, fire flow will most likely be adequate without upgrade, and in some areas, large structures will be fine without upgrade.

7.1.3 Water Lines in Alleys. Much of the study area has water lines in the alleys. Frequently those lines provide domestic service while larger lines in the streets provide primary fire flow. The lines in the alleys and streets are generally connected to each other. Sixth Street between Harris and Green, and Eighth Street between Harris and Brown, do not have water lines. Therefore, if a project is proposed that occupies an entire block and abandons the alleys then a rerouting of water lines may be required.

7.1.4 Fire Hydrants. Fire hydrants are adequately placed throughout the district. However, additional hydrants may be required if a building sprinkler system is installed.

7.1.5 Summary. The existing water system is adequate for the contemplated redevelopment. The preliminary assessment of the water system involved a general review of the water system for its general ability to provide adequate water quantities to the study area. The assessment did not include review of water pressures, specific fire flow demands, building water demands and other factors for specific locations or uses.

7.2 SANITARY SEWER: DISCUSSION AND OBSERVATIONS

7.2.1 General. All sewer lines in the study area are gravity sewer lines. The entire area (except for Sixth Street between Green and 10th Ave) drains into the Irwin Street trunk line. From there it drains south to the City Waste Water treatment Plant on Houston Ave.

7.2.2 Capacity. There appear to be no significant capacity issues within the study area. However, there may eventually be some capacity issues with the Irwin Street trunk main south of the study area. There are sections of that line in poor condition, with adverse grade and inadequate size. The city reports that it intends to upgrade this line sometime in the future, if and when needed. That section of line is near capacity. A typical conservative city staff review of capacity for a new use with a large waste discharge would show concern about being able to provide service without upgrading the sanitary sewer system. The current City Assistant Public Works Director is unconcerned. His office is monitoring that line's performance continuously and providing whatever maintenance is necessary to maximize capacity. He states that if the line ever failed to adequately function, the city would do what is necessary to upgrade it so as not to inhibit redevelopment. Furthermore, his office has studied the matter and believes the amount of redevelopment possible in the study area can be accommodated without further expansion of the subject trunk line.

7.3 STORM DRAINAGE: DISCUSSION AND OBSERVATIONS

7.3.1 General. Storm drainage for the study area is by surface flow into inlets and gravity pipes, which drain into the Brown Street Basin or the East Fifth Street basin. The East Fifth Street basin accepts water from a lift station at the intersection of Sixth Street and the Railroad via a pipeline in Fifth Street. The city has made a number of improvements to the storm drainage in the last 20 years, which have solved most of the previous flooding problems.

7.3.2 Flooding Potential. The only current area subject to flooding is near the intersection of Visalia and East Streets. Current city capital Improvement budgets allocate a budget to fix that problem. For the purposes of this study, it is assumed it will be fixed during fiscal year 2012-13.

7.3.3 Impact of New Development. The study area will create an increased amount of storm water runoff as the area redevelops adding more roofs and paved parking lots. However, the increase will not be as great as would be if virgin land were instead converted to urban uses. Significant paved areas and roofs already exist in areas, which would merely be replaced with similar amounts of runoff. Complete area redevelopment is estimated to increase run off by up to 15% to 20%. This increase will have little effect during normal rain events. Considerable development, or redevelopment, can occur before any reevaluation of possible flooding, and solutions to that flooding if any, might occur.

7.4 DRY UTILITIES

7.4.1 Key Issues. Quad Knopf has conducted a preliminary study of the project area by receiving utility plat maps from Southern California Edison (SCE), AT&T, Comcast, and Southern California Gas, showing existing aerial and buried facilities within the limits of the project. Coordination and notification would be required with each utility to support future upgrades to their infrastructure to accommodate new developments, as required.

The City may want to consider undergrounding overhead utilities within three (3) alleys to become more pedestrian friendly in nature. The City would have the option of declaring an Underground District and utilizing Rule 20A funds, if available, for SCE's facilities.

Undergrounding may also take place without declaring Underground Districts by utilizing a Rule 20C option, which the City would be responsible for paying the entire costs of the underground.

Should it be determined that overhead relocations are required within the alleys to support the project, the City may wish to approach Southern California Edison and seek an approval for a Rule 20B option. This option would allow SCE to credit the underground project for the costs of the overhead relocations, and the City pays the difference, if approved.

If relocations are required on a City project to support street improvements, then AT&T and Comcast typically relocate at their expense.

7.4.2 Phase 1. Currently, the area within Phase 1 has both residential and commercial development, and is served by Southern California Edison (SCE), AT&T, Southern California Gas Company, and Comcast. The suggested development options within the Precise Plan may require utility companies to upgrade their existing infrastructure to support the increase in housing, should a senior housing development and mixed use development be constructed. The utilities will upgrade facilities on an as-needed basis and upon demand.

Phase 1 has a mixture of aerial and buried facilities within the alleys and along the main streets. Rerouting of aerial facilities within the alleys that could have a high concentration of pedestrian traffic may be an option and would need to be approved by the respective utility company. Undergrounding within these areas is also an option, should the City deem it necessary, and would require approval of the respective utility company.

In addition to undergrounding and relocation of existing aerial facilities, existing streetlights can be retrofitted to decorative lights and pedestrian lighting to make the area more aesthetically pleasing. The cost for decorative lights would be in the range of $3,500 to $4,500 per light, depending upon the type selected. The City's downtown core currently installs double and single "acorn" light standards on white fluted poles. Most lights are available in varying ranges of wattage and lumens to provide the ambiance this City is seeking.

Suggested locations of undergrounding within Phase 1 would be along Visalia Street and China Alley. The estimated costs to underground SCE facilities are typically within the range of $400.00 to $500.00 per foot, depending upon the number of SCE circuits on the poles. If the poles have high transmission lines, this cost would increase significantly. High transmission lines typically remain on the poles due to the cost, and the distribution lines undergrounded.

AT&T and Comcast are also on the poles and their costs to underground could range between $150 to $250 per foot, depending upon the size of the cable and the types of services provided, such as T1's, high speed internet, business class cable, etc.

AT&T also has an existing underground system with manholes along the south side of Visalia Street that would need to be protected in place, and runs through the entire project limits.

The costs to upgrade the infrastructure to accommodate the increase in demand would be on a case-by-case basis, and depending upon the increase in electrical and gas loads, the allowances could offset any costs.

AT&T and Comcast typically do not charge to upgrade facilities due to demand within an area they are currently serving. However, this too would need to be addressed on a case-by-case basis, and analyzed at the time the City is ready to move forward with the renovations, and new construction.

7.4.3 Phase 2. The area within Phase 2 has some residential, but is mostly comprised of commercial development. As with Phase 1, the suggested development options within the Precise Plan may require that utilities upgrade their existing infrastructure to support the increase in mixed use development, commercial, and hospitality core options. The utilities will upgrade facilities on an as-needed basis and upon demand.

Undergrounding would be recommended in the alley running north and south, between Brown and Green Street, south of 9th Street. The same rules and cost estimates would apply within Phase 2 and stated in the above report for Phase 1.

The areas requiring utility upgrades would be solely dependent upon the City's final decision as to what type of development they choose, and depending on the location of a mixed use area with hotel. Phase 2 can also be upgraded to decorative street lights and pedestrian lighting, with the same options available within Phase 1.

CHAPTER 8

Plan & Policy Compliance

8.0 INTRODUCTION

The Hanford Downtown East Precise Plan is consistent with the policies of the City of Hanford General Plan, the San Joaquin Valley Blueprint Plan, the SB 375-- Sustainable Communities Strategy and Climate Protection Act, and the Global Warming Solutions Act of 2006. In addition, the City of Hanford 2010 Architectural Façade Guidelines and Streetscape Master Plan will be the guidelines for development in the Downtown East Precise Plan area. Chapter 4—Development Regulations—serves to supplement and enhance these guidelines where appropriate and to provide a greater degree of certainty to the desired character of the project area.

8.1 CITY OF HANFORD GENERAL PLAN

The information identified in the following pages is based on the City of Hanford General Plan adopted in June, 2002. The General Plan states that it is "meant to serve the City for the next 5 to 10 years". The following goals and policies represent only those that are pertinent to the Downtown East Precise Plan area. Compliance with the General Plan policies is identified after each Objective.

8.1.1 Open Space, Conservation & Recreation Element

a. Goal: Designate, conserve and protect open space, peripheral agricultural areas, recreational, and historic/cultural resources in the Hanford Planning Area for current and future residents of the City.

b. Objective OCR 1: Support preservation of existing agricultural lands at the periphery of the Hanford Planning Area.

- By promoting development and revitalization of infill sites in Downtown East, the need for suburban development and development that encroaches on agricultural lands is reduced.

c. Objective OCR 6 (AQ): Guide urban development toward vacant or under-used land within the urbanized area and direct new growth toward contiguous lands to protect agricultural lands and other open spaces used for the managed production of resources from premature urban development.

- Vacant and underutilized sites (i.e., empty parking lots) are sites earmarked for mixed use and/or higher density residential development. By promoting development and revitalization of these sites in Downtown East, agricultural lands and other open spaces are further protected from the encroachment of fringe development.

d. Objective OCR 8: Promote the conservation of water within the Hanford community.

- On-going water conservation measures such as the Model Water Efficient Landscape Ordinance AB 1881 will be enforced.
- The "Hanford Downtown East Precise Plan" provided a list of preferred and recommended plant materials (see Appendix) that include native and drought tolerant trees, shrubs, vines, groundcover, and turf that will be allowed. The required use of plants identified on this list will promote water conservation in the Hanford community. Projects submitted to the City shall be required to select plants from the preferred and/or recommended tree lists.
- All other limitation measures enacted by the City Council to reduce water consumption shall be maintained.
- The landscape and irrigation plans shall comply with the Model Water Efficient Landscape Ordinance as required by the State of California.

e. Objective OCR 12: Preserve and establish cultural and historic resources.

- The Downtown East Precise Plan identifies implementation action plans that include: "Determine buildings and sites for listing on State and National historic registries. Identify grants, funding sources, tax credits, programs, etc. (i.e., Mills Act)" and "Request/apply for listing of the Japanese Laundry and Temple Theater to the National Registry of Historic Places; include them with China Alley as part of a "history walk".

f. Objective OCR 14: Develop public parklands at the neighborhood and community levels to meet the recreational needs of current and future residents of Hanford.

- Two parks and an outdoor "Mercado" space are planned to be within a 3-minute walk from existing and new residents in the Downtown East area.
- Proposed neighborhood parks are approximately one half acre.
- All parks are visible from an adjacent street.

8.1.2 Circulation Element

a. Goal: Plan for, Create, and Maintain Efficient, Cost Effective, Safe, and Coordinated Multi-modal Circulation System, Serving the Needs of a Variety of Users.

b. Objective CI 1: Establish a circulation pattern that is consistent with the land use patterns of the City.

- No major roadways, arterial or collector streets, are being altered as a result of this plan.
- Traffic studies of affected arterial, collector, and local streets is required as part of the environmental assessment of this project. The proposed project does not forecast significant impacts to the level-of-service.
- New driveways have numerous limitations as a result of this plan. No new driveways are permitted access to Tenth Avenue. Except for the south side of 6th Street, new parking lots are required to have alley access. No new parking lots will be permitted between buildings and a street. Driveways to parking structures will be permitted on a case-by-case basis and as approved by Public Works.

- Truck traffic is planned to be rerouted from 6th Street to 3rd and 5th Streets in order to provide a safer environment for bikes, pedestrians, and passenger vehicles and to promote an active and walkable urban environment of the 6th Street corridor. A public notification will be required by the City prior for this change.

c. **Objective CI 2: Provide timely and effective means of programming and constructing street and highway improvements to maintain an overall Level of Service of "C", with a peak hour Level of Service of "D" as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council) or better unless the City's design considerations or other public health, safety, or welfare factors determine otherwise.**

- The Precise Plan includes a traffic analysis of existing and future conditions that determines levels of service for roadway facilities. The traffic analysis was conducted using the Synchro signal timing and capacity program which relies on methodologies of the Highway Capacity Manual. Roadway conditions have been analyzed with the project implemented and roadway improvements recommended. In most cases, the recommended improvements would meet the General Plan level of service objectives of a peak hour level of service D and level of service or better in other hours of the day. The two exceptions indicate level of service E or F in the peak hours for Year 2035 conditions at two intersections. However, slow moving traffic with speeds of 15mph or less is safer for pedestrians and is desirable to retailers who front the City's "main street". In addition, calming techniques are intended to slow traffic. At the intersection of 6th Street and Tenth Avenue, the eastbound right turn onto Tenth Avenue is controlled by a stop sign and is expected to experience level of service F in the AM peak hour. It is considered preferable to tolerate this delay for one movement rather than install a traffic signal which would delay through traffic. At the intersection of Lacey Boulevard/7th Street/Tenth Avenue, level of service E is expected in the PM peak hour, but right-of-way constraints do not allow for widening beyond what has already been recommended.

d. **Objective CI 3 (AQ): Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.**

- The Precise Plan includes a traffic and transportation analysis that provides for an efficient transportation system. Traffic conditions with the implementation of the project have been analyzed and roadway improvements have been recommended to minimize traffic congestion. Traffic forecasts and roadway improvements from the Kings County Regional Transportation Plan have been incorporated into the analysis in order to provide consistency with the regional transportation planning process.

e. **Objective CI 5: Provide adequate parking and loading facilities while encouraging alternative means of transportation.**

- The Precise Plan requires that all new development provide adequate parking to meet the needs of proposed uses either on site or through the City's fee-in-lieu program except that all parking for residential uses shall be provided on site.

- The Precise Plan includes a parking reduction of 25% for both mixed use commercial and mixed use residential land uses.
- No arterial roadway separates parking facilities for commercial uses from the parking demand generator.
- Chapter 9-- Implementation Plan includes an action plan for the City to review existing parallel parking to be replaced with diagonal parking in order to increase the number of on-street parking spaces for short term users.

f. Objective CI 7 (AQ): Develop a public transit system addressing both local and regional facilities while encouraging alternative means of transportation.

- One of the action plans for implementation of the Precise Plan is to work with KART (Kings Area Rural Transit) to identify a stop in Downtown East (i.e., 7th Street at China Alley), increased service, and improved/enhanced bus stop(s).
- One the action plans for implementation of the Precise Plan includes planning for a trolley service that circulates throughout the Downtown Core and Downtown East area with stops at the AMTRAK station, China Alley, and other notable downtown destinations.
- Alternative modes of transportation such as pedestrian and bicycle facilities will be improved and enhanced including bike lanes and sidewalk improvements along 6th Street, shaded walks, lighting, and street furnishings throughout the remainder of the project area.

g. Objective CI 8: Promote maximum opportunities for pedestrian traffic throughout the City by continuing to develop and maintain a safe sidewalk system that facilitates pedestrian access, including disabled persons accessibility to public transit for commuting, recreation or other purposes.

- Pedestrian facilities will be improved and enhanced including bike lanes and sidewalk improvements along 6th Street, shaded walks, lighting, and street furnishings throughout the remainder of the project area.
- In conjunction with the planned "Kings County Regional Bicycle Plan" dated May 11, 2011, the City of Hanford plans to connect the existing Tenth Avenue bikeway to the Eleventh Avenue planned bikeway via 6th Avenue in Downtown East.
- Pedestrian improvements and traffic calming measures are identified in the Precise Plan that includes shaded sidewalks, mid-block crossings, bulb outs, and intersection crosswalks.

h. Objective CI 9: Develop a vehicular circulation system that is safe and sensitive to adjoining land use.

- The existing system is being enhanced to slow traffic and make it safer for pedestrians and bicyclists.
- Planned residential areas are located on the north side of the project area away from the SJVR (San Joaquin Valley Railroad).
- 6th and 7th Streets will remain as the primary east-west corridors that link Tenth Avenue to Downtown Hanford. 8th and 9th Streets will not be impacted with this same east-west movement of vehicular traffic.

i. Objective CI 10 (AQ): Contribute towards improving the air quality of the region through more efficient use of private vehicles and increased use of alternative transportation modes.

- Housing is planned within walking distance to the jobs that will result from the planned commercial development in Downtown East.
- The Downtown East is being planned as a "park once" environment whereby visitors and Hanford residents are encouraged to park their vehicles and walk to various destinations, shops, and offices throughout the Downtown East project area.
- See also Section 8.1.2.f.

8.1.3 Housing Element

a. Objective HOU 3.5: Adequate Sites - Facilitate the construction of new housing through the provision of adequately zoned sites to meet Hanford's housing needs allocation of 5,758 units.

- A variety of housing types are allowed by right in Downtown East for up to 300 dwelling units. Specific areas are dedicated for housing, and additionally, housing is allowed in most commercial zoned areas on upper floors.

b. Objective HOU 3.7: Planned Unit Development - Continue to utilize the PUD process to encourage unique design and develop housing that addresses site constraints.

- The entitlement processing is handled within the Plan as a comprehensive PUD that allows the City to cut "red tape" and set up standard conditions of approval for uses that would normally require a use permit.
- A variety of housing types are allowed in the Plan, which reduces the restraints to housing by simplifying the entitlement process and setting clear unambiguous design standards.

8.1.4 Public Facilities and Services Element

a. The goals of the Public Services and Facilities Element are:

- **To provide sufficient levels of public facilities and services based upon timely planning and adequate funding.**
- **To ensure adequate water quality and quantity to meet both existing and planned needs.**
- **To ensure appropriate waste stream reduction through education, recycling, and other means.**
- **To ensure adequate wastewater collection and treatment to meet both existing and planned needs.**
- **To ensure adequate wastewater collection and treatment to meet both existing and planned needs.**
- **To ensure adequate storm water collection and treatment to meet both existing and planned needs.**
- **To ensure that city services are able to keep pace with demand.**

b. Objective PF 1: Provide sufficient levels of facilities and services prior to or concurrent with planned development.

- Proposed development is located in an area of the City with existing infrastructure.
- Proposed development is located within the City's Urban Limit Line.

c. Objective PF 4: Provide an adequate supply of quality water to support the General Plan level of development.

- Since the Precise Plan is not a "new area", no extension of water service will be required as a result of proposed development.
- The preliminary assessment of the water system involved a general review of the water system for its ability to provide adequate water quantities to the study area. The existing water system is adequate for the contemplated redevelopment. The assessment did not include review of water pressures, specific fire flow demands, building water demands and other factors for specific locations or uses.

d. Objective PF 5: Provide adequate water infrastructure.

- See 8.1.4.c.

e. Objective PF 6: Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and future development of General Plan build-out.

- There appears to be no significant capacity issues within the study area. However, there may eventually be some capacity issues with the Irwin Street trunk main south of the study area. There are sections of that line in poor condition, adverse grade and inadequate size. The city reports that it intends to upgrade this line sometime in the future. That section of line is near capacity. A new use with a large waste discharge may not be able to be served without upgrading the sanitary sewer system. If a large sewer user is proposed in the study area, an evaluation of the system's capacity will be necessary and mitigation measures may be required to ensure adequate service.

f. Objective PF 7: Provide a storm water drainage system that serves the General Plan level of development in a planned and orderly manner.

- The study area will create an increased amount of storm water runoff as the area redevelops adding more roofs and paved parking lots. However, the increase will not be as great as it would be if virgin land were instead converted to urban uses. Significant paved areas and roofs already exist in areas, which would merely be replaced with similar amounts of runoff. Complete area redevelopment is estimated to increase run off by up to 15% to 20%. This increase will have little effect during normal rain events. Considerable development, or redevelopment, can occur before any reevaluation of possible flooding, and solutions to that flooding if any, might occur.

g. Objective PF 8: Maintain storm drainage facilities to preserve their function and capacity.

- See 8.1.4.fabove.

h. Objective PF 9: Provide timely, functional, safe, and attractive public buildings in order to provide high levels of public service.

- The project area is currently being considered for a police station. No other public buildings are being considered although they are permitted. The city is encouraged to comply with the Development Regulations of this Precise Plan to the extent feasible.

i. Objective PF 10: Provide adequate public utilities.

- The suggested development options within the Precise Plan may require utility companies to upgrade their existing infrastructure to support the increase in housing, should a senior housing development and mixed use development be constructed. The utilities will upgrade facilities on an as-needed basis and upon demand.

j. Objective PF 11: Support adequate solid waste disposal capacity.

- Solid waste collection is handled by the City of Hanford and solid waste disposal is directed to a Kings County operated facility. Solid waste collection and disposal for new development is regulated by the City's Municipal Code.

8.1.5 Land Use Element

a. The goals of the Land Use Element are to:

- **Preserve and Enhance the Quality of Life for Hanford Residents without significant degradation to the natural or man-made environment.**
- **Provide for a Balance of Housing, Public Services and Facilities, and Jobs for all who choose to live in Hanford.**
- **Revitalize and Preserve the Historic Character of the Original Townsite while Planning for Growth to Support Increases in the Demand for City Services.**

b. Objective LU 1: Maintain a balance between the cost of providing efficient community services and the benefits associated with continued growth.

- Since the plan area is roughly in the center of the city where community services are already being provided, the increased growth will not require an outward expansion of those services like development on the edge of the city would require.

c. Policy LU 1.1: Development proposals shall be reviewed to ensure that impact on public services and facilities, and significant environmental impacts have been mitigated to the extent feasible.

- The DEPP includes special conditions to mitigate the impacts typically associated with certain land uses.
- Environmental impacts from the amount of development that could occupy the area is less than typical because the site is in the center of the city where natural environmental effects are almost non-existent and other impacts like traffic can be accommodated by the existing infrastructure.

d. Objective LU 2: Develop and maintain a pattern of residential land uses that provides for a variety and balance of densities.

- A variety of housing types is allowed by the plan on almost all properties within the plan area. Mixed use residential is permitted in a majority of the project area and urban residential product types are permitted in the northern fourth of the DEPP.
- Because of its urban location, higher density development will be feasible here to balance the lower densities that are usually built on the edges of the city.

e. Objective LU 4: Provide multi-family ownership and rental units in a variety of cost ranges dispersed throughout the City.

- Multi-family housing is allowed on most properties within the plan in a variety of types.
- The mixed use and live-work units that will be allowed can meet a variety of cost ranges.

f. Policy LU 4.1: Encourage the development of a variety of higher density multi-family residential uses in an attempt to maintain 30% of the total housing stock as multi-family units in the City.

- A variety of housing types are allowed by right in Downtown East. Specific areas are dedicated for multi-family housing, and additionally, housing is allowed in most commercial zoned areas on upper floors.

g. Policy LU 4.2 (AQ): Multi-Family development shall be planned near existing or projected neighborhood commercial facilities and served by collector or arterial streets.

- A key goal of the DEPP is to mix residential and commercial uses to provide a lively urban-style neighborhood.
- 7th Street and Tenth Avenue serve as key commercial streets to access other parts of the city.

h. Objective 8 (AQ): Minimize conflicts between residential uses and other incompatible land uses.

- Uses such as industrial uses, are not allowed in the DEPP so that residential uses can be mixed with compatible commercial, office, and civic uses.
- Residential uses are not allowed in the portion of the plan that allows for automotive service uses.

i. Policy LU 8.1 (AQ): Appropriate buffers or other effective measures shall be included in development plans to ensure that conflicts such as noise, odor, light and glare, dust, or other potentially significant adverse environmental conditions are minimized.

- Conditions have been placed on all uses to minimize land use conflicts like noise, dust, odor, glare, and dust.

j. Objective LU 13: 10th Avenue - Create a distinctive yet balanced major street in the City of Hanford that does not appear to be a long strip of diverse businesses and architecture and maintains the opportunity for a diversity of residential and commercial uses.

- A mix of housing and commercial uses will be allowed along Tenth Avenue in the plan area.

k. Policy LU 13.1: Proposals for commercial uses, whether new construction or conversion of existing structures, shall demonstrate that adequate parking and safe ingress and egress from the parking area can be achieved considering the ultimate right-of-way width of Tenth Avenue and the intersecting side streets. Unless adequate parking and access can be provided, new commercial uses shall not be allowed. The City intends to acquire the ultimate right-of-way for Tenth Avenue at the earliest possible stage of development approval. Where existing right-of-way is substandard, acquire additional right-of-way to satisfy ultimate street standards when new uses are proposed.

- The City has already obtained the ultimate right of way that is needed for the portion of Tenth Avenue that is adjacent to the plan area.

l. **Objective LU 24: Resist the premature conversion of agricultural lands to urban uses.**

- By building up the center of the city with new development, Hanford is avoiding conversion of agricultural lands by directing growth to the middle of the city instead of the edge.

m. **Objective LU 28(AQ): Develop sufficient employment generating uses to maintain a positive City fiscal condition and housing balance.**

- The plan supports a variety of uses that will generate employment opportunities, especially for persons who desire to work a short walk from where they live.

8.1.6 Hazards Element

a. **Program HZ 1.3-B: The City shall minimize the dependencies of new commercial, industrial, and mixed-use developments on fire fighting personnel and equipment by requiring on-site fire suppression systems that include sprinklers and pumps, as necessary.**

- Conditions have been included for all uses to provide fire suppression systems as per City Fire Department requirements.

b. **Program HZ 1.3-C: The City shall require property owners to remove fire hazards, structures, materials and debris as directed by the Fire Department.**

- Conditions have been included for all uses to keep sites free of weeds, dilapidated structures, and debris.

c. **Program HZ 1.3-D: All new development shall be constructed according to the fire safety and structural standards contained in the latest adopted UBC and related regulations.**

- Conditions have been included for all uses to meet these standards.

d. **Policy HZ 2.1: Any risks involving the disposal, transport, manufacture, storage and handling of hazardous material in Hanford shall be evaluated in the project review process.**

- Conditions have been included for all uses to meet this requirement.

e. **Program HZ 2.1-H (AQ): Land uses using, storing or producing hazardous materials shall be located at a safe distance from other uses that may be adversely affected by such activities. Sensitive receptors such as schools, hospitals, day care centers, convalescent homes, and other immobile populations shall be considered during the review process. Where appropriate, consultation and coordination with SJVAPCD shall be undertaken.**

- Conditions have been included for all uses to meet these requirements.

f. **Program HZ 3.3-B: Design public and private spaces to minimize opportunities for criminal activity.**

- Open spaces and community gathering places in the plan area have been placed in locations that will maximize views from the street and minimize hidden areas that could serve as opportunities for criminal activity.

g. Policy HZ 6.3: Aircraft noise: All new land use proposals shall be evaluated against the land use policies of the Kings County Airport land Use Compatibility Plan (KCALUP) for aircraft-generated community noise.

- According to the KCALUP, a majority of the plan area is within Compatibility Zones D. There are no specific restrictions on land use in this zone. Approximately 14.5 acres located east of White Street are located in Zone C. Land use restrictions and densities have been identified in Chapter 4 for parcels in Zone C. The entire plan area is outside the 60 dB CNEL area for airport noise.

h. Program HZ 6.3-A: All residential development shall be restricted to areas where outdoor noise levels are less than 65 dB CNEL and shall be prohibited in those areas which are greater than 65 dB CNEL except those areas that were designated for residential development prior to the adoption of the General Plan Noise Standards. In those areas, residential uses may be permitted within the 65 to 70 dBA CNEL Noise Contour, if the City Council makes findings of "special conditions", as that phrase is defined by the KCALUP.

- Residential uses south of 6th Street are required by the Plan to obtain a conditional use permit so that specific mitigations can be added to ensure compliance with this Program.

8.1.7 Air Quality Element

a. Objective AQ 10: Identify and achieve greenhouse gas emission reduction targets consistent with the City's proportionate fair share as may be allocated by the CARB and KCAG.

b. Policy AQ 10.1:

As recommended in the San Joaquin Valley Air Pollution Control District's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (December 2009), the City establishes an initial goal of reducing greenhouse gas emissions from development projects within its jurisdiction by 29 percent below year 2020 business as usual emissions. The City will also work with KCAG to ensure that it achieves its proportionate fair share reduction in greenhouse gas emissions as may be identified under the provisions of SB 375 (2008 Chapter 728) for any projects or activities requiring approval of KCAG.

8.2 CITY OF HANFORD 2010 ARCHITECTURAL FAÇADE GUIDELINES AND STREETSCAPE MASTER PLAN

In 2010, the City of Hanford adopted Design Guidelines for Architectural Façades and a Master Streetscape Plan based on the Downtown 2010 Improvement Plan. Although the guidelines reinforce the Historic District—the ten block core area of downtown, they are also meant to establish the overall character throughout the larger 2010 plan boundary which includes most of the Downtown East study. The intent of the guidelines is to aesthetically enhance Downtown Hanford. The objectives for these Guidelines are to:

- Preserve and encourage an overall historic ambiance.

- Reinforce the open, friendly and personal environment which is unique to downtown Hanford.
- Reinforce the positive aspects of existing development.
- Encourage pedestrian oriented private and public improvements.

This Precise Plan both supports and expands upon the objectives of the Architectural Design Guidelines and the Master Streetscape Plan. There have been minor deviations from the letter of the Guidelines, but the overall objectives are still being met. In cases where there is a conflict between this Precise Plan and the regulations in the 2010 Architectural Façade Guidelines and Streetscape Master Plan, the regulations in this Precise Plan shall prevail. However, with regard to topics that this Precise Plan is silent on, provisions in the 2010 Architectural Façade Guidelines and Streetscape Master Plan shall still apply.

8.3 REGIONAL PLANNING POLICIES

8.3.1 San Joaquin Valley Blueprint Summary

The San Joaquin Valley Blueprint is the result of an unprecedented effort of the eight Valley Regional Planning Agencies (RPA), which includes the Fresno Council of Governments, the Kern Council of Governments, the Kings County Association of Governments, the Madera County Transportation Commission, the Merced County Association of Governments, the San Joaquin Council of Governments, the Stanislaus Council of Governments, and the Tulare County Association of Governments. The goal of the Blueprint process was to develop a long-term regional growth strategy for the future of the San Joaquin Valley. Following three years of visioning and outreach by the eight Valley RPAs, the Regional Policy Council (RPC), the decision-making body for the Valleywide process, adopted the Valley Blueprint in April 2009.

The Blueprint is a long range vision for a more efficient, sustainable, and livable future for the Valley. The Valleywide Blueprint is made up of three elements:

- a 2050 growth scenario diagram that identifies areas of existing development, new development, and future regional transit and highway improvements;
- a Valleywide average target density of 6.8 units per acre for new residential growth to the year 2050; and,
- A set of 12 Smart Growth Principles.

The San Joaquin Valley Blueprint has adopted 12 Smart Growth Principles that reflect the combined visions of the eight Regional Planning Agencies. The principles are based on the core values of Valley residents which will be used as a basis of future Blueprint planning implementation. The 12 Principles are listed below:

- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Encourage community and stakeholder collaboration
- Foster distinctive, attractive communities with a strong sense of place
- Make development decisions predictable, fair, and cost-effective
- Mix land uses
- Preserve open space, farmland, natural beauty, and critical environmental areas
- Provide a variety of transportation choices
- Strengthen and direct development towards existing communities
- Take advantage of compact building design
- Enhance the economic vitality of the region

- Support actions that encourage environmental resource management

8.3.2 DEPP Compliance with San Joaquin Valley Blueprint

The Hanford DEPP consists of six (6) different Use Zones and provides for a more walkable community in the Downtown East area. The Hanford DEPP encourages retail, housing, market, cinema, office, and hotel land uses in a lively mixed-use setting in the center of Hanford. This mix of land uses in the Downtown East area will strengthen and direct development towards an existing community and enhance the economic vitality of the region.

The Hanford DEPP also includes street enhancements that include wider sidewalks, bike lanes, and mid-block pedestrian crossings. This will provide for a more walkable and pedestrian friendly community in the Downtown East area. These features will also attract patrons to the community and give the Downtown East area a strong sense of place.

Furthermore, the long term vision for the Hanford DEPP area is to provide more frequent two-way transit service along 7th Street. In consultation with KCAPTA staff, it is reasonable to expect, that with the land use intensities proposed in the Hanford DEPP area, that a two-way bus route would be feasible along 7th Street in the future. The KCAPTA transit system will expand in accordance with the market demand for transit. The Hanford DEPP will provide for more mixed uses, including increased residential density, personal services, and entertainment, which will create a demand for a greater frequency of transit in the area. KCAPTA is on board with the overall concept of providing more frequent transit in the downtown east area and will be involved with the planning and development of the transit system in the Project area.

Based upon the mix of land uses proposed by the Hanford DEPP and the accompanying street and roadway enhancements, the Hanford DEPP is in compliance with the objectives and policies described in the San Valley Blueprint.

8.4 AIR QUALITY REGULATIONS

Due mainly to its climate and topographic conditions, Hanford is located in one of the most polluted air basins in the country. Air quality in Hanford and the rest of the San Joaquin Valley has improved since the regulation of air pollutant emissions began in California over 50 years ago. Although the air is cleaner, it still exceeds State and Federal health-based standards on many days each year for some pollutants. In addition, the State of California has passed legislation directing the California Air Resources Board to develop actions to reduce greenhouse gas emissions (GHGs). The following air quality regulations apply to the Plan area.

8.4.1 Assembly Bill 32 (California Global Warming Solutions Act)

AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in Greenhouse Gas (GHG) emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished by enforcing a statewide cap on GHG emissions that will be phased in starting in 2012.

AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions to ensure that businesses and consumers are not unfairly affected by the reductions. Using these criteria to reduce statewide GHG emissions to 1990 levels by 2020 would represent an approximate 25 to 30 percent reduction in current emissions levels. However, CARB has discretionary authority to

seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions. Under AB 32, CARB must adopt regulations by January 1, 2011 to achieve reductions in GHGs to meet the 1990 emission cap by 2020.

8.4.2 Senate Bill 375 - Sustainable Communities and Climate Protection Act of 2008

SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPO's regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets.

8.4.3 Compliance with AB 32 and SB 375

The goal of the Hanford DEPP is to promote equitable, affordable housing and revitalization within the Planning area for both residential and commercial purposes. In addition, it will focus on the creation of a developmental plan by providing current design standards and guidelines. The Precise Plan will provide for more mixed uses, including increased residential density, personal services, and entertainment, with shared streets for a safer, more pedestrian friendly experience.

The anticipated development expected to occur within the DEPP includes:

- Retail/Restaurants: 150,000-190,000 square feet
- Urban Grocers/Markets: 30,000-45,000 square feet
- Cinema: 8-plex
- 1 Hotel: 90-100 rooms plus 20,000 square feet of meeting rooms
- Office (one floor above ground floor retail): 100-170,000 square feet
- 9th Street Office Residential/Shops/B&B's: 14,000 square feet
- Housing: Allow up to 300 residential units at densities greater than those currently permitted in the Downtown East area. Higher densities will be permitted upon approval of a Conditional Use Permit in accordance with provisions of Chapter 17.58 prior to commencement of the use.

The amount of Greenhouse Gas emitted would be proportional to the estimated vehicle miles traveled. The anticipated growth is expected to generate 27,474.32 Metric Tons of Carbon Dioxide Equivalent per year (MTCO2eq/year). While the cumulative significance of climate change has been established, in absence of established project-level significance thresholds, it is speculative at this time to determine whether the GHG emissions related to the Hanford DEPP represents a considerable contribution to a significant cumulative impact.

While a Sustainable Communities Strategy has not yet been adopted for Kings County, it appears that the goals and objectives of the DEPP are consistent with strategies often submitted to meet AB 32 and SB 375 compliance. These include higher density, mixed use communities that promote walking and offer multiple transportation options.

CHAPTER 9

Implementation

9.0 INTRODUCTION

To bring the vision of the Downtown East Precise Plan into reality, strategies for its implementation need to be carefully addressed. Ultimately, success toward the realization of the Plan will depend on the participation of the private sector in cooperation with the City Council and the City of Hanford. To set the groundwork (and interest) and create an environment for success, the City of Hanford should pursue four primary implementation tracks which emphasize the City's commitment to cooperation with the private sector in providing resources as the City':

1. Improve the regulatory environment by emphasizing "fast track" permitting and "red carpet treatment".
2. Foster identity creation.
3. Further the implementation of physical improvements.
4. Promote economic development activity in the area.

9.1 PLAN IMPLEMENTATION

The Implementation Plan identifies 44 specific actions to be pursued to implement the Hanford Downtown East Precise Plan. The Implementation Plan ensures that the overall direction provided in the Precise Plan is translated from general terms to specific actions, establishes target completion dates and identifies responsible departments. The Implementation Plan will assist City decision-makers in prioritizing programs and actions during the annual budgeting process. This Plan should be updated annually with the budget process. Effective implementation of the Precise Plan requires a coordinated effort on the part of each City department, the private sector, and other public sector agencies, and utility companies. In addition, the Steering Committee recommended that the City select/identify a Downtown East Implementation Team and/or a "Point Person" to oversee its implementation. Within the City agency, different departments will have responsibility for various Precise Plan implementing actions.

9.2 ACTION PLAN

The following tables display the short- (0-5 years), mid- (5-10 years), and long- (10-20+ years) term action plans for the revitalization of the Downtown East Precise Plan area. The tables indicate whether the proposal is funded, what City department(s) will lead or share the action and strategy item, and what the desired start date would be in the years following plan adoption.

TABLE 9-1
IMPLEMENTATION ACTION PLAN

STRATEGY/ACTION	DESCRIPTION	FUNDED	AGENCY[1]	O-5 YRS	5-10 YRS	10-20+ YRS
ADMINISTRATIVE / REGULATORY						
Policy Formation						
Downtown East Precise Plan	Integrate Precise Plan into the General Plan (Amendment)	Yes	CD	X		
Project Implementation Team	Identify a DEPP Project Implementation Team to ensure that the Plan is successful over time appointed by City Council.	Yes	CD	X		
Façade and Signage Improvement Program	Ensure that the ongoing façade and signage improvement program applies to Downtown East.	Yes	MSH/EDC	X	X	X
Address Steering Committee Concerns regarding Homeless and Newly Released Inmates.	These are City-wide issues that need to be addressed globally and not specific to a limited area.	Yes/No	City/CC/ KCBHD	X		
Develop a Five Year Capital Investment Plan. Identify projects for implementation in the CIP.	Develop a five year Capital Investment Plan that incorporates improvements and enhancements identified in the DE Implementation Plan. Update every budget cycle and ensure conformance with the CIP Program.	Yes	PW	X	X	X
KART Improvements and Route Designation	Work with KART to identify the potential for new bus stops, expanded routes and schedules, and other enhancements/improvements.	No	KART, PW, CD			
Possible Infrastructure Improvements	Review, evaluate, and update infrastructure needs based on anticipated growth.	Yes	PW	X	X	X
Remove 6th Street from "Truck Route"	Adopt city ordinance prohibiting trucks from utilizing 6th Street as truck routes.	Yes	PW	X		
Review Parking Needs	Establish a Parking Assessment Program as necessary to accommodate development so that parking requirements in the DEPP are successful.	Yes	PW	X	X	X
Determine Viability of a Downtown Trolley Service	May need to purchase vehicle, identify route and stops. Work with KART and/or Visitor Agency.	No	KART,VA	X		

[1] CD: Community Development; PW: Public Works; EDC: Economic Development Commission; KART: Kings Area Regional Transit; MSH: Main Street Hanford; VA: Visitor Agency; CC: City Council; Parks: Parks and Recreation; KCBHD: Kings County Behavioral Health Department; Parks: City of Hanford Parks and Recreation

STRATEGY/ACTION	DESCRIPTION	FUNDED	AGENCY[1]	O-5 YRS	5-10 YRS	10-20+ YRS
Adopt On Street Parking Policy	The City shall identify a policy or ordinance that reserves on street parking spaces for short-term users as needed. Evaluate potential to redesign existing parallel parking to allow for diagonal parking to increase the number of parking spaces in Downtown East.	No	PW	X	X	X
DISTRICT PROMOTION						
Identity Creation						
District Promotion	Utilize MSH to promote the District. Consider an MSH Subcommittee.	No	MSH			
Identify concepts for gateway monumentation and other District entry improvements	The plan identifies a primary entry to the City at 7th Street and Tenth Avenue and a secondary entry at 6th Street and Tenth Avenue. City should consider a Public Art Competition to create state-wide and/or national interest in the City's plans. Construct gateway entry.	No	CD, PW	X		
Work with Business Owners to Arrive at a Mutually Agreeable Solution to Close east half of Visalia Street	Include east half of Visalia Street with entry gateway improvements; include landscaping, hardscaping, and public art. Select a landscape architect to design the entry treatment.	No	PW/ Business Owners	X or	X or	X
Develop Educational/Historic/ Directional Signage	Identify structures, buildings, and sites that will benefit visitors to DE.	No	CD, PW, Parks		X	X
SR 198 Directional Signage	Work with Caltrans to identify Tenth Avenue as an entrance to downtown Hanford.	No	PW	X		
Preserve/Improve Historic Buildings and Sites	Determine buildings and sites to submit application for listing on State and National historic registries. Identify grants, funding sources, tax credits, programs, etc. (i.e, Mills Act)	No	Owner	X	X	X
Develop a Public Art Program	Identify a Public Art Committee. Identify a plan for new public art in DE.	Yes	MSH		X	
District Improvements						
Install New Street Lights	Install SCE Upgraded Standard Street Lights and/or City Standard Street Light	No	PW	X	X	
Improve District Walkability	Identify, design, and construct locations for mid-block crossings, improved crosswalks, bulb-outs, and other improvements as needed.	No	PW		X	

STRATEGY/ACTION	DESCRIPTION	FUNDED	AGENCY[1]	O-5 YRS	5-10 YRS	10-20+ YRS
6th Street Enhancements	Design and construct according to preliminary street section depicting bike lanes with door buffer, sidewalks, street trees, parking, and travel lanes.	No	PW	X		
Underground Overhead Utilities	Consider use of Rule 20 funds for Downtown East.	TBD	PW		X	
Install Street Trees and Irrigation	The City is currently installing street trees and irrigation along 7th Street and adjacent north-south streets with an Urban Greening Grant. The remainder of the DEPP should include street trees.	No	PW, CD	X	X	X
China Alley Enhancements	Design and construct paving, plaza, garden, gateway arch, lighting, and landscaping.	No	PW, CD		X	X
Identify and Promote a Catalyst Project	Identify Catalyst Project. Several projects were identified: 1) East Hanford Plaza @ Visalia and White Streets, 2) MXD @ Harris and 7th Streets, 3) Mercado and its Associated Restaurants/Shops, 4) Others to be determined. Hire or work with economic consultant to work with interested developers.	No	CD	X		
Purchase or lease RR Property for Parking Lot	Design and build parking. Install landscaping, irrigation, and lighting as needed. Note: Construct new parking when needed.	No	CD	X	X	X
Public Admin. Facility	Purchase property. Design and build police station/substations, or other public facility.	No	CC		X	X
New Parks	Investigate the feasibility of a public non-profit organization to provide support and funding for city parks and recreation activities such as Youth Center Park, the Temple Theater Park, and Mercado Park (see below). Purchase property, make ready for park and recreation facilities, design, and build.	No	Non-profit, Parks, PW	X	X	X
Parking Structure	Need and location to be determined as DE grows. Design and build parking structure.	No	CD, PW			X
China Alley						
Japanese Laundry	Request/apply for listing of the Japanese Laundry to the National Registry of Historic Places. Include it as a component of a historic walk.	No	Owner	X		

STRATEGY/ACTION	DESCRIPTION	FUNDED	AGENCY[1]	O-5 YRS	5-10 YRS	10-20+ YRS
China Alley Street Improvements	New paving, restrict vehicles to emergency only[2], add street trees, overhead lighting, entry signage, and herb garden.	No	CD, PW		X	
Park Plaza	Renovate concrete plaza to include landscaping, benches, public art, etc.	No	Owner/CD	X	X	
Parking: Purchase or Lease China Alley Parking Lot	Install new surface parking lot.	No	Owner/CD	X or	X	
Parking: Purchase Building on East End of China Alley Parking Lot	Demolish building. Install new surface parking lot.	No	Owner/CD	X or	X	
Museum: Phase 1	Determine need, audience, interest, and theme. Identify non-profit organization. Identify site. Purchase or lease space on China Alley (or elsewhere in DE) for first phase of museum.	No	Non-Profit		X	
Museum: Phase 2	As museum expands, identify site for larger facility.	No	Non-Profit			X
Promote Economic Development						
Continuation & Promotion of Existing Local Incentives & Tools	• City-Wide Business Loan Program • Downtown Business Loan Program • Downtown Business Incentives (e.g. parking requirement waivers, sidewalk enhancements, façade improvement grants) • "Innovative Incentive Programs" (e.g. impact fee reduction/deferral, sales tax rebate) • Recycling Market Development Zone loans • Enterprise Zone corporations tax, sales/use tax & hiring tax credits for EZ projects • County Employment Training Programs	N/A	EDC	Ongoing		

[2] Closure of China Alley for pedestrian and emergency vehicle access only shall occur upon an affirmative vote by the City Council after a public hearing on the matter.

STRATEGY/ACTION	DESCRIPTION	FUNDED	AGENCY[1]	O-5 YRS	5-10 YRS	10-20+ YRS
Evaluation of Local Economic Development Tools & Funding Sources on a Case-by-Case Basis in Context of Public-Private Transactions	• Lease/Leaseback • Community Development Block Grants ("CDBG") • Ground leases • Sales tax reimbursement agreements • Operating covenants • Utility Revenue Bonds • Private Activity Bonds	N/A	EDC	Ongoing		
Evaluation of State-Sponsored Economic Development Tools & Funding Sources on a Case-by-Case / Transactional Basis	• Grants and Low Interest Loan Programs (e.g. California Infrastructure Bank, Proposition 1B) • Research & Development Tax Credits • California Small Business Development Center • Foreign Trade Zone benefits • California Employment Training Panel • Industrial Development Revenue Bonds • Enterprise Zone	N/A	EDC	Ongoing		
Evaluation of Federally Sponsored Economic Development Tools & Funding Sources on a Case-by-Case / Transactional Basis	• Grants & Low Interest Loan Programs (e.g. SBA Loans, EDA Grants, Federal Appropriations) • New Markets Tax Credit Program • Federal Historic Preservation Tax Incentives Programs • EB-5 Immigrant Investor Program	N/A	EDC	Ongoing		
Monitor State IFD Legislation	Monitor current legislative development regarding Infrastructure Financing Districts ("IFD"), as it may yield a workable tool for diverting property tax revenues for public infrastructure improvement projects (highways, transit, water, sewer, parks, etc.).	N/A	EDC/CD	X		

STRATEGY/ACTION	DESCRIPTION	FUNDED	AGENCY[1]	O-5 YRS	5-10 YRS	10-20+ YRS
Consider Adoption of Ordinance to Establish Local Economic Development Authority (LEDA)[3]	Such ordinance may empower City to acquire or lease property, provide for site preparation work, accept financial assistance from public and private sources, provide financial assistance to projects, issue debt and perform other essential economic development activities. Ideally incorporated into any such model would be broadened surplus property disposition, ability to create TIF-based reimbursement agreements, and capacity to sell property below market to encourage private investment and job creation.	N/A	ED/ CD	X		
Public Investment as Catalyst for Private Investment	City should consider investment in infrastructure and public-private partnerships as catalytic steps for future development (e.g. parking structure, police station, and public amenities); low/mod income funds for housing component of first phase mixed-use catalyst project).	N/A	ED	X	X	
Proactive Marketing & Relationship-Building with Private Sector	Including continued exposure at major real estate industry conferences (e.g. International Council of Shopping Centers events); promotion of Downtown East for its concentration of ethnic restaurants, and retention of existing local businesses (e.g. through incentives, continued outreach).	N/A	ED	Ongoing		

[3] An entity formed by a City and approved by City Council designed to participate in exploring and executing public/private transactions (similar to the former California Redevelopment Agency). The LEDA controls monies from sales tax, loan programs, grants, etc. A LEDA shall have a stated specific purpose such as a "China Alley Redevelopment Authority", "East Hanford Restaurants and Entertainment Authority" or "Mercado Authority".

APPENDIX

A. Glossary

B. History of Hanford

C. Plant Palette

D. Opinion of Probable Cost

E. Rapid Visual Screening Survey

F. Airport Land Use Compatibility (ALUC) Zones

Glossary

Purpose. For the purpose of carrying out the provisions of the Precise Plan, the words, phrases, and terms included herein shall be deemed to have the meaning ascribed to them in this chapter. If the word does not appear in this Glossary, refer to the City of Hanford Zoning Ordinance glossary for a definition of the word.

Definitions.

Adult or Child Day Care Center. "Adult day or Child Care Center" means a facility for seniors or children that provides care, protection and activities on a less than twenty-four-hour basis under the supervision of professional staff. The establishment shall be licensed by the state and conducted in accordance with state requirements.

Agricultural Uses or Agriculture. "Agricultural Uses" or "Agriculture" means the use of land for agricultural purposes, including farming, dairying, pasturage, apiculture, horticulture, floriculture, viticulture, and animal and poultry husbandry, and the necessary accessory uses for handling, treating or storing the produces; provided, however, that the operation of any such accessory use shall be secondary to that of the normal agricultural activity.

Anchor. The term “Anchor” has historically been associated with a well-known store, especially a department store, which attracts customers to the shopping center in which it is located. The term anchor has grown to include attractions that draw customers to a location or destination that could ultimately entice them to shop, walk, and explore beyond the confines of the anchor.

Arbor. “Arbor” is an open structure forming a shaded walkway, passageway or sitting area of vertical posts or pillars that usually support cross-beams.

Arcade. A covered walkway composed of a succession of arches supported by columns.

Articulation. "Articulation" is the degree or manner in which a building wall or roofline is made up to distinct parts or elements. A highly articulated wall will appear to be composed of a number of different planes, usually made distinct by their change in direction (projections and recesses) and/or changes in materials, colors, or textures.

Assisted Living Facility. "Assisted Living Facility" means a complex that is designed to accommodate primarily the elderly but may accommodate others, with staff personnel and programs to assist residents with many activities of daily living. Units may or may not have kitchens, but meals are provided in a central location. Units usually rent on a monthly basis.

Automobile and Trailer Sales Area. "Automobile and Trailer Sales Area" means an outdoor, open area, other than a street, used for the display, sale or rental of new or used automobiles or trailers and where no repair work is done except minor incidental repairs of automobiles or trailers to be displayed, sold or rented on the premises.

Awning. "Awning" means a temporary shelter supported by an exterior wall of a building and of a type which can be retracted, folded or collapsed against the face of the supporting building.

Balcony. "Balcony" means an unroofed or roofed platform enclosed by a railing or parapet projecting from the wall of a building for the private use of tenants or for exterior access to the above-grade living units.

Body Piercing. "Body piercing" means penetrating the skin to make a hole, mark, or scar that is generally permanent in nature to place jewelry or objects of metal or plastic on any area for cosmetic purposes. "Body piercing" does not include practices that are considered medical procedures or the puncturing of the outer perimeter or lobe of the ear using a pre-sterilized, single-use stud and clasp ear piercing system.

Canopy. "Canopy" means a roof-like projection extending horizontally from a structure, usually made of metal, over a sidewalk or driveway for protection from sun or rain.

Carport. "Carport" means an accessory structure or portion of a principal structure, consisting of a roof and supporting members such as columns or beams, unenclosed from the ground to the roof on at least two sides, and designed or used for the parking or temporary storage of motor vehicles of owners or occupants of the structure to which it is accessory.

Car wash, automatic. An "automatic car wash" means a building or portion thereof containing facilities for washing vehicles, using conveyorized and/or mechanized equipment where the washing of the vehicle is performed by the equipment.

Car wash, full service. A "full service car wash" means a building or portion thereof containing facilities for washing vehicles, using conveyorized and/or mechanized equipment where the washing of the vehicle is performed by the equipment and an employee or employees of the facility assist in performing other services such as cleaning, drying, vacuuming, waxing, detailing, or similar services on the vehicle.

Car wash, manual. A "manual car wash" means a building or portion thereof containing self-service facilities where the washing of the vehicle is performed by the customer.

Catalyst Project or Catalytic Development. A “Catalyst Project” is an early phase improvement or project that stimulates other development in the immediate area. Catalyst projects are public, private or public/private projects that are planned and designed to cause a corresponding and complementary development/redevelopment reaction on surrounding properties.

Charter School. A “Charter School” is a school which acts independent of the school district, is open to any student who wishes to enroll, receives public funding from local, state and federal tax dollars, and is held accountable to state and federal academic standards for improved student achievement.

Child Care Center. "Child Care Center" means any child care facility of any capacity, other than a child day care home, in which less than twenty-four-hour per day nonmedical care and supervision are provided to children in a group setting.

Colonnade. "Colonnade." See Arcade.

Cornice. "Cornice" means an ornamental molding that finishes or crowns the top of a building, wall, arch or similar structure.

Court. "Court" means an area on the same lot with a building which is bounded on two or more sides by the exterior walls of a building or buildings on the same lot.

Emergency shelter. "Emergency shelter" is defined in Section 50801(e) of the Health and Safety Code and includes housing with minimal supportive services that is limited to occupancy of up to six months. No individual or household may be denied emergency shelter because of an inability to pay.

Façade. The exterior face of a building which is the architectural front, sometimes distinguished from other faces by elaboration of architectural or ornamental details.

Forecourt. A “Forecourt” is an open or semi-enclosed space adjacent to a sidewalk made from setting back a portion of the building façade from the front property line.

Frontage. "Frontage" means all property fronting on one side of a street between intersecting or intercepting streets, or between a street and right-of-way, waterway, end of dead-end street, or city boundary measured along the street line. An intercepting street shall determine only the boundary of the frontage on the side of the street which it intercepts.

Gallery. A “Gallery” is a shading device with a roof and a colonnade that is attached to the building storefront and projects over the setback area.

Guidance/Social Assistance Services. "Guidance/Social Assistance Services" means a use providing counseling, guidance, recuperative, or similar services for persons requiring rehabilitation assistance as a result of mental illness, alcoholism, detention, drug addiction, or similar conditions for only part of a twenty-four-hour day.

Homeless Shelter. "Homeless Shelter" means the same as "emergency shelter."

Hospice. "Hospice" means a program that provides care for clients in the last stages of a terminal illness within the client's home or a home-like facility.

Liner Building. “Liner Building” is a building that conceals a parking structure, big box retail or a cinema, designed for occupancy by retail, service, and office, on the ground floor or stacked residences or townhouses. The Liner Building may have one or more floors.

Microbrewery. "Microbrewery" means a pub or restaurant that also produces and sells beer on the premises. Generally, a microbrewery produces fewer than ten thousand barrels of beer and ale a year.

Mini-warehouse/self-storage. "Mini-warehouse" (also known as self storage facilities) means a building used for private rental of space for temporary storage of household goods and materials other than storage by commercial "household goods storage" businesses and except "warehouses."

Newspaper and/or Magazine Dispensers. Newspaper and/or Magazine Dispensers are either coin operated or free vending boxes that dispense newspapers, magazines, or similar materials.

Outdoor Storage. "Outdoor Storage" means storage of goods and materials outside of any building or structure, but not including storage of a temporary or emergency nature.

Parapet. "Parapet" means the part of a wall which rises above the edge of a roof.

Pergola. "Pergola" means an open framework over a walkway or path, which is usually designed to be covered in climbing plants; a walk framed by columns or posts and covered by cross members.

Parking garage. "Parking garage" means a structure or portion thereof designed or used for the parking of motor vehicles and some or all of whose parking stalls are non-accessory. Commercial or public parking garages may include accessory off-street parking stalls limited to such stalls which are accessory to other structures or uses on the same lot.

Pawn shop. A "pawn shop" is a business that offers secured loans to people, with items of personal property used as collateral.

Payday Lender. "Payday Lender" means an establishment that provides monetary loans to borrowers that must be paid in full, usually at a high interest rate, when the borrowers receive their next pay check.

Pet Grooming. "Pet Grooming" is a personal service establishment that, for a fee, trims, cleans or curries domestic pets such as dogs and cats and which may sell pet supplies. This term shall not include establishments which board pets or provide pet day care.

Porch. A “Porch” is a roofed space open along two or more sides and adjunct to a building, commonly serving to shelter an entrance and provide a semi-private outdoor space appended to an individual residential unit.

Portico. A “Portico” is a covered entrance supported by columns appended to the primary plane of the building’s front façade used to provide shared access to lobbies serving civic or hotel uses.

Regulating Plan. "Regulating Plan" means the designated official plan (or map) which shows the location and boundaries of the regulated area designating the locations where appropriate building form and scale and uses apply.

Rooming or boarding house. "Rooming or boarding house" means a private residence which is rented out to more than two paying guests.

Soffit. "Soffit" means the finished underside of an eave.

Senior housing. "Housing for the elderly" or "senior housing," also called "elderly housing and senior citizen housing" means a project specially designed for elderly persons and providing living unit accommodations. Senior housing may also include spaces for common use by the occupants in social and recreational activities and, when needed, incidental facilities and space for the project residents.

Stepback. "Setback" means a horizontal distance determining the location of an upper story building wall with respect to the ground floor building wall. Stepping back a floor or floors of a building are meant to reduce a building’s mass.

Stoop. A “Stoop” is an exterior staircase with a roofed landing that provides shelter and access to a building located at the front property line.

Traffic Calming. “Traffic Calming” is the installation of physical features that naturally encourage drivers to reduce vehicle speeds thereby improving overall traffic safety for both drivers and pedestrians.

Transitional/Supportive Housing. “Transitional/Supportive Housing” is defined in Section 50675.14 of the Health and Safety Code and has no limit on the length of stay, is linked to on-site or off-site services, and is occupied by a target population as defined in Health and Safety Code Section 53260 (i.e., low income persons with mental disabilities, AIDS, substance abuse or chronic health conditions or persons whose disabilities originated before the person turned eighteen). Services typically include assistance designed to meet the needs of the target population in retaining housing, living and working in the community, and/or improving health and may include case management, mental health treatment, and life skills.

Tattoo. The terms "tattoo refers to any method of placing designs, letters, scrolls, figures, symbols or any other marks upon or under the skin of a human with ink or any other substance, resulting in the coloration of the skin by the aid of needles or any other instrument designed to touch or puncture the skin.

Tattoo and body piercing establishment. A "tattoo and body piercing establishment" is an establishment that provides a service for tattoos and body piercing as defined in this section. See "tattoo" and "body piercing."

Tobacco specialty shop. "Tobacco specialty shop" means any business, the primary use of which is the sale of tobacco products or tobacco related paraphernalia. A business shall be determined a tobacco specialty shop when more than forty percent of its retail floor area is devoted to the display and sales of tobacco products and/or paraphernalia.

Townhouses or townhomes. "Townhouses" means attached buildings, of three or more dwelling units usually with a narrow footprint and two or more floors.

Transitional housing. "Transitional housing" is defined in Section 50675.2 of the Health and Safety Code as rental housing for stays of at least six months but where the units are re-circulated to another program recipient after a set period. Transitional housing may be designated for a homeless individual or family transitioning to permanent housing. This housing can take several forms, including group housing or multifamily units, and may include supportive services to allow individuals to gain necessary life skills in support of independent living.

Trash Enclosure. A "trash Enclosure" is a wall surrounding a trash bin or bins and accessible by a gate of sufficient width to allow the bin to be removed and which is constructed in a manner and of materials that blend architecturally and aesthetically with the main structure.

Video arcade machine. "Video Arcade Machine" means any machines, devices or apparatus, the operation or use of which is permitted, controlled, allowed or made possible by the deposit or placement of any currency, plate, disc, slug or key into any slot or crevice, for the purpose or use as a game or amusement of any description the use for the purpose of which is not prohibited by any law of the state.

Vending machine. A "vending machine" is a device which dispenses a product or service, either for sale or for free, and which is activated entirely by the receiver of the product or service, including ice machines; food and beverage vending machines; purified, distilled or spring water vending machines; and movie vending machines or similar.

Veterinary Clinic. "Veterinary Clinic" means a treatment center serving only those kinds of small domesticated animals or household pets commonly maintained in residence with man.

Veterinary Hospital. "Veterinary Hospital" means an establishment where more than six domestic animals are kept for observation, diagnosis, and medical care.

Use Groups. “Use Groups” are a grouping of uses that have similar land use characteristics and necessitate similar conditions.

Use Zone. "Use Zone" means a portion of the city within a defined portion of the Plan Area allows a common mix of uses and use groups.

Woonerf. A “Woonerf” is a low-speed street where pedestrians and cyclists have priority over drivers. Cars can drive there, but instead of confining pedestrians to sidewalks and occasional crosswalks, the road design allows and encourages them to walk anywhere in the street.

History Timeline

Pre-recorded History--present: Tachi Yokuts occupy the San Joaquin Valley.

1772: Pedro Fages discovers Tulare Lake.

1820's: First European settlers arrive in the Valley.

1849: Gold Rush attracts many new settlers to the Valley.

1850's-1890's: Irrigation canals constructed bringing water from Kings River to farmland. Tulare Lake was the largest freshwater lake (570-acres) west of the Mississippi River and the second largest freshwater lake in the United States. Note: Portions of Hanford were once covered by the waters of Tulare Lake.

1865-1869: Chinese laborers are hired to build railroad lines. Four in every five men hired were Chinese. When the supply of laborers was exhausted, railroads recruited in the Far East.

1870's-1880's: Chinese laborers turned to farming and sharecropping after the railroads were built.

1877: Southern Pacific Railway lays track through Chinese sheepherder's camp. James Madison Hanford, paymaster for the SP, purchases land along the tracks here.

1880: Mussel Slough Tragedy--dispute over land titles. Seven men die in gun fight.

1882: Congress passes Chinese Exclusionary Act prohibiting further Chinese immigration and naturalization which continues until 1943.

1883: Henry Gong Wing opens the Mee Jan Low noodle house above a grocery on China Alley.

1887-1891: Devastating fires destroy the downtown business district.

1890: First vineyard.

1891: Hanford incorporates in response to the fires.

1893: First dairy farm.

1897: Hanford Depot built—open air waiting room. Bastille and Kings County Courthouse open.

1899: Tulare Lake becomes dry lake bed due to irrigation diversions and subsequent land speculation.

1901: Star Restaurant opens.

Early 1900's-1920's: Portuguese and Dutch dairy farmers immigrate to Hanford and San Joaquin Valley.

1905: Andrew Carnegie donates $12,500 to build Carnegie Library.

1910: SR 198 constructed.

1925: Veterans Memorial Building opens—first veterans building in America.

1929: Fox Theater Palace opens.

1932-1987: Oil industry flourishes in Hanford.

1933: SR 43 constructed (originally known as LRN 10).

1935-1940: Dust Bowl and the Great Depression prompted largest migration in American history. 250-400,000 came to California arriving from Texas, Oklahoma, Arkansas, Missouri, and Great Plains States. One-third move to the San Joaquin Valley. Many families have remained.

1937: Chinese Pagoda Restaurant opens.

1942: Bracero Program diplomatic agreement between U.S. and Mexico permits laborers to harvest crops here because World War II produced massive labor shortage. 4.5 million cross the border between Mexico and the U.S.

1958-2006: Imperial Dynasty Room opens at the Chinese Pagoda. Guests included: Ronald Reagan, Chiang Kai-shek, and Walt Disney. Imperial Dynasty wine cellar boasts 70,000 bottles. Menu fuses French and Chinese cuisine.

1960's-1970's: Second immigration of Portuguese dairy farmers to Hanford and San Joaquin Valley.

2006: Imperial Dynasty Restaurant closes.

2011: China Alley named America's 11 Most Endangered Historic Places by the National Registry.

Plant Palette

In 2009, the City of Hanford adopted a Master Street Tree List which was amended in 2010 to create an alternative planting for the Cinnamomum camphora – Cinnamon camphor due to its lack of sustainability. The Chinese pistache was identified as a suitable replacement. The plant materials listed below may be used throughout the Downtown East Plan area, but street trees for roadways and gateways in the Plan area must comply with the requirements identified in Chapter 4 as well as the Master Streetscape & Street Tree Plan Design Guidelines.

STREET TREES

If the space between the curb and sidewalk is less than five feet:

Botanical Name	Common Name	Description
Callistemon citrinus	Lemon Bottlebrush	15’-25’ high; 15’-25’ wide
Callistemon viminalis	Weeping Bottlebrush	18’-25’ high; 12’-15’ wide
Cercis Canadensis	Oklahoma Redbud	15’-18’ high; 12’-18’ wide; spring bloom
Dodonaea viscose	Purple Hopseed	10’-15’ high; 10’-15’ wide
Feijoa	Pineapple Guava	15’-20’ high; 15’-20’ wide
Lagerstroemia indica/hybrids	Crape Myrtle	10’-20’ high; 6’-15’ wide; summer bloom
Myoporum laetum	Salt Tree	15’-20’ high; 15’-20’ wide; evergreen
Nerium	Oleander	12’-20’ high; 12’-20’ wide; evergreen
Photinia fraseri	Red Tip Photinia	10’-15’ high; 10’-15’ wide; evergreen
Prunus cerasifera	Purple Pony Plum	10’-15’ high; 10’-15’ wide; spring bloom; no fruit
Rhamnus alaternus	Italian Buckthorn	10’-20’ high; 10’-20’ wide; evergreen
Raphiolepis	Majestic Beauty	10’-20’ high; 8’-10’ wide; evergreen
Vitex agnus castus	Chaste Tree	20’-25’ high; 20’-25’ wide

If the space between the curb and sidewalk is more than five feet, any tree from the list above or below can be used.

Botanical Name	Common Name	Description
Arbutus unedo	Strawberry Tree	8’-35’ high; 8’-35’ wide; evergreen
Chionanthus retusus	Chinese Fringe Tree	15’-20’ high; 15’-20’ wide
Chitalpa tashkentensis	Pink Dawn Chitalpa	20’-30’ high; 20’-30’ high
Cinnamomum camphora	Camphor Tree	30’-45’ high; 30’-45’ wide
Fraxinus excelsior-	Golden Desert Ash	15’-20’ high; 15’-20’

Aureafolia		wide
Gingko biloba	Maidenhair Tree grafted male	35’-50’ high; 20’-30’ wide
Koelreuteria bipinnata	Chinese Flame Tree	20’-40’ high; 20’-40’ wide
Malus	Flowering Crab Apple	12’-25’ high; 12’-25’ wide
Nyssa sylvatica	Sour Gum Tree	30’-50’ high; 15’-25’ wide
Pistacia chinensis	Chinese Pistache grafted male ‘Keith Davey’	40’-60’ high; 40’-60’ wide
Pyrus kawakamii	Evergreen Pear	15’-25’ high; 15’-25’ wide
Rhus lancea	African Sumac	20’-30’ high; 20’-30’ wide; evergreen

MEDIAN TREES

Botanical Name	Common Name	Description
Callistemon citrinus	Lemon Bottlebrush	15’-25’ high; 15’-25’ wide
Callistemon viminalis	Weeping Bottlebrush	18’-25’ high; 12’-15’ wide
Cercis Canadensis	Oklahoma Redbud	15’-18’ high; 12’-18’ wide; spring bloom
Chionanthus retusus	Chinese Fringe Tree	15’-20’ high; 15’-20’ wide
Chitalpa tashkentensis	Pink Dawn Chitalpa	20’-30’ high; 20’-30’ high
Cinnamomum camphora	Camphor Tree	30’-45’ high; 30’-45’ wide
Dodonaea viscose	Purple Hopseed	10’-15’ high; 10’-15’ wide
Feijoa	Pineapple Guava	15’-20’ high; 15’-20’ wide
Fraxinus excelsior-Aureafolia	Golden Desert Ash	15’-20’ high; 15’-20’ wide
Gingko biloba	Maidenhair Tree grafted male	35’-50’ high; 20’-30’ wide
Koelreuteria bipinnata	Chinese Flame Tree	20’-40’ high; 20’-40’ wide
Lagerstroemia indica/hybrids	Crape Myrtle	10’-20’ high; 6’-15’ wide
Malus	Flowering Crab Apple	12’-25’ high; 12’-25’ wide
Myoporum laetum	Salt Tree	15’-20’ high; 15’-20’ wide; evergreen
Nerium	Oleander	12’-20’ high; 12’-20’ wide; evergreen
Nyssa sylvatica	Sour Gum Tree	30’-50’ high; 15’-25’ wide
Photinia fraseri	Red Tip Photinia	10’-15’ high; 10’-15’ wide;evergreen
Pistacia chinensis	Chinese Pistache grafted male ‘Keith Davey’	40’-60’ high; 40’-60’ wide
Prunus cerasifera	Purple Pony Plum	10’-15’ high; 10’-15’ wide; spring bloom; no fruit
Pyrus kawakamii	Evergreen Pear	15’-25’ high; 15’-25’ wide
Raphiolepis	Majestic Beauty	10’-20’ high; 8’-10’ wide; evergreen
Rhamnus alaternus	Italian Buckthorn	10’-20’ high; 10’-20’ wide; evergreen
Rhus lancea	African Sumac	20’-30’ high; 20’-30’ wide; evergreen
Vitex agnus castus	Chaste Tree	20’-25’ high; 20’-25’ wide

PARK TREES

Botanical Name	Common Name	Description
Acer buergerianum	Trident Maple	20'-25' high; 20'-25' wide
Acer rubrum	Autumn Blaze	20'-25' high; 20'-25' wide
Acer rubrum	October Glory	20'-25' high; 20'-25' wide
Albizia julibrissin	Silk Tree/Mimosa Tree	30'-40' high; 30'-40' wide; can be kept 10'-20' high, 20'-20' wide
Arbutus unedo	Strawberry Tree	8'-35' high; 8'-35' wide; evergreen
Betula nigra	River Birch	35'-70' high; 30'-50' wide
Callistemon citrinus	Lemon Bottlebrush	15'-25' high; 15'-25' wide
Callistemon viminalis	Weeping Bottlebrush	18'-25' high; 12'-15' wide
Celtis sinensis	Chinese Hackberry	30'-40' high; 30'-40' wide
Cercis Canadensis	Oklahoma Redbud	15'-18' high; 12'-18' wide; spring bloom
Chionanthus retusus	Chinese Fringe Tree	15'-20' high; 15'-20' wide
Chitalpa tashkentensis	Pink Dawn Chitalpa	20'-30' high; 20'-30' high
Cinnamomum camphora	Camphor Tree	30'-45' high; 30'-45' wide
Dodonaea viscose	Purple Hopseed	10'-15' high; 10'-15' wide
Feijoa	Pineapple Guava	15'-20' high; 15'-20' wide; evergreen
Fraxinus excelsior-Aureafolia	Golden Desert Ash	15'-20' high; 15'-20' wide
Fraxinus oxycarpa	Raywood Ash	25'-35' high; 25'-30' wide
Gingko biloba	Maidenhair Tree grafted male	35'-50' high; 20'-30' wide
Koelreuteria bipinnata	Chinese Flame Tree	20'-40' high; 20'-40' wide
Lagerstroemia indica/hybrids	Crape Myrtle	10'-20' high; 6'-15' wide
Malus	Flowering Crab Apple	12'-25' high; 12'-25' wide
Myoporum laetum	Salt Tree	15'-20' high; 15'-20' wide; evergreen
Nerium	Oleander	12'-20' high; 12'-20' wide; evergreen
Nyssa sylvatica	Sour Gum Tree	30'-50' high; 15'-25' wide
Photinia fraseri	Red Tip Photinia	10'-15' high; 10'-15' wide; evergreen
Pistacia chinensis	Chinese Pistache grafted male 'Keith Davey'	40'-60' high; 40'-60' wide
Platanus acerifolia	Columbia Sycamore	40'-60' high; 30'-40' wide
Prunus cerasifera	Purple Pony Plum	10'-15' high; 10'-15' wide; spring bloom; no fruit
Pyrus calleryana	New Bradford Pear	35'-45' high; 25'-35' wide; spring bloom; fall color

Pyrus calleryana	Sierra Blanca	35’-45’ high; 25’-35’ wide; spring bloom; fall color
Pyrus kawakamii	Evergreen Pear	15’-25’ high; 15’-25’ wide
Quercus coccinea	Scarlet Oak	40’-60’ high; 30’-50’ wide; fall color; deep rooted
Quercus ilex	Holly Oak	30’-50’ high; 30’-50’ wide; evergreen
Quercus kelloggii	Black Oak	30’-50’ high; 30’-50’ wide
Quercus lobata	Valley Oak	50’-70’ high; 50’-70’ wide
Quercus palustris	Pin Oak	40’-60’ high; 30’-40’ wide
Quercus suber	Cork Oak	30’-50’ high; 30’-50’ wide; evergreen
Quercus virginiana	Southern Live Oak	40’-60’ high; 40’-60’ wide
Quercus wislizenii	Interior Live Oak	30’-60’ high; 30’-60’ wide; evergreen
Raphiolepis	Majestic Beauty	10’-20’ high; 8’-10’ wide; evergreen
Rhamnus alaternus	Italian Buckthorn	10’-20’ high; 10’-20’ wide; evergreen
Rhus lancea	African Sumac	20’-30’ high; 20’-30’ wide; evergreen
Schinus molle	California Pepper	25’-40’ high; 25’-40’ wide
Ulmus hybrids	Frontier Elm	30’-40’ high; 25’-30’ wide; fall color
Ulmus parvifolia	Chinese Elm	40’-60’ high; 40’-60’ wide
Zelkova serrata	Sawleaf Zelkova; Green Vase; Village Green	30’-50’ high; 30’-50’ wide

PALMS – COMMERCIAL DEVELOPMENT AREAS

Botanical Name	Common Name	Description
Brahea armata	Mexican Blue Palm	20’-35’ high; 12’-25’ wide
Butia capitata	Pindo Palm	10’-20’ high; 10’-15’ wide
Chamaerops humilis	Mediterranean Fan Palm	12’-20’ high; 12’-20’ wide
Cycas revoluta	Sago Palm	6’-10’ high; 4’-6’ wide
Phoenix dactylifera	Date Palm	40’-50’ high; 20’-30’ wide
Syagrus romanzoffianum	Queen Palm	30’-40’ high; 20’-25’ wide
Trachycarpus fortunei	Windmill Palm	20’-30’ high; 6’-12’ wide
Washingtonia filifera	California Palm	60’ high; 20’ wide
Washingtonia robusta	Mexican Fan Palm	100’ high; 10’ wide

Opinion of Probable Cost

An Opinion of Probable Cost is an estimate for construction costs that are opinions only and should not be considered a formal construction estimate. Costs associated with an Opinion of Probable Cost shall be used for budgeting purposes and preliminary decision making only. The Zumwalt-Hansen / Quad Knopf team makes no guarantee as to the accuracy of such opinions as compared to bid or actual costs. The costs identified here are a snapshot of today for a 20+ year plan.

The goal of the OPC estimate is not meant to provide a menu of options for each specific improvement or a variety of land values, but to identify potentially upper end costs for approximate budgeting and implementation purposes.


E. 10TH STREET
Future Housing
Future Housing
Future Housing
Future Housing
Project Boundary
Senior Housing
E. 9TH STREET
E. 9TH STREET
N. HARRIS STREET
N. BROWN STREET
N. GREEN STREET
N. WHITE STREET
N. EAST STREET
N. 10TH AVENUE
11
12
13
14
9
"Casitas" Shops
Surface Parking
Office/Live/Work
Office/Live/Work
10
Shops
Pharmacy/ Restaurant or Retailer
E. 8TH STREET
VISALIA STREET
CHINA ALLEY
1
East Hanford Plaza
2
E. 7TH STREET
Project Boundary
4
3
Large Retailer/Museum
Infill
Expansion
Ethnic Market
6
5
E. 6TH STREET
S. 10TH AVENUE
8
7
Project Boundary
Mercado
E. 5TH STREET
LEGEND
New
Housing
New MXD (Mixed Use)
Existing
Quad Knopf

OPINION OF PROBABLE COSTS

HANFORD DOWNTOWN EAST PRECISE PLAN

	Quantity	Units	unit cost	Cost
BLOCK 1				
1. Purchase .70 acre parcels for catalyst mixed-use project. Clear site.	30,492	SF @	$ 4.00	$ 121,968
a. Demolish and remove 7,175 SF of buildings.	7,175	SF @	$ 15.00	$ 107,625
b. Demolish and remove 9,225 SF of parking lots.	9,225	SF @	$ 3.50	$ 32,288
c. Construct 5,500 SF public plaza.	5,500	SF @	$ 9.00	$ 49,500
d. Construct decorative fountain.	1	ea @	$ 25,000	$ 25,000
2. Close ½ Visalia Street.		LS @	$ 15,000.00	$ 15,000
a. Install arch entry sign.	1	ea @	$ 75,000	$ 75,000
b. Entry Plaza (city-owned right-of-way):				
i. Landscape: 7 @ 24" box shade trees	7	ea @	$ 2,200	$ 15,400
ii. Special paving (6,600SF).	6,600	SF @	$ 9.00	$ 59,400
3. Streets:				
a. Underground utilities on north south streets as needed.	-	LF @	$ 300.00	$ -
b. Install 18 downtown standard street lights as required per City Public Works standards.	18	ea @	$ 4,000	$ 72,000
4. Traffic Calming:				
a. Bulb Outs: 5	5	ea @	$ 30,000	$ 150,000
b. Mid-block Crossing: 1	1	ea @	$ 40,000	$ 40,000
c. Specialty Paving in crosswalks.		LS @	$ 5,000.00	$ 5,000
5. Fees for administration, design, inspection, acquisition etc.			15%	$ 115,227
6. Contingency			20%	$ 176,682
		Block 1 Total Cost:		**$ 1,060,089**

BLOCK 2

1. China Alley:						
a. Purchase or lease China Alley parking lot.	81,000	SF @	$	4.00	$	324,000
b. Construct 165-car parking lot with landscaping and irrigation; 34-24" box shade trees	81,000	SF @	$	9.00	$	729,000
c. Demolish 1,500SF recycling center building	1,500	SF @	$	20.00	$	30,000
d. Demolish 6,300 SF parking lot.	6,300	LS @	$	3.50	$	22,050
e. Purchase .22 acre apartment building property	9,583	SF @	$	4.00	$	38,333
demolish 18,000 SF building.	18,000	LS @	$	7.00	$	126,000
f. Hanford standard street lighting.		LS @	$	24,000.00	$	24,000
Underground utilities.	650	LF @	$	300.00	$	195,000
g. Remove existing asphalt surface; install 12,750 SF specialty paving.	12,750	SF @	$	8.00	$	102,000
i. Install 4,200 SF historic education garden.	4,200	SF @	$	4.00	$	16,800
j. Construct 2,375 SF China Alley pocket park.	2,375	SF @	$	4.00	$	9,500
2. Central Valley Immigration/Migration Museum (CVIMM), Phase 1.						
a. Identify non-profit organization to 'run' the museum.						
b. Lease space in southeast corner building for first phase.						
3. Streets:						
a. Underground utilities on north south streets as needed.	400	LF @	$	200.00	$	80,000
b. Install 15 downtown standard street lights as required per City Public Works standards.	15	ea @	$	4,000	$	60,000
4. Traffic Calming:						
a. Bulb Outs: 8	8	ea @	$	30,000	$	240,000
b. Mid-block Crossing: 1	1	ea @	$	40,000	$	40,000
c. Specialty paving in crosswalk.		LS @	$	5,000.00	$	5,000
5. Alleys:						
a. Underground utilities;	480	LF @	$	400.00	$	192,000
b. Resurface existing alley paving;	8,800	SF @	$	3.50	$	30,800
c. Install 20 downtown standard street lights.	20	ea @	$	4,000	$	80,000
6. Fees for administration, design, inspection, acquisition etc.				15%	$	351,672
7. Contingency				20%	$	468,897
			Block 2 Total Cost:		**$**	**3,165,052**

BLOCK 3

1. Central Valley Immigration/Migration Museum, Phase 2.						
a. Assuming non-profit organization is operating Phase 1 facility, purchase .40-acre site.	17,424	SF @	$	4.00	$	69,696
b. Construct new 16,250 SF museum facility (parking available at China Alley parking lot)	16,250	SF @	$	300.00	$	4,875,000
2. Traffic Calming:						
a. Bulb Outs: 8	8	ea @	$	30,000	$	240,000
b. Mid-block Crossing: 1	1	ea @	$	40,000	$	40,000
c. Specialty Paving in crosswalk:		LS @	$	5,000.00	$	5,000
3. Streets:						
a. Underground utilities on north south streets as needed.	500	LF @	$	300.00	$	150,000
b. Install 13 downtown standard street lights as required per City Public Works standards.	13	ea @	$	4,000	$	52,000
4. Alleys:	480	LF @	$	400.00	$	192,000
a. Underground utilities;	440	LF @	$	300.00	$	132,000
b. Resurface existing alley paving;	8,800	SF @	$	3.50	$	30,800
c. Install 20 downtown standard street lights.	20	ea @	$	4,000	$	80,000
5. Fees for administration, design, inspection, acquisition etc.				15%	$	879,974
6. Contingency				20%	$	1,173,299
		Block 3 Total Cost:			**$**	**7,919,770**

BLOCK 4

1. Purchase 1.33-acre parcels for catalyst project site.	57,935	SF @	$	6.00	$	347,609
a. Demolish and remove 46,000 SF parking lots.	46,000	SF @	$	3.50	$	161,000
b. Demolish and remove 6,000 SF buildings.	6,000	SF @	$	15.00	$	90,000
2. Purchase 1.0-acre parcel for catalyst project parking.	43,560	SF @	$	4.00	$	174,240
a. Demolish and remove 4,900SF building	4,900	SF @	$	15.00	$	73,500
b. Demolish and remove 25,500 SF parking lot.	25,000	SF @	$	2.00	$	50,000
3. Alleys:						
a. Underground utilities;	960	LF @	$	400.00	$	384,000
b. Resurface existing alley paving;	8,800	SF @	$	3.00	$	26,400
c. Install 6 downtown standard street lights.	6	ea @	$	4,000	$	24,000
4. Option: Construct 180-space parking lot for mixed use buildings.						
5. Streets:						
a. Underground utilities on north south streets as needed.	-					
b. Install 18 downtown standard street lights as required per City Public Works standards.	18	ea @	$	4,000	$	72,000
6. Traffic Calming:						
a. Bulb Outs: 12	12	ea @	$	30,000	$	360,000
b. Mid-block Crossing: 1	1	ea @	$	40,000	$	40,000
c. Specialty Paving in crosswalk.		LS @	$	5,000.00	$	5,000
7. Fees for administration, design, inspection, acquisition etc.				15%	$	271,162
8. Contingency				20%	$	361,550
		Block 4 Total Cost:			**$**	**2,440,461**

BLOCK 5

1. Monument sign at 6th Street and Tenth Avenue; City to purchase easement		LS @	$	5,000.00	$	5,000
2. Streets:						
a. Underground utilities on north south streets as needed.	-					
b. Install 10 downtown standard street lights as required per City Public Works standards.	18	ea @	$	4,000	$	72,000
c. Install 26 street trees @ 24" box. (includes grate and irrigation)	26	ea @	$	2,200	$	57,200
f. Install 500 SF concrete sidewalks.	500	SF @	$	5.00	$	2,500
3. Traffic Calming:						
a. Bulb Outs: 12	12	ea @	$	30,000	$	360,000
b. Mid-block Crossing: 1	1	ea @	$	40,000	$	40,000
c. Specialty paving in crosswalk.		LS @	$	5,000.00	$	5,000
4. Alleys:						
a. Underground utilities;	650	LF @	$	400.00	$	260,000
b. Resurface existing alley paving;	8,800	SF @	$	3.50	$	30,800
5. Fees for administration, design, inspection, acquisition etc.				15%	$	124,875
6. Contingency				20%	$	191,475
			Block 5 Total Cost:			**$ 1,148,850**

BLOCK 6

1. Streets:						
a. Underground utilities on north south streets as needed.	440	LF @	$	250.00	$	110,000
b. Install 7 downtown standard street lights as required per City Public Works standards.	7	ea @	$	4,000	$	28,000
c. Install 20 street trees @ 24" box. (includes grate and irrigation)	20	ea @	$	2,200	$	44,000
f. Install 2,500 SF concrete sidewalks.	2,500	SF @	$	5.00	$	12,500
2. Traffic Calming:						
a. Bulb Outs: 5	5	ea @	$	30,000	$	150,000
b. Mid-block Crossing: 1	1	ea @	$	40,000	$	40,000
c. Specialty paving in crosswalk.		LS @	$	5,000.00	$	5,000
3. Alleys:						
a. Underground utilities;	-					
b. Resurface existing alley paving;	8,800	SF @	$	3.50	$	30,800
4. Fees for administration, design, inspection, acquisition etc.				15%	$	63,045
5. Contingency				20%	$	96,669
		Block 6 Total Cost:			**$**	**580,014**

BLOCK 7

1.	Purchase or lease 1.5-acres railroad property.	65,340	SF @	$	4.00	$ 261,360
2.	Close/abandon Green Street south of 6th Street.		LS @	$	5,000.00	$ 5,000
3.	Close/abandon White Street south of 6th Street.		LS @	$	5,000.00	$ 5,000
4.	Construct 55-car parking lot	18,000	SF @	$	4.50	$ 81,000
	install 10-24" box shade trees.	10	Ea @	$	600.00	$ 6,000
5.	Demolish and remove 22,500 SF mill building; clear site for new development.	22,000	SF @	$	10.00	$ 220,000
6.	Demolish and remove 23,000 SF asphalt paving	23,000	SF @	$	2.00	$ 46,000
7.	Plaza del Mercado: Construct 20,000 SF park					
	a. 1450 SY lawn;	1,450	SF @	$	1.50	$ 2,175
	b. Decorative Fountain;	1	ea @	$	25,000	$ 25,000
	c. Signage;		LS @	$	800.00	$ 800
	d. 8,000 SF paving.	8,000	SF @	$	9.00	$ 72,000
8.	Streets:					
	a. Underground utilities on north south streets as needed.	500	LF @	$	200.00	$ 100,000
	b. Install 7 downtown standard street lights as required per City Public Works standards.	7	ea @	$	4,000	$ 28,000
	c. Install 20 street trees @ 24" box. (includes grate and irrigation)	20	ea @	$	2,200	$ 44,000
	d Install 6,500 SF concrete sidewalks.	6,500	SF @	$	5.00	$ 32,500
9.	Traffic Calming:					
	a. Bulb Outs: 6	6	ea @	$	30,000	$ 180,000
	b. Mid-block Crossing: 1	1	ea @	$	40,000	$ 40,000
	c. Specialty paving in crosswalk.		LS @	$	5,000.00	$ 5,000
10.	Alleys:					
	a. Underground utilities;	-				
	b. Resurface existing alley paving;	8,800	SF @	$	3.50	$ 30,800
11.	Fees for administration, design, inspection, acquisition etc.				15%	$ 177,695
12.	Contingency				20%	$ 272,466
			Block 7 Total Cost:			**$ 1,634,796**

BLOCK 8

1.	Purchase or lease 1.0 acre railroad property.	43,560	SF @	$	4.00	$ 174,240
2.	Close Brown Street.		LS @	$	10,000.00	$ 10,000
3.	Construct 100 car parking lot	32,000	SF @	$	4.50	$ 144,000
	install 13-24"box shade trees.	13	ea @	$	600	$ 7,800
4.	Streets:					
	a. Underground utilities on north south streets as needed.	-				
	b. Install 7 downtown standard street lights as required per City Public Works standards.	7	ea @	$	4,000	$ 28,000
	c. Install 20 street trees @ 24" box. (includes grate and irrigation)	20	ea @	$	2,200	$ 44,000
	d. Install 4,000 SF concrete sidewalks	4,000	SF @	$	5.00	$ 20,000
5.	Traffic Calming:					
	a. Bulb Outs: 6	6	ea @	$	30,000	$ 180,000
	b. Mid-block Crossing: 1	1	ea @	$	40,000	$ 40,000
	c. Specialty paving in crosswalk.		LS @	$	5,000.00	$ 5,000
6.	Alleys:					
	a. Underground utilities;	-				
	b. Resurface existing alley paving;	8,800	SF @	$	3.50	$ 30,800
7.	Fees for administration, design, inspection, acquisition etc.				15%	$ 102,576
8.	Contingency				20%	$ 157,283
			Block 8 Total Cost:			**$ 943,699**

BLOCK 9

1. Youth Center Park						
a. Purchase .5 acre site for park space.	21,780	SF @	$	4.00	$	87,120
b. Construct .5 acre park						
i. Playground equipment		LS @	$	80,000.00	$	80,000
ii. Landscaping	21,780	SF @	$	3.00	$	65,340
iii. Sidewalks: 300 LF x 5' W.	1,500	SF @	$	5.00	$	7,500
iv. Furnishings		LS @	$	8,000.00	$	8,000
v. Lighting: Install 4 downtown standard street lights	4	ea @	$	4,000	$	16,000
2. Streets:						
a. Underground utilities on north south streets as needed.	-					
b. Install 12 downtown standard street lights as required per City Public Works standards.	12	Ea @	$	4,000.00	$	48,000
c. Install 46 street trees @ 24" box. (includes grate and irrigation)	46	ea @	$	600	$	27,600
3. Traffic Calming:						
a. Bulb Outs: 8	8	ea @	$	30,000	$	240,000
b. Specialty paving in crosswalk.		LS @	$	5,000.00	$	5,000
4. Alleys:						
a. Underground utilities;	800	LF @	$	250.00	$	200,000
b. Resurface existing alley paving;	8,800	SF @	$	3.50	$	30,800
5. Fees for administration, design, inspection, acquisition etc.				15%	$	122,304
6. Contingency				20%	$	187,533
Block 9 Total Cost:					**$**	**1,125,197**

BLOCK 10

1. Parking Lot						
a. Purchase .45 acre parcels for parking lot	19,602	SF @	$	4.00	$	78,408
b. Construct 50 car parking lot	17,000	SF @	$	4.50	$	76,500
c. Install 26 street trees @ 24" box. (includes grate and irrigation)	26	ea @	$	2,200	$	57,200
2. Underground alley utilities; resurface alley; Install 7 downtown standard street lights						
3. Streets:						
a. Underground utilities on north south streets as needed.	600	LF @	$	250.00	$	150,000
b. Install 12 downtown standard street lights as required per City Public Works standards.	7	Ea @	$	4,000.00	$	28,000
c. Install 46 street trees @ 24" box. (includes grate and irrigation)	46	ea @	$	2,200	$	101,200
4. Traffic Calming:						
a. Bulb Outs: 8	8	ea @	$	30,000	$	240,000
b. Specialty paving in crosswalk.		LS @	$	5,000.00	$	5,000
5. Alleys:						
a. Underground utilities;	1,200	LF @	$	350.00	$	420,000
b. Resurface existing alley paving;	8,800	SF @	$	3.50	$	30,800
6. Fees for administration, design, inspection, acquisition etc.				15%	$	178,066
7. Contingency				20%	$	273,035
Block 10 Total Cost:					**$**	**1,638,209**

BLOCK 11

1. Streets:						
a. Underground utilities on north south streets as needed.	350	LF @	$	200.00	$	70,000
b. Install 12 downtown standard street lights as required per City Public Works standards.	7	Ea @	$	4,000.00	$	28,000
c. Install 46 street trees @ 24" box. (includes grate and irrigation)	46	ea @	$	2,200	$	101,200
2. Traffic Calming:						
a. Bulb Outs: 8	8	ea @	$	30,000	$	240,000
b. Specialty paving in crosswalk.		LS @	$	5,000.00	$	5,000
3. Alleys:						
a. Underground utilities;		-				
b. Resurface existing alley paving;	8,800	SF @	$	3.50	$	30,800
4. Fees for administration, design, inspection, acquisition etc.				15%	$	71,250
5. Contingency				20%	$	109,250
Block 11 Total Cost:					**$**	**655,500**

BLOCK 12

1. Streets:						
a. Underground utilities on north south streets as needed.	-					
b. Install 12 downtown standard street lights as required per City Public Works standards.	12	Ea @	$	4,000.00	$	48,000
c. Install 46 street trees @ 24" box. (includes grate and irrigation)	46	ea @	$	2,200	$	101,200
2. Traffic Calming:						
a. Bulb Outs: 8	8	ea @	$	30,000	$	240,000
b. Specialty paving in crosswalk.		LS @	$	5,000.00	$	5,000
3. Alleys:						
a. Underground utilities;	-					
b. Resurface existing alley paving;	8,800	SF @	$	3.50	$	30,800
4. Fees for administration, design, inspection, acquisition etc.				15%	$	63,750
5. Contingency				20%	$	97,750
Block 12 Total Cost:					**$**	**586,500**

BLOCK 13

1. Temple Theater Park						
a. Purchase .5 acre site (2 parcels)	21,780	SF @	$	4.00	$	87,120
b. Construct .5 acre park	21,780	SF @	$	4.00	$	87,120
i. Playground equipment		LS @	$	80,000	$	80,000
ii. Gazebo		LS @	$	50,000	$	50,000
iii. Landscaping	21,780	SF @	$	3.00	$	65,340
iv. Sidewalks: 300 LF x 5' W.	1,500	SF @	$	3.50	$	5,250
v. Furnishings		LS @	$	8,000.00	$	8,000
vi. Lighting: Install four downtown standard street lights	4	ea @	$	4,000	$	16,000
2. Senior Housing:						
a. Purchase 1.4 acres	60,984	SF @	$	4.00	$	243,936
b. Demolish and remove 11,425 SF buildings	11,425	SF @	$	12.00	$	137,100
c. Demolish and remove 2,500 SF of paving	2,500	SF @	$	2.00	$	5,000
3. Streets:						
a. Underground utilities on north south streets as needed.	-					
b. Install 12 downtown standard street lights as required per City Public Works standards.	12	Ea @	$	4,000.00	$	48,000
c. Install 46 street trees @ 24" box. (includes grate and irrigation)	46	ea @	$	2,200	$	101,200
4. Traffic Calming:						
a. Bulb Outs: 8	8	ea @	$	30,000	$	240,000
b. Specialty paving in crosswalk.		LS @	$	5,000.00	$	5,000
5. Alleys:						
a. Underground utilities;	480	LF @	$	400.00	$	192,000
b. Resurface existing alley paving;	8,800	SF @	$	3.50	$	30,800
6. Fees for administration, design, inspection, acquisition etc.				15%	$	210,280
7. Contingency				20%	$	322,429
			Block 13 Total Cost:		**$**	**1,934,575**

BLOCK 14

1.	Purchase .86-acre property at northwest corner Visalia and Tenth Avenue	37,462	SF @	$ 4.00	$	149,846
2.	Demolish and remove 4,900 SF building;	4,900	SF @	$ 15.00	$	73,500
3.	Demolish and remove 8,000 SF parking lot;	8,000	SF @	$ 3.50	$	28,000
4.	Streets:					
	a. Underground utilities on north south streets as needed.					
	b. Install 12 downtown standard street lights as required per City Public Works standards.	12	Ea @	$ 4,000.00	$	48,000
	c. Install 46 street trees @ 24" box.	46	ea @	$ 2,200	$	101,200
5.	Traffic Calming:					
	a. Bulb Outs: 8	8	ea @	$ 30,000	$	240,000
	b. Specialty paving in crosswalk.		LS @	$ 5,000.00	$	5,000
6.	Alleys:					
	a. Underground utilities;	250	LF @	$ 400.00	$	100,000
	b. Resurface existing alley paving;	8,800	SF @	$ 3.50	$	30,800
7.	Fees for administration, design, inspection, acquisition etc.			15%	$	116,452
8.	Contingency			20%	$	178,560
				Block 13 Total Cost:		**$ 1,071,358**

BIKE LANES

1.	Reroute truck traffic to Fourth Street (or alternative)				
	a. Initiate traffic study	LS @	$ 5,000.00	$	5,000
	b. Signage as needed.	LS @	$ 3,000.00	$	3,000
2.	Sixth Street:				
	a. Striping	LS @	$ 3,000.00	$	3,000
	b. Signage	LS @	$ 1,500.00	$	1,500
3.	Harris Street:				
	a. Striping	LS @	$ 3,000.00	$	3,000
	b. Signage	LS @	$ 1,500.00	$	1,500
4.	Fees for administration, design, inspection, acquisition etc.		15%	$	2,550
5.	Contingency		20%	$	3,400
			Bike Lanes Total Cost:	**$**	**22,950**

Rapid Visual Screening Survey

The following pages contain the Rapid Visual Screening Survey performed by Taylor Teter.

Taylor Teter

Summary **10-11-11**

A number of building structures have been identified located within area addressed by the East Hanford Precise Development plan. This survey has been conducted of these buildings in order to make a preliminary subjective assessment of their structural condition including their vulnerability to damage due to an earthquake and anticipated extent of upgrade anticipated.

The findings of this study reveal that the structural condition of the buildings vary from being in good condition to being in poor condition and in need of attention to mitigate further degradation. The following table summarizes the professional opinion of each of the buildings.

The aim of this cursory study is to offer a professional assessment of the structural condition of each building and whether an upgrade is feasible or anticipated based on a cursory site visit. Inasmuch as there are more detailed methods currently available to assess structures, such as, (ASCE 31) *FEMA 310 Seismic Evaluation Handbook,* it was determined that a rapid visual screening methodology as prescribed in by ATC-21 methodology, *Rapid Visual Screening of Seismically Hazardous Buildings* was an acceptable initial approach suitable for the scope and intent of the overall planning objective. However, where found useful, Tier 1 checklists of FEMA 310 have been included for selected buildings for information in support of findings. It should be noted that FEMA 310 does not have checklists for Unreinforced Masonry Buildings with flexible diaphragms; hence structures with that system do not have an attachment. For buildings that have already been structurally reinforced, no additional checklists have been added.

The scope of services was limited to a site visit to make visual observations only. No testing or numerical study was performed.

Attached is a Table of the Building Structural Survey providing qualitative summary of each building, followed by descriptions of each building with supporting documents.

125 S. BRIDGE ST. 150
VISALIA, CA 93291
TEL 559.625.5246
FAX 559.625.5282
www.taylorteter.com

#	ADDRESS	PLACE	General Condition *5 - Excellent* *3 - Average* *1 - Poor*	Degree of Invulnerability to Seismic Damage *5 - Life Safety performance anticipated-will perform well* *3-Moderate level of damage* *1-High likelihood of damage*	Relative Ease to Reinforce to UCBC Life Safety Performance Level *5 - Relatively easy* *3 - Moderate level of effort* *1 - Complex or high degree of effort anticipated*
1	203 E SEVENTH ST	FORMER AUTO DEALERSHIP -A	5	3	3
		FORMER AUTO DEALERSHIP -B	3	3	3
		FORMER AUTO DEALERSHIP -C	3	3	3
		FORMER AUTO DEALERSHIP -D	5	3	5
2	308 E SIXTH ST	2-STORY BUILDING	5	2	3
3	321 E SEVENTH ST	OLD THEATRE/ CORNER BUILDING	1	1	1
4	401 E SEVENTH ST	RICE BOWL RESTAURANT (BLUE)	4	2	2
5	NO ADDRESS AVAIL	CHINA CAFÉ (BETW SUE HERB & UNION MRKT)	5	1	2
6	426 E SEVENTH STREET	UNION MARKET	3	2	3
7	CHINA ALLEY	IMPERIAL DYNASTY RESTAURANT	5	3	NA
8	CHINA ALLEY	TAOIST TEMPLE	5	3	NA
9	CHINA ALLEY	NORTH SIDE OF ALLEY, LAST BLDG TO EAST,	3	1	5
10	214 N GREEN STREET	CHINESE LAUNDRY	2	2	1
11	210 E SIXTH STREET		2	2	2
12	NO ADDRESS AVAIL	L.T Sue Herb	5	1	2

203 E. 7th St.

Site Visit Observations

This facility was only observed from the outside and appears to consist of a number of different type of structures, possibly of up to five different structures. This facility was an Auto Dealership and appears to be well maintained.

The Northwest corner of the facility serving what appears to have been the showroom and offices, is a two story structure with a large amount of glass for the width of the north facing wall. The structural system could not be determined since the wall had a stucco finish. The east wall is a brick wall starting south of a band of tall glass windows defining the showroom portion of this building. This portion of the building is well maintained and in good condition. The lateral system across the north wall is unknown though an interior wall set back from this wall line might serve as the lateral resisting element.

East of the Showroom appear to be two structures of undefined structural system. No comment could be made other than the north facing wall appears to be in good condition.

South of the main office/showroom is what could be the shop building. It is believed to be wood frame construction based on the framing observed at the roof vents. The actual gravity or lateral structural systems could not be determined.

At the southeast quadrant of the facility is a pre-engineered metal building.

Conclusions:

1. Given the character of the buildings and apparent age,
    a. The masonry portion of the building is likely unreinforced. The building likely predates Benchmark year of 1991 for the unreinforced masonry portion. The Rapid Visual Screening score is 1.0 which is less than 2.0 (See Attached). Thus a detailed seismic evaluation may be required if an occupancy of higher hazard is proposed for this facility.
    b. For the Two structures east of the Showroom, no comment can be offered.
    c. For the Shop to the south of the showroom, if this is a wood framed structure, given its size, some investigation and upgrade may be required if there is a change to a higher hazard occupancy. Likely structural deficiency may be the lack of a lateral force resisting system such as rod x-bracing or shearwall. Both are easily remedied at nominal cost.

ATC-21/ (NEHRP Map Areas 5,6,7 High)

Rapid Visual Screening of Seismically Hazardous Buildings

Address 203 E. Seventh St
Hanford, CA Zip
Other Identifiers PN. 012-045-001
No. Stories 2 Year Built
Inspector Date
Total Floor Area (sq. ft)
Building Name Roberts Chevrolet
Use Vacant; former auto dealership
(Peel-off label)

Scale: 1" = 30' ↑ NORTH

OCCUPANCY

Residential
Commercial
Office
Industrial
Pub. Assem.
School
Govt. Bldg.
Emer. Serv.
Historic Bldg.

No. Persons
0-10
11-100
100+

Non Structural Falling Hazard ☐

DATA CONFIDENCE

★ = Estimated, Subjective, or Unreliable Data

DNK = Do Not Know

STRUCTURAL SCORES AND MODIFIERS

BUILDING TYPE	W	S1 (MRF)	S2 (BR)	S3 (LM)	S4 (RC SW)	C1 (MRF)	C2 (SW)	C3/S5 (URM INF)	PC1 (TU)	PC2	RM	URM
Basic Score	4.5	4.5	3.0	5.5	3.5	2.0	3.0	1.5	2.0	1.5	3.0	1.0
High Rise	N/A	-2.0	-1.0	N/A	-1.0	-1.0	-1.0	-0.5	N/A	-0.5	-1.0	-0.5
Poor Condition	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Vert. Irregularity	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-0.5	-0.5	-1.0	-1.0	-0.5	-0.5
Soft Story	-1.0	-2.5	-2.0	-1.0	-2.0	-2.0	-2.0	-1.0	-1.0	-2.0	-2.0	-1.0
Torsion	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Plan Irregularity	-1.0	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	-1.0	-1.0
Pounding	N/A	-0.5	-0.5	N/A	-0.5	-0.5	N/A	N/A	N/A	-0.5	N/A	N/A
Large Heavy Cladding	N/A	-2.0	N/A	N/A	N/A	-1.0	N/A	N/A	N/A	-1.0	N/A	N/A
Short Columns	N/A	N/A	N/A	N/A	N/A	-1.0	-1.0	-1.0	N/A	-1.0	N/A	N/A
Post Benchmark Year	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	N/A	+2.0	+2.0	+2.0	N/A
SL2	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3
SL3	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
SL3 & 5 to 20 stories	N/A	-0.8	-0.8	N/A	-0.8	-0.8	-0.8	-0.8	N/A	-0.8	-0.8	-0.8

FINAL SCORE 4.5

COMMENTS

Detailed Evaluation Required? YES NO

Figure B3c

321 E. St. "Old Theatre"

Site Visit Observations

This building is comprised of several portions. The prominent portion consists of a two-story structure. To the rear (south) is a tall theatre element (matching the two story structure. To the east is a single story building.

Two Story:

This structure is constructed of multi-wythe unreinforced brick walls. The first floor wall facing 7th Street has piers approximately 2 foot wide and some approximately 3 feet wide. These support steel lintel beams at approximately 10 feet above finish floor. The brick and mortar appears to be in good condition. The east brick wall exhibits deteriorating mortar at the base of the wall. The West wall of this portion of the building abuts the single story structure to the east. The exposed height of the west wall appears to be in good condition as viewed from the street level. The roof is connected to the wall with thru bolts and triangle steel plates. All walls appear plumb. There is significant signs that the roof is leaking.

Theatre:
The walls are unreinforced brick with signs of significant mortar decay where the floor slopes below exterior grade line. The roof structure clearspans the width of the Theatre (east-west direction) and is exposed to weathering. The ceiling was a wood lath and plaster system virtually all deteriorated and fallen to the floor. The roofing is fully deteriorated exposing the wood roof structure and portion of second floor framing below.

Single Story:

The exterior walls are unreinforced brick. There is no seismic gap between the buildings and the relationship of its roof level to the floor level of the two story building next door is unknown.

The roofing is likely all deteriorated similarly as the other two building portions as evidenced by the poor ceiling condition. Decay of the roof structure and its components is likely.

Conclusions:

1. Given the character of the building and apparent age, the masonry portion of the building is likely unreinforced. The building predates Benchmark year of 1991 and therefore exhibits seismic deficiencies.
2. The Rapid Visual Screening score is 0.5 which is less than 2.0 (See Attached). Thus a detailed seismic evaluation is required.
3. The condition of the roof structure is poor. Perhaps with reroofing the wood and connections can be preserved. Brick walls can be repointed.
4. Likely structural deficiencies include, lack of floor and roof anchorage, lack of adequate roof and floor diaphragms, lack of wall bracing at wood framed portions, lack of parapet bracing, and soft-story effect at first floor street side wall.

5. These structures can be rehabilitated at significant cost.
6. The building was not evaluated to determine whether it is dangerous per Section 302 of the *Uniform Code for the Abatement of Dangerous Buildings*. Based on the present conditions, it is our opinion that dangerous conditions exist and that this structure should be monitored to ensure public safety arising from collapse of roof and floors which destabilize walls.

OLD THEATER 2

ATC-21/ (NEHRP Map Areas 5,6,7 High)

Rapid Visual Screening of Seismically Hazardous Buildings

Address 321 E. 7th St
Hanford, CA Zip
Other Identifiers PN 012-044-005
No. Stories 2 Year Built
Inspector Date
Total Floor Area (sq. ft.)
Building Name OLD THEATER
Use Vacant
(Peel-off label)

Scale: 1" = 30' NORTH

OCCUPANCY

Residential
Commercial
Office
Industrial
Pub. Assem.
School
Govt. Bldg.
Emer. Serv.
Historic Bldg.

No. Persons
0–10
11–100
100+

Non Structural Falling Hazard ☐

DATA CONFIDENCE
★ = Estimated, Subjective, or Unreliable Data
DNK = Do Not Know

STRUCTURAL SCORES AND MODIFIERS

BUILDING TYPE	W	S1 (MRF)	S2 (BR)	S3 (LM)	S4 (RC SW)	C1 (MRF)	C2 (SW)	C3/S5 (URM INF)	PC1 (TU)	PC2	RM	URM
Basic Score	4.5	4.5	3.0	5.5	3.5	2.0	3.0	1.5	2.0	1.5	3.0	1.0
High Rise	N/A	-2.0	-1.0	N/A	-1.0	-1.0	-1.0	-0.5	N/A	-0.5	-1.0	-0.5
Poor Condition	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Vert. Irregularity	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-0.5	-0.5	-1.0	-1.0	-0.5	-0.5
Soft Story	-1.0	-2.5	-2.0	-1.0	-2.0	-2.0	-2.0	-1.0	-1.0	-2.0	-2.0	-1.0
Torsion	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Plan Irregularity	-1.0	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	-1.0	-1.0
Pounding	N/A	-0.5	-0.5	N/A	-0.5	-0.5	N/A	N/A	N/A	-0.5	N/A	N/A
Large Heavy Cladding	N/A	-2.0	N/A	N/A	N/A	-1.0	N/A	N/A	N/A	-1.0	N/A	N/A
Short Columns	N/A	N/A	N/A	N/A	N/A	-1.0	-1.0	-1.0	N/A	-1.0	N/A	N/A
Post Benchmark Year	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	N/A	+2.0	+2.0	+2.0	N/A
SL2	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3
SL3	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
SL3 & 8 to 20 stories	N/A	-0.8	-0.8	N/A	-0.8	-0.8	-0.8	-0.8	N/A	-0.8	-0.8	-0.8
FINAL SCORE												0

COMMENTS

Detailed Evaluation Required? YES NO

Figure B3c

401 E. 7th St.

Site Visit Observations

Single-story structure has exterior masonry bearing walls of concrete masonry unit construction and therefore believed to be reinforced. The south wall appears to also be a masonry bearing wall but of an unidentified block type (4 to 6 inch tall, running bond with bond beam and parapet).

This building was only observed from the exterior. The roof construction was not determined but is presumably wood framed. The north wall has large storefront windows with intermittent masonry pilasters.

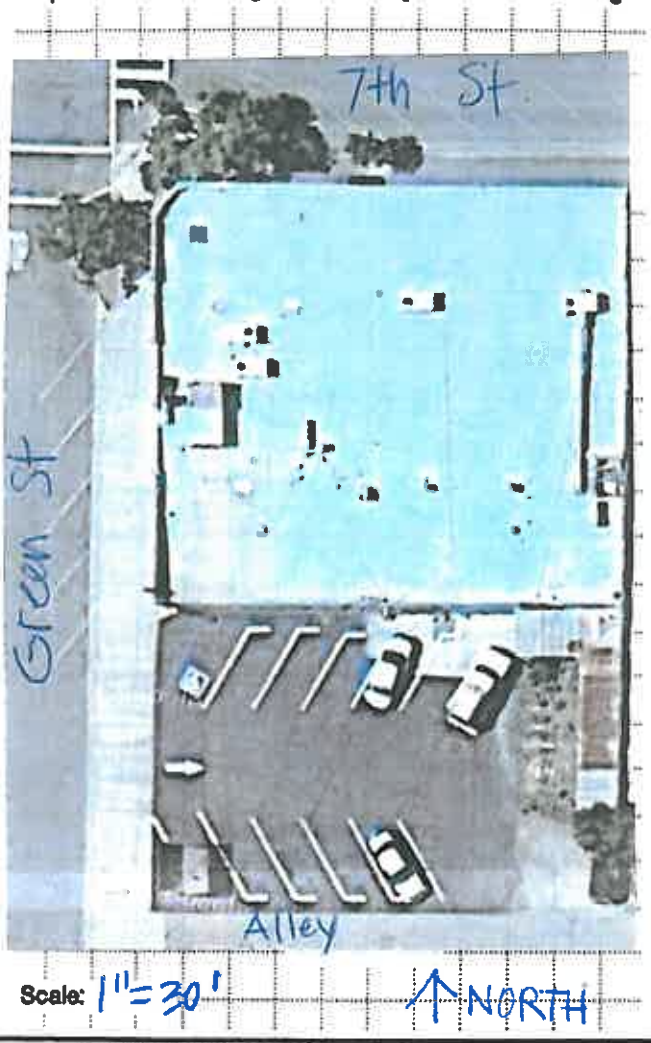
The exterior walls are plumb and in good condition, not exhibiting decay or cracks. A concrete bond beam was observed above the door and window line.

Conclusions:

1. Given the character of the building and apparent age, the masonry portion of the building is likely a reinforced masonry structure with flexible diaphragm. The building predates Benchmark year of 1997 and therefore exhibits some seismic deficiencies.
2. The Rapid Visual Screening score is 3.0 which is greater than 2.0 and therefore no detailed evaluation would be suggested unless a change in occupancy is proposed or a change to the structural system.
3. The condition of the roof structure is good.
4. Likely structural deficiencies include, lack of roof anchorage, and soft-story effect at north wall.
5. At this time there is no code basis to trigger a structural upgrade.

ATC-21/ (NEHRP Map Areas 5,6,7 High)

Rapid Visual Screening of Seismically Hazardous Buildings



Address 401 E. 7th St
Hanford, CA Zip
Other Identifiers PN 012-036-001
No. Stories 1 Year Built
Inspector Date
Total Floor Area (sq. ft)
Building Name Rice Bowl
Use Vacant; former restaurant
(Peel-off label)

OCCUPANCY

Residential
Commercial
Office
Industrial
Pub. Assem.
School
Govt. Bldg.
Emer. Serv.
Historic Bldg.

No. Persons
0–10
11–100
100+

Non Structural Falling Hazard ☐

DATA CONFIDENCE
★ = Estimated, Subjective, or Unreliable Data
DNK = Do Not Know

STRUCTURAL SCORES AND MODIFIERS

BUILDING TYPE	W	S1 (MRF)	S2 (BR)	S3 (LM)	S4 (RC SW)	C1 (MRF)	C2 (SW)	C3/S5 (URM INF)	PC1 (TU)	PC2	RM	URM
Basic Score	4.5	4.5	3.0	5.5	3.5	2.0	3.0	1.5	2.0	1.5	3.0	1.0
High Rise	N/A	-2.0	-1.0	N/A	-1.0	-1.0	-1.0	-0.5	N/A	-0.5	-1.0	-0.5
Poor Condition	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Vert. Irregularity	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-0.5	-0.5	-1.0	-1.0	-0.5	-0.5
Soft Story	-1.0	-2.5	-2.0	-1.0	-2.0	-2.0	-2.0	-1.0	-1.0	-2.0	-2.0	-1.0
Torsion	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Plan Irregularity	-1.0	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	-1.0	-1.0
Pounding	N/A	-0.5	-0.5	N/A	-0.5	-0.5	N/A	N/A	N/A	-0.5	N/A	N/A
Large Heavy Cladding	N/A	-2.0	N/A	N/A	N/A	-1.0	N/A	N/A	N/A	-1.0	N/A	N/A
Short Columns	N/A	N/A	N/A	N/A	N/A	-1.0	-1.0	-1.0	N/A	-1.0	N/A	N/A
Post Benchmark Year	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	N/A	+2.0	+2.0	+2.0	N/A
SL2	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3
SL3	-0.8	-0.8	-0.8	-0.8	-0.8	-0.8	-0.8	-0.8	-0.8	-0.8	-0.8	-0.8
SL3 & 8 to 20 stories	N/A	-0.8	-0.8	N/A	-0.8	-0.8	-0.8	-0.8	N/A	-0.8	-0.8	-0.8

FINAL SCORE 3.0

COMMENTS

Detailed Evaluation Required? YES NO

Figure B3c

China Café Seventh Street

Site Visit Observations

This is a two-story structure with exterior unreinforced brick bearing walls. No observation within the building was made. The front wall has few openings at the first and second floor.

The roof structure is believed to be wood framing typical of the type of structures in the area.

There is a seismic gap between this structure and the building to the east. Whether the west wall is a shared property line wall is unknown. It appears that the likely level of the second floor of this building is lower than the adjacent building to the west.

The north wall of this structure is brick of unknown thickness. The condition of the brick and mortar appears to be in good condition. There is a diagonal crack at the west end of the wall. This wall as about four piers between openings approximately three feet wide.

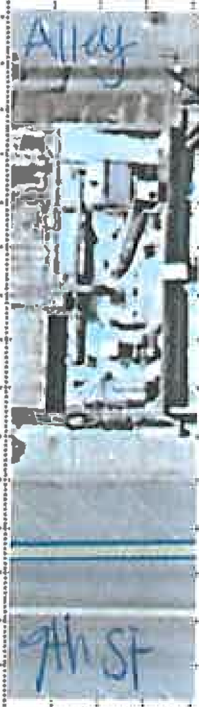
Overall, the building appears to be in good condition and well maintained.

Conclusions:

1. Given the character of the building and apparent age, the masonry portion of the building is likely unreinforced. The building likely predates Benchmark year of 1991 for the unreinforced masonry portion.
2. The Rapid Visual Screening score is 1.0 which is less than 2.0 (See Attached). Thus a detailed seismic evaluation is required.
3. Likely structural deficiencies include, lack of floor and roof anchorage, lack of adequate diaphragm, and lack of parapet bracing. The attached Basic Structural Checklist indicates many items that are unknown.
4. The single story portions of the building can be reinforced at nominal cost if the structure is all exposed on the interior.

ATC-21/ (NEHRP Map Areas 5,6,7 High)

Rapid Visual Screening of Seismically Hazardous Buildings



Scale: 1" = 30'

↑ NORTH

Address: NONE AVAILABLE
Hanford, CA Zip:
Other Identifiers: btw 'Sue' Herb & Union Market
No. Stories: 2 Year Built:
Inspector: Date:
Total Floor Area (sq. ft):
Building Name: China Cafe
Use: Vacant; former restaurant

(Peel-off label)

OCCUPANCY

Occupancy	No. Persons
Residential	0–10
Commercial (circled)	11–100 (circled)
Office	100+
Industrial	
Pub. Assem.	
School	
Govt. Bldg.	
Emer. Serv.	
Historic Bldg.	

Non Structural Falling Hazard ☐

DATA CONFIDENCE

* = Estimated, Subjective, or Unreliable Data

DNK = Do Not Know

STRUCTURAL SCORES AND MODIFIERS

BUILDING TYPE	W	S1 (MRF)	S2 (BR)	S3 (LM)	S4 (RC SW)	C1 (MRF)	C2 (SW)	C3/S5 (URM INF)	PC1 (TU)	PC2	RM	URM
Basic Score	4.5	4.5	3.0	5.5	3.5	2.0	3.0	1.5	2.0	1.5	3.0	1.0 (circled)
High Rise	N/A	-2.0	-1.0	N/A	-1.0	-1.0	-1.0	-0.5	N/A	-0.5	-1.0	-0.5
Poor Condition	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Vert. Irregularity	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-0.5	-0.5	-1.0	-1.0	-0.5	-0.5
Soft Story	-1.0	-2.5	-2.0	-1.0	-2.0	-2.0	-2.0	-1.0	-1.0	-2.0	-2.0	-1.0
Torsion	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Plan Irregularity	-1.0	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	-1.0	-1.0
Pounding	N/A	-0.5	-0.5	N/A	-0.5	-0.5	N/A	N/A	N/A	-0.5	N/A	N/A
Large Heavy Cladding	N/A	-2.0	N/A	N/A	N/A	-1.0	N/A	N/A	N/A	-1.0	N/A	N/A
Short Columns	N/A	N/A	N/A	N/A	N/A	-1.0	-1.0	-1.0	N/A	-1.0	N/A	N/A
Post Benchmark Year	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	N/A	+2.0	+2.0	+2.0	N/A
SL2	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3
SL3	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
SL3 & 8 to 20 stories	N/A	-0.8	-0.8	N/A	-0.8	-0.8	-0.8	-0.8	N/A	-0.8	-0.8	-0.8
FINAL SCORE												1.0

COMMENTS

ATC21W
83096.01

Detailed Evaluation Required?

YES / NO (NO circled)

Figure B3c

426 E. 7th St.

Site Visit Observations

This structure is a single story structure with exterior reinforced masonry walls and barrel shaped roof structure. A ceiling conceals the roof structure which was not observed. It should be noted that there was no observable sagging of the ceiling to suggest a further investigation is warranted at this time.

The exterior walls appear to be standard concrete masonry units with pilasters at 16 to 20 feet on center terminating at the roof line. The walls are found to be plumb and in good conditions.

The south facing wall has a brick veneer which conceals the wall construction. A parapet extends above the eave line

Overall, this structure appears to be in good condition.

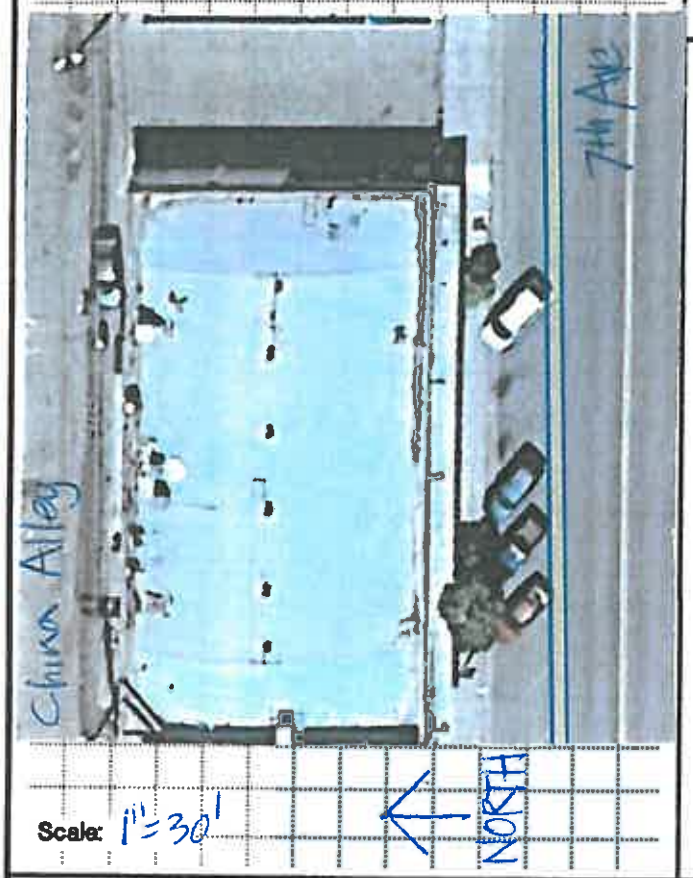
Conclusions:

1. Given the character of the building and apparent age, the masonry portion of the building is likely a reinforced masonry structure with flexible diaphragm. The building predates Benchmark year of 1997 and therefore exhibits some seismic deficiencies.
2. The Rapid Visual Screening score is 3.0 which is greater than 2.0 and therefore no detailed evaluation would be suggested unless a change in occupancy is proposed or a change to the structural system.
3. Likely structural deficiency is a lack of roof to wall anchorage.

ATC-21/ (NEHRP Map Areas 5,6,7 High)

Rapid Visual Screening of Seismically Hazardous Buildings

Address 426 E. 7th St
Hanford, CA Zip
Other Identifiers PN 012-037-017
No. Stories 1 Year Built
Inspector Date
Total Floor Area (sq. ft.)
Building Name Union Market
Use Market
(Peel-off label)



Scale: 1"=30'

OCCUPANCY	
Residential	No. Persons
Commercial	0-10
Office	11-100
Industrial	100+
Pub. Assem.	. .
School	
Govt. Bldg.	
Emer. Serv.	
Historic Bldg.	

Non Structural Falling Hazard ☐

DATA CONFIDENCE

★ = Estimated, Subjective, or Unreliable Data

DNK = Do Not Know

STRUCTURAL SCORES AND MODIFIERS

BUILDING TYPE	W	S1 (MRF)	S2 (BR)	S3 (LM)	S4 (RC SW)	C1 (MRF)	C2 (SW)	C3/S5 (URM INF)	PC1 (TU)	PC2	RM	URM
Basic Score	**4.5**	**4.5**	**3.0**	**5.5**	**3.5**	**2.0**	**3.0**	**1.5**	**2.0**	**1.5**	**3.0**	**1.0**
High Rise	N/A	-2.0	-1.0	N/A	-1.0	-1.0	-1.0	-0.5	N/A	-0.5	-1.0	-0.5
Poor Condition	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Vert. Irregularity	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-0.5	-0.5	-1.0	-1.0	-0.5	-0.5
Soft Story	-1.0	-2.5	-2.0	-1.0	-2.0	-2.0	-2.0	-1.0	-1.0	-2.0	-2.0	-1.0
Torsion	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Plan Irregularity	-1.0	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	-1.0	-1.0
Pounding	N/A	-0.5	-0.5	N/A	-0.5	-0.5	N/A	N/A	N/A	-0.5	N/A	N/A
Large Heavy Cladding	N/A	-2.0	N/A	N/A	N/A	-1.0	N/A	N/A	N/A	-1.0	N/A	N/A
Short Columns	N/A	N/A	N/A	N/A	N/A	-1.0	-1.0	-1.0	N/A	-1.0	N/A	N/A
Post Benchmark Year	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	N/A	+2.0	+2.0	+2.0	N/A
SL2	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3
SL3	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
SL3 & 8 to 20 stories	N/A	-0.8	-0.8	N/A	-0.8	-0.8	-0.8	-0.8	N/A	-0.8	-0.8	-0.8
FINAL SCORE												

COMMENTS

?

Detailed Evaluation Required? YES (NO)

ATC21M 88288.01

Figure B3c

China Alley, (NW Corner)

Site Visit Observations

This building is known as the 'Old Imperial Dynasty' and reportedly consists of exterior brick bearing walls. Reportedly, this structure has been seismically reinforced within the last two decades.

No observation was made of the interior as the Owner reported that wall and ceiling finished conceal the actual structure.

The building is in good condition with no apparent signs of structural distress.

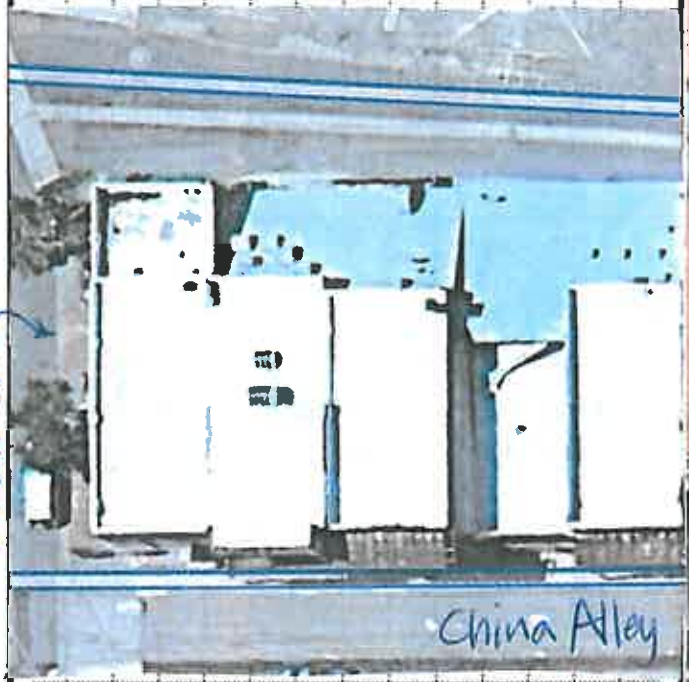
Conclusions:

1. Since this structure has been structurally upgraded, not further action is deemed necessary.

ATC-21/ (NEHRP Map Areas 5,6,7 High)

Rapid Visual Screening of Seismically Hazardous Buildings

Address CHINA ALLEY (NW corner)
HANFORD CA Zip
Other Identifiers PN 012-037-022
No. Stories 2 Year Built
Inspector Date
Total Floor Area (sq. ft)
Building Name OLD IMPERIAL DYNASTY
Use RESTAURANT: VACANT
(Peel-off label)



Scale: 1" = 30' ↑ NORTH

OCCUPANCY

	No. Persons
Residential	0–10
Commercial	11–100
Office	100+
Industrial	
Pub. Assem.	
School	
Govt. Bldg.	
Emer. Serv.	
Historic Bldg.	

Non Structural Falling Hazard ☐

DATA CONFIDENCE

* = Estimated, Subjective, or Unreliable Data

DNK = Do Not Know

STRUCTURAL SCORES AND MODIFIERS

BUILDING TYPE	W	S1 (MRF)	S2 (BR)	S3 (LM)	S4 (RC SW)	C1 (MRF)	C2 (SW)	C3/S5 (URM INF)	PC1 (TU)	PC2	RM	URM
Basic Score	**4.5**	**4.5**	**3.0**	**5.5**	**3.5**	**2.0**	**3.0**	**1.5**	**2.0**	**1.5**	**3.0**	**1.0**
High Rise	N/A	-2.0	-1.0	N/A	-1.0	-1.0	-1.0	-0.6	N/A	-0.5	-1.0	-0.6
Poor Condition	-0.5	-0.6	-0.5	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
Vert. Irregularity	-0.5	-0.6	-0.5	-0.6	-0.6	-1.0	-0.6	-0.6	-1.0	-1.0	-0.6	-0.6
Soft Story	-1.0	-2.5	-2.0	-1.0	-2.0	-2.0	-2.0	-1.0	-1.0	-2.0	-2.0	-1.0
Torsion	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Plan Irregularity	-1.0	-0.6	-0.5	-0.6	-0.6	-0.6	-0.6	-0.6	-1.0	-1.0	-1.0	-1.0
Pounding	N/A	-0.6	-0.5	N/A	-0.6	-0.6	N/A	N/A	N/A	-0.6	N/A	N/A
Large Heavy Cladding	N/A	-2.0	N/A	N/A	N/A	-1.0	N/A	N/A	N/A	-1.0	N/A	N/A
Short Columns	N/A	N/A	N/A	N/A	N/A	-1.0	-1.0	-1.0	N/A	-1.0	N/A	N/A
Post Benchmark Year	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	N/A	+2.0	+2.0	+2.0	N/A
SL2	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3
SL3	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
SL3 & 8 to 20 stories	N/A	-0.6	-0.6	N/A	-0.6	-0.6	-0.6	-0.6	N/A	-0.6	-0.6	-0.6
FINAL SCORE												

COMMENTS: STRUCTURE REPORTEDLY UNREINFORCED

Detailed Evaluation Required? YES (NO)

Figure B3c

China Alley, Taoist Temple

Site Visit Observations

This building is known as the 'Taoist Temple' and consists of exterior brick bearing walls and wood framed roof structure. This structure has been seismically reinforced circa 2001.

Conclusions:

1. Since this structure has been structurally upgraded, not further action is deemed necessary.

ATC-21/ (NEHRP Map Areas 5,6,7 High)

Rapid Visual Screening of Seismically Hazardous Buildings

Address CHINA ALLEY
HANFORD, CA Zip
Other Identifiers / PN 012-037-006
No. Stories 2 Year Built
Inspector Date
Total Floor Area (sq. ft)
Building Name TAOIST TEMPLE
Use MUSEUM
(Peel-off label)

Scale: 1" = 30'

NORTH

OCCUPANCY	No. Persons
Residential	0–10
Commercial	11–100
Office	100+
Industrial	. .
Pub. Assem.	
School	
Govt. Bldg.	
Emer. Serv.	
Historic Bldg.	

Non Structural Falling Hazard ☐

DATA CONFIDENCE

★ = Estimated, Subjective, or Unreliable Data

DNK = Do Not Know

STRUCTURAL SCORES AND MODIFIERS

BUILDING TYPE	W	S1 (MRF)	S2 (BR)	S3 (LM)	S4 (RC SW)	C1 (MRF)	C2 (SW)	C3/S5 (URM INF)	PC1 (TU)	PC2	RM	URM
Basic Score	**4.5**	**4.5**	**3.0**	**5.5**	**3.5**	**2.0**	**3.0**	**1.5**	**2.0**	**1.5**	**3.0**	**1.0**
High Rise	N/A	-2.0	-1.0	N/A	-1.0	-1.0	-1.0	-0.5	N/A	-0.5	-1.0	-0.5
Poor Condition	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Vert. Irregularity	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-0.5	-0.5	-1.0	-1.0	-0.5	-0.5
Soft Story	-1.0	-2.5	-2.0	-1.0	-2.0	-2.0	-2.0	-1.0	-1.0	-2.0	-2.0	-1.0
Torsion	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Plan Irregularity	-1.0	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	-1.0	-1.0
Pounding	N/A	-0.5	-0.5	N/A	-0.5	-0.5	N/A	N/A	N/A	-0.5	N/A	N/A
Large Heavy Cladding	N/A	-2.0	N/A	N/A	N/A	-1.0	N/A	N/A	N/A	-1.0	N/A	N/A
Short Columns	N/A	N/A	N/A	N/A	N/A	-1.0	-1.0	-1.0	N/A	-1.0	N/A	N/A
Post Benchmark Year	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	N/A	+2.0	+2.0	+2.0	N/A
SL2	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3
SL3	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
SL3 & 8 to 20 stories	N/A	-0.8	-0.8	N/A	-0.8	-0.8	-0.8	-0.8	N/A	-0.8	-0.8	-0.8
FINAL SCORE												

COMMENTS

Detailed Evaluation Required? YES NO

Figure B3c

China Alley, North side of Alley at far East End

Site Visit Observations

This is a single story structure with exterior masonry walls similar to the 426 E. Seventh St (Union Market). The exterior walls appear to be standard masonry CMU blocks but a number of diagonal cracks suggest that it may not be reinforced. The roof is gabled of unknown construction. The wall height is estimated to be twelve feet.

Conclusions:

1. Given the character of the building and apparent age, the masonry portion of the building has either a reinforced or unreinforced masonry walls structure with flexible roof diaphragm. The building predates Benchmark year of 1997 and therefore exhibits some seismic deficiencies.
2. Wall height to thickness ratio of 18 is greater than 13 for an unreinforced wall, thus posing a structural seismic deficiency.
3. The Rapid Visual Screening score is either 3.0 or 1.0. Given the unverified reinforcement of the walls, a detailed evaluation would be required if a change in occupancy is desired.
4. Likely structural deficiency is a lack of roof to wall anchorage, and possibly the wall strength if unreinforced.

ATC-21/ (NEHRP Map Areas 5,6,7 High)

Rapid Visual Screening of Seismically Hazardous Buildings

Address China Alley - Northeast corner next to parking Zip

Other Identifiers

No. Stories 1 Year Built

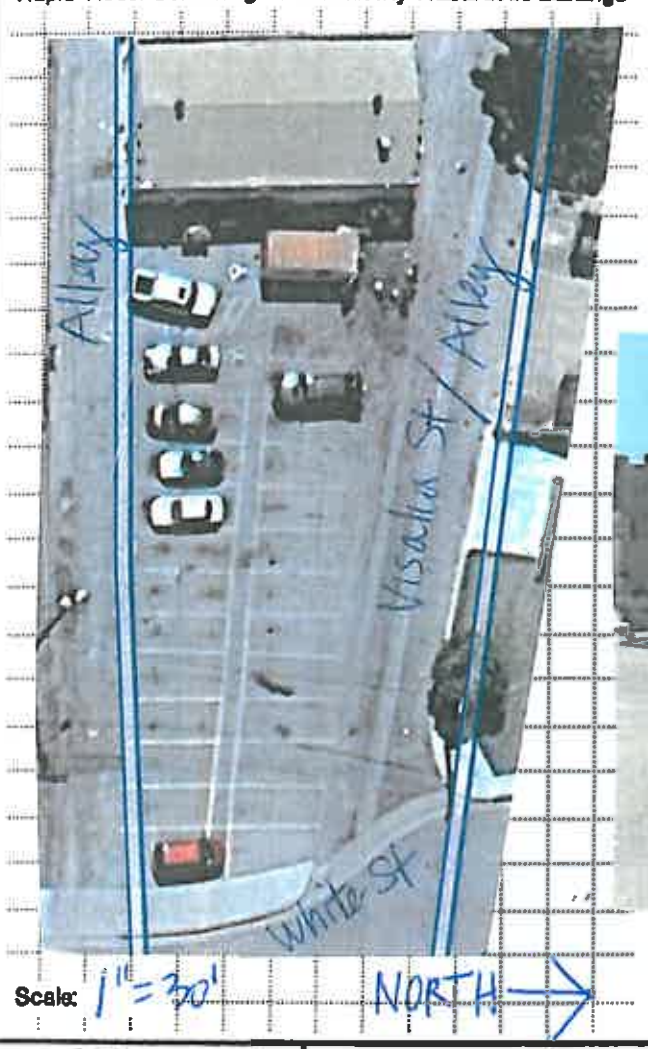
Inspector Date

Total Floor Area (sq. ft)

Building Name Fawzi Munram owner

Use Recycling Center

(Peel-off label)



Scale: 1" = 30'

OCCUPANCY

	No. Persons
Residential	0–10
Commercial	11–100
Office	100+
Industrial	. .
Pub. Assem.	
School	
Govt. Bldg.	
Emer. Serv.	
Historic Bldg.	

Non Structural Falling Hazard ☐

DATA CONFIDENCE

* = Estimated, Subjective, or Unreliable Data

DNK = Do Not Know

STRUCTURAL SCORES AND MODIFIERS

BUILDING TYPE	W	S1 (MRF)	S2 (BR)	S3 (LM)	S4 (RC SW)	C1 (MRF)	C2 (SW)	C3/S5 (URM INF)	PC1 (TU)	PC2	RM	URM
Basic Score	**4.5**	**4.5**	**3.0**	**5.5**	**3.5**	**2.0**	**3.0**	**1.5**	**2.0**	**1.5**	**3.0**	**1.0**
High Rise	N/A	-2.0	-1.0	N/A	-1.0	-1.0	-1.0	-0.5	N/A	-0.5	-1.0	-0.5
Poor Condition	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Vert. Irregularity	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-0.5	-0.5	-1.0	-1.0	-0.5	-0.5
Soft Story	-1.0	-2.5	-2.0	-1.0	-2.0	-2.0	-2.0	-1.0	-1.0	-2.0	-2.0	-1.0
Torsion	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Plan Irregularity	-1.0	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	-1.0	-1.0
Pounding	N/A	-0.5	-0.5	N/A	-0.5	-0.5	N/A	N/A	N/A	-0.5	N/A	N/A
Large Heavy Cladding	N/A	-2.0	N/A	N/A	N/A	-1.0	N/A	N/A	N/A	-1.0	N/A	N/A
Short Columns	N/A	N/A	N/A	N/A	N/A	-1.0	-1.0	-1.0	N/A	-1.0	N/A	N/A
Post Benchmark Year	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	N/A	+2.0	+2.0	+2.0	N/A
SL2	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3
SL3	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
SL3 & 8 to 20 stories	N/A	-0.8	-0.8	N/A	-0.8	-0.8	-0.8	-0.8	N/A	-0.8	-0.8	-0.8
FINAL SCORE												

COMMENTS

Detailed Evaluation Required? YES / NO

Figure B3c

214 N. Green St., "Chinese Laundry"

Site Visit Observations

Two story wood framed structure with first floor structure wood framed. The building is rectangular in plan for both stories. The main portion building appears to be plumb. The first floor has portions that exhibit sign of settlement. However, the roof ridge appears to be straight.

The exterior and interior walls are stud framing and sheathing appears to be a 1x8 or larger planks.

The front porch has a wood framed first floor with portions exhibiting dryrot. The porch roof appears to be a balcony with its leading edge having settled significantly. The rest of the structure exterior wood siding is unfinished and exposed with no significant decay observed.

Conclusions:

1. The building likely predates Benchmark year of 1976 for the wood framed portion.
2. There are many interior walls in both stories providing overall redundancy, albeit with archaic construction and materials.
3. The Rapid Visual Screening score is 4-4.5 which is ~~less~~ than 2.0 (See Attached).
4. Likely structural deficiencies include, lack of a foundation, shearwalls and diaphragms. The attached Basic Structural Checklist indicates many items that are unknown.
5. It is our opinion that this structure can be preserved by implementing some simple remedies to reduce its vulnerability to damage in a seismic or high-wind event. These may include adding plywood shear panels to a few interior walls. The porch can be repaired and restored to its original shape.

ATC-21/ (NEHRP Map Areas 5,6,7 High)

Rapid Visual Screening of Seismically Hazardous Buildings

Address 214 N. Green St. Zip

Other Identifiers FN 010-274-020

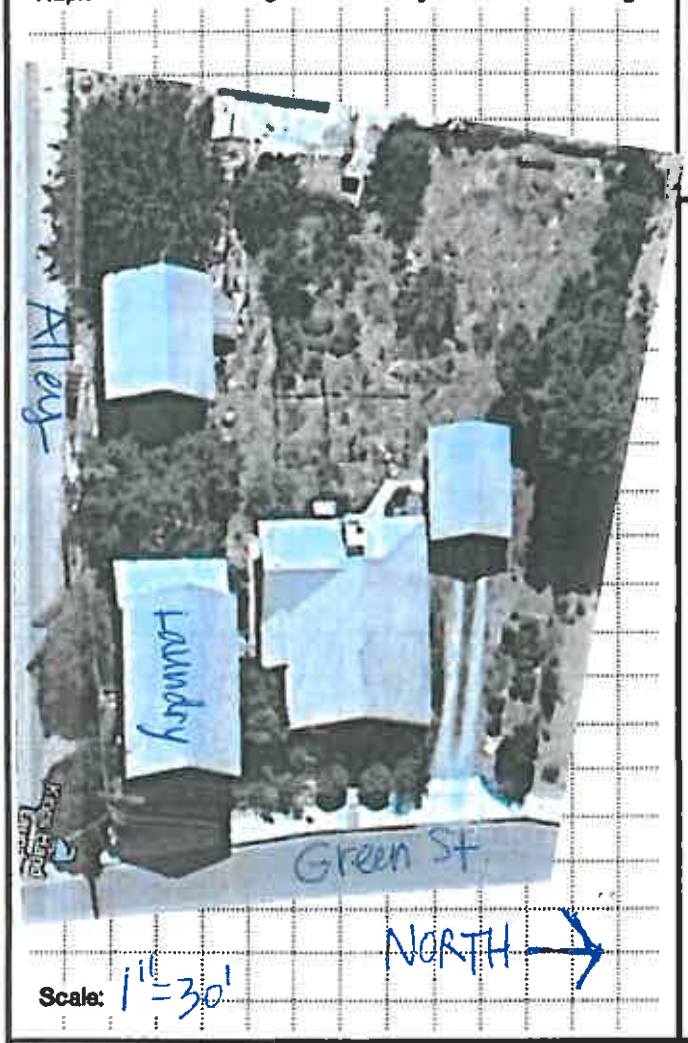
No. Stories 2 Year Built

Inspector Date

Total Floor Area (sq. ft)

Building Name Chinese Laundry

Use Laundry; VACANT (Peel-off label)



Scale: 1" = 30'

OCCUPANCY

	No. Persons
Residential	0–10
Commercial	11–100
Office	100+
Industrial	
Pub. Assem.	
School	
Govt. Bldg.	
Emer. Serv.	
Historic Bldg.	

Non Structural Falling Hazard ☐

DATA CONFIDENCE

* = Estimated, Subjective, or Unreliable Data

DNK = Do Not Know

STRUCTURAL SCORES AND MODIFIERS

BUILDING TYPE	W	S1 (MRF)	S2 (BR)	S3 (LM)	S4 (RC SW)	C1 (MRF)	C2 (SW)	C3/S5 (URM INF)	PC1 (TU)	PC2	RM	URM
Basic Score	4.5	4.5	3.0	5.5	3.5	2.0	3.0	1.5	2.0	1.5	3.0	1.0
High Rise	N/A	-2.0	-1.0	N/A	-1.0	-1.0	-1.0	-0.5	N/A	-0.5	-1.0	-0.5
Poor Condition	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Vert. Irregularity	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-0.5	-0.5	-1.0	-1.0	-0.5	-0.5
Soft Story	-1.0	-2.5	-2.0	-1.0	-2.0	-2.0	-2.0	-1.0	-1.0	-2.0	-2.0	-1.0
Torsion	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Plan Irregularity	-1.0	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	-1.0	-1.0
Pounding	N/A	-0.5	-0.5	N/A	-0.5	-0.5	N/A	N/A	N/A	-0.5	N/A	N/A
Large Heavy Cladding	N/A	-2.0	N/A	N/A	N/A	-1.0	N/A	N/A	N/A	-1.0	N/A	N/A
Short Columns	N/A	N/A	N/A	N/A	N/A	-1.0	-1.0	-1.0	N/A	-1.0	N/A	N/A
Post Benchmark Year	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	N/A	+2.0	+2.0	+2.0	N/A
SL2	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3
SL3	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
SL3 & 5 to 20 stories	N/A	-0.8	-0.8	N/A	-0.8	-0.8	-0.8	-0.8	N/A	-0.8	-0.8	-0.8

FINAL SCORE 4.5 (4.5?)

COMMENTS

Detailed Evaluation Required? YES NO

Figure B3c

3.7.1 Basic Structural Checklist for Building Type W1: Wood Light Frames

This Basic Structural Checklist shall be completed when required by Table 3-2.

Each of the evaluation statements on this checklist shall be marked compliant (C), non-compliant (NC), or not applicable (N/A) for a Tier 1 Evaluation. Compliant statements identify issues that are acceptable according to the criteria of this Handbook, while non-compliant statements identify issues that require further investigation. Certain statements may not apply to the buildings being evaluated. For non-compliant evaluation statements, the design professional may choose to conduct further investigation using the corresponding Tier 2 evaluation procedure; the section numbers in parentheses following each evaluation statement correspond to Tier 2 evaluation procedures.

Commentary:

These buildings are single or multiple family dwellings of one or more stories in height. Building loads are light and the framing spans are short. Floor and roof framing consists of closely spaced wood joists or rafters on wood studs. The first floor framing is supported directly on the foundation, or is raised up on cripple studs and post and beam supports. The foundation consists of spread footings constructed of concrete, concrete masonry block, or brick masonry in older construction. Chimneys, when present, consist of solid brick masonry, masonry veneer, or wood frame with internal metal flues. Lateral forces are resisted by wood frame diaphragms and shear walls. Floor and roof diaphragms consist of straight or diagonal wood sheathing, tongue and groove planks, or plywood. Shear walls consist of straight or diagonal wood sheathing, plank siding, plywood, stucco, gypsum board, particle board, or fiberboard. Interior partitions are sheathed with plaster or gypsum board.

Building System

(C) NC N/A LOAD PATH: The structure shall contain one complete load path for Life Safety and Immediate Occupancy for seismic force effects from any horizontal direction that serves to transfer the inertial forces from the mass to the foundation. (Tier 2: Sec. 4.3.1.1)

C NC (N/A) VERTICAL DISCONTINUITIES: All vertical elements in the lateral-force-resisting system shall be continuous to the foundation. (Tier 2: Sec. 4.3.2.4)

(C) NC N/A DETERIORATION OF WOOD: There shall be no signs of decay, shrinkage, splitting, fire damage, or sagging in any of the wood members and none of the metal accessories shall be deteriorated, broken, or loose. (Tier 2: Sec. 4.3.3.1)

C NC N/A OVERDRIVEN FASTENERS: There shall be no evidence of overdriven fasteners in the shear walls. (Tier 2: Sec. 4.3.3.2)

Lateral Force Resisting System

(C) NC N/A REDUNDANCY: The number of lines of shear walls in each principal direction shall be greater than or equal to 2 for Life Safety and Immediate Occupancy. (Tier 2: Sec. 4.4.2.1.1)

C NC N/A SHEAR STRESS CHECK The shear stress in the shear walls, calculated using the Quick Check procedure of Section 3.5.3.3, shall be less than the following values for Life Safety and Immediate Occupancy (Tier 2: Sec. 4.4.2.7.1)

Structural panel sheathing:	1000 plf
Diagonal sheathing:	700 plf
Straight sheathing:	80 plf
All other conditions:	100 plf

C NC (N/A) STUCCO (EXTERIOR PLASTER) SHEAR WALLS: Multistory buildings shall not rely on exterior stucco walls as the primary lateral-force-resisting system. (Tier 2: Sec. 4.4.2.7.2)

C NC (N/A) GYPSUM WALLBOARD OR PLASTER SHEAR WALLS: Interior plaster or gypsum wallboard shall not be used as shear walls on buildings over one story in height. (Tier 2: Sec. 4.4.2.7.3)

(C) NC N/A NARROW WOOD SHEAR WALLS: Narrow wood shear walls with an aspect ratio greater than 2 to 1 for Life Safety and 1.5 to 1 for Immediate Occupancy shall not be used to resist lateral forces developed in the building. (Tier 2: Sec. 4.4.2.7.4)

C (NC) N/A WALLS CONNECTED THROUGH FLOORS: Shear walls shall have interconnection between stories to transfer overturning and shear forces through the floor. (Tier 2: Sec. 4.4.2.7.5)

C NC (N/A) HILLSIDE SITE: For a sloping site greater than one-half story, all shear walls on the downhill slope shall have an aspect ratio less than 1 to 1 for Life-Safety and 1 to 2 for Immediate Occupancy. (Tier 2: Sec. 4.4.2.7.6)

C NC (N/A) CRIPPLE WALLS All cripple walls below first floor level shear walls shall be braced to the foundation with shear elements. (Tier 2: Sec. 4.4.2.7.7)

Connections

C (NC) N/A WOOD POSTS: There shall be a positive connection of wood posts to the foundation. (Tier 2: Sec. 4.6.3.3)

C NC N/A WOOD SILLS All wood sill s shall be bolted to the foundation. (Tier 2: Sec. 4.6.3.4)

C NC N/A GIRDER/COLUMN CONNECTION: There shall be a positive connection between the girder and the column support. (Tier 2: Sec. 4.6.4.1)

3.7.1S Supplemental Structural Checklist For Building Type W1: Wood Light Frames

This Supplemental Structural Checklist shall be completed when required by Table 3-2. The Basic Structural Checklist shall be completed prior to completing this Supplemental Structural Checklist.

Lateral Force Resisting System

C NC (N/A) OPENINGS: Walls with garage doors or other large openings shall be braced with plywood shear walls or shall be supported by adjacent construction through substantial positive ties. This statement shall apply to the Immediate Occupancy Performance Level only. (Tier 2: Sec 4.4.2.7.8)

C (NC) N/A HOLD-DOWN ANCHORS: All walls shall have properly constructed hold-down anchors. This statement shall apply to the Immediate Occupancy Performance Level only. (Tier 2: Sec 4.4.2.7.9)

Diaphragms

C NC (N/A) DIAPHRAGM CONTINUITY: The diaphragms shall not be composed of split-level floors. In wood buildings, the diaphragms shall not have expansion joints. (Tier 2: Sec. 4.5.1.1)

C (NC) N/A ROOF CHORD CONTINUITY: All chord elements shall be continuous, regardless of changes in roof elevation. (Tier 2: Sec. 4.5.1.3)

C NC (N/A) PLAN IRREGULARITIES: There shall be tensile capacity to develop the strength of the diaphragm at re-entrant corners or other locations of plan irregularities. This statement shall apply to the Immediate Occupancy Performance Level only. (Tier 2: Sec. 4.5.1.7)

C (NC) N/A DIAPHRAGM REINFORCEMENT AT OPENINGS: There shall be reinforcing around all diaphragms openings larger than 50% of the building width in either major plan dimension. This statement shall apply to the Immediate Occupancy Performance Level only. (Tier 2: Sec. 4.5.1.8)

C NC N/A STRAIGHT SHEATHING: All straight sheathed diaphragms shall have aspect ratios less than 2 to 1 for Life Safety and 1 to 1 for Immediate Occupancy in the direction being considered. (Tier 2: Sec. 4.5.2.1)

(C) NC N/A SPANS: All wood diaphragms with spans greater than 24 ft. for Life Safety and 12 ft. for Immediate Occupancy shall consist of wood structural panels or diagonal sheathing. Wood commercial and industrial buildings may have rod-braced systems. (Tier 2: Sec. 4.5.2.2)

(C) NC N/A UNBLOCKED DIAPHRAGMS: All unblocked wood structural panel diaphragms shall have horizontal spans less than 40 ft. for Life Safety and 25 ft. for Immediate Occupancy and shall have aspect ratios less than or equal to 4 to 1 for Life Safety and 3 to 1 for Immediate Occupancy. (Tier 2: Sec. 4.5.2.3)

C NC N/A OTHER DIAPHRAGMS: The diaphragm shall not consist of a system other than those described in Section 4.5. (Tier 2: Sec. 4.5.7.1)

Connections

C NC N/A WOOD SILL BOLTS: Sill bolts shall be spaced at 6 ft. or less for Life Safety and 4 ft. or less for Immediate Occupancy, with proper edge distance provided for wood and concrete. (Tier 2: Sec. 4.6.3.9)

210 6th St.

Site Visit Observations

This building has a two story element in the southwest quadrant, a small wood-framed two-story element about twelve feet wide to the north of it, and single story elements for the rest of the building.

The bottom story of the two story portion is covered with a wood facade structure therefore could not be observed. The second floor walls appear to be masonry of unknown type, approximately 8 inches tall with varying lengths (some longer than 24 inches). The block appears to be a sandstone material. The two story wood framed element to the north of this has exposed wood siding showing signs of weathering.

The single story structures consist of wood-frame construction with corrugated roofing and siding material. Corrugated siding is rusting at the base of the building. The south wall next to the two-story element is wood framed with a parapet extending above the gable roof line, braced back to the roof with cables.

There appears to be a seismic gap between the two-story masonry structure and the neighboring building to the west.

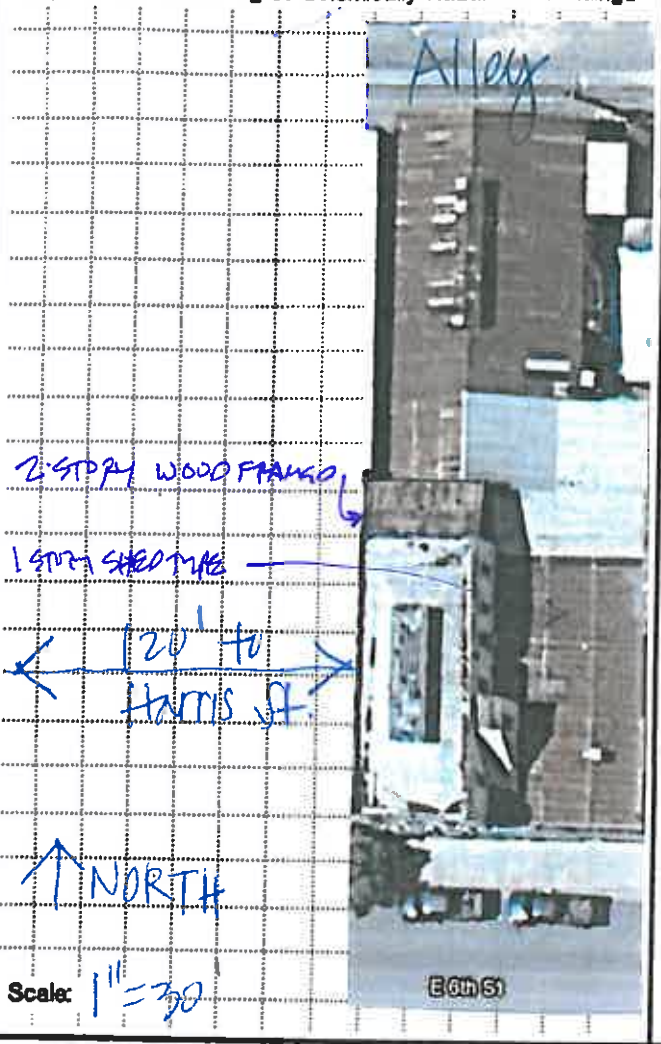
Conclusions:

1. Given the character of the building and apparent age, the masonry portion of the building is likely unreinforced. The building likely predates Benchmark year of 1976 for the wood framed portion and 1991 for the unreinforced masonry portion.
2. The Rapid Visual Screening score is 0.5 which is less than 2.0 (See Attached). Thus a detailed seismic evaluation is required.
3. Likely structural deficiencies include, lack of floor and roof anchorage, lack of adequate diaphragm, lack of wall bracing at wood framed portions, lack of parapet bracing. The attached Basic Structural Checklist indicates many items that are unknown.
4. Based on a visual assessment of the condition of the building, the single story portions exhibit areas of deterioration requiring reconstruction.
5. The two story portion of the building can be rehabilitated at significant cost.
6. The single story portions of the building can be rehabilitated at significant cost.
7. The building was not evaluated to determine whether it is dangerous per Section 302 of the *Uniform Code for the Abatement of Dangerous Buildings*.

210 E 6th St.

ATC-21/ (NEHRP Map Areas 5,6,7 High)

Rapid Visual Screening of Seismically Hazardous Buildings



Address 200 block of 6th Street
120' east of Harris St. Zip
Other Identifiers
No. Stories 2 Year Built
Inspector HP Date 9.7.11
Total Floor Area (sq. ft)
Building Name
Use Vacant

(Peel-off label)

OCCUPANCY

Residential
Commercial
Office
Industrial
Pub. Assem.
School
Govt. Bldg.
Emer. Serv.
Historic Bldg.

No. Persons
0-10
11-100
100+

Non Structural Falling Hazard ☒

DATA CONFIDENCE

* = Estimated, Subjective, or Unreliable Data

DNK = Do Not Know

STRUCTURAL SCORES AND MODIFIERS

BUILDING TYPE	W	S1 (MRF)	S2 (BR)	S3 (LM)	S4 (RC SW)	C1 (MRF)	C2 (SW)	C3/S5 (URM INF)	PC1 (TU)	PC2	RM	URM
Basic Score	4.5	4.5	3.0	5.5	3.5	2.0	3.0	1.5	2.0	1.5	3.0	1.0
High Rise	N/A	-2.0	-1.0	N/A	-1.0	-1.0	-1.0	-0.5	N/A	-0.5	-1.0	-0.5
Poor Condition	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5
Vert. Irregularity	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-0.5	-0.5	-1.0	-1.0	-0.5	-0.5
Soft Story	-1.0	-2.5	-2.0	-1.0	-2.0	-2.0	-2.0	-1.0	-1.0	-2.0	-2.0	-1.0
Torsion	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Plan Irregularity	-1.0	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-0.5	-1.0	-1.0	-1.0	-1.0
Pounding	N/A	-0.5	-0.5	N/A	-0.5	-0.5	N/A	N/A	N/A	-0.5	N/A	N/A
Large Heavy Cladding	N/A	-2.0	N/A	N/A	N/A	-1.0	N/A	N/A	N/A	-1.0	N/A	N/A
Short Columns	N/A	N/A	N/A	N/A	N/A	-1.0	-1.0	-1.0	N/A	-1.0	N/A	N/A
Post Benchmark Year	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	+2.0	N/A	+2.0	+2.0	+2.0	N/A
SL2	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3	-0.3
SL3	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
SL3 & 5 to 20 stories	N/A	-0.8	-0.8	N/A	-0.8	-0.8	-0.8	-0.8	N/A	-0.8	-0.8	-0.8

FINAL SCORE 3.5 (WOOD FRAMED) CMO: 0.5

COMMENTS

Detailed Evaluation Required? YES NO

Figure B3c

210 E 6th ST

3.7.2 Basic Structural Checklist For Building Type W2: Wood Frames, Commercial And Industrial

This Basic Structural Checklist shall be completed when required by Table 3-2.

Each of the evaluation statements on this checklist shall be marked compliant (C), non-compliant (NC), or not applicable (N/A) for a Tier 1 Evaluation. Compliant statements identify issues that are acceptable according to the criteria of this Handbook, while non-compliant statements identify issues that require further investigation. Certain statements may not apply to the buildings being evaluated. For non-compliant evaluation statements, the design professional may choose to conduct further investigation using the corresponding Tier 2 evaluation procedure; the section numbers in parentheses following each evaluation statement correspond to Tier 2 evaluation procedures.

Commentary:

These buildings are commercial or industrial buildings with a floor area of 5,000 square feet or more. Building loads are heavier than light frame construction, and framing spans are long. There are few, if any, interior walls. The floor and roof framing consists of wood or steel trusses, glulam or steel beams, and wood posts or steel columns. Lateral forces are resisted by wood diaphragms and exterior stud walls sheathed with plywood, stucco, plaster, straight or diagonal wood sheathing, or braced with rod bracing. Large openings for storefronts and garages, when present, are framed by post-and-beam framing. Lateral force resistance around openings is provided by steel rigid frames or diagonal bracing.

Building System

C	NC	N/A	LOAD PATH: The structure shall contain one complete load path for Life Safety and Immediate Occupancy for seismic force effects from any horizontal direction that serves to transfer the inertial forces from the mass to the foundation. (Tier 2: Sec. 4.3.1.1)
C	NC	N/A	MEZZANINES: Interior mezzanine levels shall be braced independently from the main structure, or shall be anchored to the lateral-force-resisting elements of the main structure. (Tier 2: Sec. 4.3.1.3)
(C)	NC	N/A	WEAK STORY: The strength of the lateral-force-resisting system in any story shall not be less than 80% of the strength in an adjacent story above or below for Life-Safety and Immediate Occupancy. (Tier 2: Sec. 4.3.2.1)
C	NC	(N/A)	SOFT STORY: The stiffness of the lateral-force-resisting system in any story shall not be less than 70% of the stiffness in an adjacent story above or below or less than 80% of the average stiffness of the three stories above or below for Life-Safety and Immediate Occupancy. (Tier 2: Sec. 4.3.2.2)
C	NC	N/A	GEOMETRY: There shall be no changes in horizontal dimension of the lateral-force-resisting system of more than 30% in a story relative to adjacent stories for Life Safety and Immediate Occupancy, excluding one-story penthouses. (Tier 2: Sec. 4.3.2.3) PROBABLY UNLIKELY
(C)	NC	N/A	VERTICAL DISCONTINUITIES: All vertical elements in the lateral-force-resisting system shall be continuous to the foundation. (Tier 2: Sec. 4.3.2.4) PROBABLY UNLIKELY

C NC N/A MASS: There shall be no change in effective mass more than 50% from one story to the next for Life Safety and Immediate Occupancy. (Tier 2: Sec. 4.3.2.5)

C NC N/A DETERIORATION OF WOOD: There shall be no signs of decay, shrinkage, splitting, fire damage, or sagging in any of the wood members and none of the metal accessories shall be deteriorated, broken, or loose. (Tier 2: Sec. 4.3.3.1)

C NC N/A OVERDRIVEN FASTENERS There shall be no evidence of overdriven fasteners in the shear walls (Tier 2: Sec. 4.3.3.2)

Lateral Force Resisting System

C NC N/A REDUNDANCY: The number of lines of shear walls in each principal direction shall be greater than or equal to 2 for Life Safety and Immediate Occupancy. (Tier 2: Sec. 4.4.2.1.1)

C NC N/A SHEAR STRESS CHECK The shear stress in the shear walls, calculated using the Quick Check procedure of Section 3.5.3.3, shall be less than the following values for Life Safety and Immediate Occupancy (Tier 2: Sec. 4.4.2.7.1)

Structural panel sheathing:	1000 plf
Diagonal sheathing:	700 plf
Straight sheathing:	80 plf
All other conditions:	100 plf

C NC N/A STUCCO (EXTERIOR PLASTER) SHEAR WALLS: Multistory buildings shall not rely on exterior stucco walls as the primary lateral-force-resisting system. (Tier 2: Sec. 4.4.2.7.2)

C NC N/A GYPSUM WALLBOARD OR PLASTER SHEAR WALLS: Interior plaster or gypsum wallboard shall not be used as shear walls on buildings over one story in height. (Tier 2: Sec. 4.4.2.7.3)

C NC N/A NARROW WOOD SHEAR WALLS: Narrow wood shear walls with an aspect ratio greater than 2 to 1 for Life Safety and 1.5 to 1 for Immediate Occupancy shall not be used to resist lateral forces developed in the building. (Tier 2: Sec. 4.4.2.7.4)

C NC N/A WALLS CONNECTED THROUGH FLOORS: Shear walls shall have interconnection between stories to transfer overturning and shear forces through the floor. (Tier 2: Sec. 4.4.2.7.5)

C NC N/A HILLSIDE SITE: For a sloping site greater than one-half story, all shear walls on the downhill slope shall have an aspect ratio less than 1 to 1 for Life-Safety and 1 to 2 for Immediate Occupancy. (Tier 2: Sec. 4.4.2.7.6)

C NC N/A CRIPPLE WALLS All cripple walls below first floor level shear walls shall be braced to the foundation with shear elements. (Tier 2: Sec. 4.4.2.7.7)

Connections

C NC N/A WOOD POSTS: There shall be a positive connection of wood posts to the foundation. (Tier 2: Sec. 4.6.3.3)

C NC N/A WOOD SILLS All wood sill s shall be bolted to the foundation. (Tier 2: Sec. 4 6.3.4)

C NC N/A GIRDER/COLUMN CONNECTION: There shall be a positive connection between the girder and the column support. (Tier 2: Sec. 4.6.4.1)

3.7.2S Supplemental Structural Checklist For Building Type W2: Wood Frames, CommercialAnd Industrial

This Supplemental Structural Checklist shall be completed when required by Table 3-2. The Basic Structural Checklist shall be completed prior to completing this Supplemental Structural Checklist.

Lateral Force Resisting System

C (NC) N/A — OPENINGS: Walls with garage doors or other large openings shall be braced with plywood shear walls or shall be supported by adjacent construction through substantial positive ties. This statement shall apply to the Immediate Occupancy Performance Level only. (Tier 2: Sec 4.4.2.7.8)

C (NC) N/A — HOLD-DOWN ANCHORS: All walls shall have properly constructed hold-down anchors. This statement shall apply to the Immediate Occupancy Performance Level only. (Tier 2: Sec 4.4.2.7.9)

Diaphragms

C NC (N/A) — DIAPHRAGM CONTINUITY: The diaphragms shall not be composed of split-level floors. In wood buildings, the diaphragms shall not have expansion joints. (Tier 2: Sec. 4.5.1.1)

C (NC) N/A — ROOF CHORD CONTINUITY: All chord elements shall be continuous, regardless of changes in roof elevation. (Tier 2: Sec. 4.5.1.3)

C NC (N/A) — PLAN IRREGULARITIES: There shall be tensile capacity to develop the strength of the diaphragm at re-entrant corners or other locations of plan irregularities. This statement shall apply to the Immediate Occupancy Performance Level only. (Tier 2: Sec. 4.5.1.7)

C NC N/A — DIAPHRAGM REINFORCEMENT AT OPENINGS: There shall be reinforcing around all diaphragms openings larger than 50% of the building width in either major plan dimension. This statement shall apply to the Immediate Occupancy Performance Level only. (Tier 2: Sec. 4.5.1.8)

C NC N/A — STRAIGHT SHEATHING: All straight sheathed diaphragms shall have aspect ratios less than 2 to 1 for Life Safety and 1 to 1 for Immediate Occupancy in the direction being considered. (Tier 2: Sec. 4.5.2.1)

C (NC) N/A — SPANS: All wood diaphragms with spans greater than 24 ft. for Life Safety and 12 ft. for Immediate Occupancy shall consist of wood structural panels or diagonal sheathing. Wood commercial and industrial buildings may have rod-braced systems. (Tier 2: Sec. 4.5.2.2)

C (NC) N/A — UNBLOCKED DIAPHRAGMS: All unblocked wood structural panel diaphragms shall have horizontal spans less than 40 ft. for Life Safety and 25 ft. for Immediate Occupancy and shall have aspect ratios less than or equal to 4 to 1 for Life Safety and 3 to 1 for Immediate Occupancy. (Tier 2: Sec. 4.5.2.3)

C (NC) N/A — OTHER DIAPHRAGMS: The diaphragm shall not consist of a system other than those described in Section 4.5. (Tier 2: Sec. 4.5.7.1)

Connections

C NC N/A — WOOD SILL BOLTS: Sill bolts shall be spaced at 6 ft. or less for Life Safety and 4 ft. or less for Immediate Occupancy, with proper edge distance provided for wood and concrete. (Tier 2: Sec. 4.6.3.9)

Kings County Airport Land Use Compatibility Zones

Table 2A

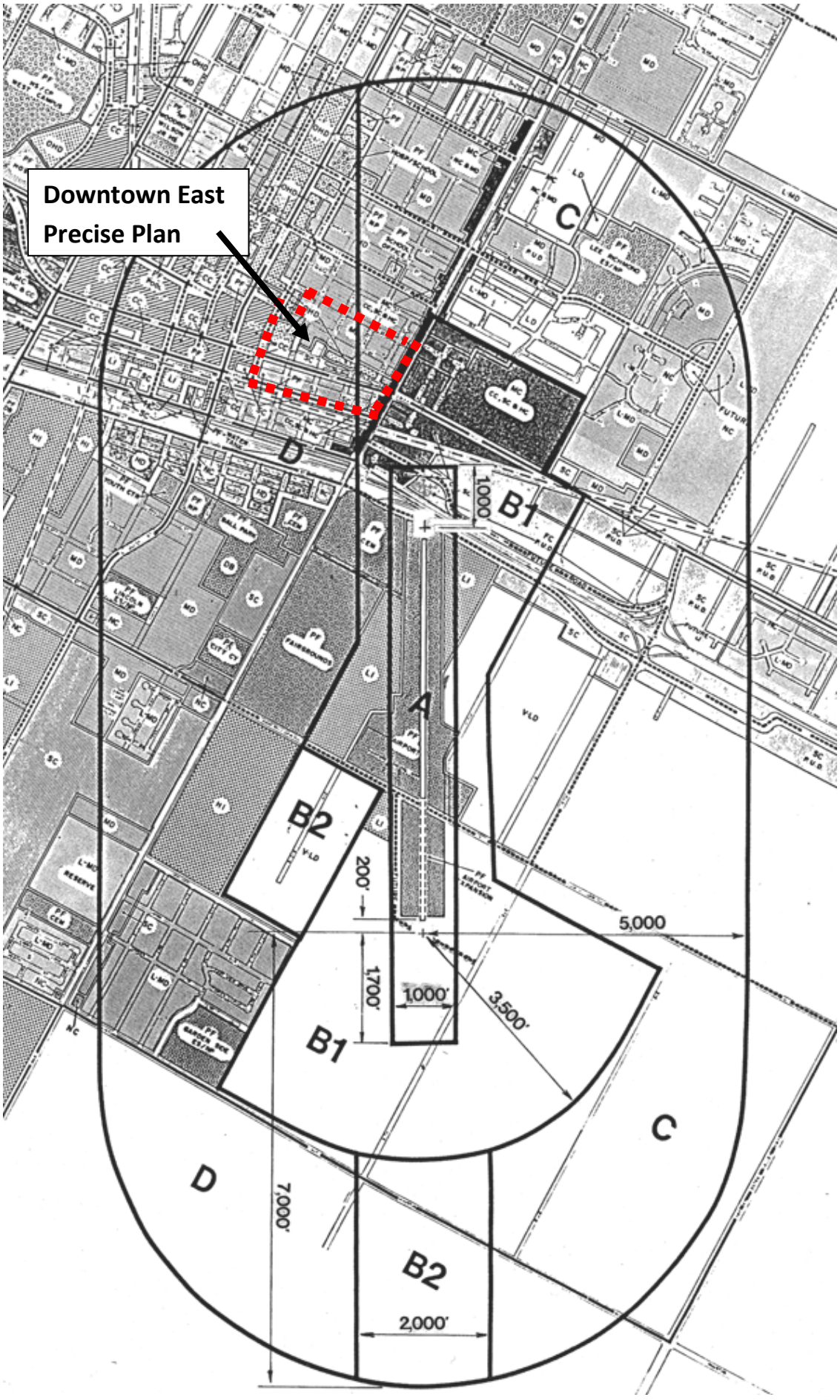
Primary Compatibility Criteria

Kings County Airport Land Use Compatibility Plan

Zone	Location	Impact Elements	Maximum Densities		Required Open Land[3]
			Residential (du/ac)[1]	Other Uses (people/ac)[2]	
A	Runway Protection Zone or within Building Restriction Line	• High risk • High noise levels	0	10	All Remaining
B1	Approach/Departure Zone and Adjacent to Runway	• Substantial risk – aircraft commonly below 400 ft. AGL or within 1,000 ft. of runway • Substantial noise	0.1 (10-acre parcel)	60	30%
B2	Extended Approach/Departure Zone	• Moderate risk – aircraft commonly below 800 ft. AGL • Significant noise	0.5 (2-acre parcel)	60	30%
C	Common Traffic Pattern	• Limited risk – aircraft at or below 1,000 ft. AGL • Frequent noise intrusion	8	150	15%
D	Other Airport Environs	• Negligible risk • Potential for annoyance from overflights	No Limit	No Limit	No Requirement

Zone	Additional Criteria		Examples	
	Prohibited Uses	Other Development Conditions	Normally Acceptable Uses[4]	Uses Not Normally Acceptable[5]
A	• All structures except ones with location set by aeronautical function • Assemblages of people • Objects exceeding FAR Part 77 height limits • Aboveground bulk storage of hazardous materials • Hazards to flight[6]	• Dedication of avigation easement	• Aircraft tiedown apron • Pastures, field crops, vineyards • Automobile parking	• Heavy poles, signs, etc. • Orchards, large trees
B1 and B2	• Children's schools, day care centers, libraries • Hospitals, nursing homes • Highly noise-sensitive uses (e.g., outdoor theaters) • Aboveground bulk storage of hazardous materials[7] • Hazards to flight[6]	• Locate structures maximum distance from extended runway centerline • Minimum NLR[8] of 25 dBA in residential and office buildings • Dedication of avigation easement	• Uses in Zone A • Agricultural uses except ones attracting birds • Single-family residences on existing lots • Warehousing, truck terminals, low-intensity manufacturing • Single-story offices • Low-intensity retail (e.g., auto, furniture sales)	• Residential subdivisions • Multi-family residential • Intensive retail uses • Intensive manufacturing or food processing uses • Multiple story offices • Hotels and motels
C	• Children's schools • Hospitals, nursing homes • Hazards to flight[6]	• Dedication of overflight easement for residential uses	• Uses in Zone B • Parks, playgrounds • General retail, offices, etc. (2-story maximum) • Low-intensity manufacturing, food processing • Two-story motels	• Major shopping malls • Theaters, auditoriums • Large sports stadiums • Hi-rise office buildings
D	• Hazards to flight[6]	• Deed notice required for residential development	• All except ones hazardous to flight	

Source: Hodges & Shutt (December 1993)



Hanford Municipal Airport Compatibility Zones