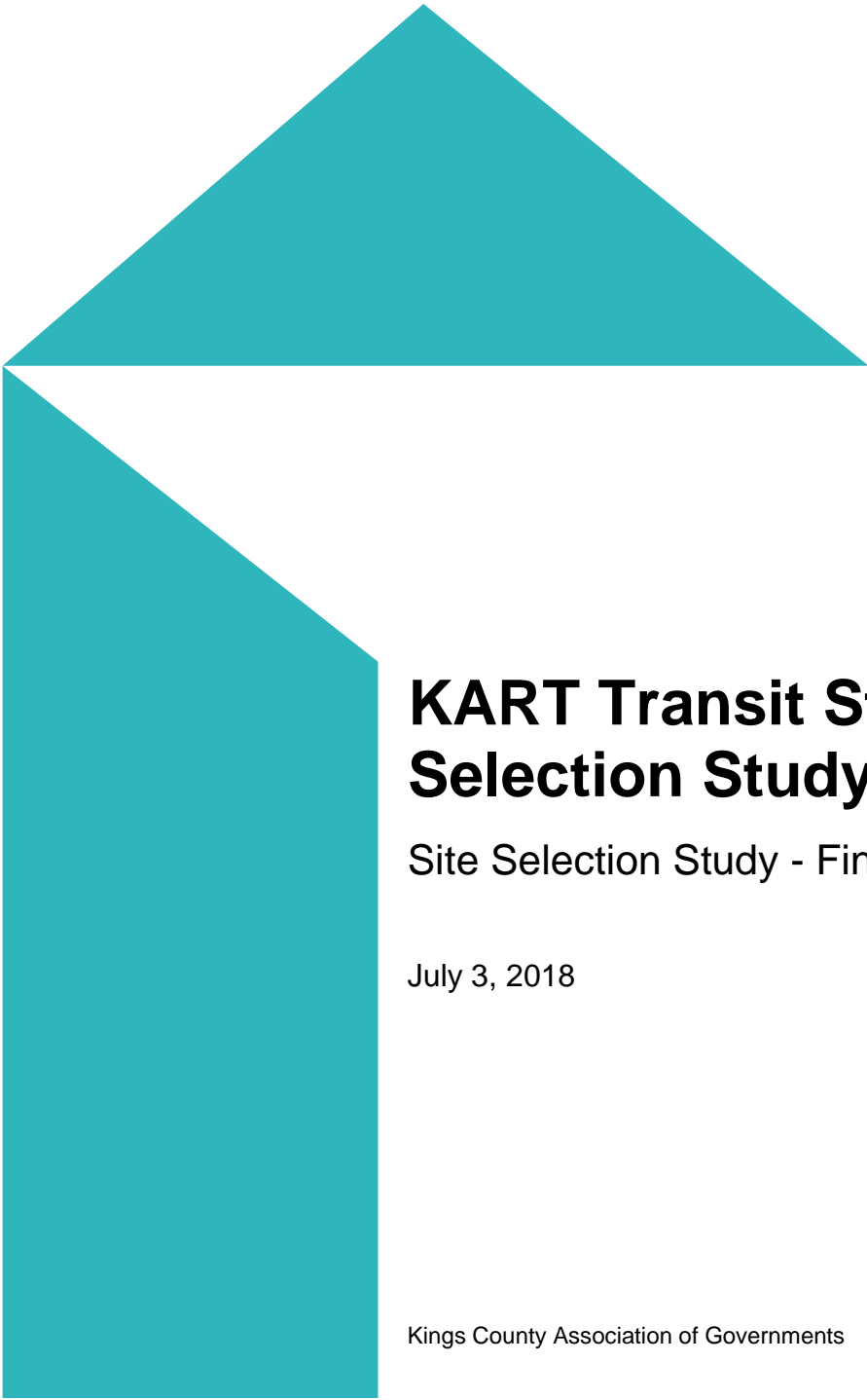

APPENDIX B

KART TRANSIT STATION SITE SELECTION STUDY

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KART Transit Station Site Selection Study

Site Selection Study - Final

July 3, 2018

Kings County Association of Governments

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Acronyms

CalEPA	California Environmental Protection Agency
CCA	Crossroads Charter Academy
CFD.....	Community Facilities District
CVC	Cross Valley Corridor
DEPP	Downtown East Precise Plan
DoD.....	Department of Defense
DOT	Department of Transportation
EDA.....	Economic Development Administration
EIFD.....	Enhanced Infrastructure Financing Districts
JPA	Joint Powers Authority
KART	Kings Area Rural Transit
KCAG.....	Kings County Association of Governments
KCAPTA.....	Kings County Area Public Transit Agency
NAS.....	Naval Air Station
P3.....	Public Private Partnership
ROM.....	Rough Order-of-Magnitude
RTP	Regional Transportation Plan
SB	Senate Bill
SCS.....	Sustainable Communities Strategy
SR	State Route
TAC.....	Technical Advisory Committee
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIGER.....	Transportation Investment Generating Economic Recovery

1 Introduction

Kings County Association of Governments (KCAG) is performing this study to select a site to provide the Kings County Area Public Transit Agency (KCAPTA) with a new location for the Kings Area Rural Transit (KART) system. The KART Transit Station Site Selection Study (Study) is envisioned to be a multimodal center ideally located within the City of Hanford to offer residents, travelers, and commuters a high quality multimodal transit hub. The overall goal of this Study will be to identify the future location, footprint of the facility and next steps for implementation.

The existing KART transfer station (1.1 acres, located at 504 West Seventh Street, Hanford) is conveniently located adjacent to the Amtrak station. It currently supports 2,000 daily riders with its 10 bus bays and one street-side bus shelter. The existing site is confined either by the BNSF Railway, commercial businesses, or a major roadway on all sides. With limited space on the existing site and a desire to add more service, the existing KART transfer station is no longer able to accommodate the communities' and KART's needs. The end result of the Study will be to identify a new multimodal station location that can enhance KART ridership while also ensuring existing riders of Amtrak and future ridership of the Cross Valley Rail Corridor and California High-Speed Rail are also supported.

The KART Transit Station Site Selection Study will be completed in three Phases:

- **Phase 1: Potential Site Identification** – Identify potential transit facility sites to accommodate KCAPTA's transit and administrative needs.
- **Phase 2: Preferred Sites Selection** – Evaluate the initially identified sites and narrow down the initial sites to three preferred site alternatives to be refined and shared with stakeholders.
- **Phase 3: Recommended Site Selection** – Evaluate the preferred sites and select one recommended site to be carried forward into further design and implementation.

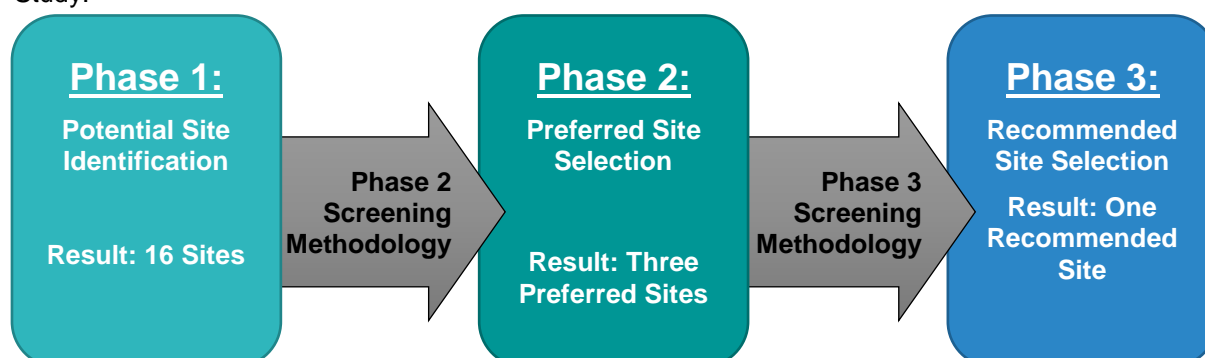
1.1 Study Objectives

By analyzing and conceptualizing a relocated transit station in this Study, the new KART Station will strive to:

- improve transit service efficiency,
- enhance access to social services, and
- encourage revitalization and economic development in the City of Hanford.

1.2 Purpose

The purpose of this document is to introduce and describe the work completed to-date through Phase 3. This document will be updated and will be the foundation of the final report of the Study.



2 Phase 1

The study area is defined as the area bordered by Ford Street to the north, 9¼ Avenue to the east, Second Street to the south, and 11th Avenue to the west, including the northeast section of 11th Avenue and Davis Street.

During the Study's first Technical Advisory Committee (TAC) meeting and subsequent work, the group identified 16 preliminary sites for consideration for Phase 1 of the Study, shown in Figure 2-1 and listed in Table 2-1. These sites were identified based on the following:

- Site can accommodate needed functions including expansion potential
- Signalized vehicular access and traffic impacts including safety
- Compatible with existing and planned land uses
- Access to bicycle and pedestrian routes
- Impact on development or redevelopment
- Potential joint development opportunities
- Land ownership and availability
- Impact on public transit image and public visibility
- User security
- Environmental or historical resources
- Ability for connectivity with Cross Valley Rail and High-Speed Rail station or platform
- Utility compatibility with facility needs

These sites will undergo a screening methodology that considers the cost, environmental, and operational impacts, as well as other criteria described in the following section to narrow down the potential sites to three preferred site alternatives, and ultimately, to one recommended site to be carried forward into design and implementation.

Figure 2-1: Preliminary Sites

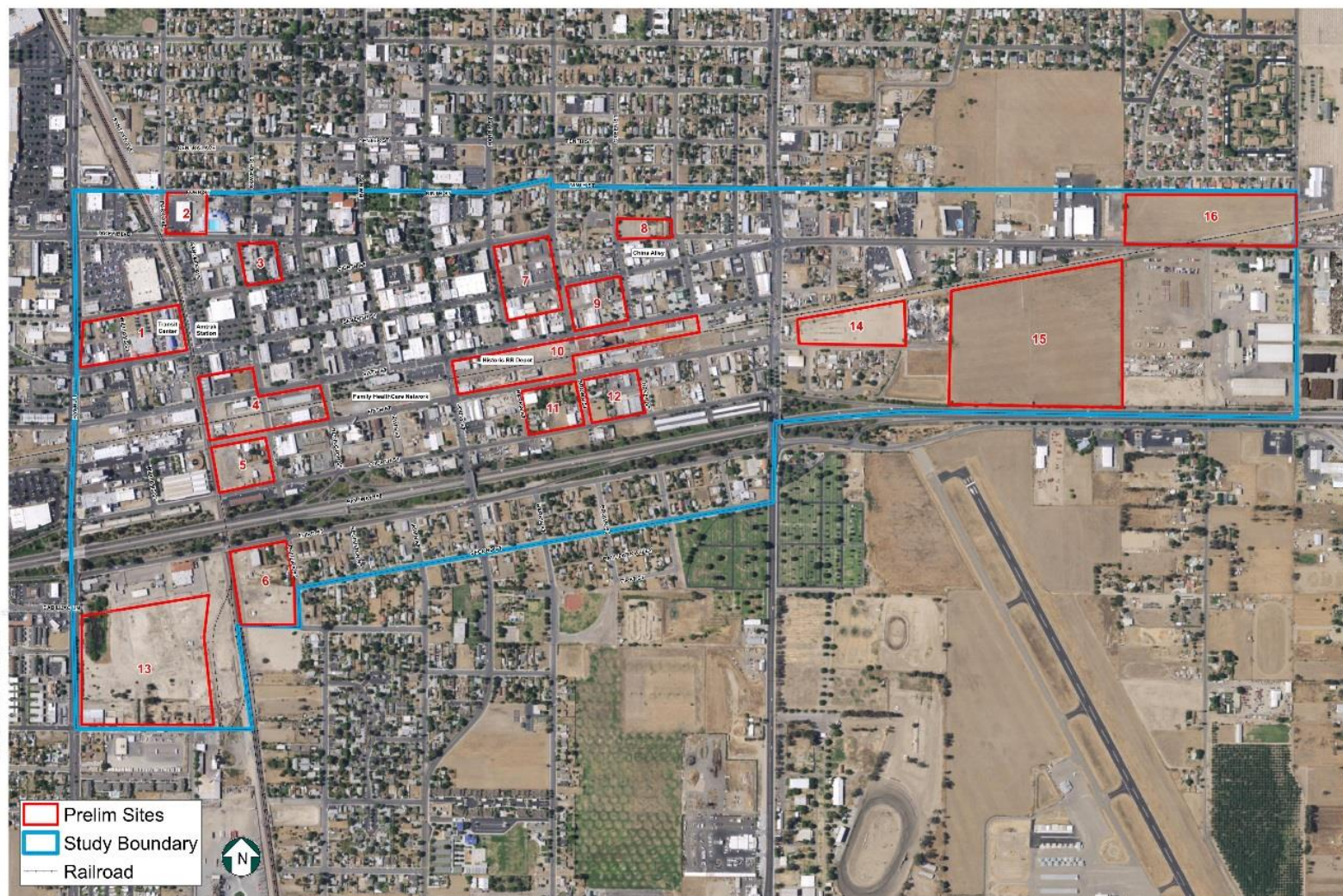


Table 2-1: Preliminary Site Descriptions

Site #	Location	Current Land Use(s)	Size (acres)
1	Existing Transit Center and adjacent properties	Existing Transit Center, gym, gas station, small businesses	5.8
2	Northeast corner of Park Avenue and Lacey Boulevard	Vacant	2.1
3	Southeast corner of Phillips Street and Lacey Boulevard	Fast food restaurant, small businesses	1.7
4	Northwest, southwest, and southeast corners of Phillips Street and Sixth Street	Auto businesses, vacant, Division of Adult Parole Operations	7.5
5	Southwest corner of Phillips Street and Fifth Street	Vacant, light industrial, single-family residential	3.2
6	Southwest corner of Phillips Street and Third Street	Vacant, storage business, single-family residential	5.3
7	Northeast and southeast corners of Harris Street and Seventh Street	Vacant, audio business, Kings View Community Services	4.9
8	Northeast corner of Green Street and Visalia Street	Vacant, multi-family residential	1.4
9	Southeast corner of Brown Street and Seventh Street	Retail businesses, restaurant	3.0
10	Southern blocks between Douty Street and White Street on Sixth Street	Historic railroad depot, light industrial, George Verhoeven Feed Company, Acton, vacant	7.6
11	Southwest corner of Brown Street and Fifth Street	Auto business, single-family residential, vacant	3.0
12	Southeast corner of Brown Street and Fifth Street	Retail businesses, light industrial, vacant	3.0
13	Northeast corner of 11th Avenue and Davis Street	Vacant, single-family residential	19.7
14	Northeast of Miller Street and Fifth Street	Vacant	4.8
15	Greenfield at the end of E Fifth Street	Agriculture and/or vacant	28.3
16	Northwest corner of 9¼ Avenue and Lacey Boulevard	Agriculture and/or vacant	10.6

3 Needs Assessment

The existing KART Transit Station is located adjacent to the Hanford Amtrak Station in Downtown Hanford. Approximately 2,000 riders access the station each day. All but two KART bus routes service the station, and are all timed to meet the station in 30-minute loops. The existing railroad tracks are served by 22 trains per day, and the at-grade crossing at Seventh Street is a cause of delays for bus routes that must access and egress the bus station. Each bus route that crosses the tracks does so at least twice, causing bus delays at the KART station and route delays when trains are slow.

KCAPTA is looking to expand bus routes but there is very limited space at the existing bus station to layover. There are sixteen routes daily at the station, not including the two routes in Lemoore. Of these, fourteen routes are at peak hours and an additional route may be added to Downtown Hanford which may increase congestion at the station. In addition, the entry point to the station is not signalized, resulting in traffic delays along Seventh Street all the way back to Eighth Street.

The purpose of this section is to define the specific spacing and location needs of a new Hanford Transit Site to mitigate the constraints that are currently impacting KART service.

3.1 Site Requirements

In identifying potential relocation sites, the agency is considering, at a minimum, city block-sized parcels generally located east of the existing bus station. The relocation site should be able to accommodate the following:

- Twenty on- or off-site bus bays to accommodate future bus fleets
- Four in-line electric charging stations/docks for electric buses
- Parking:
 - Public and park & ride parking facilities (similar to the existing parking capacity)
 - Secured parking for KART and KCAPTA staff (20 spaces minimum)
 - Parking for any additional office space not related to KART or KCAPTA
 - Potential expansion (parking garage) for high-speed rail passengers and Cross Valley Rail passengers
- Minimum site width of 100 feet to allow for bus movements and building footprint

3.2 Building Requirements

To support transit users and to accommodate future funding sources for the operation of the site, the transit building should also consider a mixed-use building. This would likely include ground floor transit amenities and up to two additional stories of office, commercial, retail, residential and/or government space. The minimal requirements for the building include:

- Relief area for transit drivers
- Ticketing area for transit riders
- Waiting area for transit riders
- Solar panels (i.e., on covered parking, on building roof)
- Cooling center assemblage of 100 capacity

- Bike locker or bikeshare amenities
- Ground floor area of not less than 5,000 square feet
- Minimum building width of 50 feet

3.3 Operational Requirements

As the current station has constrained operation due to the mixing of transit bus, private automobiles, and pedestrians, it is important to ensure a design that segregates these conflicting movements. The following needs are desired for the operation of the site:

- Pedestrian and public auto traffic should be separated from bus traffic within the relocated transit station. Preferably, passengers would be dropped off at the front of the transit station and walk through the station to access bus routes on the opposite end to allow for safer passage.
- The location should be near a signalized intersection to allow for easy access/egress for buses. KCAPTA may have to invest in providing signalization if required, but having to install a new traffic signal at a relocated transit station could drastically increase the construction costs of the project
- The facility should be programmed in a way that does not inhibit bus movement (bus bays versus straight curbs, etc.). The existing fleet includes 35' buses.
- Okay to incorporate, where possible, pull out lanes in the public right-of-way/street

4 Existing Conditions

The information gathered in this section serve the development and evaluation of the next phase of site selection screening: Phase 2.

4.1 Location

Hanford is located in Kings County, California, along both sides of State Route (SR) 198 and roughly midway between SR 41 and SR 99. The City of Fresno is located approximately 40-miles north; Lemoore is six miles to the west; and Visalia is seventeen miles to the east. The study area is approximately 544-acres located south of Ninth Street, east of 11th Avenue, north of Second Street and SR 198, and west of 9¼ Avenue. Another site within the study area is located north of Davis Street, west of the railroad tracks, east of 11th Avenue, and south of SR 198. The sites that will be considered in the next chapters are referred to as **Preliminary Sites**. All proposed preliminary sites are located less than one mile from the downtown core and a majority of them are less than one-half mile to the downtown core. For the purpose of this study, the downtown core is considered to be the Civic Center Park, city hall, auditorium, and council chambers.

4.2 Development History

The Historic Downtown District (the City's commercial and institutional core) is characterized by a variety of brick, wood frame, and stucco structures comprising the center of Hanford's commercial area. Land uses in this district consist of a mixture of retail stores, offices, public and institutional buildings, and some single-family and multi-family housing. The downtown is characterized by old historic buildings from as early as 1900 mixed with newer buildings.

The streetscape consists primarily of 10-foot wide sidewalks and on-street parallel or diagonal parking along the street grid. The streetscape is accented by a variety of street furniture (including both simple and ornate benches), awnings, acorn streetlights, hanging business signs, arbors, and arbors.

One of downtown's prominent landmarks includes the historic Fox Theater. This building, with its landmark tower, architectural detailing, and visual prominence and heritage, forms an important part of Hanford's history. The building helps to denote the downtown core as do other buildings in its vicinity. Other landmark buildings include, but are not limited to, the Carnegie Museum, the Bastille (Old Kings County Jail), the Old Post Office, the Hanford Memorial Auditorium, the Kings County Courthouse, the 1890 Artesia Building, the Irwin Street Inn, Superior Dairy, the Old Episcopal Church of the Savior, and the 1905 Independent Order of Old Fellows Building. The historic train depot was built in 1897 and is one of only three built by the San Francisco and San Joaquin Valley Railroad that is still standing today.

4.3 Existing Roadways

4.3.1 Description of Streets

The streets within the Study Area are more particularly described as follows. Table 4-1 lists all the streets in the Study Area.

Table 4-1: Existing Arterial and Collector Streets

North/South Arterial Streets	
Street Name	Limits
11th Avenue	Jackson Avenue to Flint Avenue
10th Avenue	Jackson Avenue to Hwy 43
9th Avenue	Houston Avenue to Lacey Boulevard.
East/West Arterial Streets	
Street Name	Limits
Third Street (1 way)	11th Avenue to 10th Avenue
Fourth Street (1 way)	11th Avenue to 10th Avenue
Sixth Street	11th Avenue to 10th Avenue
Seventh Street	Mall Drive to 10th Avenue
E. Lacey Boulevard	10th Avenue to SR 43
North/South Collector Streets	
Street Name	Limits
Redington Street	Fourth to Grangeville
Irwin Street	Fourth Street to Grangeville
Harris Street	Sixth to Grangeville
Douty Street	Hanford-Armona Road to Flint
9¼ Avenue	Lacey to Leland Way

4.3.1.1 Sixth, Seventh, Eighth, and Ninth Streets

Provide east to west access through the study area. Ninth Street stops just east of Civic Center Park. These streets are framed with retail shops and restaurants and fast food establishments, office, government buildings, library, museums, banks, fitness centers, furniture stores, antique and collectible shops. Ninth Street east of Civic Center Park is mostly lined with single family residences.

4.3.1.2 East Lacey Boulevard east of 10th Avenue

Have a variety of land uses, including motels, a bowling alley, veterinary clinic and kennel, retail, bars, and restaurants. The roadway typically consists of two travel lanes, center turn lane, gravel shoulders, and limited sidewalks. The railroad tracks cross Lacey Boulevard about ½ mile east of 10th Avenue. Assuming a Hanford high speed rail station does become a reality, this portion of Lacey Blvd is likely to become a primary access corridor to the planned station.

4.3.1.3 Fourth and Fifth Street

South of downtown and north of the railroad tracks are in one of the earlier industrial sections of the city. The Lacey Milling Company was founded there in 1887 and still produces wheat flour for most of the tortillas in the Central Valley. Marquez Brothers International, Inc. located here has produced and distributed authentic Mexican-style dairy products, meat items, canned and dry goods since 1981. Several parcels are vacant, but zoned for light industrial use.

4.3.1.4 10th Avenue

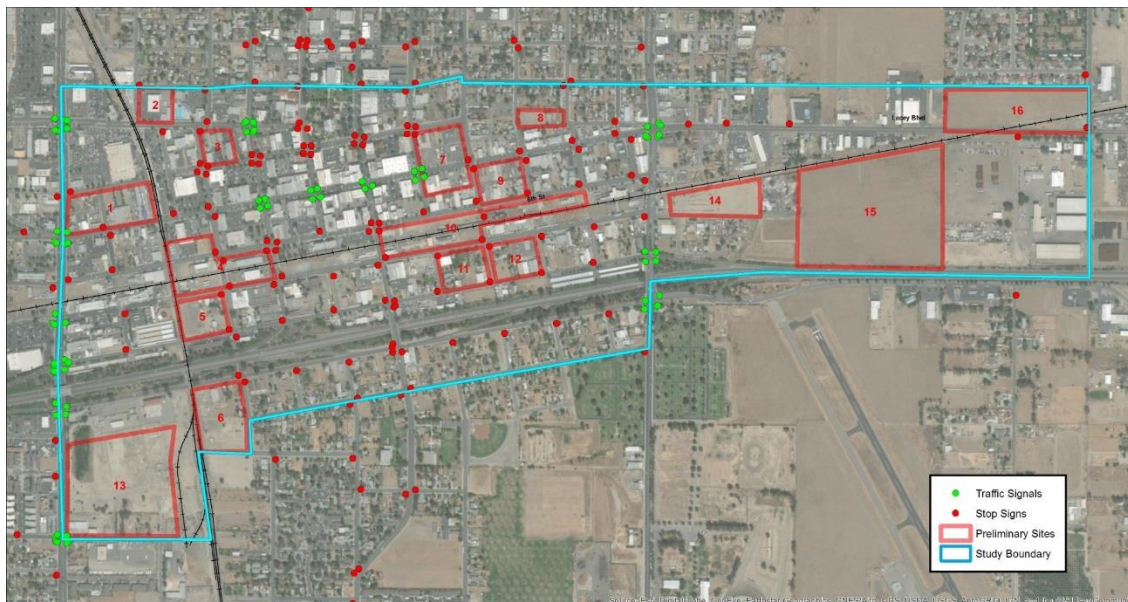
A north-south four lane arterial roadway. It has two travel lanes and one eight (8) foot wide bike route on either side of the street with a center turn lane from SR 43 to Orange Street. 10th Avenue provides access to SR 198 to the south and SR 43 to the north.

4.3.2 Signalized Intersections

The following intersections in the study area are signalized. The location of traffic lights and stop signs is shown in Figure 4-1.

- 10th Avenue and Seventh Street/East Lacey Boulevard
- 10th Avenue and Fourth Street
- 10th Avenue and Third Street
- 11th Avenue and Fourth Street
- 11th Avenue and Fifth Street
- 11th Avenue and Seventh Street
- 11th Avenue and Third Street
- 11th Avenue and Lacey Boulevard
- 11th Avenue and Davis Street
- Redington Street and Lacey Boulevard
- Redington Street and Seventh Street
- Douty Street and Seventh Street
- Irwin Street and Seventh Street
- Harris Street and Seventh Street

Figure 4-1: Traffic Signals and Stop Sign Locations



4.4 Existing Businesses

The number of businesses on each preliminary site, their names, and additional detail are listed in Table 4-2. Business names in *italics* list a business that is identified on the site, but may have

been difficult to discern during this survey if the business was still operating. The survey was conducted during afternoon weekday hours.

Table 4-2: Preliminary Site Businesses

Site #	No. of Businesses	Business Names	Comments
1	8	M V Transportation Just Life Hanford Imports J Edwards Studio Rockstar Car Audio Shell Shell Food Mart Cook Auto Electric & Air Conditioning	
2	1	Senior Inc. (American Legion Hanford Post 3)	Main office seems to be at 401 North Irwin Street. It appears this building is only used for bingo.
3	3	Keller Williams Realty: Team McKay Napa Auto Parts – Hanford Auto McDonald's	
4	4	Division of Adult Parole Operations Badasci Tire, Inc. Brad's Hanford Smog & Tune Carroll's Tire Warehouse	
5	0	None	
6	1	Walton Family Moving & Storage	
7	5	Kings View Community Services American Audio Porches ProLite Signs <i>Coming Soon: Tree of Life Bookstore</i>	
8	1	Cal State Recycling	Associated with the grocery store.
9	3	Hanford Equipment Co. La Fiesta Restaurant Bar Hanford Bargain Center <i>World of Truth Ministries</i>	World of Truth doesn't seem to be in business anymore – the door was locked, and the phone number has been disconnected
10	7	Salmon's Furniture Galleries – Warehouse Oak Strength Academy Art Print Service George Verhoeven Feed Co. Jordan F. Miller Corporation John L. Lapp Realty <i>Central Lumber Co. Building</i>	The Lumber Co. Building doesn't seem to be housing a business anymore. The business could not be found on the internet.
11	3	M&G Auto Mendez Bros Auto Sales Valley Oak Cabinet Manufacturing	
12	5	Hanford Fit Body Boot Camp Prime Pac Foods	

Site #	No. of Businesses	Business Names	Comments
		A Design for You Clement Cal's Catering Service So Cal Gas	
13	0	Station Supply Center	Don't know if a business is operating at this site.
14	0	None	
15	0	None	
16	0	None	

4.5 Land Uses

The location, current land use, and acreage of each preliminary site are summarized in Table 4-3.

Table 4-3: Preliminary Site Descriptions

Site #	Location	Current Land Use(s)	Size (acres)
1	Existing Transit Center and adjacent properties	Existing Transit Center, gym, gas station, small businesses	5.8
2	Northeast corner of Park Avenue and Lacey Boulevard	Vacant	2.1
3	Southeast corner of Phillips Street and Lacey Boulevard	Fast food restaurant, small businesses	1.7
4	Northwest, southwest, and southeast corners of Phillips Street and Sixth Street	Auto businesses, vacant, Division of Adult Parole Operations	7.5
5	Southwest corner of Phillips Street and Fifth Street	Vacant, light industrial, single-family residential	3.2
6	Southwest corner of Phillips Street and Third Street	Vacant, storage business, single-family residential	5.3
7	Northeast and southeast corners of Harris Street and Seventh Street	Vacant, audio business, Kings View Community Services	4.9
8	Northeast corner of Green Street and Visalia Street	Vacant, multi-family residential	1.4
9	Southeast corner of Brown Street and Seventh Street	Retail businesses, restaurant	3.0
10	Southern blocks between Douty Street and White Street on Sixth Street	Historic railroad depot, light industrial, George Verhoeven Feed Company, Acton, vacant	7.6
11	Southwest corner of Brown Street and Fifth Street	Auto business, single-family residential, vacant	3.0
12	Southeast corner of Brown Street and Fifth Street	Retail businesses, light industrial, vacant	3.0
13	Northeast corner of 11th Avenue and Davis Street	Vacant, single-family residential	19.7
14	Northeast of Miller Street and Fifth Street	Vacant	4.8

Site #	Location	Current Land Use(s)	Size (acres)
15	Greenfield at the end of E Fifth Street	Agriculture and/or vacant	28.3
16	Northwest corner of 9¼ Avenue and Lacey Boulevard	Agriculture and/or vacant	10.6

The number of parcels and businesses in each preliminary site are shown in Table 4-4. It also displays each parcel's acres with structures, acres paved, and acres undeveloped. The percentage undeveloped was calculated by dividing the acres of the entire area of the site.

Table 4-4: Preliminary Site Characteristics

Site #	No. of Parcels	No. of Businesses	Acres with Structures	Acres Paved	Acres Undeveloped	Percentage Undeveloped
1	6	8	1.27	2.03	0.73	13%
2	1	1	0.57	1.32	0	0%
3	6	3	0.4	1.37	0	0%
4	13	4	0.94	2	1.98	26%
5	7	0	0.35	0.07	2.49	78%
6	7	1	0.23	0	4.02	76%
7	13	5	1.19	2.59	0.33	7%
8	5	1	0.09	0.67	0.38	27%
9	9	3	0.9	1.98	0.08	3%
10	12	7	0.87	0.26	3.82	50%
11	15	3	0.39	0.32	2.37	79%
12	14	5	0.7	0.71	1.06	35%
13	7	1	0.59	0.06	16.3	83%
14	1	0	0	0	4.94	100%
15	2	0	0	0	28.6	100%
16	4 (not including rail)	0	0	0	10.06	95%

The driving distance to the on and off-ramps of SR 198, both east and west bound, are shown in Table 4-5. It also depicts the number of existing or planned bikeways adjacent to each preliminary site, if the site is less than one-quarter mile from the Amtrak Station, and if it is less than one-quarter mile from a potential Cross Valley Railroad station site.

Table 4-5: Adjacency to Transportation Connections

Site #	Distance to Eastbound 198 On-ramp (miles)	Distance from Eastbound 198 Off-ramp (miles)	Distance to Westbound 198 On-ramp (miles)	Distance from Westbound 198 Off-ramp (miles)	No. of Bikeways Adjacent to Site	Less than ¼ mile from Amtrak Station	Less than ¼ mile from a potential Cross Valley RR station site
1	0.8	1.4	0.4	0.4	2	Yes	Yes
2	1.1	1	0.5	0.6	1	Yes	Yes
3	0.7	0.9	0.3	0.5	1	Yes	Yes
4	0.6	0.6	<0.1	0.3	2	Yes	Yes
5	1.1	0.5	0.2	0.2	1	Yes	Yes
6	0.4	1.2	0.6	0.8	1	No	Yes
7	0.5	0.6	0.5	0.6	0	No	Yes
8	0.7	0.8	0.7	0.6	0	No	Yes
9	0.5	0.6	0.5	0.5	1	No	Yes
10	0.3	0.4	0.3	0.5	3	No	Yes
11	0.3	0.5	0.3	0.5	1	No	Yes
12	0.4	0.6	0.4	0.4	1	No	Yes
13	0.5	1.2	0.9	0.9	1	No	No
14	0.8	0.8	0.8	0.3	0	No	No
15	0.6	1.1	0.5	0.8	0	No	No
16	1.2	1.5	0.5	0.5	1	No	No

The walking distances of each preliminary parcel to the center of downtown and to Civic Center Park are shown in Table 4-6.

Table 4-6: Adjacency to Nearby Destinations

Site #	Walking Distance to Center of Downtown (Seventh/Douty) (miles)	Walking Distance to Civic Center Park (miles)
1	0.4	0.5
2	0.4	0.3
3	0.3	0.2
4	0.3	0.4
5	0.4	0.5
6	0.6	0.7
7	<0.1	0.2
8	0.3	0.4
9	0.2	0.4

Site #	Walking Distance to Center of Downtown (Seventh/Douty) (miles)	Walking Distance to Civic Center Park (miles)
10	<0.1	0.3
11	0.2	0.4
12	0.3	0.4
13	0.8	0.9
14	0.6	0.8
15	0.8	1.1
16	1	1.2

4.5.1 General Plan Land Use

A majority of the project study area is designated for Downtown Mixed-Use land uses. The remaining sites are currently designated for the following land uses:

- Preliminary Sites 4, 5, eastern half of 10, 11, and 12: Service Commercial.
- Preliminary Sites 14, 15, and 16: Corridor Mixed-Use.
- Preliminary Sites 6 and 13: Light Industrial.

A description of each General Plan land use is as follows:

The **Downtown Mixed-Use** land use designation is a unique pedestrian-oriented, multi-story, concentration of shopping, entertainment, eating establishments, high density housing, and offices primarily served by on-street or public parking located in the historic center of Hanford and serving the entire community. The uses allowed in the Downtown Mixed-Use land use designation include a wide range of retail, financial, governmental, professional, business, service, dining, and entertainment activities, along with high density residential dwellings. Typical uses include small retail shops, eating and drinking establishments, townhomes, apartments, markets, professional services, convenience stores, beauty salons, and other similar uses. Vertical and horizontal mixed-use developments are encouraged.

The **Corridor Mixed-Use** land use designation promotes a mix of commercial, office, and multi-family residential uses along transportation corridors at a scale compatible with adjacent residential neighborhoods, with the intent of creating a pedestrian-friendly environment encouraging walking between uses. The Corridor Mixed-Use land use designation includes small- and medium- scale commercial buildings providing primarily day-to-day goods and services, office, and multi-family dwellings along with horizontal and vertical mixed-use development that include these uses. Typical uses can be duplexes, townhomes, apartments, markets, small retail shops, eating establishments, offices, service stations, medical and dental offices, convenience stores, dry cleaning and laundry services, beauty salons, and other similar uses. Both vertical and horizontal mixed-use developments are encouraged.

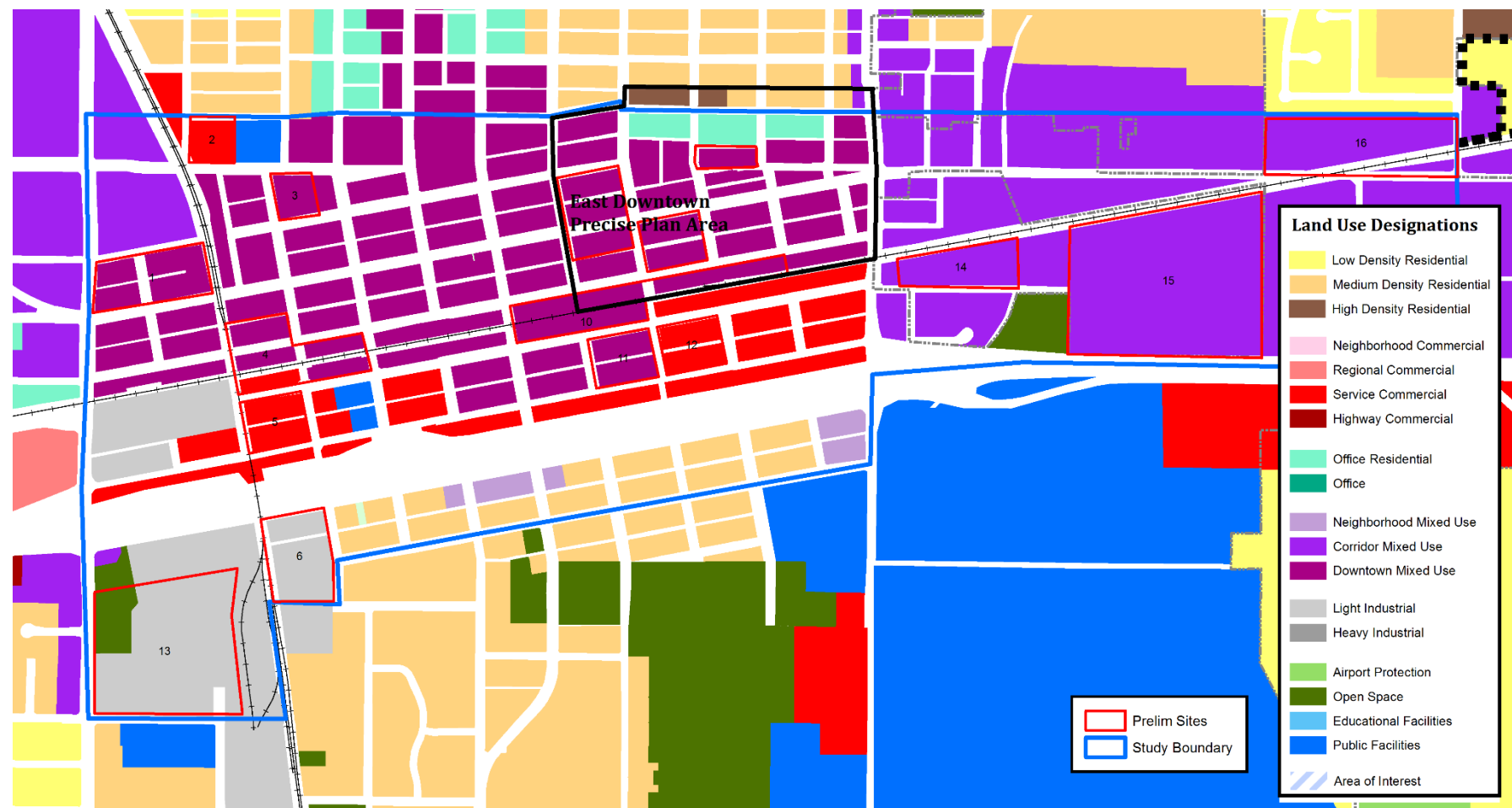
The **Service Commercial** land use designation provides for establishments that engage in servicing equipment, materials, products and related sales and travel conveniences, but which do not require the manufacturing, assembly, packaging or processing of articles or merchandise for distribution. The Service Commercial land use designation includes a broad range of commercial activities such as businesses which have both retail and service components. Among these are uses such as vehicle sales and service; auto rental and equipment rental;

motels; restaurants (including fast food); service stations; car washes; building material supply; warehousing; wholesale trade; contractors, suppliers, small equipment yards; and other similar uses.

The **Light Industrial** land use designation supports warehousing operations, storage, business parks, research and development facilities, and establishments engaged in light manufacturing, assembling, packaging, and processing that are not obnoxious or offensive to nearby properties due to odor, dust, exhaust, noise, vibration or other nuisances. The uses allowed in the Light Industrial land use designation to include warehousing operations, storage, business parks, research and development facilities, and business and commercial uses that support light industrial uses. Uses are typically conducted within buildings with some limited outside storage or activity permitted.

The Hanford General Plan Land Use Map with the preliminary sites is shown in Figure 4-2.

Figure 4-2: Hanford General Plan Land Use Map



4.5.2 Zoning

A majority of the project study area is zoned Downtown Mixed-Use. The remaining sites are currently designated for the following zoning classifications:

- Preliminary Sites 14, 15, and 16: Corridor Mixed-Use.
- Preliminary Sites 4, 5, eastern half of 10, 11, and 12: Service Commercial.
- Preliminary Sites 6 and 13: Light Industrial.

The **Downtown Mixed-Use** Zone allows for professional and commercial office; governmental offices; medical and dental uses; business support services; community center; day care center with eight or fewer persons; social services; public safety; eating and drinking establishments; retail sales; parking lots and parking structures; and bus, transit or train station. Day care centers would be permitted with an administrative use permit for nine to fourteen persons. Other uses may be permitted. Check the City of Hanford Zoning Ordinance for a list of uses.

The **Corridor Mixed-Use** Zone allows all of the uses listed above except for a bus, transit or train station. Other uses may be permitted. Check the City of Hanford Zoning Ordinance for a list of uses.

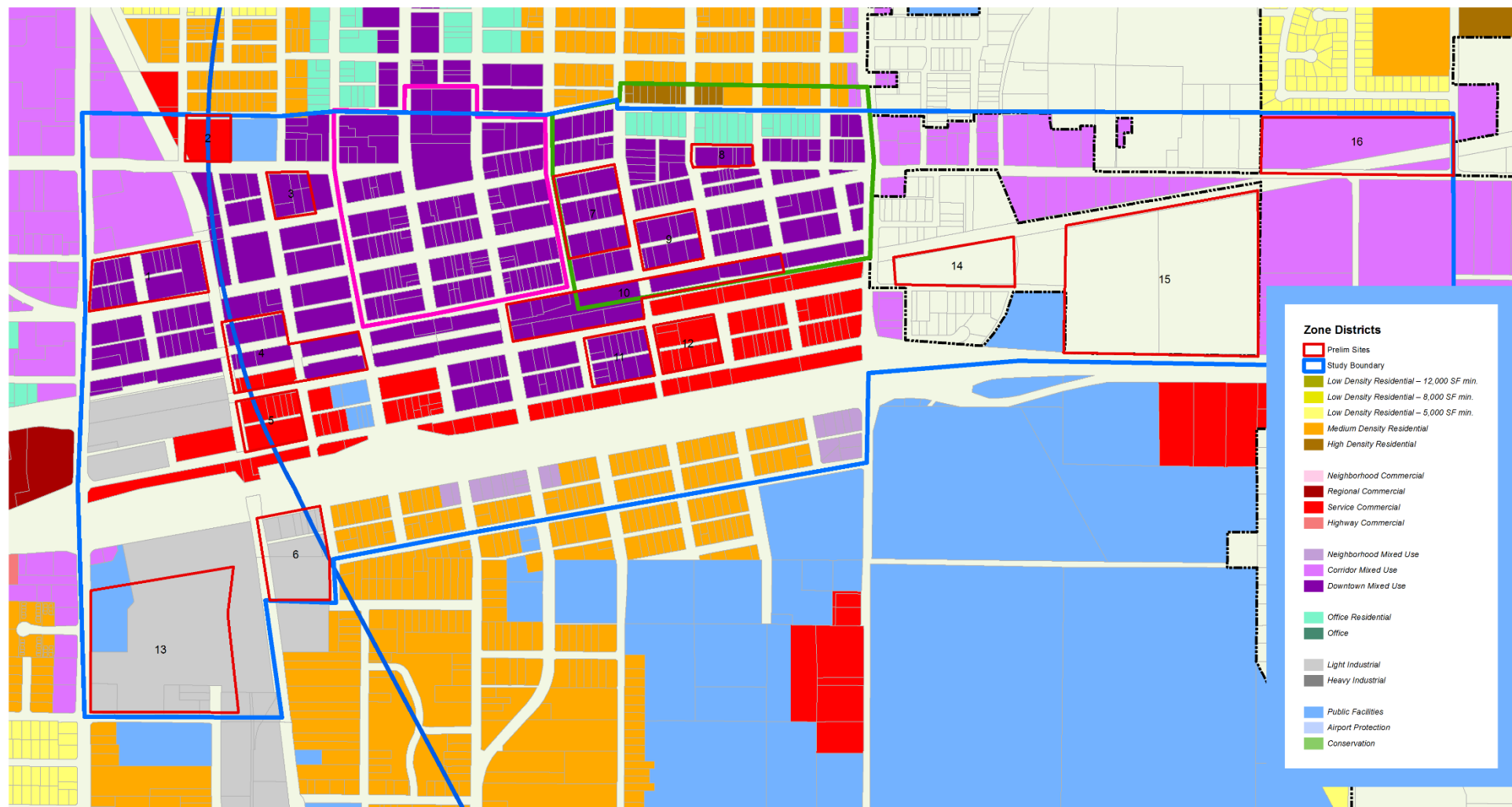
The **Service Commercial** Zone allows for all the uses listed above except for a bus, transit or train station or a day care facility of less than 8 children. Large day care facilities would be permitted with nine to fourteen more persons with a conditional use permit. Day care facilities with more than fourteen persons would require a conditional use permit. Other uses may be permitted. Check the City of Hanford Zoning Ordinance for a list of uses.

The **Light Industrial** Zone primarily allows for limited manufacturing and industrial uses; motor vehicle repair and service; recycling facilities; outdoor storage such as vehicle impound yards and equipment rental; and warehousing. Most of the uses suited for a transit center and many of its desired complementary uses are permitted in this zone.

The Hanford Zoning Map with the preliminary sites is shown in Figure 4-3.

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Figure 4-3: City of Hanford Zoning Map



4.5.3 Hanford Municipal Airport

The Kings County Airport Land Use Compatibility Plan contains noise and height compatibility criteria that are an important consideration when making land use decisions near the Hanford Municipal Airport. The Airport Compatibility Zone Map is shown in Figure 4-4. The following describes each zone:

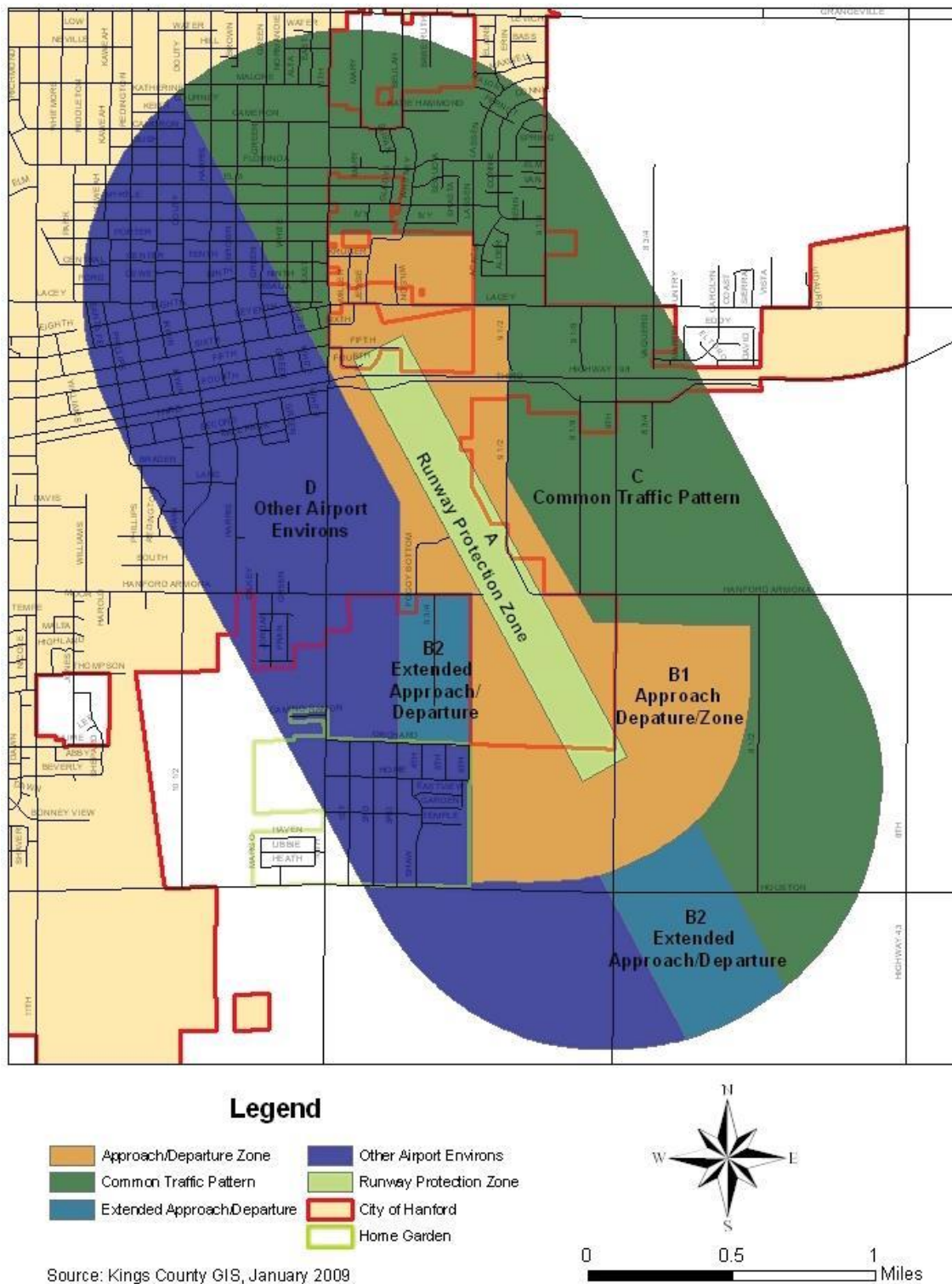
Land Use Compatibility Zones A – Runway Protection Zone: Automobile parking is a normally acceptable use. No buildings are allowed. A small portion of the southwest corner of Preliminary Site 14 is within this zone.

Land Use Compatibility Zones B1 – Approach/Departure Zone and Adjacent Runway: Multiple story office buildings and intensive retail uses are normally unacceptable, as well as sensitive land uses such as hospitals and childcare facilities. Preliminary Sites 14 through 16 are located in Zone B1.

Land Use Compatibility Zones C – Common Traffic Pattern Zone: Major shopping malls, theaters and auditoriums, large stadiums, schools, and high-rise office buildings are not normally acceptable uses, but parks and playgrounds are permitted. Preliminary Sites 8 and 16 is located in this zone.

Land Use Compatibility Zones D – Other Airport Environs: No limitations except uses that are hazardous to flight. Preliminary Sites 1 through 13 are located in this zone.

Figure 4-4: Airport Compatibility Zone Map



4.6 Brownfield Sites and Environmental Constraints

A brownfield site is land previously used for industrial purposes or some commercial uses that may be contaminated by low concentrations of hazardous waste or pollution, and has the potential to be reused once it is cleaned up. The City has identified the Ultramar site as a brownfield site, located south of Third Street, north of Davis Street, west of the BNSF railroad tracks, and east of 11th Avenue. This is the location of preliminary site #13, shown in Figure 4-5. Ultramar, a subsidiary of Valero, operated a refinery from the 1930s until 1987. Underground oil plumes from the refinery have spread northeast from the site. Ultramar still maintains offices, decommissioned storage tanks, and equipment, as well as a remediation system that pumps and treats contaminated groundwater. The company has been cleaning up the site since 1995. As of 2010, nearly one half million gallons of petroleum hydrocarbons have been removed from the subsurface as deep as 100 feet. The site began remediation as of February 2013. Additional assessment was conducted onsite in 2014 and a bioventing system to treat heavier hydrocarbons on the site began in December 2014. In January 2017, Ultramar proposed the installation of a new monitoring well to evaluate current soil conditions¹.

Another brownfield site, preliminary site #12, underwent a cleanup program beginning in 1989 due to the presence of carcinogenic gas plant by-products. Since then, multiple groundwater tests have been conducted and an asphalt and concrete cap was constructed on site to restrict the spread of any further contamination. The remediation was conducted to remove residual impacted soil surrounding a sewer line in the alleyway east of Green Street. As a result, the landowner, Southern California Gas Company, entered into an agreement with the City of Hanford in 2008 to prohibit certain uses such as hospitals, residences, and schools from occupying the site due to soil contaminants.

Figure 4-5: Site Cleanup Locations

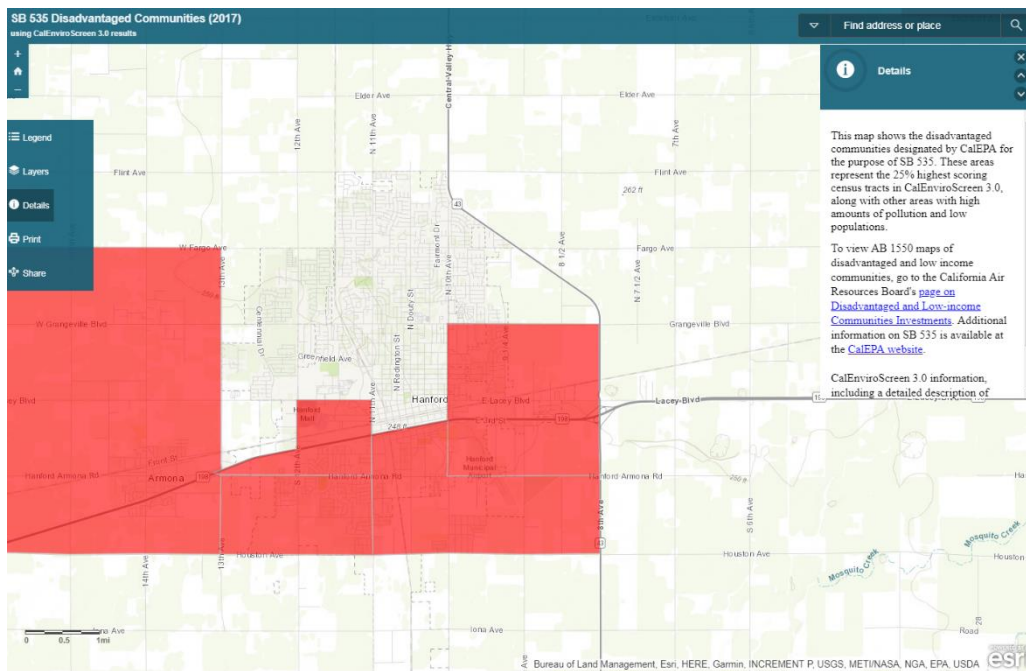


¹ "GeoTracker", State of California Water Resources Control Board, 2017

4.7 Disadvantaged Communities

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA) designated disadvantaged communities pursuant to Senate Bill (SB) 535 in 2017. As shown in Figure 4-6, preliminary sites #6, #13, #14, #15, and #16 were designated as SB 535 disadvantaged communities by CalEPA. These communities represent census tracts with the highest amounts of pollution and low populations.

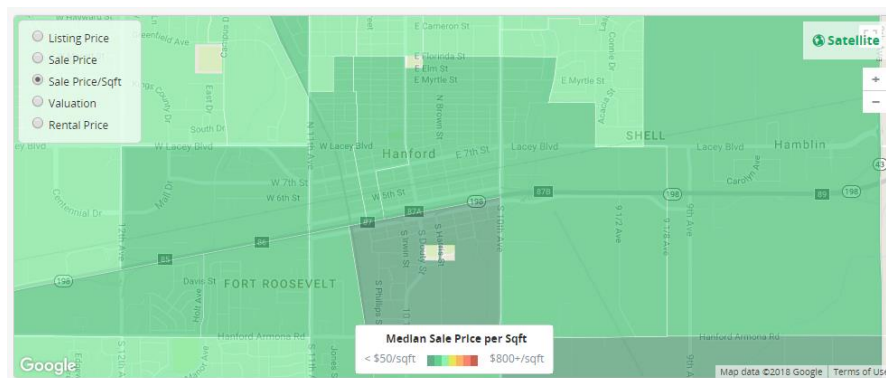
Figure 4-6: Disadvantaged Communities - CalEPA²



4.8 Property Values

Area market values were gathered to provide a reference point of the potential relative costs of land acquisition in the area. The initial screening process will be based on publicly available property sales data from Trulia, as shown in Figure 4-7, and will help determine whether preliminary sites are valued higher or lower in relation to each other.

Figure 4-7: Median Sale Price per Square Foot



² Office of Environmental Health Hazard Assessment, State of California, 2018

4.9 Public Transit

4.9.1 Kings Area Rural Transit

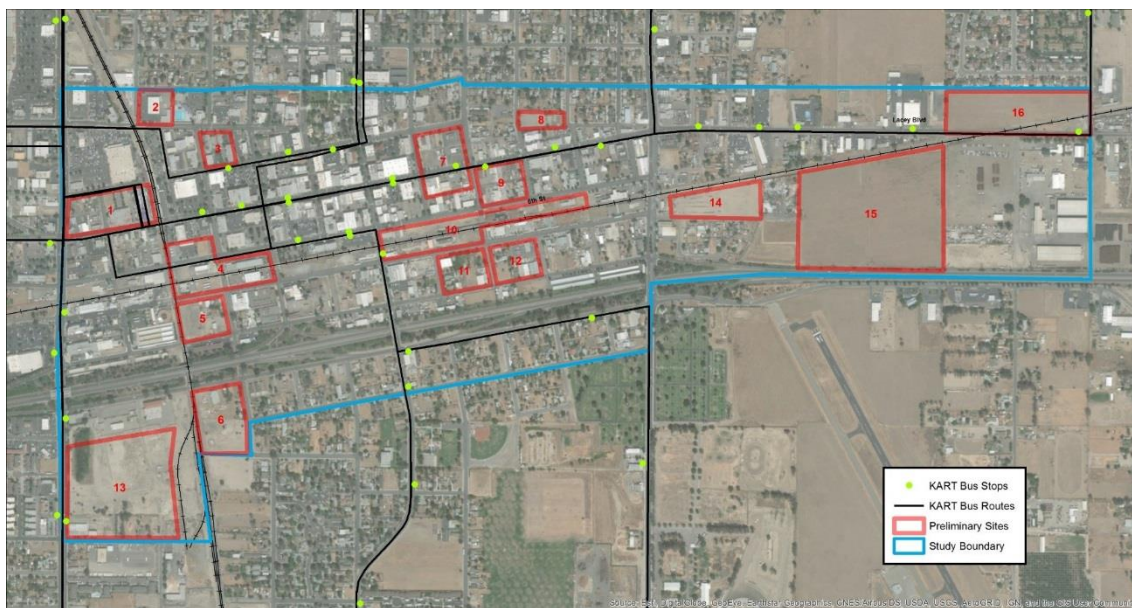
The largest provider of public transit services within Kings County is the Kings County Area Public Transit Agency. KCAPTA is a Joint Powers Agency (JPA) with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit. KART offers scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City, Avenal, Laton and Fresno. Monthly ridership is about 60,000 per month. All but two Lemoore city bus routes begin and end at the KART Terminal located at 504 W. Seventh Street, shown in Figure 4-8. This is the facility proposed for relocation.

Figure 4-8: Existing KART Station from Seventh Street



There are currently nine fixed routes that circulate throughout Hanford. Figure 4-9 shows the current routes within the Study Area. At least four commuter routes to outlying areas, including intercounty services, also circulate through the KART terminal. The scheduled bus service operates Monday through Friday from 6:30 a.m. to 9:45 p.m. with partial Saturday service. Expansion of the service is planned as new retail developments are built.

Figure 4-9: KART Routes and Stops



4.9.1.1 Bicycles on KART

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

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

4.9.2 Amtrak Passenger Service

Amtrak provides passenger rail service from Hanford station to the San Francisco Bay Area and Sacramento, and service to Southern California by a combination of rail and bus. Freight service is available from both the BNSF Railway and the San Joaquin Valley Railroad.

The Amtrak San Joaquin passenger train provides regularly scheduled intercity passenger rail service to Kings County. Stops are made daily at the Hanford and Corcoran stations for each northbound and southbound train. Stops along the San Joaquin line also include Bakersfield, Wasco, Fresno, Madera, Merced, Turlock, Modesto, Stockton, Antioch, Martinez, Richmond, Emeryville, and Oakland, with connecting bus service to Los Angeles, Sacramento, San Francisco, and many other points in Northern and Southern California. Passengers can transfer to the Amtrak Coast Starlight, which continues north to Portland and Seattle.

Amtrak feeder bus service is currently provided to and from the Hanford station to Tulare County. This bus service connects Porterville, Lindsay and Visalia with the Amtrak trains. This service provides an ideal opportunity for inter-modal connections in support of other regional public and private transportation providers.

Because Amtrak is a national enterprise, coordination with connecting transit service at the Amtrak stations must be done by the local transit operators. Of the 16 stations served by Amtrak San Joaquins (see Figure 4-10), Hanford was the ninth-busiest in 2016, with boarding and alighting a total of approximately 201,100 passengers from October 2015 through September 2016³.

Figure 4-10: Hanford Amtrak Station



Figure 4-11: Hanford Amtrak Station - Bus Transfer



³ Amtrak FY 2015-16 Boardings and Alightings

Table 4-7: October 2015 – September 2016 Amtrak Boardings and Alightings

Rank	Amtrak Station	Total Boardings and Alightings
1	Sacramento	1,051,001
2	Emeryville	581,573
3	Bakersfield	491,824
4	Martinez	364,372
5	Oakland	344,112
6	Fresno	369,582
7	Richmond	269,838
8	Stockton	321,129
9	Hanford	201,098
10	Merced	121,137
11	Modesto	117,422
12	Antioch-Pittsburgh	39,995
13	Corcoran	30,104
14	Turlock-Denair	29,197
15	Madera	27,136
16	Wasco	41,424
Total Boardings & Alightings		4,400,944
Total Ridership		2,200,472

4.9.2.1 Bicycles on Amtrak

Full-size bicycles may be carried on trains at the Hanford Amtrak station. Amtrak provides designated walk-on storage racks on Amtrak trains in the San Joaquin Valley, but is limited to certain cars or one car. Bicycles may also be boxed and checked if the bike owner prefers.

4.9.3 High-Speed Rail

The California High-Speed Rail Authority is continuing construction of a high-speed rail system for the State. The route runs along the eastern edge of Hanford, roughly following a north-south route near the high voltage power lines between 7th and 8th Avenues. It is anticipated that public transit (either KART or Cross Valley Rail) will likely be available to bring passengers to downtown Hanford.

4.9.4 Cross Valley Rail

The Cross Valley Rail Corridor Plan represents an opportunity to completely transform public transit in Tulare, Kings, and southern Fresno Counties. The existing railroad branch line from Huron to Porterville already provides right of way that connects each community's downtown

along the line. The cities of Visalia, Tulare, Porterville, Corcoran, and Dinuba all operate public transit systems. The cities of Lemoore, Corcoran, Hanford, and Visalia are also served by KART. A passenger rail line provides a unique opportunity to connect these cities' transit systems, not just to each other, but also to the rest of California via a transfer connection at the Kings/Tulare High-Speed Rail Station.

A Cross Valley Corridor is being proposed that plans for future passenger rail service, with a stop in downtown Hanford. The proposed line will follow the existing freight rail corridor from Huron to Porterville, which also roughly follows State Routes 198 and 65. It will connect the proposed Kings/Tulare Regional High-Speed Rail station with communities along this route. These cities include Huron, NAS Lemoore, West Hills College, Lemoore, Hanford, Visalia, Farmersville, Exeter, Lindsay, and Porterville. Unincorporated communities of Armona and Strathmore may also be served by transit stops. In addition, there is also a desire to connect to both the Tulare and Dinuba transit systems at their respective transit centers as well as the small town of Woodlake, approximately 10-miles northeast of Visalia.

A specific station has not been identified yet in Hanford. However, it is expected to be located along the existing rail corridor between the Burlington Northern Santa Fe Railroad tracks and 10th Avenue.

4.10 ACTIVE TRANSPORTATION

4.10.1 Bikeways

The following streets within the Study Area have been identified for either Class II or Class III bikeways in the Hanford Pedestrian and Bicycle Master Plan. A Class II bikeway provides a separated bike lane on the street. A Class III bikeway provides signs and pavement markings to identify that the roadway is to be shared between bicycles and motor vehicles.

Class II

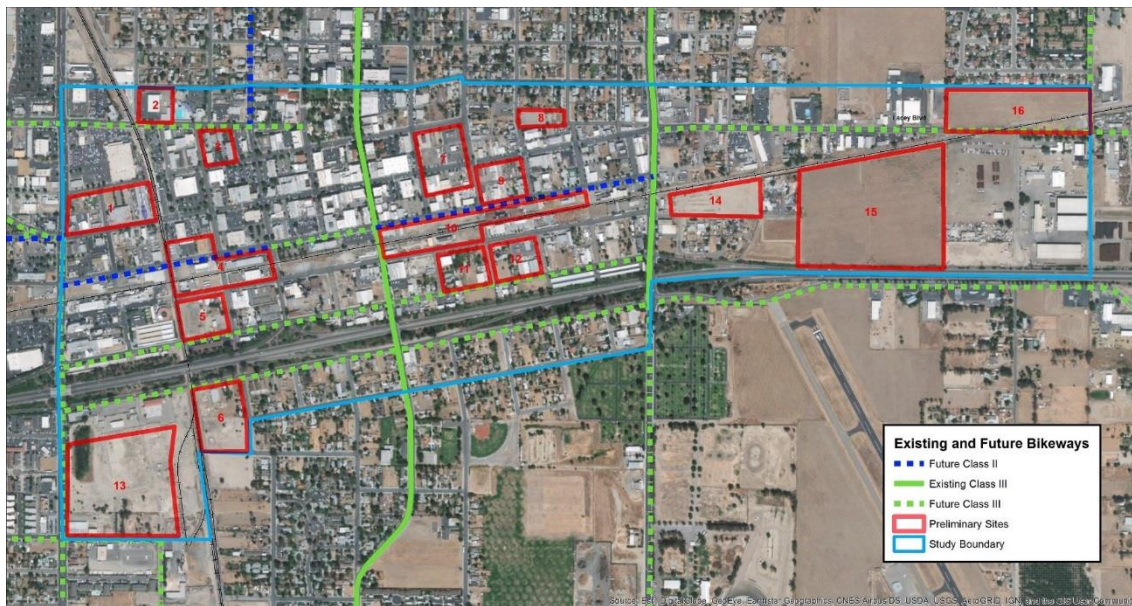
- 10th Avenue
- 9¼ Avenue from Lacey Boulevard north

Class III

- 11th Avenue
- Redington Street between Grangeville Road and Lacey Boulevard
- Douty Street between Eighth and Third Streets.
- Lacey Boulevard
- Sixth Street

The existing and future bikeways within the study area are shown in Figure 4-12.

Figure 4-12: Existing and Future Bikeways



4.10.2 Existing Sidewalks and ADA Curb Ramps

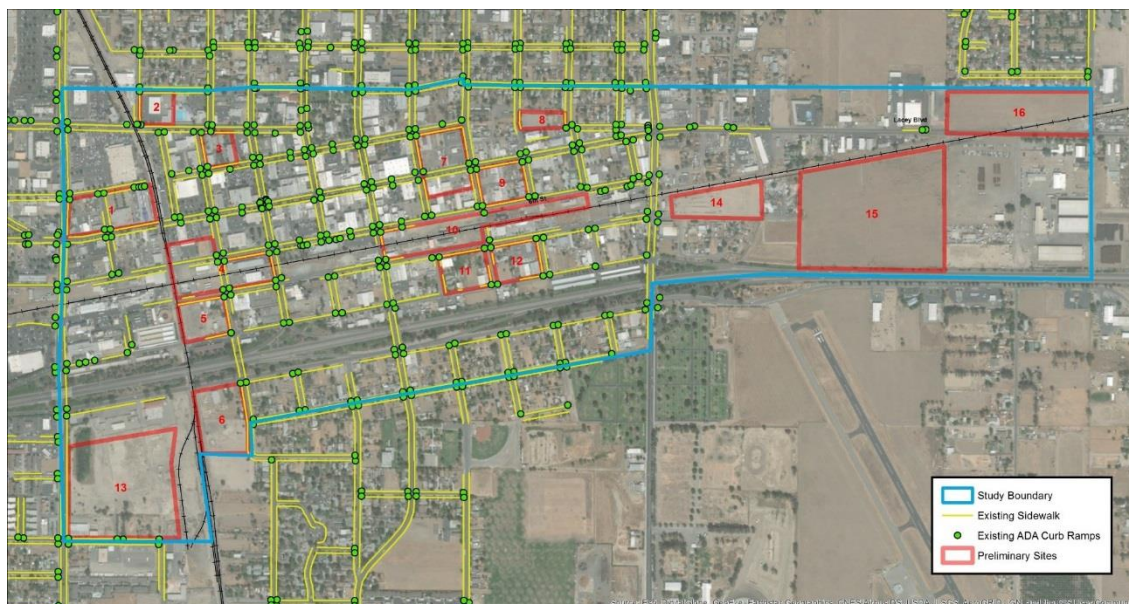
Most of the Study Area west of 10th Avenue has sidewalks and ADA curb ramps at street intersections. Only the following streets lack sidewalks within the Study Area: Sixth Street east of Harris Street, Fifth Street between the railroad and Phillips Street, Fifth Street between Douty and Brown Streets, Fourth Street between Harris and Green Streets, and Fourth Street between the railroad and Phillips Street.

Some of the area east of 10th Avenue is still in the County and has not yet been annexed into the City. Most of East Lacey Boulevard lacks sidewalks. Fifth Street east of 10th Avenue lacks sidewalks.

Sixth, Seventh, and Eighth Streets west of Harris Street and east of Phillips Street have been installed with midblock crossings that include ADA curb ramps. Midblock crossings improve pedestrian accessibility and calm traffic in the downtown. Preliminary Sites 3, 10, and the north side of 7 have pedestrian access via midblock crossings.

The sidewalks and ADA curb ramps in the Study Area are shown in Figure 4-13.

Figure 4-13: Existing Sidewalks and ADA Curb Ramps



4.11 Schools

Two charter schools are located in the Study Area: Crossroads Charter Academy (CCA) and Crescent Valley Public Charter. The CCA is located at the northeast corner of Eighth Street and Santa Fe Avenue near Preliminary Sites 1 and 2. CCA's enrollment includes 6th through 12th grades Monday through Thursday, and offers adult education on Fridays. Crescent Valley Public High School is located north of Seventh Street and west of Redington Street and operates on a year-round schedule.

4.12 Current Plans and Policies

The following text contains quoted policies from other adopted Hanford City or Kings County Plans that are applicable to this Study.

4.12.1 2015 KCAG Transit Development Plan

4.12.1.1 KART Capital Plan

Expanded Administrative Space for KCAPTA Staff -- Currently, KCAPTA owns the facility at 629 Davis Street in Hanford. KCAPTA administrative staff works out of this facility, as does the contractor's administrative and maintenance staff. The facility is inadequate for KCAPTA's expanding administrative services, and in particular is inadequate for conducting ADA eligibility evaluations. Additional administrative space is recommended for 2015-16. It is anticipated this will cost in the range of \$500,000, which will be funded from Staff Transit Assistance carryover and interest.

4.12.2 2016 KART Marketing Plan

4.12.2.1 Facilities

The KART transfer center is an open and inviting area with signage that, in most instances, makes finding one's route easy. Routes that are served on the street could have better signage within the main area of the transit center directing riders to those routes. There is ample seating

and parking to make riders feel comfortable during their wait and confident that park and ride is available. Similarly, bus shelters are clean and well signed.

More complex passenger information is missing from all facilities, creating a major gap for riders. There are no posted schedules at the transfer station despite ample room, and bus shelters have space that appear almost reserved for a system map or schedules, but none are present. At the transfer center, there is an information booth where riders can request information. However, the information booth is not very inviting because it is hard to see through the glass, and is not staffed during lunch or afterhours. A digital screen provides real-time information. This is useful, but it is not in an obvious location or readable from a distance. Further, it provides no information other than the next bus arrival times, and so is not useful to someone who does not already know which bus they need.

While KART facilities provide a comfortable place for riders who already know their way around the system, they do not provide a user-friendly experience for riders new to the system. Schedules and route maps on the brick pillars would help new passengers to learn the system and would quickly communicate to existing passengers what their options are for boarding times.

4.12.3 2014 Kings County RTP/SCS

Chapter 3 – Policy Element:

- I. Overall Goal; Planning and Programming Objectives and Policies:
 - B. Program Policy and Objectives:
 - 7. Public and private transportation facilities shall be planned and developed consistent with overall growth and development policies contained in city and county general plans.
- IV. Public Transportation Policies and Objectives:
 - A. Public Transit Policy: Objectives:
 - 8. Promote the coordination of transit with other transportation modes.
- VII. Transportation Systems Management Policies and Objectives:
 - E. Policy: Promote desirable and minimize undesirable social and economic impacts of the existing transportation system.
 - 3. Objective: Minimize neighborhood impacts caused by transportation improvements.

Chapter 6 – Transit:

- IV. Issues:
 - A. Public Transit: 3. AMTRAK
 - d. Feeder buses connecting the Hanford station with the major cities in Tulare County is available as part of the regular route structure of Orange Belt Stages. An opportunity also exists to provide coordinated feeder bus service by the KART and Corcoran Dial-a-Ride systems. The feeder bus network is a very important element of the San Joaquin's since more than 60% of all passengers' use a feeder bus during their trip.

Chapter 8 – Non-Motorized Facilities:

V. Action Element: A. Implementation Strategies

13. Bicycle parking facilities should be installed at transit stops, park-and-ride lots, and intermodal stations to affect the first-last mile connectivity concept, providing a seamless transition with other transportation modes. Transit buses should continue to be equipped with bicycle transporting racks.

4.12.4 City of Hanford 2035 General Plan

The largest provider of public transit services within Kings County is the KCAPTA, which operates the Kings Area Rural Transit (KART). KART offers scheduled daily city bus service within Hanford and intercity service to Kings County. All KART bus routes begin and end at the KART Terminal located at 504 W. Seventh Street across the railroad tracks from the Hanford Amtrak station.

Public Transit Goals

Goal T5: A citywide and regional transportation system that has the Downtown as its hub.

Goal T6: A convenient and efficient transit system that serves as an alternative to automobile travel and meets basic transportation needs of the transit dependent.

Policy T52 Multi-Modal Hub

Design transportation systems and infrastructure that promote the Amtrak and KART terminals as the activity hub for multi-modal transportation in Hanford.

Policy T53 Adequate Transit Service Availability

Maintain a proactive working partnership with KART to ensure that adequate public transit service is available.

Policy T54 KART Expansion.

Pursue improvements and funding to increase transit ridership, increase transit frequencies on key corridors, and expand regular transit service in portions of Hanford that currently have no public transit.

Policy T55 Transit Stops.

Where right-of-way allows, arterial and major collector streets shall be designed to allow transit vehicles to pull out of the travel lane when stopping.

Policy T56 Improve Access to Transit Stops.

Remove physical barriers to improve access to transit facilities for the elderly, disabled, and other transit-dependent groups.

Policy T57 Long Range Transit Plan.

Coordinate and collaborate with KART and KCAG on development of a long-range transit plan that considers special emphasis on new or enhanced transit services and

amenities in the downtown core, and service to identified mixed use neighborhoods and corridors.

Policy T58 Vanpool Programs.

Support the KART Vanpool program for the area's farmworkers and other commuters.

Goal T7: Adequate parking and loading facilities, especially in the Downtown.

Policy T59 Transit Parking Lots

Work with the various government agencies to provide secure parking at park-and-ride lots and transit stations.

Policy T81 Link to Transit with High-Speed Rail

If High-Speed Rail becomes a reality in Kings County, ensure that effective transit linkages are in place between the High-Speed Rail station and the City's downtown and employment centers.

4.12.5 Hanford Downtown East Precise Plan

6.7.1 Public Transit Service

Part of the vision for the Hanford Downtown East Precise Plan (DEPP) area is to provide additional transit along Seventh Street. KART currently has two bus routes that operate on Seventh Street, but both operate on one-way loops that include Seventh 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 Seventh Street that would go from the train station to 10th 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 Seventh 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 Seventh Street.

Despite the present challenges, the long-term vision for the Hanford DEPP area is to provide more frequent two-way service along Seventh 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 Seventh Street in the future. The KART 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.

4.12.6 2035 Kings County General Plan – Circulation Element

Circulation Policies: C. Regional Transportation System

C GOAL C1: Integrate through the County's regional transportation system, an efficient and coordinated goods and people moving network of Highways, Railroads, Public Transit, and Non-Motorized options that reduce overall fuel consumption and associated air emissions.

C OBJECTIVE C1.3: Promote Public Transit and vanpooling within the County urbanized areas to increase ridership and decrease traffic demand on County roadways.

C Policy C1.3.1: Coordinate with Caltrans, Kings Area Rural Transit, and Corcoran Area Transit to plan for convenient publicly accessible public transit stops and park and ride sites.

C Policy C1.3.2: Centralize new development near public transit stops within Community Districts as identified in each respective Community Plan.

C Policy C1.3.3: Encourage and support the enhancement and marketing of transit and vanpool services as a viable transportation alternative and transportation control measure to improve air quality.

C Policy C1.3.4: Coordinate transit route and stops with other transportation modes as defined in each Community Plan.

5 Phase 2

Utilizing the information gathered from initial study, existing conditions, and the needs assessment, the sites will be evaluated against the screening methodology developed for the Study. The screening methodology aims to evaluate the various sites based on both qualitative and quantitative criteria such as:

- **Operational Requirements:** Would the site be able to meet existing and future transit demands of KART? Would transit vehicles be able to safely and easily access the site?
- **Parking Considerations:** Is there adequate space for existing and future parking demand? Does the site allow for the separation of private automobile and transit vehicular flows?
- **Locational Attributes:** What does the surrounding area look like and what is the level of compatibility with the surrounding uses? How many businesses and residents would be directly impacted by a transit station relocation to the site? Does the site have access to the necessary utilities? Who currently owns the property?
- **Multi-Modal Connectivity:** Is the site conducive to meeting the needs of various forms of transportation? Is there adequate access to existing and planned bicycle paths? Are there existing sidewalks?
- **Regulatory Compliance and Public Acceptance:** What land uses are permitted on the site? How do the stakeholders feel about the site locations and potential impacts?
- **Environmental Considerations:** Would the relocation of the transit station to the site result in negative impacts to disadvantaged populations? Is there a potential need for soil mitigation on the site? Could there be any traffic circulation impacts as a result of a relocation to the site?
- **Cost:** If land acquisition is required, is the site valued above market rates?

5.1 Methodology

Site locations will be scored using the methodology in Table 5-1. The three sites with the highest scores will move on to Phase 3 of the site selection process for further analysis and evaluation. The next phase of screening will include more refined criteria as the three preferred site selections move forward with more detailed analysis and site planning. As such, some criteria (i.e. #2 and #4 in Table 5-1) would not be applicable until the next phase when more detailed information is available.

Table 5-1: Screening Methodology

Category	Criteria	Scores	Notes
Operational Requirements	1. Adequate space for 20 bus bays	2. Yes	"Yes" if total square footage is 3 acres or more.
		0. No	
	2. Adequate space for 4 fast-fill fueling station (zero-emission bus charging lines).	2. Yes	To be determined in Phase 3
		0. No	
	3. Can accommodate separate bus	2. Yes	"Yes" if located on 2

Category	Criteria	Scores	Notes
	and vehicle access drives		arterials
		0. No	
	4. At least two ingress/egress points for buses, with adequate space for turning radius of 35' buses	2. Yes	To be determined in Phase 3
		0. No	
	5. Located near an existing signalized intersection	2. Yes	
		0. No	
	6. Can accommodate separate drop-off, pick-up area for private automobiles, ridesharing services, and taxis	2. Yes	To be determined in Phase 3
		0. No	
	7. Can accommodate transit driver breakroom	1. Yes	To be determined in Phase 3
		0. No	
	8. Can accommodate bike lockers	1. Yes	To be determined in Phase 3
		0. No	
	9. Distance from nearest Highway 198 interchange	1. ½-mile or less	
		0. More than ½-mile	
	10. Could require fewer adjustments to existing routes and schedules	3. Yes	"Yes" if on existing bus route
		0. No	
Parking Considerations	11. Can accommodate minimum 20 secure parking spaces for administrative staff (future potential)	2. Yes	To be determined in Phase 3
		0. No	
	12. Accommodates existing parking capacity (and future potential for shared high-speed rail and other users)	2. Yes	To be determined in Phase 3
		0. No	
Locational Attributes	13. Right-of-way impacts – Land Ownership and Status	5. Government-owned property	
		4. Partially government-owned	
		3. Privately owned and vacant	
		2. Privately owned and operated	
		0. Residential	
	14. # of parcels impacted	3. Two or fewer	

Category	Criteria	Scores	Notes
		2. Three or four	
		1. Five	
		0. Six or more	
	15. # of business impacted	3. Two or fewer	
		2. Three or four	
		1. Five	
		0. Six or more	
	16. Total property can accommodate a bus transit and administrative center of approximately 5,000-6,000 ft2 with minimum width of 50' within XX acres	5. Yes	To be determined in Phase 3
		0. No	
	17. % of undeveloped land of site	2. More than 75%	
		1. 25%-75%	
		0. Less than 25%	
	18. Can the site provide adequate utility connections for bus charging and building uses?	1. Yes	
		0. No	
	19. Is there room for potential, future growth?	1. Yes	"Yes" if total square footage is 4 acres or more OR there are potentially available sites adjacent to the location
		0. No	
	20. Proximity to Downtown Hanford – intersection of Douty Street and Seventh Street	2. Less than ¼-mile	
		1. ¼-mile - ½-mile	
		0. More than ½-mile	
	21. Proximity to social services (Civic Center Park area)	2. Less than ¼-mile	
		1. ¼-mile - ½-mile	
		0. More than ½-mile	
	22. # of sensitive land uses adjacent to the site	3. None	Residential, school, assisted living, etc.
		2. One	
		1. Two	
		0. Three or more	
	23. Is the site visible and does it	1. Yes	Located on a major, well-

Category	Criteria	Scores	Notes
	provide safe access for patrons?		lit street
		0. No	
	24. Does the site provide an opportunity to spark new development in an area of inactivity and may otherwise need revitalization?	2. Three or more	# of vacant buildings/properties adjacent to site
		1. One or two	
		0. None	
Multi-Modal Connectivity	25. Proximity to existing and planned bicycle connections	#	# of bikeways (planned and existing) adjacent to the site
	26. Access to regional transportation (Amtrak and Cross Valley Corridor)	1. Less than ¼-mile	Maximum 2 points if within ¼-mile to both Amtrak and CVC
		0. More than ¼-mile	
	27. Can separate pedestrian and vehicular movements	1. Yes	To be determined in Phase 3
		0. No	
	28. Are there existing sidewalks to accommodate ADA patrons?	1. Yes	
		0. No	
Regulatory Compliance and Public Acceptance	29. Ability to comply with downtown Hanford ordinances	1. Yes	*including airport compatibility
		0. No	
	30. Ability to comply with Hanford General Plan	1. Yes	*Zoning Compliance
		0. No	
	31. Impacts to agricultural land?	1. No	
		0. Yes	
	32. Stakeholder Preference	3. Strong preference	
Environmental Considerations		1. Neutral	
		0. Strong objection	
	33. Potential disproportional negative impacts to disadvantaged communities?	2. No	Based on SB 535 maps of areas of disadvantaged communities (2017) by CalEPA
		0. Yes	
	34. Would any soil mitigation be required for the site?	2. No	
		0. Yes	

Category	Criteria	Scores	Notes
Cost	35. Potential to cause significant traffic impacts?	2. No	"No" if located on street that is a major collector or arterial.
		0. Yes	
	36. Potential land acquisition	2. Lower than market value	
		1. Average market value	
		0. Above market value	

5.2 Screening

The 16 initially identified sites were evaluated using the methodology scoring criteria described in Chapter 5 and the information gathered and presented in Chapter 3. The results of the scoring are summarized in the following sections.

5.2.1 Operational Requirements

This section screens out potential sites by evaluating their ability to meet the transit operational needs of the KART bus system. Once three preferred sites have been identified and site plans are developed, the remaining methodology criteria in this category can be addressed in Phase 3.

1. Adequate space for 20 bus bays? "Yes" if total square footage is 3 acres or more. The existing transit center is 1 acre. Acreage for each site is listed in Table 2-1.
 - a. 2 points if "Yes"
 - b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	0	0	2	2	2	2	0	2	2	2	2	2	2	2	2

2. Can accommodate separate bus and private vehicle access drives? "Yes" if located on two arterials, as listed in Table 4-1.
 - a. 2 points if "Yes"
 - b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0

3. Located near an existing signalized intersection? See Figure 4-1 for a map of existing signalized intersections.
 - a. 2 points if "Yes"
 - b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0

4. Distance from nearest Highway 198 interchange? See Table 4-5 for site distances to highway interchanges. An average of the distances to each of the four on- and off- ramps was used to determine site scores.

- a. 1 points if ½-mile or less
- b. 0 points if more than ½-mile

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	0	0	0	1	1	0	0	0	1	1	1	1	0	0	0	0

5. Could require fewer adjustments to existing routes and schedules? “Yes” if located on existing bus route. See Figure 4-9 for existing KART routes and stops.

- a. 3 points if “Yes”
- b. 0 points if “No”

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	3	3	3	3	0	0	3	0	3	3	0	0	3	0	0	3

5.2.2 Parking Considerations

As site plans are not developed in Phase 2 for the 16 initially identified sites, these criteria will not be answered until Phase 3.

5.2.3 Locational Attributes

This section screens out potential sites by evaluating the location and land-related impacts such as occupancy, proximity to nearby destinations, and adjacent land uses. See Table 4-2 for existing occupancy information for the 16 sites.

6. Right-of-way impacts: Land Ownership and Status?

- a. 5 points if government-owned property
- b. 4 points if partially government-owned
- c. 3 points if privately owned and vacant
- d. 2 points if privately owned and operated
- e. 0 points if residential

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	4	2	2	2	3	2	2	2	2	2	2	2	2	3	3	3

7. Number of parcels impacted? See Table 4-4 for the number of parcels included in each site.

- a. 3 points if two or fewer parcels
- b. 4 points if three or four parcels
- c. 1 point if five parcels
- d. 0 points if six or more parcels are included in the identified site

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	0	3	0	0	0	0	0	1	0	0	0	0	0	3	3	2

8. Number of businesses impacted? See Table 4-2 for existing occupancy information for the 16 sites.

- a. 3 points if two or fewer businesses
- b. 4 points if three or four businesses
- c. 1 point if five businesses
- d. 0 points if six or more businesses are included in the identified site

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	0	3	2	2	3	3	1	3	2	0	2	1	3	3	3	3

9. What percentage of the site area is undeveloped? See Table 4-4 for level of development for each site.

- a. 2 points if more than 75%
- b. 1 point if between 25% - 75%
- c. 0 points if less than 25%

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	0	0	0	1	2	2	0	1	0	1	2	1	2	2	2	2

10. Can the site provide adequate utility connections for bus charging and building uses? Greenfield sites were deemed unable to provide adequate utility connections.

- a. 1 point if "Yes"
- b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0

11. Is there room for potential, future growth? "Yes" if total square footage is 4 acres or more
OR there are potentially available sites adjacent to the location.

- a. 1 point if "Yes"
- b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	0	0	1	0	1	1	0	1	1	0	0	1	1	1	1

12. Is the site close to Downtown Hanford (intersection of Douty Street and Seventh Street)?
See Table 4-6 for site distances to nearby destinations.

- a. 2 points if less than ¼-mile
- b. 1 point if between ¼-mile and ½-mile
- c. 0 points if more than ½-mile

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	0	2	1	1	1	1	1	0	0	0	0

13. Is the site close to social services (Civic Center area)? See Table 4-6 for site distances to nearby destinations.

- a. 2 points if less than ¼-mile
- b. 1 point if between ¼-mile and ½-mile
- c. 0 points if more than ½-mile

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	2	1	1	0	2	1	1	1	1	1	0	0	0	0

14. Number of sensitive land uses (residential, schools, assisted living, etc.) located adjacent to the site*?

- a. 3 points if none
- b. 2 points if one
- c. 1 point if two
- d. 0 points if three or more

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	3	1	3	3	3	1	3	2	3	3	3	2	2	3	3	2

*Based on Google Maps 2018 information.

15. Is the site visible and does it provide safe access for patrons? “Yes” if located on a major, well-lit street.

- a. 1 point if “Yes”
- b. 0 points if “No”

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	0	1	0	1	1	1	1	0	0	0	0

16. Does the site provide an opportunity to spark new development in an area of inactivity and may otherwise need revitalization? The number of vacant buildings/properties on the sites are summarized in Table 4-3, supplemented by publicly available property data for nearby areas.

- a. 2 points if three or more
- b. 1 point if one or two
- c. 0 points if none

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	0	0	1	1	1	2	1	1	2	1	2	1	2	2	2

5.2.4 Multi-Modal Connectivity

This category considers the sites’ performance in providing connections to existing and planned bicycle, pedestrian, and transit facilities.

17. What is the proximity to existing and planned bicycle connections? The number of existing and planned bikeways adjacent to the site are summarized in Table 4-5.

- a. # of bikeways

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	1	1	2	1	1	0	0	1	3	1	1	1	0	0	1

18. What is the proximity to regional transportation (Amtrak and Cross Valley Corridor)? See Table 4-5 for site distances to nearby transportation connections.

- a. 2 points if located less than ¼-mile to both Amtrak and Cross Valley Corridor
- b. 1 point if located less than ¼-mile to Amtrak OR Cross Valley Corridor
- c. 0 points if located more than ¼-mile to regional transportation

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	2	2	2	2	1	1	1	1	1	1	1	0	0	0	0

19. Are there existing sidewalks to accommodate ADA patrons? See Figure 4-13 for a map of existing ADA routes.

- a. 1 point if "Yes"
- b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0

5.2.5 Regulatory Compliance and Public Acceptance

This category evaluates the sites based on compatibility with local ordinances, stakeholder preference, and potential impacts to communities and agricultural land.

20. Does the site comply with downtown Hanford ordinances? See sections 0 and 4.5.3 for more information on zoning and airport compatibility.

- a. 1 point if "Yes"
- b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0

21. Is the site compatible with the City of Hanford General Plan? See section 4.5.1 for more information on General Plan compatibility.

- a. 1 point if "Yes"
- b. 0 points if "No"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	0	1	0	0	1	1	1	1	0	0	0	1	0	0	0

22. Does the site impact agricultural land as determined by the City of Hanford General Plan and current land uses?

- a. 1 point if "No"
- b. 0 points if "Yes"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

23. Stakeholder preference*

- a. 3 points if stakeholders have indicated a strong preference
- b. 1 point if neutral
- c. 0 points if strong objection

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	3	1	1	1	0	0	3	0	3	1	1	1	0	0	0	1

*Based on stakeholder interviews and meetings conducted in February 2018.

5.2.6 Environmental Considerations

This category considers existing or potential environmental issues on the site.

24. Are there potential disproportional negative impacts to disadvantaged communities*? See Section 4.7 for more information on disadvantaged communities as defined by CalEPA.

- a. 2 points if "No"
- b. 0 points if "Yes"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	2	2	2	2	0	2	2	2	2	2	2	0	0	0	0

*Based on SB 535 maps of areas of disadvantaged communities (2017) by CalEPA.

25. Would any soil mitigation be required for the site*? See Section 4.5.3 for detailed information on current environmental issues related to site #13.

- a. 2 points if "No"
- b. 0 points if "Yes"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	2	2	2	2	2	2	2	2	2	2	0	0	2	2	2

*Based on data presented by the California State Water Resources Control Board (GeoTracker), 2015.

26. Is there potential to cause significant traffic impacts*?

- a. 2 points if "No"
- b. 0 points if "Yes"

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	2	2	2	2	0	2	2	0	2	2	0	0	2	0	0	2

*Based on the 2014 Kings County Regional Transportation Plan.

5.2.7 Cost

This category considers the potential costs associated with the identified sites.

27. Potential land acquisition costs? See Section 4.8 for approximate property value estimates. The average property value price per square foot among the sites was \$84 per square foot. Sites valued either \$5 greater or lesser than \$84 were considered average for the purposes of this study.

- a. 2 points if site land value is lower than market value
- b. 1 point if average market value
- c. 0 points if above market value

Site	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Score	1	1	1	1	1	2	1	1	1	1	1	1	2	1	1	0

*Based on property sale prices per square foot via Trulia, 2018.

5.3 Results

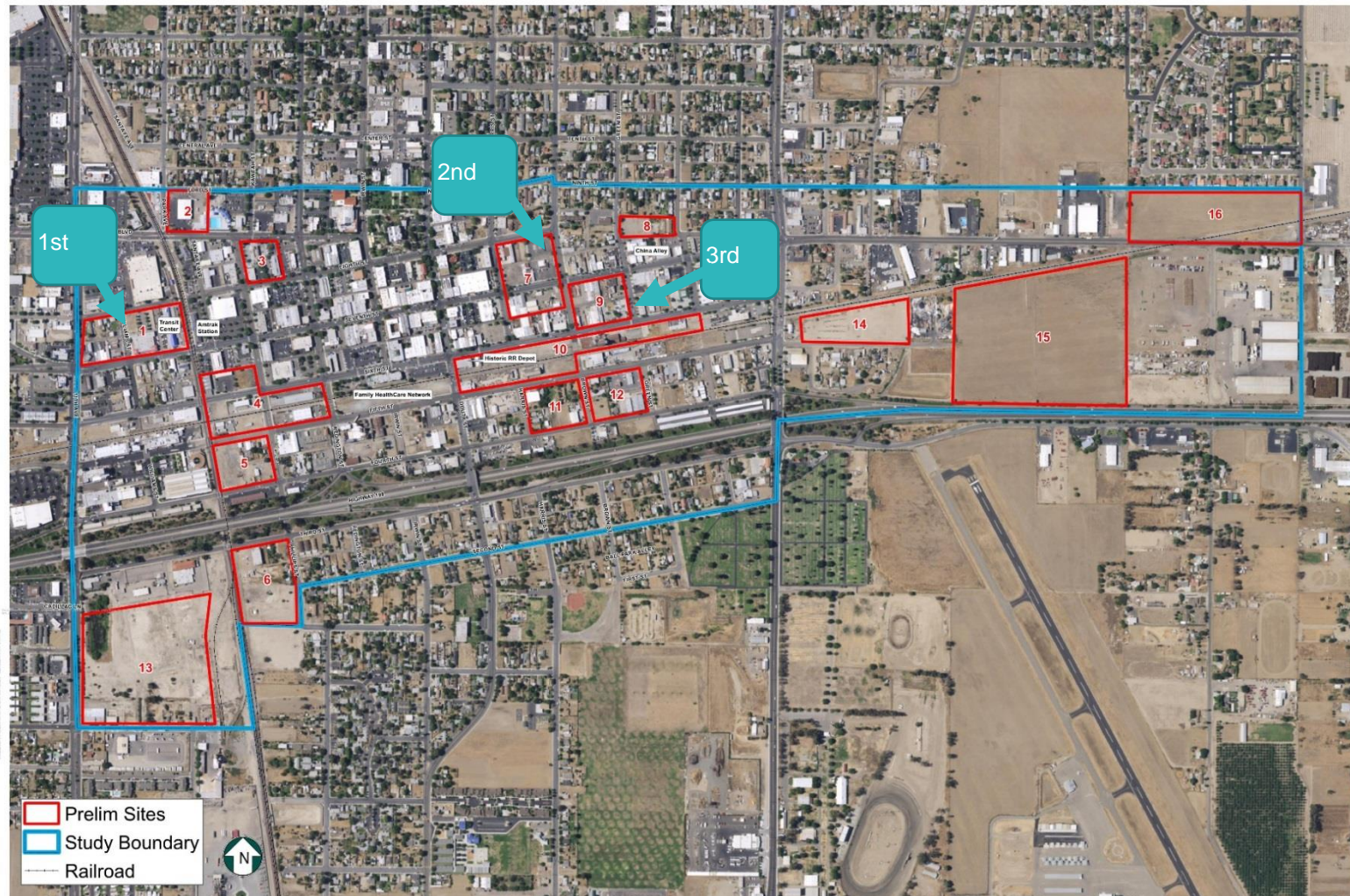
As a result of the screening process through the Phase 2 methodology, the 16 initially identified sites were scored and ranked. The three highest scoring sites will move forward for preliminary site planning and design, further analysis, and further stakeholder coordination.

The final scores of the 16 sites are listed in Table 5-2 and the map of the 16 sites is shown in Figure 5-1.

Table 5-2: Phase 2 Screening Results

Site	Final Score	Rank
1	40	1st
2	30	
3	30	
4	35	
5	30	
6	25	
7	39	2nd
8	23	
9	37	3rd
10	36	
11	28	
12	24	
13	28	
14	23	
15	23	
16	27	

Figure 5-1: Preferred Sites



The three preferred sites identified by the screening methodology and through stakeholder interviews were modified according to the feedback received by the various stakeholders. The modified sites that will move forward for further screening, analysis, and design are shown in the following figures.

5.3.1 Preferred Site 1

The site boundaries for Preferred Site 1 did not change as a result of stakeholder coordination and the information gathering process. The site, as shown in Figure 5-2, will move forward for Phase 3 analysis and screening.

Figure 5-2: Preferred Site 1 Area



5.3.2 Preferred Site 7

The site boundaries for Preferred Site 7 changed as a result of stakeholder coordination and the information gathering process. The original site boundaries included properties from both sides of Seventh Street, which is downtown Hanford's main street. Properties on Seventh Street in this area are required to have active uses on the ground floor, such as commercial store fronts and restaurants. Stakeholders felt that the transit center would be best served by including properties further north of Seventh Street, where there are currently vacant lots and buildings. The site, as shown in Figure 5-3, will move forward for Phase 3 analysis and screening.

Figure 5-3: Preferred Site 7 Area



5.3.3 Preferred Site 9

The site boundaries for Preferred Site 9 changed as a result of stakeholder coordination and the information gathering process. The original site boundaries were modified to include the long parcel along Sixth Street and the railroad. The opportunities provided by the new land area would allow for direct access to the Cross Valley Rail Corridor. The site, as shown in Figure 5-4, will move forward for Phase 3 analysis and screening.

Figure 5-4: Preferred Site 9 Area



6 Phase 3

Phase 3 of the site selection process will evaluate the three preferred sites to result in one recommended site to be carried forward into conceptual site and architectural design. The same methodology from Phase 2 will be carried into this phase with more detailed analysis. Preliminary conceptual site plans were created for the three preferred sites in order to determine the feasibility of certain transit station parameters to be considered in the screening methodology, such as the amount of parking that can be made available and transit vehicle ingress and egress.

6.1 Conceptual Site Plans

6.1.1 Site #1

Site #1, as shown in Figure 6-1, utilizes the existing transit station as conference and office space. The existing gym, Just Lift, shown in blue, would be repurposed as the KART administrative building. The site plan would exclude the gas station at the corner of 11th Avenue and Seventh Street, as there are no immediate benefits to using the entire block and this would avoid potential environmental and utility constraints with the station. This site plan assumes 20 bus bays and roughly 180 parking spaces based on rough estimates of square footage on the site. Properties that could be affected by the plan concept include Just Lift, Hanford Imports, Rockstar Car Audio, Cook Auto Electric & Air Conditioning, and one residence at the corner of Eighth Street and 11th Avenue. There are two vacant buildings and two vacant lots on the site.

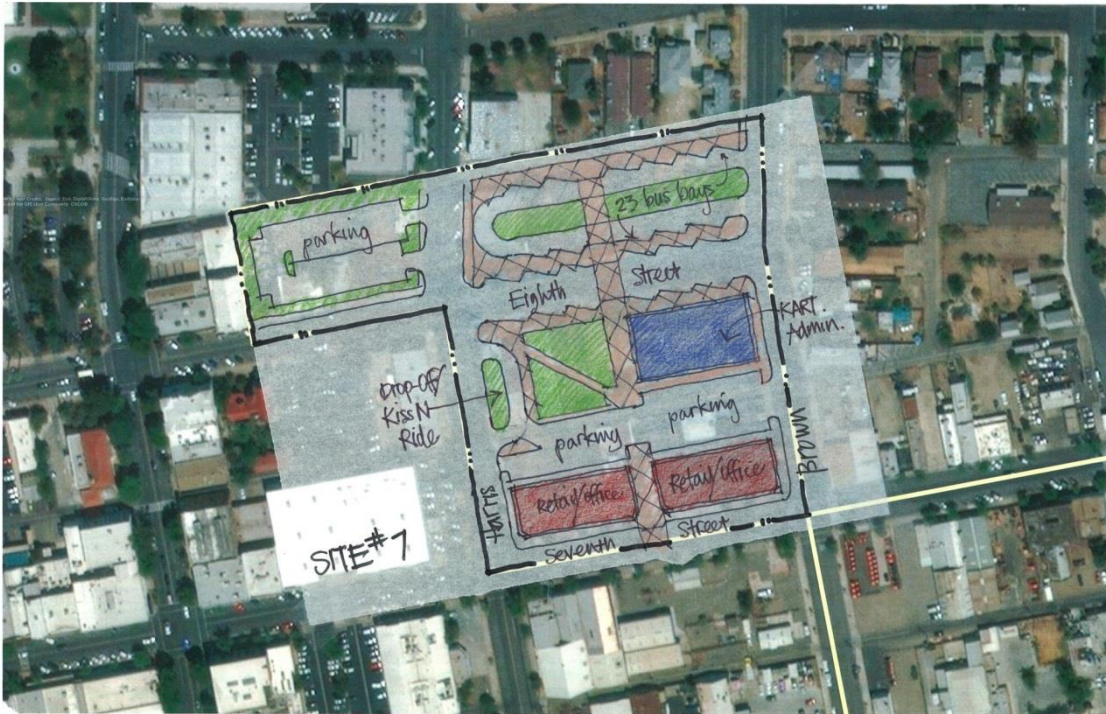
Figure 6-1: Site 1 Plan Concept



6.1.2 Site #7

Site #7, as shown in Figure 6-2, sets aside properties along Seventh Street to comply with City of Hanford mixed-use zone designations. Shared retail and office parking could be located where the existing alley is between the blue administrative offices and the red retail buildings. Eighth Street could be closed to bus transit vehicles only to separate bus traffic from private auto movements. The concept plan assumes at least 20 bus bays and over 200 parking spaces. There are four vacant buildings and three vacant lots on the property. Businesses that could potentially be affected by the concept plan include American Audio, ProLite Signs, Rustic Angels, and the Kings Christian School Thrift Store.

Figure 6-2: Site 7 Plan Concept



6.1.3 Site #9

Site #9, as shown in Figure 6-3, consolidates KART station facilities with the proposed Cross Valley Corridor rail station along Sixth Street. Similar to Site #7, retail and office space is designated for properties facing Seventh Street to comply with downtown land use requirements. There are three vacant buildings and three vacant lots on site. Six businesses could potentially be impacted by the concept plan, including the Hanford Equipment Company, La Fiesta Restaurant and Bar, Hanford Bargain Center, Jordan F. Miller Corporation, Lapp Realty, and George Verhoeven Feed Company. The plan concept assumes roughly 19-20 bus bays and over 200 parking spaces.

Figure 6-3: Site 9 Plan Concept



6.2 Screening

The three preferred sites were evaluated using the methodology scoring criteria described in Chapter 5, the information gathered in Chapter 3, and the site plans developed in Chapter 6. The results of the scoring are summarized in the following sections.

6.2.1 Operational Requirements

This section screens out potential sites by evaluating their ability to meet the transit operational needs of the KART bus system. Many of the criteria are based on the conceptual site plans that were developed for the three preferred sites.

Table 6-1: Operational Requirements Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
1. Adequate space for 20 bus bays	2. Yes 0. No	Based on conceptual site plans	2	2	2
2. Adequate space for 4 fast-fill fueling station (zero-emission bus charging lines).	2. Yes 0. No	Based on conceptual site plans	2	2	2
3. Can accommodate separate bus and vehicle access drives	2. Yes 0. No	Based on conceptual site plans	2	2	2
4. At least two ingress/egress points for buses, with adequate space for turning radius of 35' buses	2. Yes 0. No	Based on conceptual site plans	2	2	2
5. Bus egress located near an existing	2. Yes	Based on	0	2	0

Criteria	Scores	Notes	Site #1	Site #7	Site #9
signalized intersection or all-way stop	0. No	conceptual site plans			
6. Can accommodate separate drop-off, pick-up area for private automobiles, ridesharing services, and taxis	2. Yes 0. No	Based on conceptual site plans	2	2	2
7. Can accommodate transit driver breakroom	1. Yes 0. No	Based on conceptual site plans	1	1	1
8. Can accommodate bike lockers	1. Yes 0. No	Based on conceptual site plans	1	1	1
9. Distance from nearest Highway 198 interchange	1. ½-mile or less 0. More than ½-mile		0 0.8 miles	0 0.6 miles	1 0.5 miles
10. Could require fewer adjustments to existing routes and schedules	3. Yes 0. No	"Yes" if on existing bus route	3	3	3

6.2.2 Parking Considerations

Parking criteria for the three preferred sites were satisfied due to the large properties identified for each site.

Table 6-2: Parking Considerations Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
11. Can accommodate minimum 6 secure parking spaces for administrative staff (future potential)	2. Yes 0. No	Based on conceptual site plans	2	2	2
12. Accommodates existing parking capacity (and future potential for shared high-speed rail and other users)	2. Yes 0. No	Must exceed existing capacity: 60	2 180 spaces	2 220 spaces	2 250 spaces

6.2.3 Locational Attributes

This section screens out potential sites by evaluating the location and land-related impacts such as occupancy, proximity to nearby destinations, and adjacent land uses. The boundaries for each of the three preferred sites have changed, and the following scores will reflect the latest information available.

Table 6-3: Locational Attributes Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
13. Right-of-way impacts – Land Ownership and Status	5. Government-owned property 4. Partially government-owned 3. Privately owned and vacant 2. Privately owned and operated 0. Residential		0	0	2
14. # of parcels impacted	3. Two or fewer 2. Three or four 1. Five 0. Six or more		0 15 parcels	0 20 parcels	0 12 parcels
15. # of business impacted	3. Two or fewer 2. Three or four 1. Five 0. Six or more		2 4	1 5	0 6
16. Total property can accommodate a bus transit and administrative center of approximately 5,000-6,000 ft ² with minimum width of 50'	5. Yes 0. No	Based on conceptual site plans	5	5	5
17. % of undeveloped land of site	2. More than 75% 1. 25%-75% 0. Less than 25%		0 9%	0 17%	0 17%
18. Can the site provide adequate utility connections for bus charging and building uses?	1. Yes 0. No		1	1	1
19. Is there room for potential, future growth?	1. Yes 0. No	Based on availability of vacant land adjacent to site	1	1	1
20. Proximity to Downtown Hanford – intersection of Douty Street and Seventh Street	2. Less than ¼-mile 1. ¼-mile - ½-mile 0. More than ½-mile		1 0.4 mi	2 0.1 mi	2 0.2 mi
21. Proximity to social and government services (Civic Center Park area)	2. Less than ¼-mile 1. ¼-mile - ½-mile 0. More than ½-mile		1 0.5 mi	2 0.2 mi	1 0.4 mi
22. # of sensitive land uses adjacent to the site	3. None 2. One 1. Two 0. Three or more	Residential, school, assisted living, etc.	3	3	3

Criteria	Scores	Notes	Site #1	Site #7	Site #9
23. Is the site visible and does it provide safe access for patrons?	1. Yes 0. No	Located on a major, well-lit street	1	1	1
24. Does the site provide an opportunity to spark new development in an area of inactivity and may otherwise need revitalization?	2. Three or more 1. One or two 0. None	# of vacant buildings/properties on and adjacent to site	2 4	2 7	2 6

6.2.4 Multi-Modal Connectivity

This category considers the sites' performance in providing connections to existing and planned bicycle, pedestrian, and transit facilities. A summary of the performance scores for the three preferred sites are listed in Table 6-4.

Table 6-4: Multi-Modal Connectivity Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
25. Proximity to existing and planned bicycle connections	#	# of bikeways (planned and existing) adjacent to the site	1	1	1
26. Access to regional transportation (Amtrak and Cross Valley Corridor)	1. Less than ¼-mile 0. More than ¼-mile	Maximum 2 points if within ¼-mile to both Amtrak and CVC	1 Amtrak	1 Cross Valley Corridor	1 Cross Valley Corridor
27. Can separate pedestrian and vehicular movements	1. Yes 0. No	Based on conceptual site plans	0	0	0
28. Are there existing sidewalks to accommodate ADA patrons?	1. Yes 0. No		1	1	1

6.2.5 Regulatory Compliance

This category evaluates the sites based on compatibility with local ordinances, stakeholder preference, and potential impacts to communities and agricultural land.

Table 6-5: Regulatory Compliance and Public Acceptance Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
29. Ability to comply with downtown Hanford ordinances	1. Yes 0. No	*including airport compatibility	1	1	1
30. Ability to comply with Hanford General Plan	1. Yes 0. No		1	1	1

31. Impacts to agricultural land?	1. No 0. Yes	1	1	1
32. Stakeholder Preference	5. Strong preference by multiple stakeholders 4. Preference 1. Neutral 0. Strong objection	1	5	4

6.2.6 Environmental Considerations

This category considers existing or potential environmental issues on the site. None of the sites have any existing soil mitigation issues.

Table 6-6: Environmental Considerations Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
33. Potential disproportional negative impacts to low-income and minority groups?	2. No 0. Yes	Based on SB 535 maps of areas of disadvantaged communities (2017) by CalEPA	2	2	2
34. Would any soil mitigation be required for the site?	2. No 0. Yes		2	2	2
35. Potential to cause significant traffic impacts?	2. No 0. Yes	Based on 2014 Kings County Regional Transportation Plan	2	2	2

6.2.7 Cost

This category considers the potential costs associated with the identified sites. Planning level cost estimates for the recommended site will be developed in the next phase.

Table 6-7: Cost Scoring

Criteria	Scores	Notes	Site #1	Site #7	Site #9
36. Potential land acquisition	2. Lower than market value 1. Average market value 0. Above market value		1	1	1
37. Potential construction costs	3. Least cost 2. Middle cost 1. Greatest cost	Based on the number of existing structures and operating businesses	3	2	1

6.3 Results

As a result of the Phase 3 screening, the three preferred sites were scored and ranked. The total scores for each site are summarized in Table 6-8. Site #7 scored the highest due to stakeholder preferences, its location, and ability to meet the operational and agency needs of a relocated transit center.

Table 6-8: Phase 3 Total Scores

	Site #1	Site #7	Site #9
Total Scores	53	59	56

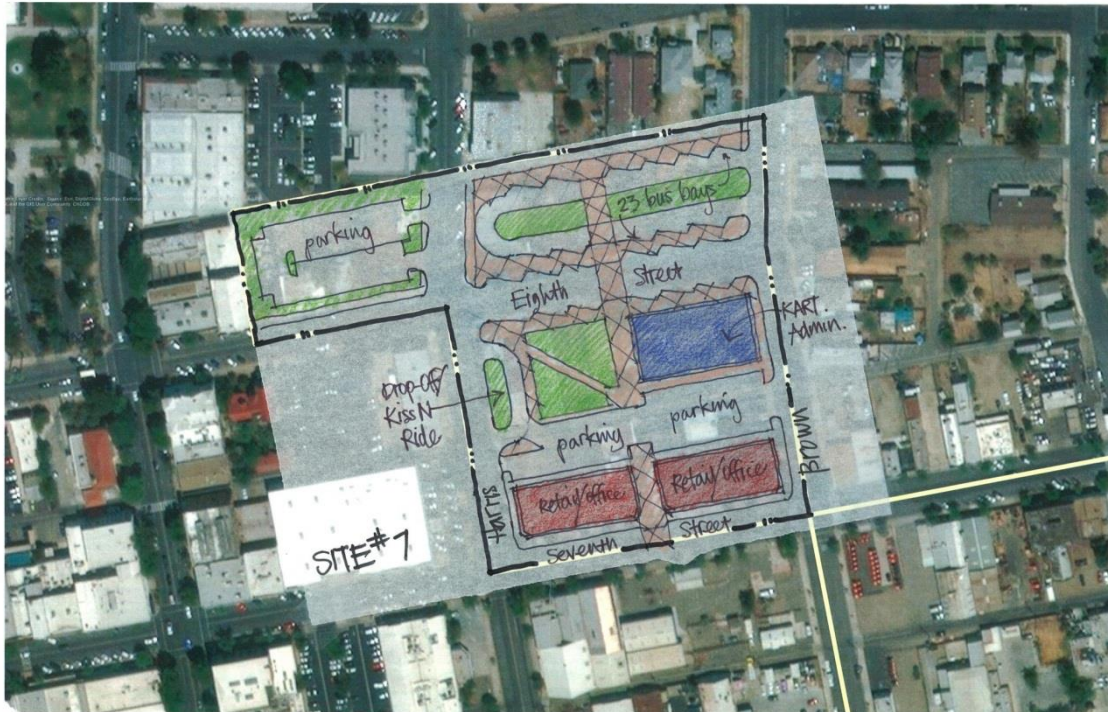
Site #7 will move forward as the Recommended Site for further conceptual design, site planning, analysis, and stakeholder coordination. The conceptual station design plan will focus on the station footprint, public transit amenities and clearly present the specifics of the key design elements and the site development constraints. Some key items include:

- 20 Bus Bays for 35' transit vehicles
- Minimum four electric bus bays
- Public parking and secured parking for KART and KCAPTA staff (20 spaces minimum)
- Three-story combined building for transit and administrative purposes
- Separation of private auto traffic from bus and transit vehicle traffic

7 Conceptual Design

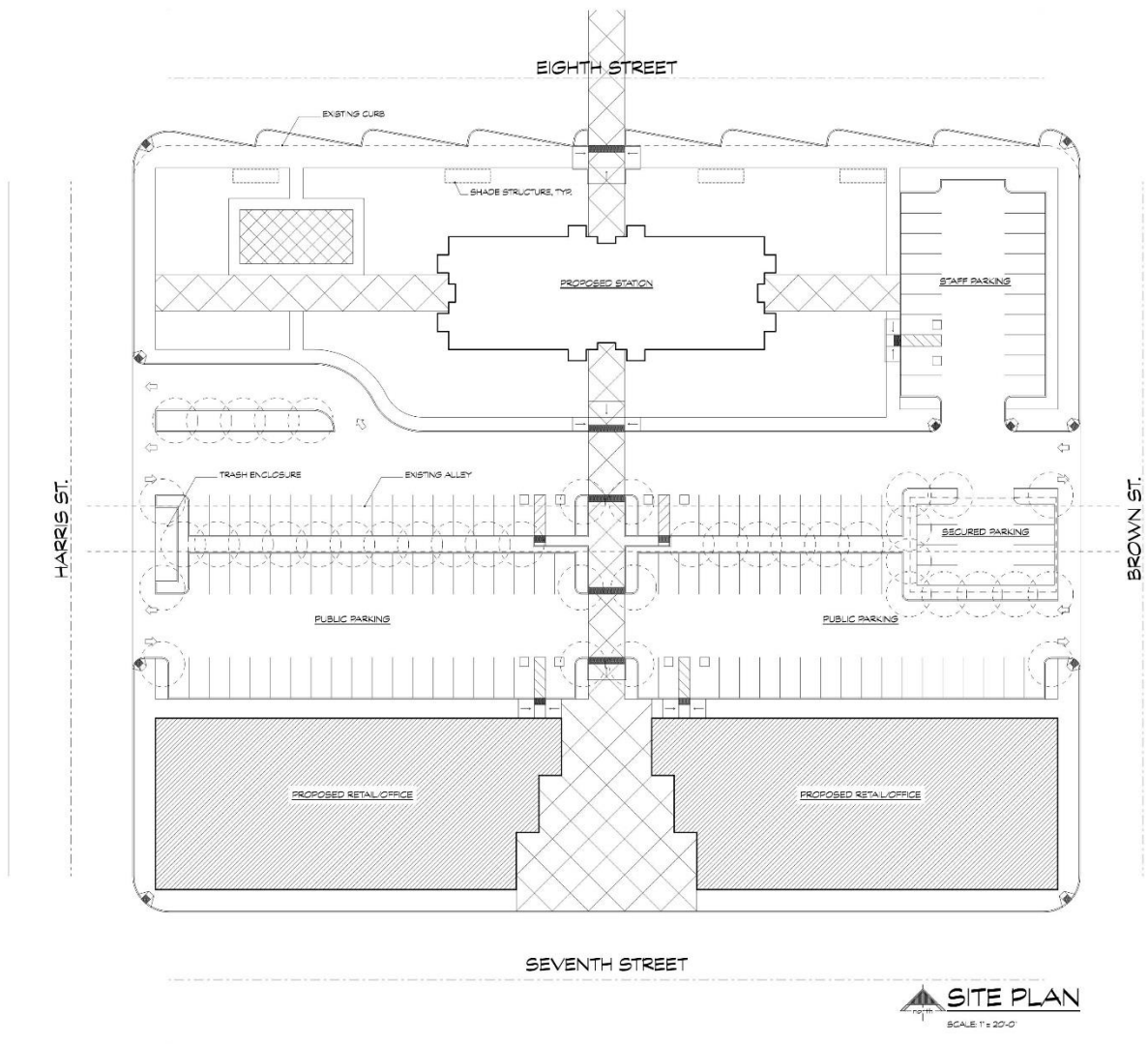
Conceptual site plans and architectural renderings were developed for the Recommended Site, as well as a floor plan for the first floor of the planned transit building. The designs will build off the conceptual layout that was drafted in the previous phase, as shown in Figure 7-1.

Figure 7-1: Recommended Site Concept Layout



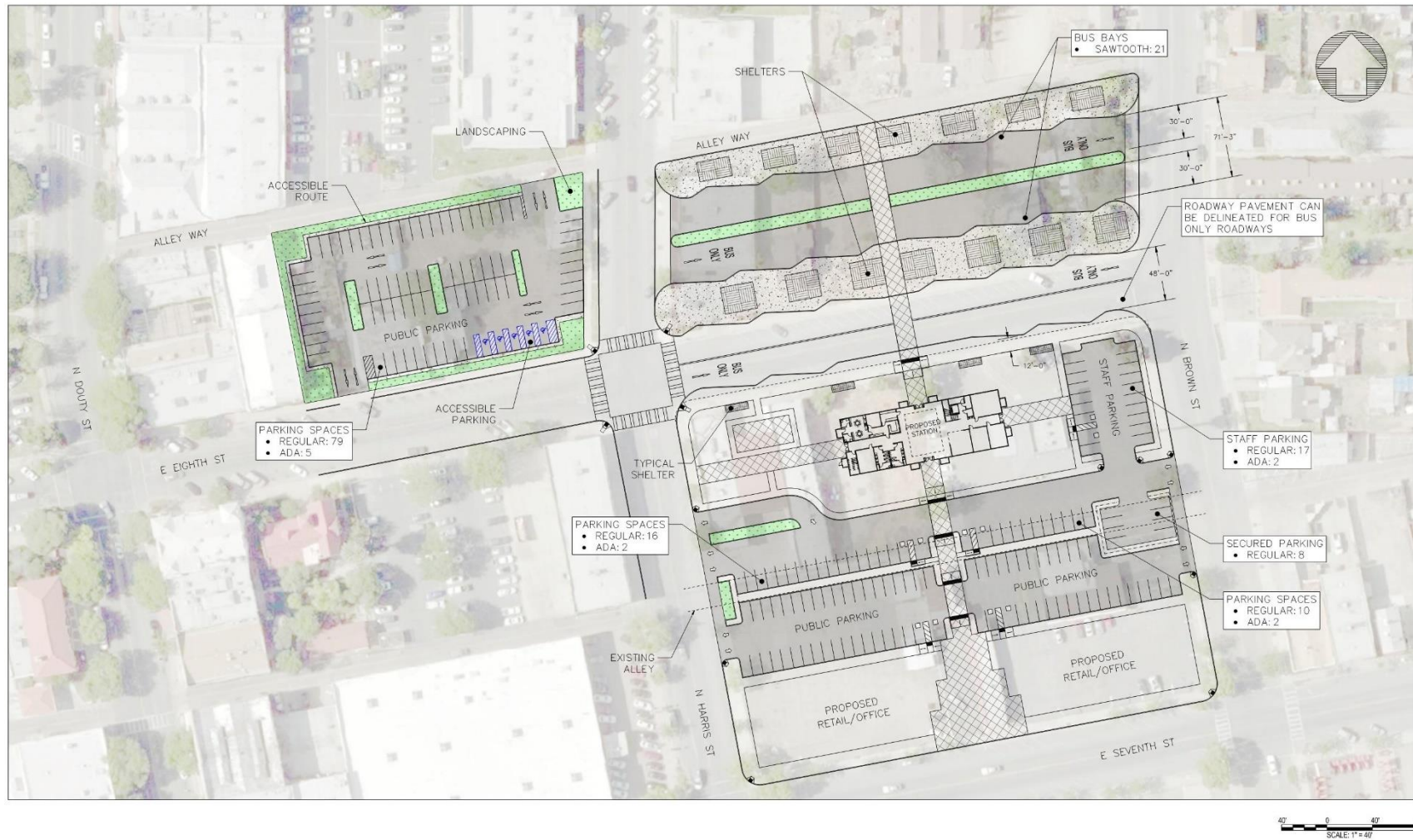
The conceptual site plan in Figure 7-2 provides an illustrative example of a potential new KART transit station. The buildings in the south half of the plan are required to provide mixed uses per the City of Hanford Downtown Plan as they face Seventh Street, and would be up to a future developer to determine the exact use and size of the developments. The existing alley bisects the site from Harris Street to Brown Street, and developing surface parking in this area would not conflict with existing utility lines in the alley.

Figure 7-2: Site Plan



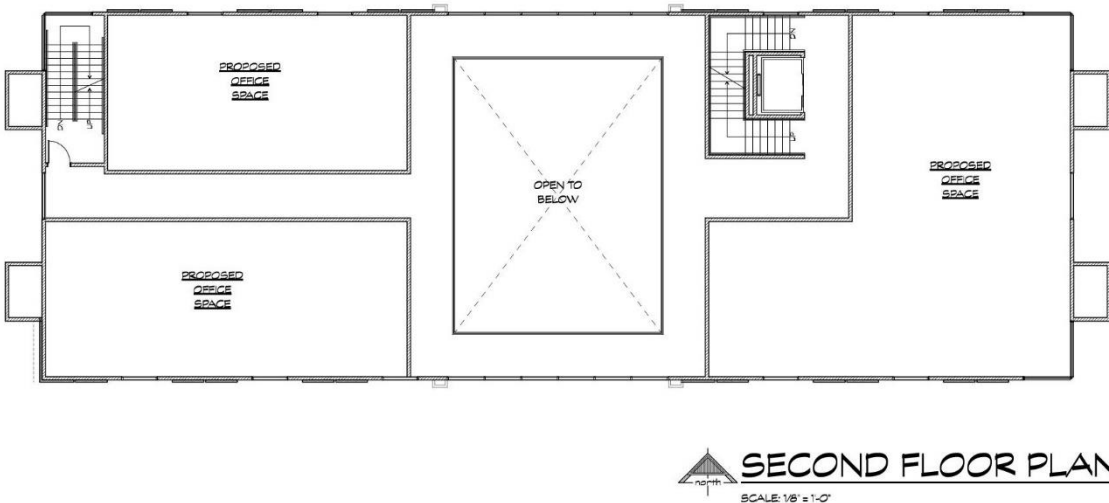
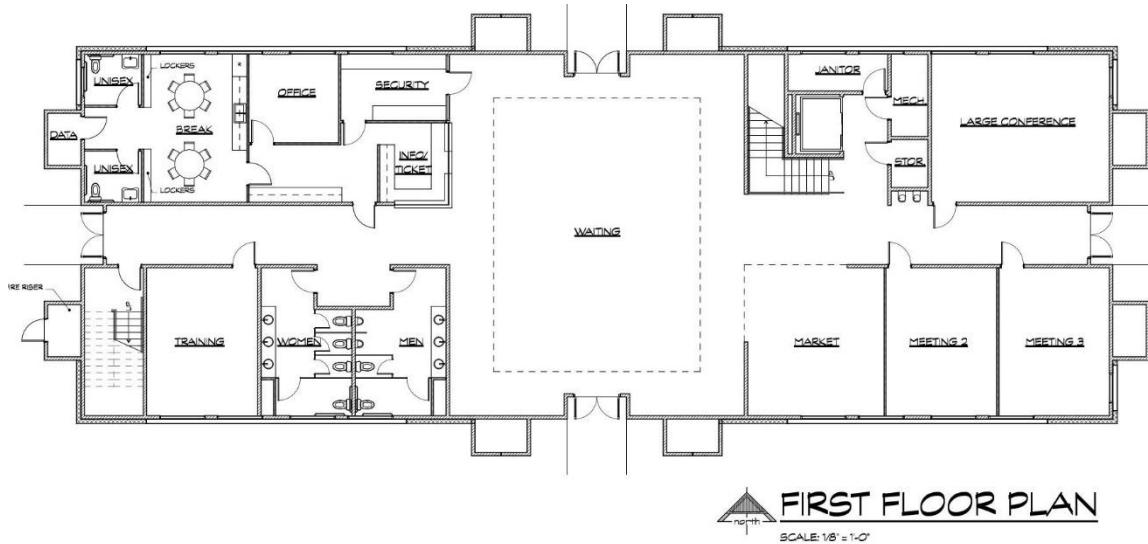
The overall station site plan, shown in Figure 7-3, includes 21 sawtooth bus bays, 17 staff parking spaces, 8 secured staff parking, and 105 park-and-ride spaces for transit users among other amenities. Eighth Street would be closed to thru traffic to ensure that transit vehicles and private autos remain separated in transit boarding zones. A public plaza that could be programmed with drought-tolerant landscaping and additional seating areas is located near the separate kiss-and-ride drop-off area just southwest of the transit building.

Figure 7-3: Overall Recommended Site Plan



A detailed floor plan for the ground floor of the transit building was developed, as shown in Figure 7-4, as well as an overview of second floor where KART and KCAPTA offices would be located. The ground floor includes space for KART bus operators, a training room, a large central waiting area with an information kiosk, and additional meeting spaces with movable walls to accommodate events of varying sizes. The open atrium in the center waiting area would extend to the second floor.

Figure 7-4: Transit Building Floor Plans



The transit building includes 6,900 square feet on the first floor, 5,516 square feet on the second, and 6,557 square feet on the third floor, totaling approximately 19,000 square feet for the entire building. The third floor would be similar to the second without the open atrium, and would contain office space leasable to tenants. The modern exterior design of the building reflects the goals and objectives of KCAPTA. Renderings of the building are shown in Figure 7-5 and Figure 7-6.

Figure 7-5: Transit Center from the Southeast



Figure 7-6: Transit Center from the South



7.1 Capital Cost Estimates

Rough order-of-magnitude (ROM) capital cost estimates were developed for the proposed KART station as designed in this Study. The commercial buildings and the associated parking was not included in this ROM estimate.

7.1.1 Transit Building Cost

The transit building construction costs were developed using an average price of \$438 per square foot. The transit infrastructure included in the costs for bus station and facilities are:

- Bus bays (21)
- Electric bus charger and installation (2)
- Bicycle racks
- Signage
- Landscaping and irrigation
- Pedestrian crossings
- Station monument sign
- Surface parking for 122 vehicles and accessible parking for 11 vehicles
- Secure parking for 8 vehicles
- Concrete curbs and gutters
- Electric car chargers (2)

7.1.2 Right-of-Way

Two methods were utilized to develop right-of-way costs for the project.

- The first and more conservative method utilized existing property data and sales data of nearby properties. There is a total of 20 properties included in the station site, and eight are assumed to be occupied based on site visits and local knowledge. Properties are either commercial or residential, with prices ranging from \$12 per square foot to \$180 per square foot. The average cost is \$72 per square foot and the estimated property acquisition cost totaled over \$4,600,000.
- The second method utilized the City of Hanford's Downtown East Precise Plan from 2013. The Plan produced an opinion of probable costs for some of the properties located within the selected station site area. Properties were estimated to cost roughly \$6.46 per square foot (2018 USD)⁴, which resulted in estimated property acquisition cost of over \$703,000.

7.1.3 Capital Cost Summary

Utilizing the methodology described above and the two right-of-way methods, the KART station as proposed in this study could potentially cost between \$21.3 million and \$26.1 million. A summary of the costs is presented in Table 7-1.

⁴ City of Hanford, Downtown East Precise Plan, Appendix D, June 2013

Table 7-1: Rough Order-of-Magnitude Capital Cost Estimate

Category	Costs (2018)
Mobilization (2%)	\$381,000
Transit Building	\$8,301,000
Bus Station and Facilities	\$2,930,000
Systems (infrastructure)	\$690,000
Purchase of Real Estate	\$703,000 - \$4,600,000
Right-of-Way Demolition, Loss of Business Goodwill, Relocation, Fees, and Contingencies	\$1,618,000 - \$2,522,000
Subtotal	\$14,623,000 - \$19,424,000
Surveys and Testing (4%)	\$492,000
Construction Support (5%)	\$615,000
Professional Services (15%)	\$1,845,000
Allocated Contingency (10%)	\$1,230,000
Unallocated Contingency (20%)	\$2,460,000
Total	\$21,266,000 - \$26,066,000

8 Implementation

8.1 Next Steps

The implementation of a new KART transit station in downtown Hanford would require a set of policy and action items, from securing funding sources to finalizing design. This chapter will provide a phasing strategy with a set of actions for KCAPTA to activate the site, along with an overview of the Public-Private-Partnership (P3) process and how that would apply to this project.

A set of eight action items and their responsible parties have been identified in Table 8-1 in chronological order.

Table 8-1: Local, State, and Contractual Actions

Number	Action	Responsible Party
1	Consider the environmental impact that the proposed transit center will have on the local community. Hire an environmental consultant to review proposed plan for CEQA/NEPA-related issues.	Consultant Team; Program Manager
2	Hire a commercial broker and gain control of the preferred site.	KCAPTA
3	Hire a program manager that continues KCAPTA's vision and the planning and development of a successful, efficient transit center.	KCAPTA
4	Select consultant team for design and engineering.	KCAPTA, Program Manager
5	Work with City of Hanford to close and vacate Eighth Street between Harris Street and Brown Street for the purpose of bus access and egress.	Program Manager, City of Hanford
6	Ensure that the plan and architecture comply with the City's Zoning Ordinance, General Plan, Downtown East Precise Plan (DEPP); and, where a conflict arises with the proposed KART plan, the program manager shall work with the City to seek a waiver from the regulation. An example includes, but is not limited to, a bus transit center is not identified as a permitted use in the DEPP; however, it is a permitted use in the zoning ordinance. City and county administrative offices are permitted; and, the Community Development Director has the authority to determine whether a use meets the intent of the DEPP.	Program Manager, City of Hanford
7	Provide adequate parking to accommodate on site commercial uses as well as commuter parking or pay the City of Hanford in lieu fee.	Program Manager, City of Hanford
8	Encourage strong community engagement including not-for-profit agencies in the planning process and in KART's future growth and development.	KCAPTA, Program Manager

To supplement action number six regarding zoning and local ordinance compliance, the following design guidelines have been identified:

- Ensure that buildings that front Seventh Street include a mix of uses (i.e., office, retail, residential (upper floors only), entertainment, and hospitality).
- Setback the ground floor of buildings feet (5') from Seventh Street and north side of Harris Street and Brown Street to the alley.
- Work with the City to locate a midblock crossing on Seventh Street between Harris and Brown Streets to improve pedestrian access to the public plaza and thus provide for a traffic calming measure as defined in Hanford's Downtown East Precise Plan (DEPP).

- Provide windows and/or transparent doorways along at least 60% of the length of the first floor facing a street. Windows and/or transparent balcony doorways shall be placed along at least 25% of the length of the upper floors.
- Orient principal entry doorways toward the street and recess, cover, or otherwise clearly identify it through the use of architectural design elements.
- Specify the frontage type selected from the DEPP, Section 4.18 Frontage Types on building plans submitted to the City. The list of frontage types includes: arcade, gallery, storefront, grand portico, common entry or lobby, and forecourt.
- Ensure that the exterior of buildings be constructed from one or a combination of the materials identified in the DEPP, Section 4.17.6.j.
- Install a recessed panel with spigots and hose bibs on the building façade.
- Locate commercial trash containers inside trash enclosures accessed from the alley and not from a public street.
- No portion of a building shall encroach into or over the public right of way, except awnings and canopies with at least eight feet of clearance may extend up a maximum of three feet over the adjacent sidewalk.
- Install street trees within the street rights of way are as follows: Chinese Pistache (*Pistacia chinensis*) within Seventh Street and Brown Street; and, Maidenhair Tree (*Ginkgo biloba*) within Harris Street. All trees shall be planted with a minimum 24" box and shall include tree grates and a water efficient irrigation system.
- Access all surface parking lots from the alleys for all parcels within the DEPP.
- Screen all mechanical equipment from view of a public right of way.

8.2 Funding/Revenue Analysis

A critical component of this report is a comprehensive understanding and overview of the various options and strategies that could be accessed by KCAPTA to finance the capital needs of the proposed new multimodal transit hub. These capital needs can be met through a wide range of fiscal options that includes competitive grants, various lending options, tax measure-based financing and private sector partnerships that leverage public benefits into long term capital financing.

Most transit services and operators rely on a variety of funding sources and alternatives which differ depending on whether they are used for capital or operational expenses. The parameters of this overview will focus on the capital financing required for the design and development of the transit hub and ancillary facilities. The operations and maintenance of any public transit system is an important fiscal consideration and over time could have a bearing on the financial structure of a capital financing program. This analysis will focus on options and alternatives that could meet the one-time capital financing needs of this project.

All these sources have advantages and limitations that must be considered in developing the capital financing plan for a multimodal transit hub. For example, competitive grants, while highly sought after, may have requirements for matching local funds. Private partnerships or developer-based financing may be very case specific and have other constraints. These are just some of the factors that must be considered before the development of a final financing plan.

A list of funding action items is included in Table 8-2.

Table 8-2: Funding Actions

Number	Action	Responsible Party
1	Prioritize new projects into multiple tiers by recognizing the funding currently available and preparing for possible additional sources.	KCAPTA
2	Identify new sources of funding to grow local transit-related and transit center dollars.	
3	Seek available funding from local utility company to underground overhead power lines and remove utility poles.	
4	Explore the potential for a public-private partnership to construct a transit center and its associated facilities and adjacent on-site mixed-use development.	
5	Identify private funding partners.	

8.2.1 Federal and State Grant Sources

Federal and state grants for transit related improvements have proven to be a significant source of capital funding, especially for rural or underserved communities. For example, the Transportation Investment Generating Economic Recovery (TIGER) federal grant program has been one of the main funding sources and has been particularly popular for more rural communities given a mandatory set-aside allocation within the grant application criteria. Both federal and state funding sources are subject to fluctuation due to changes in political control, changing funding priorities and business cycle considerations. Some Federal grant sources are expected to face substantive change in funding cycles emerging from the upcoming budget year.

There are a variety of competitive state and federal grants and/or low-cost loan programs that are potentially applicable to KCAPTA transit hub improvements. The more notable of these are summarized in the following sections.

8.2.1.1 Federal Grants/Financing

Transportation Infrastructure Finance and Innovation Act (TIFIA)

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Many surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance. Each dollar of federal funds can provide up to \$10 in TIFIA credit assistance - and leverage \$30 in transportation infrastructure investment.

Transportation Investment Generating Economic Recovery Grant (TIGER)

The Transportation Investment Generating Economic Recovery, or TIGER discretionary grant program, provides an opportunity for the U.S. Department of Transportation (DOT) to invest in road, rail, transit and port projects that promise to achieve national objectives. In February 2016, U.S. Transportation Secretary, Anthony Foxx, announced that \$500 million will be made available for transportation projects across the country under an eighth round of the highly successful TIGER competitive grant program. In 2016, the TIGER program supported innovative projects, including multi-modal projects. The awards focused on capital

improvements that generated economic development and improved access to reliable, safe, and affordable transportation for communities.

EDA Public Works and Economic Adjustment Programs

The Economic Development Administration (EDA) solicits applications from applicants in rural and urban areas to provide investments that support construction, non-construction, technical assistance, and revolving loan fund projects under EDA's Public Works and Economic Adjustment Assistance programs. Grants and cooperative agreements made under these programs are designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities. EDA provides strategic investments on a competitive merit-basis to support economic development, foster job creation, and attract private investment in economically distressed areas of the United States. While not a traditional source of funding for transit-based projects, a mixed-use approach of ancillary tenants in a new facility may be eligible for funding consideration on a 50% match basis.

New Proposed Federal Infrastructure Initiative

A recently announced federal infrastructure initiative has several sections that could benefit the proposed new transit center. However, this is a recently introduced proposal and must traverse a lengthy and complicated political and legislative process to come to fruition, if at all. Care must be given in assessing the timing and depth of proposed new portions of the plan since new legislation is bound to be highly competitive. Some of the components of the plan that could positively impact this project include:

- \$200 billion in federal funds that could leverage other funds and private investment. Of the \$200 billion, \$100 billion will create an Incentives Program to spur additional dedicated funds from states, localities, and the private sector.
- \$20 billion will be allocated to expanding infrastructure financing programs of which \$14 billion will go to expanding several existing credit programs: TIFIA, Water Infrastructure Finance and Innovation Act, Railroad Rehabilitation and Improvement Financing, and rural utility lending.
- \$50 billion of the \$200 billion in direct federal funding will be devoted to a new rural infrastructure program to rebuild and modernize infrastructure in rural America.

Leveraging Federal Defense Expenditure Programs

The Naval Air Station Lemoore (NAS) Lemoore is an integral facet of the KART transit program with needed service supporting the personnel and families of NAS Lemoore with regular services. As an integral partner to NAS Lemoore, KART may be able to access funding through the US Department of Defense (DoD) and other related defense support agencies. However, direct transit related grants from DoD is unlikely. Any potential support would require discussions with NAS Lemoore leadership and possible request for transit funding in the NAS Lemoore direct annual DoD budget. This avenue may provide partial funding for the portion of the KART program that supports base activities and personnel⁵.

8.2.1.2 State of California Grants/Financing

California Infrastructure and Economic Development Bank (IBank)

The mission of IBank is to finance public infrastructure and private development to promote a healthy climate for jobs, contribute to a strong economy, and improve the quality of life in California communities. The Infrastructure State Revolving Fund Program provides low-cost

⁵ <https://www.grants.gov/web/grants/learn-grants/grant-making-agencies/departments-of-defense.html>

financing to public agencies for a wide variety of infrastructure projects. Funding is available from \$50,000 to \$25,000,000 with loan terms of up to 30 years. Eligible uses are very flexible to include multiple public and not-for-profit users, and debt repayment methodologies are also open for wide negotiation to ensure the success of the project.

California Senate Bill 1 Transportation Programs

In April 2017, the state legislature established Chapter 5 (SB 1, Beall), also known as the Road Repair and Accountability Act. The administration estimates this legislation will increase state revenues for California's transportation system by an average of \$5.2 billion annually over the next decade. The Act will fund a wide-ranging group of transportation needs including state highways, local streets and roads, and transit operations. Funding will flow from a wide range of new tax subventions and fees and will be disbursed through some existing as well as new capital funding programs.

One of the beneficiaries of these funds will be the expansion of the Sustainable Communities Planning and Implementation Grants. These funds support local and regional multimodal transportation and land use planning projects that further the region's Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS), contribute to the State's greenhouse gas reduction targets, and assists in achieving the Caltrans Mission and Grant Program Overarching Objectives. Originally envisioned and supported through the State's Climate Investment Initiatives, this important program has been significantly expanded through the new funding streams achieved through the passage of SB1. In addition, the State has added Strategic Partnership Grants and Adaptation Planning Grants to their portfolio of sustainable planning initiatives.

Of note are additional funds that will be made available through the Transit and Intercity Rail Capital Program. This fund was originally established to provide grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems to reduce emissions of greenhouse gases by reducing congestion and vehicle miles traveled throughout California. Through SB1, the fund's capacity will be expanded.

California Climate Investments – Greenhouse Gas Reduction Funds

California has created a wide range of funded initiatives whose goal is to reduce the long-term impacts of greenhouse gas emissions on the lives of Californians. Primarily funded through the Cap-and-Trade program, these efforts create a financial incentive for industries to invest in clean technologies and develop innovative ways to reduce pollution.

In addition, California Climate Investments projects include affordable housing, renewable energy, public transit and transportation, zero-emission vehicles, environmental restoration, more sustainable agriculture, recycling, and much more. At least 35 percent of these investments are made in disadvantaged and low-income communities.

San Joaquin Valley Air Pollution Control District Funding

The San Joaquin Valley Air Pollution Control District develops and administers a comprehensive suite of highly-successful voluntary grant and incentive programs targeted at reducing harmful emissions throughout the Valley. These innovative programs provide an opportunity for Valley public agencies and other organizations to get involved and make a positive impact on the Valley's air quality. The District is constantly updating existing programs and developing new programs as new, cleaner technologies emerge to ensure they remain on the cutting edge of emission reduction technology. Additionally, the District is consistently working to ensure that the Valley receives its fair share of available federal, state and local funding for incentives, and

then administers these additional grant programs for local agencies. An example are Federal funds to support alternative energy vehicles, electric technology charging infrastructure and other related grants. Through a combined public/private investment of more than \$2 billion, the District has been able to reduce tens of thousands of tons of harmful emissions through a variety of cost-effective, voluntary, and often first-of-their-kind grant programs.

8.2.2 Local Financing Alternatives – Value Capture Tools

This section considers the potential for various local funding tools, programs or tax measures that could be pursued to help pay for transit center infrastructure. Local funding sources are defined as those that would be enabled and approved by the residents of the communities served by the transit center. This chapter distinguishes between “Value Capture” tools or measures that generally apply to property and development within a defined project area and “Voter-Approved” strategies that require a vote of affected residents (or property owners).

8.2.2.1 Developer Agreements

A Development Agreement is a voluntary and legally binding agreement between a local government and developer authorized by State statute (Government Code Section 65864 et seq.). These contractual agreements allow developers to secure entitlements for a project that would not be obtainable through the normal conditions or zoning, in exchange for special contributions, generally including infrastructure improvements, amenities, or other community benefits. Development Agreements are entirely discretionary on the part of the applicant and local government (there is no nexus requirement) and must be individually adopted by local ordinance.

8.2.2.2 Enhanced Infrastructure Financing District (EIFD)

Since the collapse of the Redevelopment Agency program in California in 2011, cities and other public agencies have sought other sustainable funding sources for infrastructure projects that can provide significant funding without burdensome approval processes. EIFDs are a form of Tax Increment Financing (TIF) currently available to local public entities in California. Public agencies may establish an EIFD for a given project or geographic area to capture incremental increases in property tax revenue from future development and assessed value appreciation. Unlike prior TIF/Redevelopment law in California, EIFDs do not provide access to property tax revenue beyond the share agreed to by participating jurisdictions.

The establishment of an EIFD requires approval by every local taxing entity that will contribute its property tax increment. EIFDs can be formed and applied across jurisdictional boundaries and only require a vote when debt issuance is sought. In addition, they can gain access to unlevered (debt free) revenue without a vote. The incidence or financial burden of an EIFD rests on the local taxing jurisdiction(s) that forego property tax revenue and dedicate these funds to infrastructure or other eligible investments.

Special Limitations Note: While EIFDs are highly flexible in the types of infrastructure projects they can fund and require no public vote to establish, a 55 percent vote is required to issue bonds normally required to pay for the capital costs after establishment of the district. An additional challenge is that all jurisdictions that receive property tax revenue (e.g. county, city, special districts) must individually approve any relinquishment of their allocation, which can be a politically challenging requirement. Consequently, the amount of tax increment that would become available can be relatively small unless all affected jurisdictions agree to participate.

8.2.2.3 Sale/Leaseback or Lease Guarantee

A sale/leaseback or lease guarantee is a form of a P3 agreement designed to provide 100% of the capital required to purchase, develop, or renovate a facility needed in your community. A Private Partner provides 100% of the funds required to purchase, renovate, or construct the facility and then leases the facility back to the sponsoring agency (typically for 20 – 30 years). Usually the government partner guarantees the lease for the employer. The private partner pays the government partner a monthly lease guarantee fee and at the end of the lease term, the government partner will receive 100% ownership of the facility after a \$1.00 buy-out.

8.2.2.4 Community Facilities Districts

The Mello-Roos Community Facilities Act of 1982 (authorized by Section 53311 et. seq. of the Government Code) enables the formation of a Community Facilities District (CFD) by local agencies, with two-thirds voter approval (or landowner approval when there are fewer than 12 registered voters in the proposed district), to impose special taxes on property owners. The resulting special tax revenue can be used to fund capital costs or operations and maintenance expenses directly, or they may be used to secure a bond issuance, the proceeds of which are used to fund capital costs. Because the levy is a tax rather than an assessment, the standard for demonstrating the benefit received is lower, thus creating more flexibility.

Since their establishment in the early 1980s, CFDs have become the most common form of land-secured financing in California. A Mello Roos CFD particularly provides a well-established method of securing relatively low-cost tax exempt, long-term, fixed rate, fully-assumable debt financing. Several challenges can still exist; however, including the added costs that are borne by the participating property owners and achieving 2/3 voter approval of the issuance.

8.2.2.5 New Federal Tax Law – Opportunity Zones

Opportunity Zones are a new community development program established by Congress in the Tax Cuts and Jobs Act of 2017 to encourage long-term investments in low-income urban and rural communities nationwide. The Opportunity Zones program provides a tax incentive for investors to re-invest their unrealized capital gains into Opportunity Funds that are dedicated to investing into Opportunity Zones designated by the chief executives of every U.S. state and territory. Opportunity Funds are private sector investment vehicles that invest at least 90 percent of their capital in Opportunity Zones. U.S. investors currently hold trillions of dollars in unrealized capital gains in stocks and mutual funds alone—a significant untapped resource for economic development. Opportunity Funds provide investors the chance to put that money to work rebuilding the nation’s “left-behind communities”. The fund model will enable a broad array of investors to pool their resources in Opportunity Zones, increasing the scale of investments going to underserved areas. This legislation was only recently passed and does not yet support the zone designation in California or the actual accumulation of funds by specific investment groups.

8.2.2.6 Revenue from Existing Property Sales

A significant potential source of revenue for new capital projects may come from the sale or lease of existing agency owned properties. Often, the property may need to undergo an analysis that will determine the highest return to the agency in terms of sale or lease proceeds. Part of the analysis should include current market conditions, reinvestment needed to attain saleable or leasable condition and overall capital needs of the new projects being anticipated. For example, a downturn in value for the sale of the property due to market conditions may result in a stronger financial strategy that involves the lease of the facilities until a stronger market returns.

8.2.3 Tax-Based Voter Measures

Local governments and transit operators have a limited range of options for raising revenue on the local scale. Voter approved taxes are probably the most common tool, with the revenue collected from these taxes able to directly fund operations and maintenance costs or repay municipal bonds or private investment.

However, initiatives that increase local taxes are limited by State constitutional requirements and statutes that require voter approval of greater than 50 percent for “general taxes” and two-thirds approval for “special taxes” (i.e., revenues are earmarked for a particular purpose). Specifically, local ballot measures or initiatives that raise local taxes must follow one of the following two approaches:

- **General Tax:** The revenues from a General Tax are expended at the discretion of the local government’s governing body on any programs or services. Approval requires a simple majority, defined as over 50 percent.
- **Special Tax:** The revenue from special taxes is dedicated to a specific purpose as defined in the ballot initiative. Approval requires two-thirds voter support.

8.2.3.1 Bond Measure – Property Tax

The voters of Kings County and cities served by KCAPTA could approve a bond measure secured by a special or general property tax increase to fund transit station improvements. Assuming such a measure was restricted to a specified set of improvements and was part of a general obligation bond issue, it would need to secure two-thirds voter approval, as noted above.

The incidence of burden of a restricted or general obligation bonds secured by a property tax increase rests on all property owners in the issuing jurisdiction in proportion to the assessed value of their property (i.e., it is an ad valorem percent tax). This very broad base of funding provides excellent security for special purpose or general obligation bonds, thus typically garnering the lowest interest rate of any municipal debt instrument.

8.2.3.2 Parcel Tax

A parcel tax is a flat annual charge applied to properties within a jurisdiction, sometimes with a use-related variation and exemptions. The key distinction from a property tax is that a parcel tax cannot be levied on an “ad valorem” basis (i.e., not based on the assessed value of property). Parcel taxes, if used for general purposes including infrastructure investments, can be imposed with a simple majority voter approval. If used for special purposes, parcel taxes will require two-thirds voter approval. They may be used for funding ongoing services or pledged to debt service.

8.2.3.3 Sales Tax Measure

Like property tax, residents could approve a measure to increase the sales tax rate to fund transit station improvements. While such a measure would also require two-thirds voter approval if dedicated to a specific purpose, one potential advantage of a sales tax measure is that the incidence of burden is more broadly based rather than restricted to property owners per se. However, this revenue source tends to be less stable and subject to fluctuations in business cycle, competition, and other factors affecting the local retail sector, such as the impact of ecommerce-based sales.

8.2.3.4 Other Limited Use Taxes – TOT, Utility, Business License

While property, parcel, and sales tax increases represent the most common forms of locally approved tax increases dedicated to special purposes and secure municipal debt, there are other city taxes that may be appropriate for transit center related improvements. While these revenue sources normally accrue to the General Fund and could be increased with a 50 percent voter approval, specific dedication to transit improvements would trigger a two-thirds voter threshold. In addition, the smaller and less stable revenue stream associated with the taxes described below make them less appropriate for debt financing.

- **Dedicated Transient Occupancy Tax** - Some cities have approved measures that allocate all or a portion of their transient occupancy or “hotel tax” revenues to specific public services or infrastructure.
- **Utility Users Tax** - Most California cities impose a tax on utility bills (e.g., power, gas, electricity, water, cable, etc.).
- **Business License Tax** - Many cities impose a tax on business activity. The way in which this fee is levied varies significantly by jurisdiction with some basing it on number of employees and others on gross receipts.

8.2.3.5 Dedicated Revenue from Ancillary Lease Income

An integral part of any planned transit center could be additional lease income from related or ancillary tenants in a planned mixed-use development or from space that is built for future expansion but would be unused for an interim period. This type of additional income can help underwrite bond or debt payments that may be part of a future financial plan. However, extreme care must be taken in the planning and development of this type of related or extra space. Market demand and design considerations can have a critical impact on the viability of the additional space as well as the ability of the KCAPTA to seek and secure creditworthy tenants for the space.

8.2.4 Public-Private Partnership Agreements

Public private partnerships (often referred to as PPP, 3P or P3) represent an increasingly popular way to deliver transit facilities based on the benefits they provide to a variety of parties. A public-private partnership is like a development agreement but often includes more specificity, collaboration, and risk sharing among public and private participants.

The next step in advancing the KART multimodal transit station as a potential P3 project is to develop an overall strategy roadmap to align the multiple workstreams required for project delivery: environmental review, design analysis, funding opportunities, and stakeholder management.

An overview of the key project implementation stages that prepares project readiness towards delivery is shown in Figure 8-1. Currently, the KART multimodal transit station project is at Stage 2: Project Definition. The recommendations for next steps explore the Stage 3: Project Risks and Stage 4: Project Feasibility. It is important to note that some activities between Stages 1-5 may occur concurrently as one another.

Figure 8-1: Project Implementation Stages



8.2.4.1 Conducting High-Level Financial Analysis for Value Capture/P3 Project Delivery

A critical step towards project implementation for the KART multimodal transit station is to perform a preliminary financial analysis to determine the balance between the cost of construction and operations & maintenance with the potential revenue stream that the project could generate.

The financial analysis would initially take shape in a spreadsheet and include budgetary items outlining projects costs against high-level revenue streams. The financial analysis will include variables related to the assumptions in the project definition will be included which will help understand their impact to the overall financial feasibility of the project. Through adjusting the variables, KCAPTA may determine the preferred project specifications and address the identified funding gap, if any.

On the cost side of the model, these preliminary assumptions could include, but not limited to:

- Construction cost: square footage of offices per level, number of bays, road work, etc. Essentially, to construct the capex cost model and identify which cost can be amended if funding gap is identified.
- Operations and maintenance costs: the operation and maintenance cost of the building will vary with the anticipated use of the space as well as the P3 project contractual set up. These can be modeled in an operating expense model.
- Financing costs: to be taken into consideration but with lower priority as the initiative at this stage of the project where the aim is to construct a framework outlining big-picture concerns related to feasibility and funding.
- Other spending commitments related to the Project.

On the revenue side of the model, these preliminary assumptions could include, but not limited to:

- Programmatic allocation of office, commercial and public space which will ultimately drive the potential revenue.
- Capture market appetite or demand for the allocation of space.
- Estimate the potential rent collected from office, commercial and public usage rent.

- Understand the potential revenue from other agencies.
- Identify the potential grants.

8.2.4.2 Capturing Grant Opportunities

Earlier in this chapter, a mix of funding sources for the KART multimodal transit project has been presented to foster comprehensive understanding and overview of the assorted options and strategies that could be accessed by KCAPTA to finance the capital and operational needs of the multimodal transit hub. A strategic pursuit of grant funding sources from local, regional, state, and federal agencies can help unlock initial funding sources necessary to move towards project delivery. The suggested next steps are:

1. Create a grant opportunities matrix that captures applicable grants for the KART multimodal transit project which outlines name of grant opportunity, type of grant (federal, state, or local), grantor agency, maximum award amount, dates of application.
2. Prioritize the grant opportunities on the funding matrix according to short, medium, and long-term and likelihood of successful pursuit.
3. Initiate a funding-focused project stakeholder outreach campaign to align stakeholder support on various levels. The purpose is to obtain letters of support from all project stakeholders, including but not limited to local community, partnering agencies, state and federal governments for grant pursuit application.
4. Identify and assign agency staff or consultants to monitor funding opportunities and be ready for pursuit endeavors when notice of funding is released

8.2.4.3 Identifying Private Sector Market Interests

Determining the market interest for the proposed project is a critical step in understanding the feasibility of delivering the project as a P3. By gauging the private sector demand for similar projects and ensuring that there will be enough private sector interest in the procurement phase can help the project achieve successful procurement during project implementation phase.

The two key factors to determine private sector interests will be allocation of space for the potential commercial and office rental, and private sector interest in being the P3 developer of the entire transit complex. Understanding these factors early on in project definition will help the project owner in scoping the project property in preparation for procurement.

The process involved in conducting market interest analysis will be to perform informal interviews with potential private sector bidders regarding the conceptual project specification and terms. The intended deliverable for this exercise is to identify the minimum high-level requirement or first go/no-go questions the private sector may have.

When approaching potential private bidders for informal interviews, the interviewer should be prepared to answer the following:

- What stage is the project at in relation to implementation?
- High-level project timeline?
- Has project financial feasibility been determined?
- Any identified funding gaps?

8.2.5 Summary

The funding overview above is illustrative of the wide range and availability of financing options and instruments that could underwrite a financial plan for the proposed KART Transit Center.

Since available and committed funding sources from agencies such as KCAG and KCAPTA are well below the amount needed to cover the full cost of the KART Station project as currently proposed, the City and other identified partners involved will need to identify and establish additional funding resources and financing tools to fill the gaps. Thus, funding for the station may require some infusion of state and federal funding sources in conjunction with local planning and development-readiness efforts. While a variety of state and federal funding sources are applicable to KART station construction and related improvements, and should be pursued, their competitive nature makes the amount and timing of such funds difficult to predict. Some state or federal loan programs may provide bridge financing until local sources materialize.

As local communities continue to learn about the fiscal and related economic benefits that rail access could provide and see changes occurring with the delivery of high speed rail or other transit infrastructure improvements, a variety of local measures to fund operations may become more viable. To this end, the fiscal benefits of TOD and other positive economic outcomes should be documented and quantified over time. For example, once a station area plan has been approved, it will be important to establish the baseline conditions related to the level, type, and value of development and related economic activity. This information can be tracked over time and potentially used to support various financing mechanisms. As the parameters of the project become defined and nears completion, these financial options can be the building blocks of a thoughtful and well-defined capital financial plan.

9 Conclusion

The proposed KART transit station site and conceptual designs are based on an in-depth analysis of existing conditions, stakeholder feedback, bus and traffic operations, multi-modal connectivity, accessibility, and environmental and regulatory considerations.

On Wednesday, June 27, 2018, the draft Study was approved by the KCAPTA Board of Directors with no further public comments. As identified in this Study, the next step of implementing the proposed KART transit station would be to enter into the environmental phase.