City Council Meeting
Agenda

March 18, 2025
7:00 PM – Regular Meeting
Council Chambers
400 N. Douty St.

Council Members will meet in-person in the Council Chambers. The meeting will also be lived streamed on the City's website: http://livestream.hanford.city/

5:00 PM CALL TO ORDER STUDY SESSION AND CLOSED SESSION:

ROLL CALL BY THE CITY CLERK:

PUBLIC COMMENT:

*Study Sessions are considered Special Meetings under the Brown Act. Accordingly, comments from the public are limited to items listed on the agenda (GC 54954.3a). Public Comment will be accepted during each agenda item. A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

STUDY SESSION:

A. Annual Comprehensive Financial Report presentation for the year ending June 30, 2024 (Fiscal Year 2024)

B. Council overview of the Fiscal Year 2026/27 (FY27) and 2027/28 (FY28) Budget Outlook

C. Review of Hanford Municipal Code Chapter 6.10 - Keeping of Chickens and discussion of possible changes to the Municipal Code related to the number of Chickens allowed in Residential zones.

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

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

1 Potential Case.

CALL TO ORDER REGULAR SESSION:

ROLL CALL:

INVOCATION:

FLAG SALUTE:

CLOSED SESSION ACTION REPORT:

COUNCIL REPORTS/GENERAL REPORTS:

Brief information-only reports from City Council and/or Staff, including committee reports and reports by City Council related to meetings attended at City expenses (AB1234).

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. State law does not allow the Council to discuss or take action on issues not on the agenda, except that members of the Council or staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights (Gov. Code sec. 54954.2). A maximum of three minutes is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.

CONSENT CALENDAR:

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

A. Waive reading in full of resolutions and ordinances and approval and adoption of same by reading the title only.

B. City Clerk: Approval of the Minutes of the January 21, 2025, Meeting.

C. City Clerk: Approval of the Minutes of the February 4, 2025, Meeting.

D. Administration: Authorization for the City to accept and appropriate an FAA Airport Infrastructure Grant (AIG), once the grant offer is received, for the Hanford Municipal Airport, in the amount of $228,551 for the design of a new fuel island and fuel tank storage area and Authorization for the Airport Manager to execute the Grant Agreement. A total appropriation in the Airport Fund of $245,580 ($17,029 of local match) is required contingent on grant award.

E. Community Development: Community Development: Acceptance of the mandated General Plan Annual Progress Report for Calendar Year 2024 and Authorization for the submittal to the Governor's Office of Planning and Research

F. Community Development: Approval of Historic Resources Permit HRA0017-25, a request by BMO Bank to install a new gate and fence at a secondary entrance facing the alley and perform very minor civil improvements. The property is designated as a noncontributing building within the Historic Overlay Zone. The project is located at 230 W. Seventh Street (APN 012-052-014).

G. Utilities and Engineering: Adoption of Resolution Nos. 25-10-R, 25-11-R, and 25-12-R pertaining to the establishment of Community Facilities Districts (CFDs) for the Billingsley Subdivision (Tract 937) and the Lunaria Subdivision (Tract 938).

H. Public Works: Approval of a change order to increase Purchase Order 22500223, with Parts Authority, to a total of $70,000 to provide for the procurement of various parts and supplies necessary for servicing city-owned equipment. Additionally, Approval of the reallocation of $20,005 from Purchase Order 22500222 with Hanford Auto and Truck Parts, Inc. to fund these purchases.

PUBLIC HEARING:

A. Community Development: A Public Hearing to receive public input on Annexation 161: A request to annex 88.89 acres into the City of Hanford from the Kings County jurisdiction. Prezone No. 0005-23: A request to prezone the land proposed to be annexed as R-L-5 Low-Density Residential, in accordance with the General Plan designation for the territory, Low-Density Residential. Vesting Tentative Tract 943 (Silicon Valley Ranch): A request, by Marc Frelier, to subdivide 75.02 acres proposed to be prezoned R-L-5 Low-Density Residential into 326 single-family residential lots, a 3.58-acre park, and three-acre storm basin. Focused Environmental Impact Report (EIR) State Clearinghouse Number (SCH) 2024060956: A request to certify the Final Focused Environmental Impact Report for the project and adopt a Statement of Overriding Considerations for the project's significant impact to Transportation/Traffic. The Project is located south of Hanford Armona Road, between 12th and 13th Avenues (APN 011-040-008, -010, and -027).

GENERAL BUSINESS:

A. Community Development: Approval of pre-qualified consultants for Environmental Consulting Services, Peer Review for Environmental Consulting Services, and, Planning and Environmental Services (directly for the City of Hanford) for up to five years with a cost up to $300,000 annually. Approval of appropriation in the General Fund for the current fiscal year (FY25) for up to $100,000 combined for all three services.

B. Community Development: Authorization to Enter into a Memorandum of Understanding (MOU) with the Kings County Association of Governments (KCAG) to Receive REAP 2.0 Funds for the Updates to the Hanford Planning Documents Project ($250,000) and Modernizing Hanford's GIS and Permitting Processes Project ($455,000), and to Award Contracts to Mintier Harnish ($250,000) and Langan ($455,000) for Consulting Services. Approve appropriation of $705,000, to be reimbursed by REAP 2.0 grant funds.

C. Administration: Approval of a Professional Services Agreement with Hawk on Hand, in the amount of $53,600 to continue to provide Falconer services in Downtown Hanford and areas outside the Business Improvement District for Calendar Year 2025 services.

ITEMS FOR FUTURE AGENDAS:

At this time, any Council Member may ask a question for clarification or may request a matter, which is not otherwise scheduled on a City Council agenda, to be placed on a future agenda. The Council Member referring the item shall provide sufficient information as to the nature of the item. The City Council, by concurrence of a majority, may direct the City Manager to put the item on a future agenda. (GOV. CODE SEC. 54954.2)

A. Council Future Agenda Items

B. Upcoming Events and Important Dates:

April 1: Regual City Council Meeting
April 15: Regular City Council Meeting
Wednesdays: Food Truck Take over in Civic Park 11:00am - 2:00pm.

ADJOURNMENT:

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

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

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** STUDY SESSION

SUBJECT:
Annual Comprehensive Financial Report presentation for the year ending June 30, 2024 (Fiscal Year 2024)

RECOMMENDATION:

Recommendation: Staff recommends that City Council review the Annual Comprehensive Financial Report (ACFR) for the City of Hanford, for the year ended June 30, 2024 (Fiscal Year 2024).

Recommended Motion: This is an informational item, no action is required.

BACKGROUND:

RECOMMENDATION:

Recommendation: Staff recommends that City Council review the Annual Comprehensive Financial Report (ACFR) for the City of Hanford, for the year ended June 30, 2024 (Fiscal Year 2024).

Recommended Motion: This is an informational item, no action is required.

BACKGROUND:

State law requires the City of Hanford to prepare audited financial statements for each fiscal year. The City is engaged in its second year of its agreement with Rogers, Anderson, Malody and Scott, LLP (RAMS) for assistance in the preparation of an Annual Comprehensive Financial Report (ACFR) with an independent auditor's report. The City received an unqualified opinion (clean) in relation to the 2023/2024 financial statements for the fiscal year ending June 30, 2024 by its' independent auditors, RAMS. The ACFR presented for fiscal year 2023/2024 is the City's first ACFR completed. An ACFR is a step above the required basic financial statements, and has been completed in order to provide the city with as much information as possible in accordance to the highest industry standards.

The audit can be summarized as follows:
- Auditors have issued an unqualified opinion (clean)
- Financial condition of the General Fund improved (due to one-time revenues and budget savings)
- Enterprise Funds show there potential need for rate adjustments
- General Fund Reserve at approximately 28% of General Fund Budgeted Expenditures

Since 2020, the City Council (Council) has established some key financial policies to improve the financial condition of the City. The policies as memorialized in Resolution 2020-29-R and 2022-20-R look to:
- Adopt a balanced budget
- Establish General Fund Reserve of 35% for operating reserves and contingency reserve for fiscal emergencies
- Minimum 15% reserves in proprietary and internal service funds unless other requirements exist

For the fiscal year 2023/2024 (FY24) the City Council passed a balanced budget. The General Fund last year grew to near a 28% reserve and generally, fund balances were positive in FY24.

Regularly, during the course of an audit, auditors may also identify issues or concerns regarding internal control or reporting as outlined below:

Material Weakness - Deficiency or a combination of deficiencies in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented or detected and corrected on a timely basis.

Significant Deficiency - Deficiency or a combination of deficiencies in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

The City had no material weaknesses or deficiencies identified in FY24.

In the Management Letter on Internal Control, there was one recommendation listed as 'Finding 1- Payroll'. This crosses over from Fiscal Year 2023, as the process for correction did not occur until mid 2023/2024.

Finding 1- Payroll

Condition and context:
During our audit, we noted that payroll registers are not reviewed by an individual outside of the payroll process for accuracy. This could result in payroll error or an increase in unauthorized payroll transactions going undetected.

Recommendation:
We recommend that the City implement a formal payroll review process that includes an independent review of payroll registers by an individual outside of the payroll process along with proof of their review by signatures and dates to strengthen internal controls over this process.

Management Response was:

Management concurs with this recommendation and will immediately implement segregation of duties by requiring someone outside the payroll process will input or verify salary changes in the system each pay period. Additionally, an outside review of the payroll register prior to finalization will be added as a standard procedure. This will add greater internal control over payroll registers in addition to a second staff person in the Payroll Division that occurred this fiscal year to mitigate control one person could have.

Fund Summary - Outlook

Table A "Governmental Fund Financial Results" below, summarizes how these funds performed and a snapshot of their conditions as of June 30, 2024. The General Fund shows just over $12.6 million in fund balance, most of which is unrestricted and available for Council's use. This increase in General Fund unrestricted fund balance is partially due to one-time revenue adjustment from ARPA funding and budget expenditure savings. This represents an approximate 28% reserve, based on General Fund expenditures for FY24. Staff recommends continuing to build this reserve to reach the minimum 35% goal. This can be achieved through careful consideration of excess spending from General Fund available balance and limiting special projects in the General Fund that were not included in the original balanced budget.

TABLE A:
Governmental Fund Financial Results, 2023/2024
(In Thousands)

Governmental:

Fund	Net Income (Loss)	Available Fund Balance	Growing	Comment
General Fund	2,423	12,610	Yes	Due to budget savings, one-time revenues
Accumulated Capital Outlay (ACO) Fund	(615)	2,207	No	Funds spent are from approved capital projects. Funding will be transferred in from General Fund or Other Funds as directed by Council's Reserve Policy or as otherwise directed by Council for approved capital projects.
Housing	(484)	20,339	No	Restricted: Revenues from new grants, loan payoffs and loan payments (CDBG, HOME, City Housing and Housing Successor). Approximately $17.7 million in loans
Transportation and Other Funds	3,928	26,786	Yes	Restricted Funds: Non-Major Funds includes Transportation (TDA), Gas Tax, Transportation Impact Fee (TIF) and Other Funds

The City has four major proprietary (business-like) funds summarized in Table B. These funds provide essential services for customers for water, sewer, storm drain and refuse. In addition, some minor funds are included as follows; airport, courthouse and intermodal facility operations.

TABLE B:				
Proprietary (Business Type) Funds Financial Results, 2023/2024				
(In Thousands)				
Business Type:				
Fund	Net Income (Loss)	Available Fund Balance	Growing	Comment
Water	4,927	23,327	Yes	There are significant capital needs, staff will continue to monitor. Rate study has been conducted for sustainability. Council approved rate adjustments in 2024.
Wastewater	562	5,904	Yes	There are significant capital needs and debt ratio not met for revenues over expenditures. Rate study has been conducted for sustainability. Council approved rate adjustments in 2024.
Storm Drain	(210)	5,456	No	There are significant capital needs, staff will continue to monitor and conduct rate study for sustainability.
Refuse	(732)	(618)	No	A rate study was completed late 2022 and rate adjustments approved. Time is needed to build up fund balance to be able to purchase more capital/equipment, large purchases were made in FY24. There are several vehicles in need to be purchased.
Airport/Intermodal/ Courthouse	61	(1,338)	No	There are signficant operational and capital needs that bring all funds into deficit. Staff will continue to monitor and review fees and operations for sustainability and payment of any debts to other funds. 11/19/2024 - Council approved write off of Courthouse debt once sale is complete.
Enterprise Sub Total	4,608	34,070		
Internal Service	521	26,745	Yes	These funds should slowly grow. The funds should satisfy reserve policy and liabilities in addition pay for insurances, fleet, computer systems and internal services.
* Note: Business activity fund equity includes fixed assets which are not expendable resources. As a result, net available cash is shown. Govenmental funds do not include debt nor fixed assets. As a result Fund Balance is shown.				

The City should continue to pursue cost reductions, operational efficiencies, cost recovery, and minimize staffing additions. In order to maintain long-term planning goals, financial resources must be accounted for and set aside in order to fulfill Council goals.

Staff will be working on the upcoming two-year budget to adequately address the financial needs of the City and work with the Council on the adoption of a balanced and sustainable budget. Thankfully, with the passage of Measure H in November 2024, there will be ability to add some of the needs that otherwise would not be afforded. With many pressing needs across the City, the General Fund is not in a position to add otherwise.

City Council has in place a comprehensive Reserve and Pension Funding Policy (Resolution 2022-20-R) which will continue to help the City year by year improve its financial standing. It is important to keep in mind, there are significant demands on the General Fund, including unfunded pension costs and costs to operate the City continue to increase. Current budget projections do not show huge increases in revenues in upcoming years, which will limit efforts of the City to build up reserves, take care of deferred capital needs or increase services. To address deferred capital needs or increase services, other revenue such as Measure H will be needed to address more immediate needs per the Expenditure Plan, or a significant amount of time to accumulate funding.

FISCAL IMPACT:

This item is informational, there is no fiscal impact from this report. It is an accomplishment for the City at FY24 to now have a 28% reserve (about $12.6 million). In accordance with the adopted Reserve Policy in Resolution 2022-20-R no additional funds will be transferred to capital funds, pension trust fund or internal service funds as the General Fund is not at its 35% goal. Council's adopted goal is 35% (20% in operating reserve and 15% in Economic Uncertainty/Contingency Reserve), of which the City has made progress in FY24 primarily due to having a balanced budget and one-time revenue/revenue adjustment.

ATTACHMENTS:

1. Annual Comprehensive Financial Report Fiscal Year 2024
2. GAGAS - Hanford
3. Management Comment letter- Hanford
4. SAS 114 - Hanford

City of Hanford

Hanford, California

Annual Comprehensive Financial Report

For the year ended June 30, 2024

City of Hanford, California

ANNUAL COMPREHENSIVE FINANCIAL REPORT

For the year ended June 30, 2024

Prepared by the Finance Department

CITY OF HANFORD

Annual Comprehensive Financial Report
For the year ended June 30, 2024

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HANFORD
CALIFORNIA

February 13, 2025

To the Honorable Mayor, Members of the City Council, and the Citizens of Hanford,

It is with pleasure that I present to you the City of Hanford audited Annual Comprehensive Financial Report (ACFR) for the fiscal year ended June 30, 2024. The financial statements contained in this report are presented in conformity with Generally Accepted Accounting Principles (GAAP) and have been audited in accordance with Generally Accepted Auditing Standards (GAAS) and Government Auditing Standards (GAGAS) by an independent certified public accountants firm.

This report consists of management's representations concerning the finances of the City of Hanford. Consequently, management assumes full responsibility for the completeness and reliability of all information presented in this report. To provide a reasonable basis for making these representations, management of the City of Hanford has established a comprehensive internal control framework that is designed both to protect the government's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of the City of Hanford' financial statements in conformity with Generally Accepted Accounting Principles (GAAP). Because the cost of internal controls should not outweigh their benefits, the City of Hanford' comprehensive framework of internal controls has been designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatements. As management, we assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

The City of Hanford' financial statements have been audited by Rogers, Anderson, Malody & Scott LLP. The goal of the independent audit was to provide reasonable assurance that the financial statements of the City of Hanford's for the fiscal year ended June 30, 2024, are free of material misstatement. The independent audit involved examining on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was reasonable basis for rendering an unmodified opinion that the City of Hanford's financial statements for the fiscal year ended June 30, 2024, are fairly presented in conformity with GAAP. The independent auditor's report is presented as the first component of the financial section of this report.

GAAP require that management provide a narrative introduction, overview and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement MD&A and should be read in conjunction with it. The City of Hanford's MD&A can be found immediately following the report of the independent auditors.

PROFILE OF THE GOVERNMENT

The City of Hanford, incorporated in 1891, as a general law City of the State of California, is located near the middle of the state in the San Joaquin Valley. The Central Valley is considered

to be a national and world leader in the agricultural industry. The City of Hanford currently occupies over 17.5 square miles and serves a population of approximately 60,000.

The City of Hanford operates under the council-manager form of government. Policy-making and legislative authority are vested in a governing council consisting of the mayor and four other members. The council is elected on a non-partisan basis. Council members serve four-year staggered terms, with two council members elected in one election and three elected in another election, separated by two years. The mayor is selected from among the council members by the council members and serves a two-year term. All five members of the governing board are elected at large. The council is responsible, among other things, for passing ordinances, adopting the budget, appointing committees, and hiring the City's manager and attorney. The City manager is responsible for carrying out the policies and ordinances of the governing council, for overseeing the day-to-day operations of the government, and for appointing the heads of the various departments.

The City of Hanford provides a full range of services, including police and fire protection; the construction, maintenance, and cleaning of streets and other infrastructure; planning and development services; water service; refuse collection, disposal, and recycling services; sewer service; storm drainage; recreation activities and cultural events; and general administration.

The annual budget serves as the foundation for the City's financial planning and control. All departments of the City are required to submit requests for appropriations to the City Manager during March every two years. The City Manager uses these requests along with input from the council to develop a proposed budget. By the second Tuesday in May the proposed budget is presented to the City Council for review. The council is required to hold public hearings on the proposed budget and to adopt a final budget by no later than June 30, the close of the City of Hanford's fiscal year. The appropriated budget is prepared by fund and department. The City Manager may make transfers of appropriations within a specific fund. Budget-to-actual comparisons are provided in this report for each individual governmental fund for which an appropriated annual budget has been adopted.

THE REPORTING ENTITY

This report includes all activities carried out by the City as a legal entity, including its component units and is financially accountable as determined under the guidelines of the Governmental Accounting Standards Board (GASB). Basic City operations are accounted for in the City's General Fund, with other activities accounted for in separate funds as required by law or determined by management discretion.

ACCOUNTING SYSTEMS AND BUDGETARY CONTROL

The City's fund accounting records are maintained using a modified accrual basis of accounting as explained in the Notes to the Financial Statements, following the accounting practices for governmental units as mandated by the Governmental Accounting Standards Board (GASB).

The Government-Wide financial statements (Statement of Net Position and Statement of Activities) follow the accrual basis of accounting. As required by GASB, an accompanying summary reconciliation schedule is presented following the Governmental fund financial statements.

The Finance Director/City Treasurer is charged with the responsibility for the receipt and disbursement of all monies and to maintain control over all expenditures to ensure that budget appropriations are not exceeded. The level of budgetary control, that is, the level at which expenditures are not to exceed Council-approved appropriations is established at the department level. Adjustments within the same fund and major categories of expenditures are permissible with the department head and Finance Director recommendation and City Manager approval. Adjustments between funds and additional supplemental appropriation funding require City Council approval. Appropriations lapse at year-end unless encumbered and become available for re-appropriation the following year. Capital project appropriations shall continue until the project is completed or no longer determined feasible by the City Manager. City Council is also presented with regular updates on the budget in addition to original budget adoption at mid-year (usually in February or March) and mid-cycle in June.

SIGNIFICANT EVENTS AND ACCOMPLISHMENTS

The City of Hanford has achieved several significant milestones and accomplishments in recent years, reflecting its commitment to development, public engagement, and community spirit.

Community Engagement and Technological Advancements

The city launched the "My Hanford" app available on phone and the city website, a citizen request management tool designed to enhance communication between residents and city officials. This platform allows residents to report various issues directly from their mobile devices, streamlining the process of addressing community concerns.

Cultural Events and Community Programs

The Hanford Parks and Community Services Department organized several holiday events during the 2023/2024 Hanford Winter Wonderland season, fostering community spirit and providing family-friendly entertainment. Additionally, the city's Kids Winter Camp offered engaging activities for children, supporting youth development and parental support during the holiday season.

Infrastructure and Public Safety

The city has had success in application and award of several grants of millions of dollars, and started on various projects with the funding including Heroes Park, rehabilitation of East Lacey Boulevard Improvement Project, a urban greening grant for trees throughout the city, Sustainable Communities Competitive Grant intended for the development of the Kings-Tulare High-Speed Rail Station Transit-Oriented Development and Connectivity Plan.

In addition to the success of grant awards, the city formed a Proposed Revenue Measure Committee in January 2024, that recommended to City Council to present a 1% Transactions and Use Tax Measure to the voters of the city. The City Council approved this recommendation, which was presented to voters in November 2024. The measure passed, which is anticipated to bring in approximately $19 million annually for additional city needs and services which would not otherwise be funded, including a new Public Safety Building (Police Headquarters and Fire Administration offices) and a fourth fire station to help improve 9-1-1 response times and public safety.

Financial Transparency and Planning

During the Fiscal Year 2023/2024, Hanford maintained its commitment to financial transparency by publishing key financial documents, including the Fiscal Year 2022/23 audited financial statements, single audit and Transportation Development Act Audit. In addition, ARPA fund reports were completed timely and submitted to the US Treasury for viewing on the Treasury's website. The City has maintained these reports on its website as well. These publications provide residents with insights into the city's financial health, strategic planning efforts and use of public funds.

These steps underscore Hanford's dedication to fostering a connected, informed, and vibrant community.

FACTORS AFFECTING FINANCIAL CONDITION

The information presented in the financial statements is perhaps best understood when it is considered from the broader perspective of the specific environment within which the City of Hanford operates.

LOCAL ECONOMY AND PROSPECTS FOR THE FUTURE

The City's unemployment rate in June of 2024 was 7% and has held steady this past year. The City is beginning to see a decline in historically high sales tax revenue from last year as residents struggle with the impacts of high inflation and rapidly increasing interest rates. The City has also enjoyed higher than average retail sales when compared to other cities and the state, and steady occupancy at hotels than experienced elsewhere. This increased City revenues, but the rate of increase is proving to be unsustainable and has begun to drop off. The pandemic recovery was coupled with historic inflation rates, nearing 10% and coming down to 4% in June of 2024. This inflationary pressure pushed the Federal Reserve to make rapid increases in interest rates to moderate demand.

The national economy is predicted to slow, but a recession is not being forecasted in the next year. However, some signs of slowing are evident. The City's efforts over many years to build a strong and diverse economy that attracts high quality businesses, employees, and residents to our community will be key in walking through more uncertainty.

In addition, the City is faced with a rapidly changing environment. The method of product delivery is transitioning to non-taxable digital services and delivery services rather than brick and mortar locations. Many employees are continuing to telecommute, changing daily traffic patterns, and finding labor is a continued challenge. This has resulted in changes in real estate demand. In this, there are opportunities for the City to address the changes in the next General Plan Update and projects such as the East Lacey Avenue rehabilitation project being developed.

As we gain deeper knowledge of the economic shifts that rapidly occurred during the pandemic, it has confirmed that the City is on solid ground economically with new businesses, ideas, and ways of doing business to keep Hanford strong for the long run despite short term challenges in the labor market, inflationary pressures, and monetary policy. The fundamentals of a well-educated community, excellent infrastructure, good land use policies, and a heritage of planning for tomorrows will provide for an economic engine that gives hope for the future. Continuing a spirit of partnership with Hanford businesses is going to be critical in reaching mutual goals of a vibrant community that allows for success of all residents.

The City of Hanford is part of the Hanford-Corcoran Metropolitan Area. This includes the City of Hanford and the developed areas of the County of Kings. The population of Kings County is 152,627 as of January 1, 2024. The City's population of 59,286 experienced a .4% growth in 2024 compared to a .7% growth rate in the County. There are approximately 46,271 jobs in Kings County. The City of Hanford has 24,400 employed out of a total labor force of 26,200.

Major employers include Central Valley Meat Co, Costco, Del Monte Foods, Keller Ford, Marquez Brothers International, Nichols Farms, Olam Spices and Vegetables, Pioneer Union Elementary School, Shelly Baird School, TC Transcontinental Packaging, Walmart Supercenter, Warmerdam Packing, and the County of Kings largest employer, Hanford Unified School District with over 1,400 employees.

LONG-TERM FINANCIAL PLANNING AND FINANCIAL POLICIES

As part of the City of Hanford land use planning process, the City's completed General Plan is at the top of the City's land use regulation hierarchy. It is the foundation for most of the Council's budgeting decisions in terms of capital facilities, staffing, programs, utility infrastructure, and levels of service; it establishes a land use pattern for lands beyond the City limit; it provides the vision and guidance for capital improvements and the development of City infrastructure; and it is used to create development impact fees and provides the basis for environmental analysis of the growth of the City. The plan is intended to guide development for a period of ten years and will be the basis of the City's annual 5 year operating and capital forecast. To finance current growth, the City has in place a variety of user and developer fees to pay for streets, parks, water wells and lines, and sewer lines. The City reviews these fees on an annual basis to assure that the fee structure is in line with the cost of construction. The Water and Sewer Funds have approved annual increases of at least 5% into the future if necessary, and 4% for Refuse.

HANFORD
CALIFORNIA

Structurally Balanced Budget Policy

The efforts of the Council to develop a "structurally balanced budget" has paid off and the reserve has been rebuilt from 5.2% of expenditures in 2021/22 to 28% of the 2024/25 General Fund budgeted expenditures. The Council is determined to maintain a structurally balanced budget where current estimated expenditures are within projected current revenues in order to provide budgetary stability for all operating budgets.

Assigned for Emergencies

The City currently has a reserve policy with a goal of 35% unrestricted General Fund balance of budgeted expenditures. A portion (15%) of the fund balance is for emergencies. These emergencies can range from major catastrophic incidents to significant economic downturns. The City Council annually considers an increase in the fund balance assigned for emergencies whenever there is unexpected or one-time revenue or expenditure savings are realized.

INDEPENDENT AUDIT

An independent audit of the City's records was performed for the year ended June 30, 2024, by the certified public accounting firm Rogers, Anderson, Malody & Scott, LLP. The auditor's report on the basic financial statements (government-wide financial statements and the fund financial statements), the notes to the basic financial statements and supplementary information is included in the Financial Section of the ACFR.

In general, the auditors concluded that the basic financial statements and supplementary information referred to above present fairly, in all material respects, the financial position of the City of Hanford and its component units, as of June 30, 2024, and the results of its operations and cash flows of its proprietary fund types for the year ended in accordance with accounting principles generally accepted in the United States of America. The professionalism and knowledge by Rogers, Anderson, Malody & Scott, LLP during the audit is appreciated.

AWARDS AND ACKNOWLEDGEMENTS

The preparation of this report has been accomplished with the efficient and dedicated service of the City's Finance Department. I would like to express my appreciation to everyone who assisted in its preparation, especially, Destiny Borba, Aubrey Balbina and David Chang.

Respectfully submitted,

Chris Tavarez, CPA Finance Director

CITY OF HANFORD

PRINCIPAL CITY OFFICIALS

JUNE 30, 2024

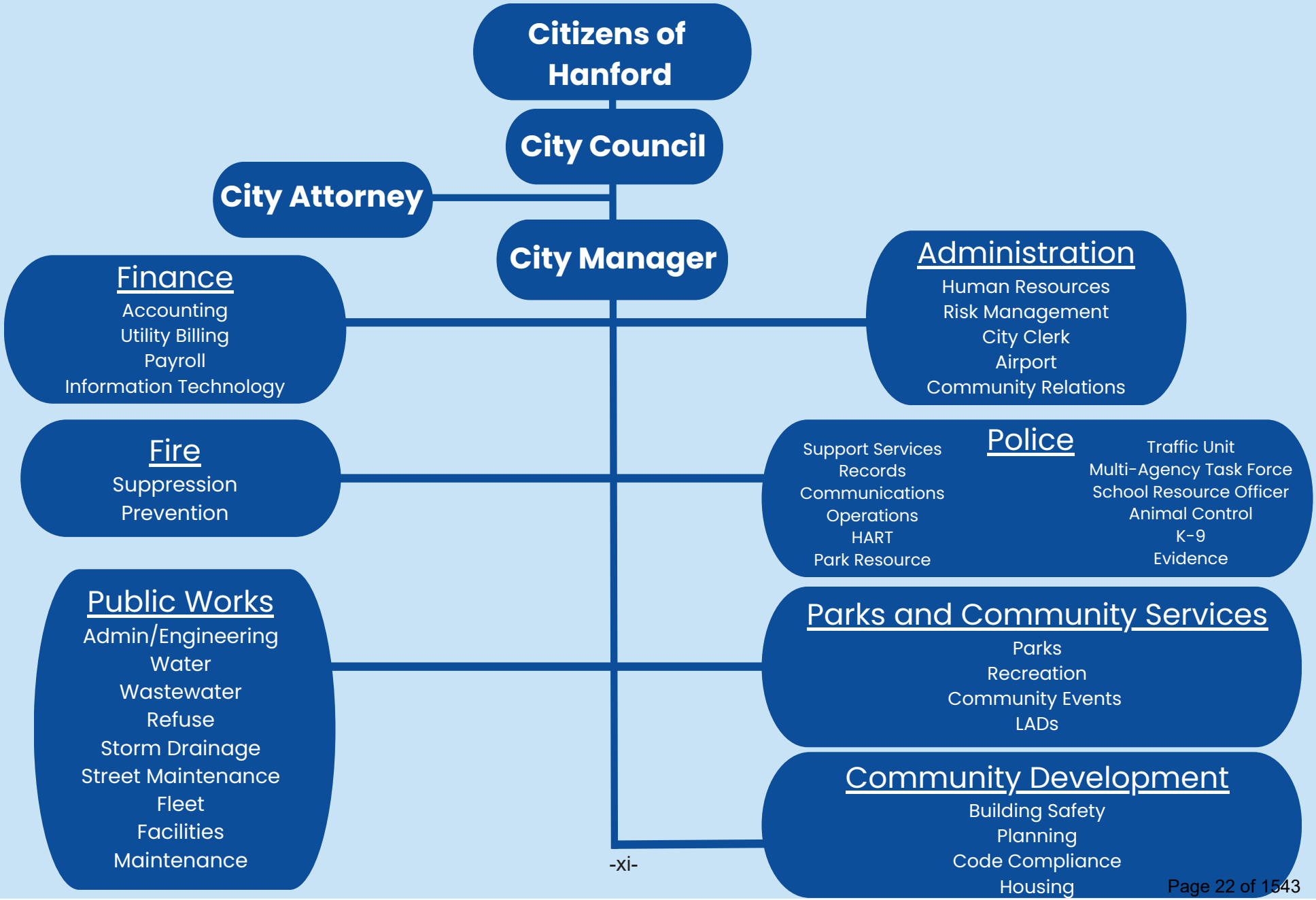
CITY COUNCIL

NAME	POSITION
Travis Paden	Mayor
Mark Kairis	Vice Mayor
Vacant	Council Member
Vacant	Council Member
Lou Martinez	Council Member

ADMINISTRATION

Mario Cifuentez	City Manager
Griswold, LaSalle, Cobb, Dowd & Ginn, LLP	City Attorneys
Natalie Corral	City Clerk
Christopher Tavarez	Treasurer/Finance Director
Jason Waters	Community Development Director
Daniel Perkins	Fire Chief
Stephanie Huddleston	Police Chief
Russell Sterling	Public Works Director
Francisco Senteno	Utilities & Engineering Director
Bradley Albert	Parks and Community Services Director
Sarah Cardoza	Human Resources Manager

CITY OF HANFORD
ORGANIZATIONAL CHART



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Independent Auditor's Report

To the Honorable Mayor and Members of the City Council
City of Hanford, California

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Hanford (the City), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City, as of June 30, 2024, and the respective changes in financial position and, where applicable, cash flows thereof for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards)*. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about city's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the required supplementary information, including the management's discussion and analysis and the schedules listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's basic financial statements. The combining and individual nonmajor fund financial statements and schedules are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the accompanying supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual comprehensive financial report (ACFR). The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards,* we have also issued our report dated February 13, 2025 on our consideration of the City of Hanford's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering City of Hanford's internal control over financial reporting and compliance.

Rogers, Anderson, Malody & Scott, LLP.

San Bernardino, California
February 13, 2025

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This discussion and analysis of the City of Hanford's (the City) financial performance provides an overview of the City's financial activities for the fiscal year ended June 30, 2024. We encourage readers to consider the information presented here in conjunction with the accompanying basic financial statements and the accompanying notes to those financial statements.

FINANCIAL HIGHLIGHTS

- Assets and deferred outflows of the City exceed its liabilities and deferred inflows at the close of the most recent fiscal year 2024 by $381.1 million. Of this amount, about $42.8 million in unrestricted net position may be used to meet the City's ongoing obligation to citizens and creditors.

- As of June 30, 2024, the City's governmental funds reported combined ending fund balances of $74.8 million.

- Approximately 17% of the combined governmental fund balances is considered available for spending at the City's discretion.

- As of June 30, 2024, unassigned fund balance in the General Fund was $12.6 million, or 28% of total General Fund Expenditures.

- The City's total debt decreased by $4.6 million during fiscal year 2024, which is due to the normal maturity of debt in the water system, the wastewater system, the citywide solar energy system, and the Pension Obligation Bond.

- The following pension liabilities totaling $24,554,484 are included in the financial statements as required by generally accepted accounting principles: General Government $21,716,597; Water System Enterprise $644,974; Wastewater Enterprise $515,979; Storm Drainage $257,990; Refuse Enterprise $773,969; Computer Maintenance $128,995; Building $257,990; and Fleet Management $257,990.

THE FINANCIAL STATEMENTS

The financial statements presented herein include all of the activities of the City of Hanford, California (the City) and its component units, using the integrated approach as prescribed by generally accepted accounting principles. The City's basic financial statements are comprised of three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

These Government-Wide Financial Statements are designed to provide readers with a broad overview of the City's finances, in a manner similar to a private-sector business. The statements present the financial picture of the City from the economic resources measurement focus using the accrual basis of accounting. They present governmental activities and business-type activities separately. Additionally, certain eliminations have occurred as prescribed by the GASB statements regarding interfund activity, payables and receivables.

The Fund Financial Statements include statements for each of the three categories of activities governmental, business-type and fiduciary. The governmental activities are prepared using the current financial resources measurement focus and modified accrual basis of accounting. The business-type activities are prepared using the economic resources measurement focus and the accrual basis of accounting. The fiduciary activities are agency funds, which report a fiduciary net position and a statement of changes in net position and do not have a measurement focus. Reconciliations of the Fund Financial Statements to the Government-Wide Financial Statements are provided to explain the differences created by the integrated approach.

OVERVIEW OF THE FINANCIAL STATEMENTS

Government-Wide Financial Statements

The Statement of Net Position and the Statement of Activities

The Statement of Net Position and the Statement of Activities report information about the City as a whole and about its activities. These statements included all assets and liabilities of the City using the accrual basis of accounting, which is similar to the accounting used by most private-sector companies. All of the current year's revenue and expenses are taken into account, regardless of when cash is received or paid.

These two statements reports the City's net position and changes in them. Net position is the difference between assets and liabilities, which is one way to measure the City's financial health, or financial position. Over time, increases or decreases in the City's net position are one indicator of whether its financial health is improving or deteriorating. Other factors to consider are changes in the City's property tax base and sales tax base.

In the Statement of Net Position and the Statement of Activities, we separate the City activities as follows:

Governmental Activities - Most of the City's basic services are reported in this category, including General Government, Police, Fire, Public Works, Parks and Community Services, and Community Development. Property and sales taxes, user fees, interest income, franchise fees, and state and federal shared revenues and grants generally finance these activities.

Business-Type Activities - The City charges a fee to customers to cover all or most of the cost of certain services it provides. The City's Water, Sewer, Storm Drain, Refuse, Airport, Intermodal, Courthouse Square Funds and Building Safety are reported in this category.

FUND FINANCIAL STATEMENTS

The City, like other state and local governments, uses fund accounting to account for a number of funding sources and activities. In general, fund accounting provides a mechanism for separately accounting for a variety of different funding sources, and enables the City to demonstrate compliance with legal and/or contractual requirements that may be associated with these funds.

Thus, the accompanying fund financial statements present individual funds, organized into one of three groups based on the nature of the activities and their purpose: Governmental, funds. In addition, the fund financial statements include a schedule that reconciles the fund financial statements to the Government-Wide Financial Statements. This is designed to explain the difference created by the integrated approach.

Governmental Funds – Most of the City's basic services are reported in governmental funds, which focus on how money flows into and out of those funds and the balances left at year-end that are available for spending. These funds are reported using an accounting method called modified accrual accounting, which measures cash and all other financial assets that can readily be converted to cash. The governmental fund statements provide a detailed short-term view of the City's general governmental operation and the basic services it provides. Governmental fund information helps determine whether there are more or fewer financial resources that can be spent in the near future to finance the City's programs. The differences between the results shown in the governmental fund financial statements and those shown in the government-wide financial statements are explained in a reconciliation schedule following each governmental fund financial statement.

Proprietary Funds – When the City charges customers for the services it provides, whether to outside customers or to other units of the City, these services are generally reported in proprietary funds. Proprietary funds are reported in the same way that all activities are reported in the Statement of Net Position and the Statement of Revenues, Expenses and Changes in Fund Net Position. In fact, the City's enterprise funds are the same as the business-type activities reported in the government-wide statements, but provide more detail and additional information, such as cash flows, for proprietary funds. We use internal service funds (the other component of proprietary funds) to report activities that provide supplies and services for the City's other programs and activities – such as the City's self-insurance, fleet maintenance, and computer maintenance funds. The internal service funds are reported with governmental activities in the government-wide financial statements.

Fiduciary Funds – The City is the trustee, or fiduciary, for certain funds held on behalf of various third parties. The City's fiduciary activities are reported in a separate Statement of Fiduciary Net Assets. We exclude these activities from the City's other financial statements because the City cannot use these assets to finance its operations. The City is responsible for ensuring that the assets reported in these funds are used for their intended purposes.

Notes to the Financial Statement – The notes to the financial statements provide information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

Other Information – In addition to the basic financial statements and accompanying notes, this report also presents certain "required supplementary information" concerning the City's progress in funding its obligation to provide pension benefits to its employees, budgetary comparison schedules for the general fund and other major funds.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

The City presents its financial statements under the reporting model required by Governmental Accounting Standards Board (GASB) Statement No. 34. The City is presenting prior fiscal years' data for the purpose of providing comparative information for the Management Discussion and Analysis (MD&A).

Statement of Net Position

As noted earlier, net position may serve over time as a useful indicator of a government's financial position. In the case of the City, assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by $381,065,202 at the close of the 2023-2024 fiscal year.

By far, the largest portion of the City's net position, 81%, reflects its investment in capital assets (e.g., land, buildings, machinery, infrastructure and equipment), less any outstanding debt used to acquire those assets. The City uses these capital assets to provide services to citizens; consequently, their value is not available for future spending. Although the City's investment in the capital assets is reported net of related debt, it should be noted that the sources needed to repay this debt must be provided from other sources since the capital assets themselves cannot be used to liquidate these liabilities.

Of the total current assets totaling $139,375,396, approximately 86.7% or $120,823,563, consists of unrestricted cash and investments. These funds are invested in accordance with State law and the City's investment policy and include funds legally and/or contractually restricted as to their use.

STATEMENT OF NET POSITION

	Governmental Activities		Business-Type Activities		Total	
	2024	2023	2024	2023	2024	2023
ASSETS						
Current assets	$ 84,679,531	$ 72,898,212	$ 54,695,865	$ 48,793,546	$ 139,375,396	$ 121,691,758
Capital and non-current assets (net of depreciation)	191,642,952	183,061,930	143,660,523	141,608,046	335,303,475	324,669,976
Total Assets	276,322,483	255,960,142	198,356,388	190,401,592	474,678,871	446,361,734
Deferred outflows of resources	18,945,144	23,984,845	1,903,416	4,251,547	20,848,560	28,236,392
LIABILITIES						
Current and other liabilities	13,613,178	16,763,306	5,559,050	6,912,906	19,172,228	23,676,212
Long-term liabilities	56,560,553	52,567,500	26,112,733	32,258,119	82,673,286	84,825,619
Total Liabilities	70,173,731	69,330,806	31,671,783	39,171,025	101,845,514	108,501,831
Deferred inflows of resources	11,762,775	15,349,043	853,940	856,016	12,616,715	16,205,059
NET POSITION						
Net investment in capital assets	165,368,191	155,203,294	121,203,106	141,608,046	286,571,297	296,811,340
Restricted	29,207,622	23,285,547	-	4,743	29,207,622	23,290,290
Unrestricted	18,755,308	16,776,297	46,530,975	13,013,309	65,286,283	29,789,606
Total Net Position	$ 213,331,121	$ 195,265,138	$ 167,734,081	$ 154,626,098	$ 381,065,202	$ 349,891,236

An additional portion of the City's net position of $29,207,622 represents resources that are subject to external restrictions on how they may be used. The remaining balance of unrestricted net position, $42,828,866, may be used to meet the government's ongoing obligations to citizens and creditors.

At the end of the current fiscal year, the City is able to report an overall positive balance in net position. This means the City has sufficient current assets to satisfy both its current and long-term liabilities and fulfill its obligations pursuant to external restriction imposed on City assets. In short, the City is in sound financial condition.

Statement of Activities

As discussed earlier, the Statement of Net Position provides a measure of the financial health of an entity at a specific date in time. The Statement of Activities provides details of how net position changed from the beginning of the year to the end of the year, and whether net assets increased or decreased. From June 30, 2023 to June 30, 2024, the net position of the City as a whole increased, due to decrease in expenses in General Government and Public Safety.

STATEMENT OF ACTIVITIES

	Governmental Activities		Business-Type Activities		Total	
	2024	2023	2024	2023	2024	2023
REVENUES						
Program Revenues:						
Charges for services	$ 4,544,558	$ 6,491,551	$ 32,097,134	$ 26,733,436	$ 36,641,692	$ 33,224,987
Operating grants and contributions	12,658,886	8,160,718	-	-	12,658,886	8,160,718
Capital grants and contributions	16,354,756	15,030,908	4,431,308	5,154,104	20,786,064	20,185,012
General Revenues:						
Taxes	35,942,896	35,942,897	-	-	35,942,896	35,942,897
Investment earnings	2,947,174	976,872	2,735,869	871,114	5,683,043	1,847,986
Other revenues	558,387	413,009	2,701,155	2,384,559	3,259,542	2,797,568
Lease revenue	-	-	111,166	193,373	111,166	193,373
Total Revenues	73,006,657	67,015,955	42,076,632	35,336,586	115,083,289	102,352,541
EXPENSES						
Governmental Activities:						
General government	7,755,643	8,647,803	-	-	7,755,643	8,647,803
Public safety	26,472,385	36,761,886	-	-	26,472,385	36,761,886
Public works	10,096,705	4,151,802	-	-	10,096,705	4,151,802
Parks and recreation	5,483,946	4,163,652	-	-	5,483,946	4,163,652
Community development	2,890,465	2,468,828	-	-	2,890,465	2,468,828
Interest expense	1,086,925	1,140,021	-	-	1,086,925	1,140,021
Business-type Activities:						
Water system	-	-	7,711,131	10,805,234	7,711,131	10,805,234
Wastewater system	-	-	7,506,365	7,127,609	7,506,365	7,127,609
Storm drain	-	-	1,680,905	1,624,217	1,680,905	1,624,217
Refuse	-	-	10,852,999	10,388,974	10,852,999	10,388,974
Airport	-	-	558,304	671,372	558,304	671,372
Intermodal	-	-	56,256	56,589	56,256	56,589
Courthouse square	-	-	107,624	63,436	107,624	63,436
Building safety	-	-	1,649,670	-	1,649,670	-
Total Expenses	53,786,069	57,333,992	30,123,254	30,737,431	83,909,323	88,071,423
Increase in Net Position Before Transfers	19,220,588	9,681,963	11,953,378	4,599,155	31,173,966	14,281,118
Transfers	(1,154,605)	(243,210)	1,154,605	243,210	-	-
Loss on lease termination	-	-	-	(724,690)	-	(724,690)
Change in Net Position	18,065,983	9,438,753	13,107,983	4,117,675	31,173,966	13,556,428
Net Position, Beginning of Year, Restated	195,265,138	185,826,385	154,626,098	150,508,423	349,891,236	336,334,808
Net Position, End of Year	$ 213,331,121	$ 195,265,138	$ 167,734,081	$ 154,626,098	$ 381,065,202	$ 349,891,236

The City's revenue totaled $115,083,289 with 31.8% generated from charges for services and 31.2% generated from taxes. The largest source of revenues in governmental activities comes from taxes at 49.2%. This is typical in that traditional services provided by a city, such as public safety, parks, recreation, and public works, are primarily funded from property, sales, transient occupancy, and other local taxes. The largest source of revenues in Business-Type Activities comes from charges for services at 76.3%. The Business-Type Activities include enterprise fund operations, such as Water, Sewer, Refuse, Storm Drain, Airport, Courthouse Square, Intermodal Funds and Building Safety, all of which recover their costs through fees and charges just like a normal business.

Expenses of the City totaled $83,909,323. The two largest categories of expenses in governmental activities are public safety, which represents 31.6% of total costs, and public works which represents 12% of total costs. However, in relation to Governmental Activity totals only, public safety makes up 49.2% of the total and public works makes up 18.8% of the total.

As shown in the Statement of Activities, net position increased from the prior year. In the funds included within the Governmental Activities category, net position increased by $18,065,983, or 9.3% due to revenues exceeding expenses. In the funds included within the Business-Type Activities category, net position increased by $13,107,983, or 8.5% mostly due to the increase in charges for services and investment earnings.

FINANCIAL ANALYSIS OF THE GOVERNMENT'S FUNDS

As previously noted, the City of Hanford uses fund accounting to demonstrate compliance with legal and contractual requirements. This section provides an analysis and discussion of individual funds and fund types presented in the financial statements.

Governmental Funds – The focus of the City of Hanford's governmental funds is on short-term inflows and outflows and balances of spendable resources. Such information is useful in assessing the City's financial requirements. In particular, unreserved fund balance may serve a spending at the end of the fiscal year. The remainder of fund balance is reserved or designated to indicate that it is not available for new spending because it has already been committed to a specific future use.

The General Fund is the primary operating fund of the City of Hanford. At the end of the fiscal year, unassigned fund balance of the General Fund was $12,610,835 while total fund balance was $12,942,192. As a measure of the General Fund's liquidity, it may be useful to compare both unreserved fund balance and total fund balance to total expenditures. The unassigned fund balance of the General Fund represents approximately 28% of General Fund expenditures.

Capital Improvement Funds, which are categorized as governmental funds, show fluctuations in their ending fund balances because they are primarily used to account for capital improvement projects that span more than one year. Therefore, the change in fund balance is generally due to the timing of funding, which generally occurs in one year, in relation to the timing of expenditures, which occur over more than one year. Any remaining fund balances are either reserved or earmarked specifically for the continuing cost of the related projects.

CDBG/HOME/Housing Fund- The Community Development Block Grant (CDBG) and Home Investment Partnerships Program (HOME) are federal grants that fund affordable housing and community development projects. The grants are administered by the U.S. Department of Housing and Urban Development (HUD). Funds are used for developing and maintaining affordable housing, financing public improvements, funding public service agencies that serve lower income households, etc.

Transportation Development Act Fund- A state level funding sources that provides funding for public transit operations, including bus and rail projects, as well as some non-transit related transportation projects like bike paths and specialized services for people with disabilities, funded through a dedicated quarter-cent sales tax collected statewide; it consists of two main components: the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

American Resue Plan Act- In March of 2021, the ARPA or also known as the COVID-19 Stimulus Package was signed into law to aid to aid economic recovery and emergency response to COVID-19, The City of Hanford was allocated $13,077,740 million in federal aid. The Act states that funding can be used to respond to COVID-19 or its economic impacts.

Proprietary Funds - The City's proprietary funds include the Water, Wastewater, Storm Drain, Refuse, Airport, Intermodal, Courthouse Square Funds and Building Safety. All of the proprietary funds are highly capital intensive, requiring a significant investment in capital equipment and facilities to conduct their operations, whether it be in water and sewer lines, water and wastewater treatment facilities or runways.

The Water System Fund has a total net position of $71,127,519 at the end of the fiscal year. Total net position includes $54,346,048 invested in capital assets which are not available to pay for current expenses. The remaining net position of $16,781,471 is unrestricted and available to pay for current operating and capital needs of the fund.

The Wastewater Fund has a total net position of $46,196,128 at the end of the fiscal year. Total net position includes $53,022,768 invested in capital assets, which are not available to pay for current expenses.

The Storm Drain Fund has a total net position of $28,529,759 at the end of the fiscal year. Total net position includes $22,947,657 invested in capital assets, which are not available to pay for current expenses. The remaining net position of $5,582,102 is unrestricted and available to pay for current operating and capital needs of the fund.

The Refuse Fund has a total net position of $3,650,778 at the end of the fiscal year. Total net position includes $6,322,922 invested in capital assets, which are not available to pay for current expenses.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets – The City of Hanford's investment in capital assets for governmental and business type activities as of June 30, 2024 amounts to $315,801,507 (net of accumulated depreciation). This investment in capital assets includes land, buildings and system, improvements, machinery and equipment, park facilities and roads. The net increase in the City's investment in capital assets for the current fiscal year was $11,509,805. This increase is a net result of annual depreciation, land acquisition, normal equipment replacement, and construction of typical capital assets. Significant capital asset events during the fiscal year included the following:

CIP OBJ #	DESCRIPTION	PROJECT COST
822649	HEROES PARK	$ 4,471,714
824301	FIRE ENGINE PUMPER/REPL 161	1,008,656
824312	FIRE ENGINE PUMPER/REPL	960,544
823609	PARK DEV OVERSIZING REQUIREMNT	672,608
823606	CIVIC AUD IMPROVEMENTS	638,409
824613	T929 U1 PARK LAND ACQ&IMP	546,798
823618	PAVEMENT RESURFACING TREATMENT	711,743
824309	REFUSE FRONT LOAD TRUCK#1	457,669
824310	REFUSE FRONT LOAD TRUCK#2	457,669
824311	REFUSE FRONT LOAD TRUCK#3	457,669

CAPITAL ASSETS
(Net of Depreciation)

	Governmental Activities		Business-Type Activities		Total	
	2024	2023	2024	2023	2024	2023
Land	$ 61,094,107	$ 60,455,620	$ 11,966,873	$ 11,950,873	$ 73,060,980	$ 72,406,493
Construction in progress	6,947,608	817,424	509,213	4,044,330	7,456,821	4,861,754
Buildings and improvements	14,572,268	15,049,886	115,852,898	111,167,236	130,425,166	126,217,122
Infrastructure	80,766,404	76,738,687	-	-	80,766,404	76,738,687
Machinery and equipment	7,635,602	9,193,868	15,311,073	14,445,607	22,946,675	23,639,475
Right to use leased asset	927,235	33,223	20,466	-	947,701	33,223
Right to use SBITA asset	197,760	394,948	-	-	197,760	394,948
Total Capital Assets	$ 172,140,984	$ 162,683,656	$ 143,660,523	$ 141,608,046	$ 315,801,507	$ 304,291,702

Long-Term Debt - At the end of the current fiscal year, the City had a total debt outstanding of $51,203,654.

OUTSTANDING DEBT

	Governmental Activities		Business-Type Activities		Total	
	2024	2023	2024	2023	2024	2023
Pension obligation bonds payable	$ 23,922,715	$ 25,460,230	$ 4,006,284	$ 4,263,770	$ 27,928,999	$ 29,724,000
Bonds payable	-	-	12,725,000	14,530,000	12,725,000	14,530,000
Unamortized bond premium	-	-	409,811	483,118	409,811	483,118
Lease payable	638,867	34,041	20,742	-	659,609	34,041
SBITA payable	178,371	353,827	-	-	178,371	353,827
Notes payable	-	-	3,890,840	4,306,151	3,890,840	4,306,151
Finance purchase arrangement	-	-	5,411,024	6,341,947	5,411,024	6,341,947
Total Outstanding Debt	$ 24,739,953	$ 25,848,098	$ 26,463,701	$ 29,924,986	$ 51,203,654	$ 55,773,084

In the Business-Type Activities, the revenue bonds payable consists of four bond issues. In 2013, for the water system, the City received $12,725,000 from the issuance of Water Revenue Bonds for the purpose of refinancing a 2003 Revenue Bond and 2007 note payable, of which $4,125,000 remains. For the sewer system there remains a 2015 $2,220,000 Refunding Revenue Bond, and a 2012 $6,379,998 Refunding Revenue Bond. In 2022, the City issued Pension Obligation Bonds of which $4,006,286 is payable from the Business-Type Activities.

The notes payable portion of the outstanding debt totaling $3,890,840 consists of one loan. In 2002, the City obtained a $10,000,000 loan for the purpose of expanding the wastewater treatment plant.

The outstanding lease purchase amount, $5,411,024, is comprised of two different finance purchase arrangements. The first lease was for an energy efficient solar tracker system at the wastewater treatment plant for $4,325,556. The second lease was for a second energy efficient solar tracking system in the amount of $8,495,138. This system is located at the wastewater treatment plant but is serving the whole city.

For detail information regarding each of these bonds or notes, please refer to Note 5 Long-Term Debt.

GENERAL FUND BUDGETARY HIGHLIGHTS

The fiscal year budget did not have significant net changes throughout the year with the exception of appropriation roll-over for capital projects or capital projects appropriated in the 5-year Capital Improvement Plan. However, if funding is not available to pay for projects or a grant to cover the expense of the capital project is not received as forecasted in the plan, then the purchase is not approved.

Actual revenues were $7.5 million over estimated budget amounts. This was mainly due to grant reimbursement and an increase in interest income.

Federal funding in the amount of $833,334 was used to cover eligible costs of public safety workers performing essential work during Covid-19.

Expenditures were significantly under budget in the amount of $8.8 million. This was primarily due to capital projects are budgeted but expenditures have not occurred. In addition, unfilled positions throughout the year and some operational savings also attributed to lower expenditures.

Overall, the unrestricted fund balance of the General Fund increased by approximately $2.4 million.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET AND RATES

The key assumptions and considerations in the General Fund revenue forecast for fiscal year 2024-2025 budget process were:

- Budget was balanced per Resolution 23-19-R
- Conservative revenue projections due to limited financial resources and fiscal prudence
- Reduction of non-essential expenditures
- No annual increases in staffing (unless offset by grants or revenue increases)
- Budget salaries at projected steps versus top step
- Limited allocations to infrastructure reserves
- Limited options to engage in special projects or one-time expenses

Per policy, continue to strive for 35% goal of General Fund Reserve of unrestricted fund balance to budgeted expenditures in preparation of financial pressures or emergencies. As of fiscal year 2024 reserve increased from 26.1% to 28%.

Items addressed in the budget were:

General Fund Operations – Maintain current services and increase efficiency in operations, decrease expenses where possible and anticipate minimal revenue growth with no draw from reserves. No capital projects unless offset by grants or related revenue. Accumulated capital outlay fund was used when a special revenue or restricted fund was not available for use.

Parks and Community Services – Continue with a variety of recreation programs and activities. Budget was increased for City's third annual Winter Wonderland Event, which drew in many visitors from the region. Completed installing parks cameras and solar powered lights for overall park safety, funded by grant. Purchased the Heroes Park land for approximately $4.6 million. Reimbursed developers for park development oversizing requirements and other contributed park capital as required by the City.

Fire – Purchased two new fire engine pumpers as replacements at approximately $2 million dollars total. Grant funding was received for one of them. Delivery takes approximately 36 months Purchased a new Chevy Tahoe for daily operations and emergency response. Land purchased for a future Station 5.

Police – Completed parking lot improvements at the Police Activities League Building and purchased a new citation system software. With grant funding purchased a new traffic message board.

Community Development – Purchased four new electric vans for inspections with grant funding. Currently working on scanning project of historical building plans.

Airport – Replaced roof at the Fixed Base Operations building.

Water – The completion of various water main replacements and additions, and the continuation of meter replacement and automated meter reading device replacement. There were several well repairs/rehabs and media filtration necessary and new water supply wells as this is an ongoing project.

Wastewater – Sewer main oversizing, extension and replacement, sewer video inspection, manhole repair/coating, maintain inventory of interchangeable spare pumps, purchased truck for daily operations monitoring.

Refuse – Replaced automated refuse containers and commercial/recycle dumpsters. Purchased three new front load trucks and a front loader as a replacement.

Storm Drain – Continued curb and gutter installation, increased flow capacity in Peoples Ditch, storm drain repairs, tree trimming and removal for the effectiveness of drains.

Streets – Resurfacing, sealing, and maintenance on several streets, replacing curb, gutters, and sidewalks, lane widening, installing/replacing traffic signals at various locations. Replaced streets water truck.

Building – Renovated the Civic Auditorium including interior re-paint, new hardwood floors, and acoustic ceiling replacement.

REQUESTS FOR INFORMATION

This Financial Report is designed to provide our citizens, taxpayers, customers, and investors and creditors with a general overview of the City's finances and to show the City's accountability for the money it receives. Questions concerning any of the information provided in the report or requests for additional financial information can be sent via e-mail to finance@hanfordca.gov. Formal written requests should be addressed to: City of Hanford, Attn: Finance Department, 315 N. Douty Street, Hanford, California 93230.

FINANCIAL STATEMENTS
GOVERNMENT-WIDE FINANCIAL STATEMENTS

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Statement of Net Position
June 30, 2024

	Governmental Activities	Business-Type Activities	Total
ASSETS			
Cash and investments	$ 80,056,658	$ 40,766,905	$ 120,823,563
Receivables	11,306,307	4,617,606	15,923,913
Leases receivables	854,343	602,175	1,456,518
Interest receivable	1,038	1,275	2,313
Internal balances	(8,396,369)	8,396,369	-
Inventory	309,722	248,482	558,204
Deposits	289,500	14,000	303,500
Prepaid expenses and other assets	258,332	49,053	307,385
Loan receivables	19,501,968	-	19,501,968
Capital Assets:			
Capital assets, not being depreciated	68,041,715	12,476,086	80,517,801
Capital assets, net of accumulated depreciation	104,099,269	131,184,437	235,283,706
Total assets	276,322,483	198,356,388	474,678,871
DEFERRED OUTFLOWS OF RESOURCES			
Deferred outflows related to pensions	17,717,762	1,372,128	19,089,890
Deferred outflows related to OPEB	1,227,382	531,288	1,758,670
Total deferred outflows of resources	18,945,144	1,903,416	20,848,560
LIABILITIES			
Accounts payable	2,059,111	1,195,388	3,254,499
Salary and benefits payable	464,738	110,229	574,967
Accrued interest payable	3,105	242,355	245,460
Deposits and unearned revenue	5,093,744	265,847	5,359,591
Compensated absences - current portion	360,581	39,483	400,064
Compensated absences - noncurrent portion	1,055,394	279,383	1,334,777
Long-term debt - current	1,744,484	3,667,580	5,412,064
Long-term debt - noncurrent	22,995,469	22,796,121	45,791,590
Claims payable	6,999,000	-	6,999,000
Total OPEB liability - current	137,415	38,168	175,583
Total OPEB liability - noncurrent	3,149,118	844,317	3,993,435
Net pension liability	22,361,572	2,192,912	24,554,484
Settlement liability - current	3,750,000	-	3,750,000
Total liabilities	70,173,731	31,671,783	101,845,514
DEFERRED INFLOWS OF RESOURCES			
Deferred inflows related to pensions	10,358,579	125,579	10,484,158
Deferred inflows related to OPEB	575,657	172,527	748,184
Deferred inflows related to leases	828,539	555,834	1,384,373
Total deferred inflows of resources	11,762,775	853,940	12,616,715
NET POSITION			
Net investment in capital assets	165,368,191	121,203,106	286,571,297
Restricted for:			
Street and Roads	20,079,629	-	20,079,629
Recreation	5,975,177	-	5,975,177
Landscape Maintenance	2,046,521	-	2,046,521
Public Safety	1,106,295	-	1,106,295
Unrestricted	18,755,308	46,530,975	65,286,283
Total net position	$ 213,331,121	$ 167,734,081	$ 381,065,202

The accompanying notes are an integral part of these financial statements.

Statement of Activities
For the Year Ended June 30, 2024

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net (Expense) Revenue and Changes in Net Position: Governmental Activities	Net (Expense) Revenue and Changes in Net Position: Business-type Activities	Net (Expense) Revenue and Changes in Net Position: Total
Primary Government:							
Governmental activities:							
General government	$ 7,755,643	$ 209,316	$ 1,285,867	$ -	$ (6,260,460)	$ -	$ (6,260,460)
Public safety	26,472,385	1,000,728	3,366,256	10,153,425	(11,951,976)	-	(11,951,976)
Public works	10,096,705	1,175,292	2,770,198	4,695,118	(1,456,097)	-	(1,456,097)
Recreation	5,483,946	886,951	4,844,105	1,506,213	1,753,323	-	1,753,323
Community development	2,890,465	1,272,271	392,460	-	(1,225,734)	-	(1,225,734)
Interest expense	1,086,925	-	-	-	(1,086,925)		(1,086,925)
Total governmental activities	53,786,069	4,544,558	12,658,886	16,354,756	(20,227,869)	-	(20,227,869)
Business-type activities:							
Water system	7,711,131	11,504,822	-	2,090,441	-	5,884,132	5,884,132
Wastewater system	7,506,365	6,721,978	-	1,233,324	-	448,937	448,937
Storm drain	1,680,905	1,445,451	-	1,015,237	-	779,783	779,783
Refuse	10,852,999	9,915,250	-	-	-	(937,749)	(937,749)
Airport	558,304	154,968	-	75,000	-	(328,336)	(328,336)
Intermodal	56,256	706	-	-	-	(55,550)	(55,550)
Courthouse square	107,624	55,016	-	-	-	(52,608)	(52,608)
Building safety	1,649,670	2,298,943	-	17,306	-	666,579	666,579
Total business-type activities	30,123,254	32,097,134	-	4,431,308	-	6,405,188	6,405,188
Total Primary Government	$ 83,909,323	$ 36,641,692	$ 12,658,886	$ 20,786,064	(20,227,869)	6,405,188	(13,822,681)
General Revenues:							
Taxes:							
Property taxes					15,019,781	-	15,019,781
Sales and use tax					16,772,531	-	16,772,531
Franchise taxes					1,310,678	-	1,310,678
Transfer taxes					235,563	-	235,563
Transient occupancy taxes					750,696	-	750,696
Other taxes					1,853,648	-	1,853,648
Investment earnings					2,947,174	2,735,869	5,683,043
Gain on disposal of capital assets					18,741	85,400	104,141
Miscellaneous/other					539,645	2,615,755	3,155,400
Lease revenue					-	111,166	111,166
Transfers - interfund					(1,154,605)	1,154,605	-
Total General Revenues and Transfers					38,293,852	6,702,795	44,996,647
Change in Net Position					18,065,983	13,107,983	31,173,966
Net Position							
Beginning of year					195,265,138	154,626,098	349,891,236
End of year					$ 213,331,121	$ 167,734,081	$ 381,065,202

The accompanying notes are an integral part of these financial statements.

GOVERNMENTAL FUNDS

FINANCIAL STATEMENTS

Balance Sheet – Governmental Funds
June 30, 2024

	General Fund	Special Revenue: CDBG/HOME/ Housing Fund	Special Revenue: Transportation Development Act Fund	Special Revenue: American Rescue Plan Act	All Other Non-Major Governmental Funds	Total
ASSETS						
Cash and investments	$ 8,050,776	$ 2,516,511	$ 7,737,365	$ 5,016,996	$ 27,276,749	$ 50,598,397
Receivables, net:						
Accounts	7,259,133	183,359	-	-	2,635,637	10,078,129
Interest	1,038	-	-	-	-	1,038
Taxes	-	-	1,213,113	-	-	1,213,113
Leases	854,343	-	-	-	-	854,343
Loans	-	17,695,752	-	-	1,806,216	19,501,968
Due from other funds	2,311,944	-	-	-	-	2,311,944
Deposits	104,500	-	-	-	-	104,500
Prepaid expenses and other assets	226,857	-	-	-	1,100	227,957
Advances to other funds	-	-	-	-	1,659,026	1,659,026
Total assets	$ 18,808,591	$ 20,395,622	$ 8,950,478	$ 5,016,996	$ 33,378,728	$ 86,550,415
LIABILITIES AND FUND BALANCES						
Liabilities:						
Accounts payable	$ 876,100	$ 55,657	$ -	$ 73,099	$ 411,387	$ 1,416,243
Accrued wages payable	408,625	-	-	-	3,136	411,761
Advance from other governments	-	-	-	5,090,609	-	5,090,609
Consumer deposits	3,135	-	-	-	-	3,135
Settlement liability	3,750,000	-	-	-	-	3,750,000
Due to other funds	-	-	-	-	207,346	207,346
Total liabilities	5,037,860	55,657	-	5,163,708	621,869	10,879,094
Deferred Inflows of Resources:						
Deferred inflows from leases	828,539	-	-	-	-	828,539
Total deferred inflows of resources	828,539	-	-	-	-	828,539
Fund Balances (deficit):						
Nonspendable:						
Loans receivable	-	17,695,752	-	-	1,806,216	19,501,968
Prepaid expenses	226,857	-	-	-	1,100	227,957
Deposits	104,500	-	-	-	-	104,500
Restricted for:						
Street and roads	-	2,644,213	8,950,478	-	8,484,938	20,079,629
Recreation	-	-	-	-	5,975,177	5,975,177
Landscape maintenance	-	-	-	-	2,046,521	2,046,521
Public Safety	-	-	-	-	1,106,295	1,106,295
Committed for:						
Parking and business improvement	-	-	-	-	2,986,008	2,986,008
Community development	-	-	-	-	10,152,998	10,152,998
Cannabis	-	-	-	-	197,606	197,606
Unassigned	12,610,835	-	-	(146,712)	-	12,464,123
Total fund balances	12,942,192	20,339,965	8,950,478	(146,712)	32,756,859	74,842,782
Total liabilities and fund balances	$ 18,808,591	$ 20,395,622	$ 8,950,478	$ 5,016,996	$ 33,378,728	$ 86,550,415

The accompanying notes are an integral part of these financial statements.

Reconciliation of the Balance Sheet of Governmental Funds to the Statement of Net Position
June 30, 2024

Total Fund Balances Governmental Funds		$ 74,842,782
Amounts reported for governmental activities in the statement of net position are different because:		
Capital assets: In governmental funds, only current assets are reported. in the Statement of Net Position, all assets are reported, including capital assets and accumulated depreciation:		
Capital assets at historical cost	$ 319,976,880	
Right to use asset	1,462,696	
Accumulated depreciation	(148,960,891)	
Accumulated amortization	(337,701)	
Adjustments for Internal Service Fund capital assets, net	(5,955,555)	166,185,429
Internal service funds are used by management to charge the costs of fleet maintenance, purchasing, risk management, building usage, and computer maintenance to individual funds. The assets and liabilities of the internal service funds are included in the governmental activities in the Statement of Net Position.		14,585,741
Long-term liabilities, including bonds payable, are not due and payable in the current period and therefore are not reported as liabilities in the governmental funds. Long-term liabilities at year-end consist of:		
Compensated absences	(1,415,975)	
Pension obligation bonds	(23,922,715)	
Lease payable	(638,867)	
SBITA payable	(178,371)	
OPEB liability	(3,286,533)	
Net pension liability	(22,361,572)	
Adjustments for Internal Service Fund long term debt	1,876,924	(49,927,109)
Deferred outflows related to pensions and OPEB	18,945,144	
Adjustment for Internal Service Fund Deferred outflows related to pension	(403,565)	18,541,579
Deferred inflows related to pensions and OPEB	(10,934,236)	
Adjustment for Internal Service Fund Deferred inflows related to pension	36,935	(10,897,301)
Total Net Position - Governmental Activities		$ 213,331,121

The accompanying notes are an integral part of these financial statements.

Statement of Revenues, Expenditures and Changes in Fund Balances - Governmental Funds
For the Year Ended June 30, 2024

	General Fund	Special Revenue: CDBG/HOME/ Housing Fund	Special Revenue: Transportation Development Act Fund	Special Revenue: American Rescue Plan Act	All Other Non-Major Governmental Funds	Total
REVENUES						
Taxes and special assessments	$ 33,745,197	$ -	$ 1,213,113	$ -	$ 9,236,203	$ 44,194,513
Aid from other government agencies	8,365,595	625,740	-	1,267,331	186,562	10,445,228
Licenses and permits	86,270	-	-	-	-	86,270
Fines and forfeitures	132,724	-	-	-	48,591	181,315
Charges for services	2,991,009	-	-	-	-	2,991,009
Lease revenue	137,197	-	-	-	-	137,197
Revenue from use of money and property	694,590	(290,281)	488,629	-	1,767,702	2,660,640
Miscellaneous	73,625	1,193	-	-	436,579	511,397
Total revenues	46,226,207	336,652	1,701,742	1,267,331	11,675,637	61,207,569
EXPENDITURES						
Current:						
General government	3,781,636	-	41,589	-	27,499	3,850,724
Public safety	23,950,549	-	-	-	-	23,950,549
Public works	2,548,966	-	-	-	729,738	3,278,704
Recreation	4,995,392	-	-	-	-	4,995,392
Community development	963,665	665,994	-	50,000	351,756	2,031,415
Debt service:						
Principal	1,596,228	-	-	-	-	1,596,228
Interest	1,086,925	-	-	-	-	1,086,925
Capital outlay	6,073,304	-	239,075	383,997	3,522,336	10,218,712
Total expenditures	44,996,665	665,994	280,664	433,997	4,631,329	51,008,649
Excess (deficiency) of revenues over (under) expenditures	1,229,542	(329,342)	1,421,078	833,334	7,044,308	10,198,920
OTHER FINANCING SOURCES (USES)						
Transfers in	1,817,486	-	-	-	359,387	2,176,873
Transfers out	(1,318,520)	(155,640)	-	(833,334)	(1,001,663)	(3,309,157)
Lease and SBITA acquisition	675,857	-	-	-	-	675,857
Proceeds from sale of assets	18,741	-	-	-	-	18,741
Total other financing sources (uses)	1,193,564	(155,640)	-	(833,334)	(642,276)	(437,686)
Net change in fund balances	2,423,106	(484,982)	1,421,078	-	6,402,032	9,761,234
FUND BALANCE (DEFICIT)						
Beginning of year	10,519,086	20,824,947	7,529,400	(146,712)	26,354,827	65,081,548
End of year	$ 12,942,192	$ 20,339,965	$ 8,950,478	$ (146,712)	$ 32,756,859	$ 74,842,782

The accompanying notes are an integral part of these financial statements.

Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances to the Statement of Activities
Governmental Funds
For the Year Ended June 30, 2024

Total net changes in fund balances - governmental funds		$ 9,761,234
Amounts reported for governmental activities in the statement of activities are different because:		
Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of those assets is allocated over the estimated useful lives as depreciation expense. This is the amount by which capital outlay exceeded depreciation and disposals in the current period.		
Capital outlay expense, net of disposals	$ 8,481,781	
Depreciation expense (net of internal service funds)	(7,690,893)	10,594,267
The issuance of long term debt provides current financial resources to governmental funds, while the repayment of the principal of long-term debt consumes the current financial resources of governmental funds. Neither transaction, however, has any effect on net position. Also, governmental funds report the effect of issuance cost, discounts and similar items when the debt is first issued, whereas these amounts are deferred and amortized in the statement of activities. These amounts are the net effect of these differences in the treatments of long-term debt and related items		
Principal payments on long term liabilities, net of internal service funds	1,775,356	
Lease & SBITA acquisition, net of internal se	(675,857)	1,099,499
Internal Service funds are used by management to charge the costs of fleet maintenance, purchasing, employee welfare, workers' compensation, general and unemployment insurance to individual funds. The net revenue of certain activities of internal service funds is reported with governmental activities:		1,139,310
Compensated absences expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds.		26,030
Pension expenditures reported in the governmental funds includes the annual required contributions. In the statement of activities, pension expense includes the net change in the net pension liability, and related change in pension amounts for deferred outflows of resources and deferred inflows of resources.		(4,198,610)
OPEB expenditures reported in the governmental funds includes the actual premium payments. In the statement of activities, OPEB expense includes the net change in the net OPEB liability and related change in OPEB amounts for deferred outflows deferred inflows of		(355,747)
Changes in net position of governmental activities		$ 18,065,983

The accompanying notes are an integral part of these financial statements.

PROPRIETARY FUNDS

FINANCIAL STATEMENTS

Statement of Net Position
Proprietary Funds
June 30, 2024

	Water System Fund	Sewer Improvement Funds: Wastewater Fund	Sewer Improvement Funds: Storm Drain Fund	Refuse Fund	Total Non-major Enterprise Funds	Total Enterprise Funds	Governmental Activities Internal Service Funds
ASSETS							
Current assets:							
Cash and investments	$ 26,167,474	$ 7,416,092	$ 5,829,038	$ 462,672	$ 891,629	$ 40,766,905	$ 29,458,261
Receivables, net:							
Accounts	1,903,621	1,089,675	210,929	1,296,189	117,192	4,617,606	15,065
Leases	-	437,641	-	-	164,534	602,175	-
Interest	-	946	-	-	329	1,275	-
Deposits	10,000	4,000	-	-	-	14,000	185,000
Prepaid expenses	9,879	39,064	55	55	-	49,053	30,375
Inventory	248,482	-	-	-	-	248,482	309,722
Total current assets	28,339,456	8,987,418	6,040,022	1,758,916	1,173,684	46,299,496	29,998,423
Noncurrent assets:							
Capital Assets:							
Land	362,350	4,141,540	4,587,476	-	2,875,507	11,966,873	-
Construction in progress	408,989	-	26,177	7,816	66,231	509,213	152,733
Buildings and improvements	68,372,226	90,402,005	24,542,025	1,400,645	11,429,558	196,146,459	670,777
Machinery and equipment	18,313,421	2,480,484	1,182,028	11,200,033	416,111	33,592,077	15,803,447
Right to use assets	25,726	-	-	-	-	25,726	237,867
Less accumulated depreciation/amortization	(33,136,664)	(44,001,261)	(7,390,049)	(6,285,572)	(7,766,279)	(98,579,825)	(10,909,269)
Capital assets, net	54,346,048	53,022,768	22,947,657	6,322,922	7,021,128	143,660,523	5,955,555
Total noncurrent assets	54,346,048	53,022,768	22,947,657	6,322,922	7,021,128	143,660,523	5,955,555
Total assets	82,685,504	62,010,186	28,987,679	8,081,838	8,194,812	189,960,019	35,953,978
DEFERRED OUTFLOWS OF RESOURCES							
Deferred outflows related to pensions	403,568	322,853	161,426	484,281	-	1,372,128	403,565
Deferred outflows related to OPEB	163,573	137,893	-	229,822	-	531,288	-
Total Deferred Outflows of Resources	567,141	460,746	161,426	714,103	-	1,903,416	403,565
LIABILITIES							
Current liabilities:							
Accounts payable	631,803	185,507	6,369	326,454	45,255	1,195,388	642,868
Salaries and benefits payable	29,947	25,352	9,132	34,230	11,568	110,229	52,977
Interest payable	72,034	170,321	-	-	-	242,355	3,105
Deposits and unearned revenue	264,708	420	275	444	-	265,847	-
Due to other funds	-	-	-	1,890,481	214,117	2,104,598	-
Advances to other funds	-	-	-	-	1,659,026	1,659,026	-
Compensated absences - current portion	9,083	12,820	1,416	13,415	2,749	39,483	12,181
Bonds and notes payable - current portion	1,816,193	1,731,616	19,202	95,586	-	3,662,597	63,247
Total OPEB liability - current portion	12,070	9,847	-	16,251	-	38,168	-
Lease payable	4,983	-	-	-	-	4,983	-
SBITA payable	-	-	-	-	-	-	77,208
Total current liabilities	2,840,821	2,135,883	36,394	2,376,861	1,932,715	9,322,674	851,586
Noncurrent liabilities:							
Compensated absences payable	91,254	44,567	23,459	85,316	34,787	279,383	55,632
Claims payable	-	-	-	-	-	-	6,999,000
Lease payable	15,759	-	-	-	-	15,759	-
SBITA payable	-	-	-	-	-	-	79,275
Bonds and notes payable, net	8,175,518	12,890,811	286,729	1,427,304	-	22,780,362	944,406
Total OPEB liability	267,047	214,697	-	362,573	-	844,317	-
Net pension liability	644,974	515,979	257,990	773,969	-	2,192,912	644,975
Total noncurrent liabilities	9,194,552	13,666,054	568,178	2,649,162	34,787	26,112,733	8,723,288
Total liabilities	12,035,373	15,801,937	604,572	5,026,023	1,967,502	35,435,407	9,574,874
DEFERRED INFLOWS OF RESOURCES							
Deferred inflows related to pensions	36,935	29,548	14,774	44,322	-	125,579	36,935
Deferred inflows related to OPEB	52,818	44,891	-	74,818	-	172,527	-
Deferred inflows related to leases	-	398,428	-	-	157,406	555,834	-
Total deferred inflows of resources	89,753	472,867	14,774	119,140	157,406	853,940	36,935
NET POSITION (DEFICIT)							
Net investment in capital assets	45,679,885	39,231,514	22,947,657	6,322,922	7,021,128	121,203,106	5,955,555
Unrestricted	25,447,634	6,964,614	5,582,102	(2,672,144)	(951,224)	34,370,982	20,790,179
Total net position	$ 71,127,519	$ 46,196,128	$ 28,529,759	$ 3,650,778	$ 6,069,904	155,574,088	$ 26,745,734
			Adjustment to reflect the consolidation of internal service fund activities			12,159,993	
			Net Position of Business-type Activities			$ 167,734,081	

The accompanying notes are an integral part of these financial statements.

Statement of Revenues, Expenses and Changes in Fund Net Position
Proprietary Funds
For the Year Ended June 30, 2024

	Water Fund	Sewer Improvement Funds: Wastewater Fund	Sewer Improvement Funds: Storm Drain Fund	Refuse Fund	Total Non-major Enterprise Funds	Total Enterprise	Governmental Activities Internal Service Funds
OPERATING REVENUES							
Charges for services	$ 11,504,822	$ 6,721,978	$ 1,445,451	$ 9,915,250	$ 2,509,633	$ 32,097,134	$ 12,707,902
Other revenues	868,877	900,946	238,849	234,276	372,807	2,615,755	58,610
Total operating revenues	12,373,699	7,622,924	1,684,300	10,149,526	2,882,440	34,712,889	12,766,512
OPERATING EXPENSES							
Personnel services	1,791,068	1,543,120	664,958	2,468,577	840,731	7,308,454	1,801,714
Services and supplies	3,332,116	3,698,443	850,399	7,689,529	1,174,835	16,745,322	9,549,369
Depreciation and amortization	2,323,115	1,818,715	379,462	723,599	370,523	5,615,414	1,157,139
Total operating expenses	7,446,299	7,060,278	1,894,819	10,881,705	2,386,089	29,669,190	12,508,222
Operating income (loss)	4,927,400	562,646	(210,519)	(732,179)	496,351	5,043,699	258,290
NONOPERATING REVENUES (EXPENSES)							
Interest income	933,551	339,502	216,963	88,728	8,880	1,587,624	1,075,153
Unrealized gain (loss) on investments	755,627	237,398	188,112	(37,909)	5,017	1,148,245	901,815
Interest expense	(385,153)	(523,544)	(14,294)	(71,152)	-	(994,143)	(50,184)
Lease revenue	-	71,810	-	-	39,356	111,166	-
Gain/(loss) on disposal of capital assets	-	-	-	85,400	-	85,400	(483,364)
Federal grant	-	-	-	-	75,000	75,000	-
Total Nonoperating Revenues (Expenses)	1,304,025	125,166	390,781	65,067	128,253	2,013,292	1,443,420
Income (Loss) Before Capital Contributions and Transfers	6,231,425	687,812	180,262	(667,112)	624,604	7,056,991	1,701,710
CAPITAL CONTRIBUTIONS AND TRANSFERS							
Capital contributions	2,090,441	1,233,324	1,015,237	-	17,306	4,356,308	-
Transfers in (out)	252,903	(28,125)	-	934,839	(5,012)	1,154,605	(22,321)
Total Capital Contributions and Transfers	2,343,344	1,205,199	1,015,237	934,839	12,294	5,510,913	(22,321)
Change in Net Position	8,574,769	1,893,011	1,195,499	267,727	636,898	12,567,904	1,679,389
NET POSITION (DEFICIT)							
Beginning of year	62,552,750	44,303,117	27,334,260	3,383,051	5,433,006		25,066,345
End of year	$ 71,127,519	$ 46,196,128	$ 28,529,759	$ 3,650,778	$ 6,069,904		$ 26,745,734
			Adjustment to reflect the consolidation of internal service fund activities			380,143	
			Net Position of Business-type Activities			$ 12,948,047	

The accompanying notes are an integral part of these financial statements.

Statement of Cash Flows
Proprietary Funds
For the Year Ended June 30, 2024

	Water System Fund	Sewer Improvement Funds: Wastewater Fund	Sewer Improvement Funds: Storm Drain Fund	Refuse Fund
CASH FLOWS FROM OPERATING ACTIVITIES				
Cash received for current services	$ 10,936,998	$ 6,323,640	$ 1,423,254	$ 9,769,231
Cash received for other operating revenues	868,877	900,946	238,849	234,276
Cash paid to suppliers for goods and services	(4,863,117)	(3,329,559)	(856,385)	(7,615,244)
Cash paid for salaries and benefits	(2,090,387)	(1,627,913)	(614,508)	(2,637,914)
Net cash provided (used) by operating activities	4,852,371	2,267,114	191,210	(249,651)
CASH FLOWS FROM NONCAPITAL AND RELATED FINANCING ACTIVITIES				
Transfers (to) from other funds	252,903	(28,125)	-	934,839
Loans from/(to) other funds	-	(316,887)	-	1,890,481
Intergovernmental revenue	-	-	-	-
Net cash provided (used) by noncapital financing activities	252,903	(345,012)	-	2,825,320
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES				
Principal payments on long-term debt	(1,672,920)	(1,618,263)	(19,662)	(97,877)
Interest payments on long-term debt	(437,221)	(570,091)	(14,294)	(71,152)
Payments for capital asset acquisition	(403,226)	(98,655)	(41,769)	(2,349,482)
Lease payments	20,742	-	-	-
SBITA payments	-	-	-	-
Lease income	-	31,651	-	-
Proceeds from the sale of capital assets	-	-	-	-
Net cash provided (used) by capital and related financing activities	(2,492,625)	(2,255,358)	(75,725)	(2,518,511)
CASH FLOWS FROM INVESTING ACTIVITIES				
Unrealized gain (loss) on investments	755,627	237,398	188,112	(37,909)
Interest received on investments	933,551	339,502	216,963	88,728
Net cash provided (used) by investing activities	1,689,178	576,900	405,075	50,819
Net increase (decrease) in cash and investments	4,301,827	243,644	520,560	107,977
Cash and investments, beginning of year	21,865,647	7,172,448	5,308,478	354,695
Cash and investments, end of year	$ 26,167,474	$ 7,416,092	$ 5,829,038	$ 462,672
Reconciliation to Statement of Net Position:				
Cash and investments	$ 26,167,474	$ 7,416,092	$ 5,829,038	$ 462,672
Total cash and investments	$ 26,167,474	$ 7,416,092	$ 5,829,038	$ 462,672

The accompanying notes are an integral part of these financial statements.

Statement of Cash Flows
Proprietary Funds
For the Year Ended June 30, 2024

	Total Non-major Enterprise Funds	Total Enterprise Funds	Governmental Activities Internal Service Funds
CASH FLOWS FROM OPERATING ACTIVITIES			
Cash received for current services	$ 2,435,186	$ 30,888,309	$ 12,794,559
Cash received for other operating revenues	372,807	2,615,755	58,610
Cash paid to suppliers for goods and services	(1,136,488)	(17,800,793)	(8,752,917)
Cash paid for salaries and benefits	(792,290)	(7,763,012)	(2,345,498)
Net cash provided (used) by operating activities	879,215	7,940,259	1,754,754
CASH FLOWS FROM NONCAPITAL AND RELATED FINANCING ACTIVITIES			
Transfers (to) from other funds	(5,012)	1,154,605	(22,321)
Loans from/(to) other funds	61,055	1,634,649	(475,636)
Intergovernmental revenue	75,000	75,000	-
Net cash provided (used) by noncapital financing activities	131,043	2,864,254	(497,957)
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES			
Principal payments on long-term debt	-	(3,408,722)	(64,762)
Interest payments on long-term debt	-	(1,092,758)	(47,079)
Payments for capital asset acquisition	(333,051)	(3,226,183)	(383,370)
Lease payments	-	20,742	-
SBITA payments	-	-	(81,384)
Lease income	38,421	70,072	-
Proceeds from the sale of capital assets	-	-	17,306
Net cash provided (used) by capital and related financing activities	(294,630)	(7,636,849)	(559,289)
CASH FLOWS FROM INVESTING ACTIVITIES			
Unrealized gain (loss) on investments	5,017	1,148,245	901,815
Interest received	8,551	1,587,295	1,075,153
Net cash provided (used) by investing activities	13,568	2,735,540	1,976,968
Net increase (decrease) in cash and investments	729,196	5,903,204	2,674,476
Cash and investments, beginning of year	162,433	34,863,701	26,783,785
Cash and investments, end of year	$ 891,629	$ 40,766,905	$ 29,458,261
Reconciliation to Statement of Net Position:			
Cash and investments	$ 891,629	$ 40,766,905	$ 29,458,261
Total cash and investments	$ 891,629	$ 40,766,905	$ 29,458,261

The accompanying notes are an integral part of these financial statements.

Statement of Cash Flows
Proprietary Funds
For the Year Ended June 30, 2024

	Water System Fund	Sewer Improvement Funds: Wastewater Fund	Sewer Improvement Funds: Storm Drain Fund	Refuse Fund
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES				
Operating income (loss)	$ 4,927,400	$ 562,646	$ (210,519)	$ (732,179)
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities:				
Depreciation	2,323,115	1,818,715	379,462	723,599
Changes in assets, liabilities, and deferred resources in:				
Receivables	(492,293)	(397,940)	(22,062)	(145,490)
Prepaid expenses	(1,744)	321,750	(55)	(55)
Inventory	116,667	-	-	-
Deferred outflows of resources	990,832	512,787	(10,991)	855,503
Accounts payable	(1,645,924)	47,134	(5,931)	74,340
Salaries and benefits payable	(1,783)	4,998	3,503	(2,188)
Interest payable	(15,720)	-	-	-
Compensated absences	(27,835)	2,293	(1,584)	1,333
Deposits and unearned revenue	(59,811)	(398)	(135)	(529)
Claims payable	-	-	-	-
Net OPEB liability	391,777	305,285	-	434,479
Net pension liability	(1,507,024)	(830,277)	64,346	(1,327,305)
Deferred inflows of resources	(145,286)	(79,879)	(4,824)	(131,159)
Net cash provided (used) by operating activities	$ 4,852,371	$ 2,267,114	$ 191,210	$ (249,651)
SCHEDULE OF NON-CASH CAPITAL AND RELATED FINANCING ACTIVITIES				
Contributed Capital	$ 2,090,441	$ 1,233,324	$ 1,015,237	$ -

The accompanying notes are an integral part of these financial statements.

Statement of Cash Flows
Proprietary Funds
For the Year Ended June 30, 2024 **(concluded)**

	Total Non-major Enterprise Funds	Total Enterprise Funds	Governmental Activities Internal Fund
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES			
Operating income (loss)	$ 496,351	$ 5,043,699	$ 258,290
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities:			
Depreciation	370,523	5,615,414	1,157,139
Changes in assets, liabilities, and deferred resources in:			
Receivables	(71,966)	(1,129,751)	86,657
Prepaid expenses	-	319,896	(25,575)
Inventory	-	116,667	9,987
Deferred outflows of resources	-	2,348,131	246,765
Accounts payable	38,347	(1,492,034)	(410,960)
Salaries and benefits payable	10,905	15,435	(559,554)
Interest payable	-	(15,720)	-
Compensated absences	37,536	11,743	8,941
Deposits and unearned revenue	(2,481)	(63,354)	-
Claims payable	-	-	1,223,000
Net OPEB liability	-	1,131,541	-
Net pension liability	-	(3,600,260)	(192,147)
Deferred inflows of resources	-	(361,148)	(47,789)
Net cash provided (used) by operating activities	$ 879,215	$ 7,940,259	$ 1,754,754
SCHEDULE OF NON-CASH CAPITAL AND RELATED FINANCING ACTIVITIES			
Contributed Capital	$ 17,306		$ -

The accompanying notes are an integral part of these financial statements.

FIDUCIARY FUNDS

FINANCIAL STATEMENTS

Statement of Fiduciary Net Position
Fiduciary Funds
June 30, 2024

	Redevelopment Successor Agency Private Purpose Trust Fund	Trust and Custodial Funds
ASSETS		
Cash and investments	$ 258,181	$ 1,323,931
Accounts receivable	-	488,539
Assets held for resale	38,192	-
Total assets	296,373	1,812,470
LIABILITIES		
Accounts payable	-	1,382,916
Deposits held for others	-	415,697
Total liabilities	-	1,798,613
FIDUCIARY NET POSITION		
Held in trust for the retirement of obligations of the former Hanford Redevelopment Agency and other purposes	296,373	-
Restricted	-	13,857
Total fiduciary net position	$ 296,373	$ 13,857

The accompanying notes are an integral part of these financial statements.

Statement of Changes in Fiduciary Net Position
Fiduciary Funds
For the Year Ended June 30, 2024

	Redevelopment Successor Agency Private-Purpose Trust Fund	Trust and Custodial Fund
ADDITIONS		
Investment earnings	$ 9,629	$ -
Unrealized gain/(loss) on investments	8,569	-
Total additions	18,198	-
DEDUCTIONS		
General government	97,268	9,887
Total deductions	97,268	9,887
Change in fiduciary net position	(79,070)	(9,887)
NET POSITION (DEFICIT)		
Beginning of year	375,443	23,744
End of year	$ 296,373	$ 13,857

The accompanying notes are an integral part of these financial statements.

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NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accompanying financial statements of the City of Hanford, California (the City) have been prepared in conformity with U.S. Generally Accepted Accounting principles as prescribed by the Governmental Accounting Standards Board (GASB).

The accompanying financial statements present the financial position of the City and the various funds and fund types, the results of operations of the City and the various funds and fund types, and the cash flows of the proprietary funds. The financial statements are presented as of June 30, 2024 and for the year then ended.

Description of the Reporting Entity

The City was incorporated as a General Law city in 1891. The City operates under a Council-Administrator form of government and provides the following services: Public safety (police and fire), community development, community services, public works, cultural, general administrative services, and capital improvements.

As required by accounting principles generally accepted in the United States of America, these financial statements present the City (the primary government) and its component units. The component units discussed below is included in the City's reporting entity because of the significance of their operational or financial relationship with the City. However, elected officials of the City have a continuing accountability for fiscal matters of the other entities. The financial reporting entity consists of: (1) the City (2) organizations for which the City is financially accountable and (3) organizations for which the nature and significance of their relationship with the City are such that exclusion would cause the City's financial statements to be misleading or incomplete.

An organization is fiscally dependent on the primary government if it is unable to adopt its budget, levy taxes or set rates or charges, or issue bonded debt without approval by the primary government. In a blended presentation, component unit balances and transactions are reported in a manner similar to the balances and transactions of the City. A component unit is presented on a blended basis component unit's governing body is substantially the same as the City's or the component unit provides services almost entirely to the City; otherwise, the component unit is presented discretely.

Blended Component Unit

The financial statements of the City include the financial activities of the City as well as of the Hanford Improvement Corporation. Although the Hanford Improvement Corporation is a legally distinct unit from the City, their financial operations are overseen by the City and the City Council is the board of directors of the Corporation.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Basis of Presentation

Government-Wide Financial Statements

The Government-wide financial statements (the Statement of Net Position and the Statement of Activities) report information of all of the non-fiduciary activities of the primary government and its component units. For the most part, eliminations have been made to minimize the double counting on internal activities. These statements distinguish between the governmental and business type activities of the City. Governmental activities, which normally are supported by taxes and inter-governmental revenues, are reported separately from business-type activities, which rely to a significant extent on fees charged to external parties.

The Statement of Activities presents a comparison between direct expenses and program revenues for each segment of the business-type activities of the City and of reach function of the City's governmental activities. Direct expenses are those that are specifically associated with a program or function and; therefore, are clearly identifiable to a particular function. Program revenues include 1) charges paid by the recipients of goods or services offered by the programs and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Revenues that are not classified as program revenues, including all taxes, are presented instead as general revenues.

Net Position are restricted when constraints placed on them are either externally imposed or are imposed by constitutional provisions or enabling legislation. Internally imposed designations of resources are not presented as restricted net position. When both restricted and unrestricted resources are available for use, generally it is the City's policy to use restricted resources first, then unrestricted resources as they are needed.

Governmental Fund Financial Statements

The fund financial statements provide information about the City's funds, with separate statements presented for each fund category - *governmental, proprietary, and fiduciary*. The emphasis of fund financial statements is on major governmental and enterprise funds, each displayed in a separate column. All remaining governmental and enterprise funds are separately aggregated and reported as non-major funds.

Proprietary fund operating revenues, such as charges for services, result from exchange transactions associated with the principal activity of the fund. Exchange transactions are those in which each party receives and gives up essentially equal values. Non-operating revenues, such as subsidies and investment earnings, result from nonexchange transactions or ancillary activities.

The City reports the following major governmental funds:

General Fund – The General Fund is the principle operating fund of the City. It is used to account for all financial resources except those required to be accounted for in other funds. For the City, the General Fund includes basic governmental activities such as general government, public safety, public works, recreation and community development.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Basis of Presentation (Continued)

CDBG Home/Housing Fund – This fund is used to receive and disburse funds in accordance with grants received from the Department of Housing and Urban Development for the repair and improvement of targeted housing areas.

Transportation Development Act Fund – This fund is used to account for financial resources to be used for transit and non-transit related purposes that comply with regional transportation plans. The City has elected to present this fund as a major fund.

American Rescue Plan Act Fund – This fund is used to account for financial resources provided by the American Rescue Plan Act.

The City reports the following major enterprise funds:

Water System Fund – The Water System Fund is used to account for the financial activities of water utility of the City.

Wastewater Fund – The Wastewater Fund is used to account for financial activities of sewage collection and wastewater treatment utility of the City.

Storm Drain Fund – The Storm Drain Fund is used to account for the financial activities of the City's storm drains.

Refuse Fund – The Refuse Fund is used to account for the financial activities of the collection of solid waste and disposal utility of the City.

The City presents the following non-major enterprise funds:

Airport Fund – To account for all activities necessary to provide an airport to the residents of the City and surroundings areas.

Intermodal Fund – The Intermodal Fund is used to account for the financial activities of a building used to support state regional and local transportation.

Courthouse Square Fund – The Courthouse Square Fund is used to account for the financial activities of the maintenance and improvement of the property known as the Courthouse Square in downtown Hanford.

Building Safety Fund – The Building Safety Fund is used to account for the financial activities of the City's review of building plans from developers, contractors and/or property owners and inspectors of buildings. Revenue is provided by the permit and review fees.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Basis of Presentation (Continued)

The City reports the following fund types in aggregate as part of other non-major governmental funds:

Special Revenue Funds – Special Revenue Funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes.

Capital Projects Fund – *Capital Projects* Funds are used to account for financial resources to be used for the acquisition or construction of major capital facilities other than those finances by proprietary funds.

Additionally, the City reports the following fund types:

Internal Service Funds – Internal Service Funds are used to account for the financing of goods or services provided by one department or agency of the City to another on a cost-reimbursement basis.

Private-Purpose Trust Fund – The Private Purpose Trust Fund is used to account for the activities of the former Hanford Redevelopment Agency during the wind down period.

Custodial Funds – Custodial Funds are used to account for assets held by the City in a purely custodial capacity or as an agent for individuals, private organizations and/or other governments.

Measurement Focus, Basis of Accounting, and Financial Statement Presentation

In accordance with generally accepted accounting principles the Statement of Net Position reports separate sections for Deferred Outflows of Resources and Deferred Inflows of Resources, when applicable.

Deferred Outflows of Resources – This amount represents outflows of resources (consumption of net assets) that apply to future periods and that, therefore, will not be recognized as an expense until that time.

Deferred Inflows of Resources – This amount represents inflows of resources (acquisition of net assets) that apply to future periods and that, therefore, are not recognized as a revenue until that time.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Basis of Presentation (Continued)

The government-wide and proprietary fund financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded at the time liabilities are incurred, regardless of when the related cash flows take place. Non-exchange transactions, in which the City gives (or receives) value without directly receiving (or giving) equal value in exchange, include property and sales taxes, grants, entitlements and donations. On an accrual basis, revenue from property taxes is recognized in the fiscal year for which the taxes are levied. Revenues from sales tax are recognized when the underlying transactions take place. Revenues from grants, entitlements and donations are recognized in the fiscal year in which all eligible requirements have been satisfied.

Governmental funds are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when measurable and available. Property and sales taxes, interest, certain state and federal grants and charges for services are accrued when their receipt occurs within sixty days after the end of the accounting period so as to be both measurable and available. Expenditures are generally recorded when a liability is incurred, as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences and claims and judgments are recorded only when payment is due. General capital assets acquisitions are reported as expenditures in governmental funds. Proceeds of general long-term debt and capital leases are reported as other financing sources.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operation. Revenues and expenses not meeting this definition are reported as non-operating.

Assets, Liabilities, Net Assets or Fund Balance, and Other Financial Statement Items

Cash and Cash Equivalents

For purposes of the Statement of Cash Flows, the City considers all short term and highly liquid investments (including restricted assets) to be cash and cash equivalents, as reported on the Statement of Net Position and Balance Sheet as cash and investments.

Investments

Investments are stated at fair value (the value at which a financial instrument could be exchanged in a current transaction between willing parties, other than a forced or liquidation sale).

Further cash and investment disclosures are presented in Note 2.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Assets, Liabilities, Net Assets or Fund Balance, and Other Financial Statement Items (Continued)

Interfund Transactions

Interfund transactions are reflected as either loans, services provided, reimbursements or transfers. Loans are reported as receivables and payables as appropriate, are subject to elimination upon consolidation and are referred to as either “due to/from other funds” (i.e., the current portion of interfund loans) or “advances to/from other funds” (i.e., the non-current portion of interfund loans). Any residual balances outstanding between the governmental activities and the business-type activities are reported in the government wide financial statement as “internal balances.” Advances between funds, as reported in the fund financial statements, are offset by a fund balance reserve account in applicable governmental funds to indicate that they are not available for appropriation and are not available financial resources.

Services provided, deemed to be a market or near market rates, are treated as revenues and expenditures/expenses. Reimbursements are when one fund incurs a cost, charges the appropriate benefiting fund and reduces its related cost as a reimbursement. All other interfund transactions are treated as transfers. Transfers between governmental or proprietary funds are netted as part of the reconciliation to the government-wide presentation.

Receivables

In the government-wide statements, receivables consist of all revenues earned at year-end and not yet received. Allowances for uncollectible accounts receivable are based upon historical trends and the periodic aging of accounts receivable. Major receivable balances for the governmental activities include intergovernmental and tax revenue receivable. Business-type activities report trade and intergovernmental revenue as their major receivables.

Inventory

Inventories of materials and supplies in the proprietary and internal services funds are valued at the lower of cost or market, carried on a first-in, first-out (FIFO) basis.

Capital Assets

The accounting treatment over property, plant, and equipment (capital assets) depends on whether the assets are used in governmental fund operations or proprietary fund operations and whether they are reported in the government-wide or fund financial statements.

In the government-wide financial statements and proprietary fund statements, capital assets are presented on the statement of net position and valued at historical cost or estimated historical cost if actual is unavailable, except for donated capital assets which are recorded at acquisition value at the date of acquisition.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Assets, Liabilities, Net Assets or Fund Balance, and Other Financial Statement Items (Continued)

The City's capitalization threshold is $10,000. In other words, capital assets are capitalized only if they have a cost in excess of $10,000 and have an expected useful life of three years or more. Capital assets that have a cost below $10,000 are expended during the fiscal year they are acquired.

The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Betterments and major improvements which significantly increase values, change capacities or extend useful lives are capitalized.

Upon sale or retirement of capital assets, the cost and related accumulated depreciation are removed from the respective accounts and any resulting gain or loss is included in the results of operations.

Depreciation of all exhaustible capital assets is recorded as an allocated expense in the Statement of Activities, with accumulated depreciation reflected in the Statement of Net Position estimated useful lives using the straight-line method of depreciation. The range of estimated useful lives by type of assets is as follows:

Infrastructure	20 to 50 years
Buildings	20 to 50 years
Improvements other than buildings	20 to 50 years
Machinery and equipment	3 to 20 years

Major outlays for capital assets and improvements are capitalized as projects are constructed. Interest incurred during the construction phase of capital assets of business-type activities is included as part of the capitalized value of the assets constructed.

In the fund financial statements, capital assets used in governmental fund operations are accounted for as capital outlay expenditures of the governmental fund upon acquisition. Capital assets used in proprietary fund operations are accounted for the same as in the government-wide statements.

Compensated Absences

It is the City's policy to permit employees to accumulate earned but unsaved vacation, sick pay benefits and compensatory time. All vacation and compensatory pay is accrued when incurred in the government-wide, proprietary, and fiduciary fund financial statements. A liability for these amounts is reported in governmental funds only if they have matured, for example, as a result of employee resignations or retirements. For additional information regarding compensated absences, see Note 7.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Assets, Liabilities, Net Assets or Fund Balance, and Other Financial Statement Items (Continued)

Long-Term Obligations

In the government-wide financial statements, and proprietary fund types in the fund financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities, business-type activities, or proprietary fund type Statement of Net Position. Debt principal payments of both government and business-type activities are reported as decreases in the balance of the liability on the Statement of Net Position. Bond premiums and discounts are deferred and amortized over the life of the bonds using the effective interest method. Bonds payable are reported net of the applicable bond premium or discount. Bond issuance costs are expensed when incurred.

In the fund financial statements, however, debt principal payments of governmental funds are recognized as expenditures when paid. Governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts on debt issuances are reported as other financing uses. Issuance costs, whether withheld from the actual debt proceeds received or not, are reported as debt service expenditures.

Leases

The City is a lessee for noncancelable leases of copiers and recognizes the liability and an intangible right-to-use lease asset at the inception of the lease agreement at the current present value of future payments, in the government-wide and proprietary fund financial statements. The City recognizes lease liabilities with an initial, individual value of $25,000 or more.

At the commencement of a lease, the City initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on a straight-line basis over its useful life.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Assets, Liabilities, Net Assets or Fund Balance, and Other Financial Statement Items (Continued)

Key estimates and judgements related to leases include how the City determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments.

- The City uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, the City generally uses its estimated incremental borrowing rate as the discount rate for leases, which it has determined is the prime rate at the inception of the lease.

- The lease term includes the noncancellable period of the lease. Lease payments included in the measurement of the lease liability are composed of fixed payments and purchase option price that the City is reasonably certain to exercise.

The City monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability. Lease assets are reported with other capital assets and lease liabilities are reported with long-term debt on the Statement of Net Position.

The City is a lessor for noncancelable leases of the Hanford train station, hotel parking spaces, and agricultural ground leases. The City recognizes a lease receivable and a deferred inflow of resources in the government-wide, proprietary fund, and governmental fund financial statements at the inception of the lease agreement at current present value of all future payments.

At the commencement of a lease, the City initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

Key estimates and judgements include how the City determines (1) the discount rate it uses to discount the expected lease receipts to present value, (2) lease term, and (3) lease receipts.

- The City uses the interest rate charges to the lessees as the discount rate. When the interest rate charged the lessees is not provided, the City generally uses the implied rate of return as the discount rate for leases. When the implied rate of return cannot be determined, the City uses its estimated incremental borrowing rate which it has determined is the prime rate at the inception of the lease.

- The lease term includes the noncancellable period of the lease. Lease receipts included in the measurement of the lease receivable is composed of fixed payments from the lessee.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Assets, Liabilities, Net Assets or Fund Balance, and Other Financial Statement Items (Continued)

The City monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of lease receivable.

Right-to-Use Lease / Subscription Based Information Technology Arrangements (SBITA) Assets

Right-to-use lease/SBITA assets are recorded at the amount of the initial measurement of the lease/SBITA liabilities and modified by any lease payment made to the lessor at or before the commencement of the lease term, less any lease incentives received from the lessor at or before the commencement of the lease term along with any initial direct costs that are ancillary charges necessary to place the lease assets into service.

Right-to-use lease/SBITA assets are amortized using the straight-line method over the shorter of the lease term or the useful life on the underlying asset, unless the lease contains a purchase option that the City has determined is reasonably certain of being exercised.

Other Post-employment Benefits (OPEB)

For purposes of measuring the total OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, have been determined by an independent actuary.

For this purpose, benefit payments are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value.

Generally accepted accounting principles require that the reported results must pertain to liability and asset information within certain defined timeframes. For this report, the following timeframes are used:

	OPEB
Valuation Date	June 30, 2023
Measurement Date	June 30, 2024
Measurement Period	June 30, 2023 to June 30, 2024

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Assets, Liabilities, Net Assets or Fund Balance, and Other Financial Statement Items (Continued)

Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Plan and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis. For this purpose, benefit payments (including refunds of employee contributions) are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value.

Generally accepted accounting principles require that the reported results must pertain to liability and asset information within certain defined timeframes. For this report, the following timeframes are used.

	CalPERS
Valuation Date	June 30, 2022
Measurement Date	June 30, 2023
Measurement Period	June 30, 2022 to June 30, 2023

Net Position

In the government-wide financial statements and proprietary fund financial statements, net position is classified as follows:

- *Net investment in capital assets* – This category groups all capital assets, including infrastructure, into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction or improvement of these assets reduce the balance in this category.

- *Restricted net position* – This category presents external restrictions imposed by creditors, grantors, contributors or laws and regulations of other governments and restrictions imposed by law through constructional provisions or enabling legislation.

- *Unrestricted net position* – This category represents net position of the City, not restricted for any project or other purpose.

When expenses are incurred for purposes for which both restricted and unrestricted net position is available, the City's policy is to apply restricted net position first.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Assets, Liabilities, Net Assets or Fund Balance, and Other Financial Statement Items (Continued)

Fund Balance

In the fund financial statements, governmental funds report fund balances as nonspendable, restricted, committed, assigned or unassigned based primarily on the extent to which the City is bound to honor constraints on how specific amounts can be spent.

- *Nonspendable fund balance* – amounts that cannot be spent because they are either (a) not spendable in form or (b) legally or contractually required to be maintained intact.
- *Restricted fund balance* – amounts with constraints placed on their use that are either (a) externally imposed by creditors, grantors, contributors, or laws and regulations of other governments or (b) imposed by law through constitutional provisions or enabling legislation.
- *Committed fund balance* – amounts that can only be used for specific purposes determined by formal action of the City's highest level if decision-making authority (the City Council) and that remain binding unless removed in the same manner. The underlying action that imposed the limitation needs to occur no later than the close of the reporting period.
- *Assigned fund balance* – amounts that are constrained by the City's intent to be used for specific purposes. The intent can be established by either the highest level of decision making, or by a body or an official designated for that purpose.
- *Unassigned fund balance* – the residual classification for the City's General Fund that includes amounts not contained in the other classifications. In other funds, the unassigned classification is used only if expenditures incurred for specific purposes exceed the amounts restricted, committed, or assigned to those purposes.

The City Council establishes, modifies or rescinds fund balance commitments and assignments by passage of an ordinance or resolution. This is done through adoption of the budget and subsequent budget amendments that occur throughout the year.

When expenditures are incurred for purposes for which both restricted and unrestricted fund balances are available, the City's policy is to apply restricted fund balances first, then unrestricted fund balances as they are needed. When expenditures are incurred for purposes where only unrestricted fund balances are available, the City uses the unrestricted resources in the following order: committed, assigned, and unassigned.

Property Taxes

In 1978, a state constitutional amendment (Proposition 13) provided that the tax rate be limited to 1% of market value, levied only by the County and shared with all other jurisdictions. Such limitation on the rate may only be increased through voter approval. The County Collects property taxes and distributes them to taxing-approved debt. In the fund financial statements, property tax is recorded as revenue in the period levied to the extent they are collected within 60 days of year-end.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Assets, Liabilities, Net Assets or Fund Balance, and Other Financial Statement Items (Continued)

The property tax calendar for the City is as follows:

Lien date	January 1
Levy dates	September 1
Due dates	November 1 - 1st installment
	February 1 - 2nd installment
Collection dates	December 10 - 1st installment
	April 10 - 2nd installment

Advances from other Governments

The City reports advances from other governments in its financial statements. These advances arise when resources are received by the government before it has legal claim to them.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenditures/expenses during the reporting period. Actual results could differ from those estimates.

Stewardship, Compliance, and Accountability

Budgets and Budgetary Accounting

The procedures established by the City Council in adopting the budgetary data reflected in the financial statements are as follows:

On or before the second meeting in May, the City Manager submits to the City Council a proposed operating and capital projects budget for the fiscal year commencing the following July 1. Following publication and public hearings, the budget is legally enacted by resolution.

The City Manager is authorized to transfer funds appropriated with respect to all classifications within the same department. The City Manager may transfer appropriated funds from any classification within other expenditure categories to existing capital outlay and capital projects classifications within the same department only; however, any revisions that alter the total expenditures of any department or create additional projects must be approved by the City Council.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Assets, Liabilities, Net Assets or Fund Balance, and Other Financial Statement Items (Continued)

Supplemental budgetary appropriations were negligible for the fiscal year ended June 30, 2024. All unencumbered appropriations lapse at year-end.

For budgeting purposes, the General Fund is composed of several departments while all other budgeted funds are considered a single department. Revenues are budgeted on a line-item basis. A comparison of budgeted and actual revenues by line item would be too voluminous for this report.

Budgets for the General and major Special Revenue Funds are presented in the accompanying general purpose financial statements on a basis consistent with accounting principles generally accepted in the United States of America. No budgets are adopted for the Proprietary and Fiduciary Fund types.

Reclassification and Eliminations

Interfund balances must generally be eliminated in the government-wide financial statements, except for net residual amounts due between governmental activities. Amounts involving fiduciary funds should be reported as external transactions. Any allocations must reduce the expense of the function from which the expenses are being allocated, so that expenses are reported only once in the function in which they are allocated.

Implementation of Governmental Accounting Standards Board (GASB) Pronouncements

The City has implemented GASB No. 100, *Accounting Changes and Error Corrections.* There was no effect on the current year financial statements due to this pronouncement.

Governmental Accounting Standards Update

The City is currently analyzing its accounting practices to determine the potential impact on the financial statements for the following GASB statements:

GASB Statement No. 101, Compensated Absences is effective for fiscal years beginning after December 15, 2023.

GASB Statement No. 102, Certain Risk Disclosures is effective for fiscal years beginning after June 15, 2024

GASB Statement No. 103, Financial Reporting Model Changes is effective for fiscal years beginning after June 15, 2025.

GASB Statement No. 104, Disclosure of Certain Capital Assets is effective for fiscal years beginning after June 15, 2025.

NOTE 2 - CASH AND INVESTMENTS

Cash and investments as of June 30, 2024 are classified in the accompanying financial statements as follows:

Statement of Net Position:	
Cash and investments	$ 120,823,563
Fiduciary funds:	
Cash and investments	1,582,112
Total Cash and Investments	$ 122,405,675

Cash and investments as of June 30, 2024 consist of the following:

Cash on hand	$ 1,700
Deposits with financial institutions	6,670,591
Investments	115,733,384
Total Cash and Investments	$ 122,405,675

The table below identifies the investment types that are authorized for the City by the California Government Code (or the City's investment policy, where more restrictive). The table also identifies certain provisions of the California Government Code (or the City's investment policy, where more restrictive) that address interest rate risk, credit risk, and concentration of credit risk. This table does not address investments of debt proceeds held by bond trustees that are governed by the provisions of debt agreements of the City, rather than the general provisions of the California Government Code or the City's investment policy.

Authorized Investment Type	Maximum Maturity	Maximum Percentage of Portfolio*	Maximum Investment in One Issuer
U.S. Treasury Obligations	5 years	None	None
U.S. Agency Securities	5 years	None	None
Bankers' Acceptances	180 days	40%	30%
Commercial Paper	270 days	25%	10%
Negotiable Certificates of Deposit	5 years	None	None
Repurchase Agreements	1 year	30%	None
Mutual Funds	N/A	20%	10%
Money Market Mutual Funds	N/A	20%	10%
Local Agency Investment Fund (LAIF)	N/A	None	None
Corporate Investments	N/A	None	None
County Investment Pool	N/A	None	None

NOTE 2 - CASH AND INVESTMENTS (Continued)

Investments Authorized by Debt Agreements

Investments of debt proceeds held by bond trustee are governed by provisions of the debt agreements, rather than the general provisions of the California Government Code or the City's investment policy. The table below identifies the investment types that are authorized for investments held by bond trustee. The table also identifies certain provisions of these debt agreements that address interest rate risk, credit risk, and concentration of credit risk:

Authorized Investment Type	Maximum Maturity	Maximum Percentage of Portfolio*	Maximum Investment in One Issuer
U.S. Treasury Obligations	5 years	None	None
U.S. Agency Securities	5 years	None	None
Bankers' Acceptances	180 days	40%	None
Commercial Paper	270 days	40%	None
Negotiable Certificates of Deposit	5 years	30%	None
Repurchase Agreements	1 year	None	None
Mutual Funds	N/A	20%	None
Money Market Mutual Funds	N/A	20%	None
Local Agency Investment Fund (LAIF)	N/A	None	None

Disclosure Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the City manages its exposure to interest rate risk is by purchasing a combination of short term and long-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing and coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations.

Information about the sensitivity of the City's investments (including investments held by bond trustee) to market interest rate fluctuations is provided by the following table that shows the distribution of the City's investments by maturity:

		Remaining Maturity (in Months)			
Investment Type	Total	12 Months or Less	13 to 24 Months	25 to 60 Months	More than 60 Months
U.S. Treasury Obligations	$ 1,471,830	$ 1,471,830	$ -	$ -	$ -
U.S. Agency Securities	17,917,964	10,435,269	4,492,125	2,990,570	-
Negotiable Certificates of Deposits	8,563,757	5,291,780	3,271,977	-	-
Corporate Investments	1,803,518	969,320	-	834,198	-
Held by bond trustee:					
Money Market Funds	4,003,638	4,000,738	-	2,900	-
Local Agency Investment Funds (LAIF)	22,859,838	22,859,838	-	-	-
County Investment Pool	965,090	965,090	-	-	-
California Class	58,147,749	58,147,749	-	-	-
Total	$ 115,733,384	$ 104,141,614	$ 7,764,102	$ 3,827,668	$ -

NOTE 2 - CASH AND INVESTMENTS (Continued)

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented on the following page is the minimum rating required by (where applicable) the California Government Code, the City's investment policy, or debt agreements and the actual rating as of year-end for each investment type.

			Standard's & Poor's Ratings as of Year End		
Investment Type	Amount	Minimum Legal Rating	A/A+	AA+	Unrated
U.S. Treasury Obligations	$ 1,471,830	AA	$ -	$ -	$ 1,471,830
U.S. Agency Securities	17,917,964	N/A	-	17,917,964	-
Negotiable Certificates of Deposits	8,563,757	N/A	-	-	8,563,757
Corporate Investments	1,803,518	N/A	1,803,518	-	-
Held by bond trustee:					
Money Market Funds	4,003,638	N/A	-	-	4,003,638
Local Agency Investment Funds (LAIF)	22,859,838	N/A	-	-	22,859,838
County Investment Pool	965,090	N/A	-	-	965,090
California Class	58,147,749	N/A	-	-	58,147,749
Total	$ 115,733,384		$ 1,803,518	$ 17,917,964	$ 96,011,902

Concentration of Credit Risk

The investment policy of the City contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. The City had no investments in any one issuer (other than U.S. Treasury Securities, mutual funds, and external investment pools) that represent 5% or more of total City investments.

Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party (e.g., broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the City's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investments, other than the following provisions for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure City deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

NOTE 2 - CASH AND INVESTMENTS (Continued)

Investment in State and County Investment Pools

The City is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by California Government Code under the oversight of the Treasurer of State of California. The fair value of the City's investment in this pool is reported in the accompanying financial statements at amount based upon the City's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis. For withdrawals over $10,000,000 LAIF requires at least 24-hour notice. Also, there is a $5,000 minimum and a limit of 15 transactions per month.

The City is also a voluntary participant in the County of Tulare Investment Pool. Assumptions made in determining the fair value of the investment portfolio are available from the County Treasurer.

Fair Value Measurements

The City categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

The City has the following recurring fair value measurements as of June 30, 2024:

Investment type	Level 1	Level 2	Level 3	Total
U.S. Treasury Obligations	$ -	$ 1,471,830	$ -	$ 1,471,830
U.S. Agency Securities	-	17,917,964	-	17,917,964
Negotiable Certificates of Deposits	-	8,563,757	-	8,563,757
Corporate Investments		1,803,518	-	1,803,518
	$ -	$ 29,757,069	$ -	29,757,069
Investments not subject to fair value hierarchy:				
Local Agency Investment Funds (LAIF)				22,859,838
County Investment Pool				965,090
California Class				58,147,749
Money Market Funds				4,003,638
Total				$ 115,733,384

Debt securities classified in Level 2 of the fair value hierarchy are valued using a matrix pricing technique. There have been no changes in fair value measurement classifications from the prior year.

NOTE 3 - RECEIVABLES

Receivables as of June 30, 2024 for the City's individual major funds, nonmajor funds and internal service funds in the aggregate are as follows:

	Accounts	Interest	Taxes	Loans	Leases	Total
Governmental Funds						
General	$ 7,259,133	$ 1,038	$ -	$ -	$ 854,343	$ 8,114,514
CDBG Home/Housing	183,359	-	-	17,695,752	-	17,879,111
Transportation Development Act	-	-	1,213,113	-	-	1,213,113
Nonmajor and Other	2,635,637	-	-	1,806,216	-	4,441,853
	10,078,129	1,038	1,213,113	19,501,968	854,343	31,648,591
Enterprise Funds						
Water System	1,903,621	-	-	-	-	1,903,621
Wastewater	1,089,675	-	-	-	437,641	1,527,316
Storm Drain	210,929	-	-	-	-	210,929
Refuse	1,296,189	-	-	-	-	1,296,189
Airport Fund	22,695	-	-	-	-	22,695
Intermodal	39,528	-	-	-	164,534	204,062
Courthouse Square	5,347	-	-	-	-	5,347
Building Safety	49,622	-	-	-	-	49,622
	4,617,606	-	-	-	602,175	5,219,781
Internal Service Funds						
Risk Management Fund	13,214	-	-	-	-	13,214
Computer Maintenance Fund	57	-	-	-	-	57
Building Fund	1,269	-	-	-	-	1,269
Fleet Management	223	-	-	-	-	223
Medical Fund	302	-	-	-	-	302
	15,065	-	-	-	-	15,065
Total	$ 14,710,800	$ 1,038	$ 1,213,113	$ 19,501,968	$ 1,456,518	$ 36,883,437

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NOTE 4 - CAPITAL ASSETS

Capital assets activities for the year ended June 30, 2024 were as follows:

	Balance July 1, 2023	Additions/ Completions	Retirements/ Adjustments	Balance June 30, 2024
Governmental Activities				
Capital assets not being depreciated:				
Land	$ 60,455,620	$ 638,487	$ -	$ 61,094,107
Construction in progress	817,424	6,140,205	(10,021)	6,947,608
Total capital assets not being depreciated	61,273,044	6,778,692	(10,021)	68,041,715
Capital assets being depreciated/amortized:				
Buildings	25,261,269	-	-	25,261,269
Infrastructure	193,146,692	10,657,026	-	203,803,718
Equipment	24,280,951	467,565	(1,878,338)	22,870,178
Right to use leased equipment	69,534	998,088	-	1,067,622
Right to use SBITA asset	809,556	237,867	(652,349)	395,074
Total capital assets being depreciated/amortized	243,568,002	12,360,546	(2,530,687)	253,397,861
Less accumulated depreciation/amortization:				
Buildings	(10,211,383)	(477,618)	-	(10,689,001)
Infrastructure	(116,408,005)	(6,629,309)	-	(123,037,314)
Equipment	(15,087,083)	(1,525,161)	1,377,668	(15,234,576)
Right to use leased equipment	(36,311)	(104,076)	-	(140,387)
Right to use SBITA asset	(414,608)	(111,868)	329,162	(197,314)
Total accumulated depreciation/amortization	(142,157,390)	(8,848,032)	1,706,830	(149,298,592)
Total capital assets being depreciated, net	101,410,612	3,512,514	(823,857)	104,099,269
Governmental Activities capital assets, net	$ 162,683,656	$ 10,291,206	$ (833,878)	$ 172,140,984
Business-type Activities				
Capital assets not being depreciated:				
Land	$ 11,950,873	$ 16,000	$ -	$ 11,966,873
Construction in progress	4,044,330	451,624	(3,986,741)	509,213
Total capital assets not being depreciated	15,995,203	467,624	(3,986,741)	12,476,086
Capital assets being depreciated:				
Buildings and improvements	187,856,815	8,289,644	-	196,146,459
Machinery and equipment	30,818,214	3,006,044	(232,181)	33,592,077
Right to use leased equipment	-	25,726	-	25,726
Total capital assets being depreciated	218,675,029	11,321,414	(232,181)	229,764,262
Less accumulated depreciation:				
Buildings and improvements	(76,689,579)	(3,470,293)	(133,689)	(80,293,561)
Machinery and equipment	(16,372,607)	(2,139,861)	231,464	(18,281,004)
Right to use leased equipment	-	(5,260)	-	(5,260)
Total accumulated depreciation	(93,062,186)	(5,615,414)	97,775	(98,579,825)
Total capital assets being depreciated, net	125,612,843	5,706,000	(134,406)	131,184,437
Business-type Activities capital assets, net	$ 141,608,046	$ 6,173,624	$ (4,121,147)	$ 143,660,523

NOTE 4 - CAPITAL ASSETS (Continued)

Depreciation expense for the fiscal year ending June 30, 2024 was charged to the following activities:

Governmental Activities:	
General governmental	$ 5,921,988
Public safety	230,727
Public works	1,230,543
Recreation	230,727
Community development	76,909
Capital assets held by the internal service funds that were charged to the various functions based on their usage	1,157,139
Total	$ 8,848,032
Business-type Activities:	
Water system	$ 2,323,115
Wastewater	1,818,715
Storm drain	379,462
Refuse	723,599
Airport	319,509
Intermodal	26,117
Building Safety	24,897
Total	$ 5,615,414

NOTE 5 - LONG-TERM DEBT

The following is a summary of the long-term debt activity for the year ended June 30, 2024:

	Balance July 1, 2023	Additions	Deletions/ Adjustments	Balance June 30, 2024	Due Within One Year
Governmental Activities					
Pension obligation bonds payable	$ 25,460,230	$ -	$ (1,537,515)	$ 23,922,715	$ 1,500,683
Lease payable	34,041	675,857	(71,031)	638,867	144,704
SBITA payable	353,827	237,867	(413,323)	178,371	99,097
Total Governmental Activities	25,848,098	913,724	(2,021,869)	24,739,953	1,744,484
Business-type Activities					
Pension obligation bonds payable	4,263,770	-	(257,486)	4,006,284	251,316
Bonds payable	14,530,000	-	(1,805,000)	12,725,000	1,880,145
Bond premiums	483,118	-	(73,307)	409,811	73,307
Note payable - direct	4,306,151	-	(415,311)	3,890,840	429,847
Finance purchase arrangement - direct borrowing	6,341,947	-	(930,923)	5,411,024	1,027,984
Lease payable	-	25,725	(4,983)	20,742	4,983
Total Business-type Activities	29,924,986	25,725	(3,487,010)	26,463,701	3,667,582
Total Primary Government	$ 55,773,084	$ 939,449	$ (5,508,879)	$ 51,203,654	$ 5,412,066

NOTE 5 - LONG-TERM DEBT (Continued)

Governmental Activities

Bonds Payable

On May 23, 2022, the City of Hanford issued $30,946,000 Pension Obligation Bonds bearing interest of 4.39% payable annually on June 1 commencing June 1, 2023. The bonds mature annually at various amounts through June 1, 2039. The bonds are payable from net revenues in both the governmental activities and business-type activities created under the Indenture.

The Bonds were issued to pay the City's unfunded accrued actuarial liability (UAAL), now known as Net Pension Liability, to the California Public Employees' Retirement System (CalPERS).

Significant terms that pertain to the Pension Obligation Bonds are as follows. If the City fails to make the payment of principal or interest when due and payable; if the City fails to observe and perform any of the covenants, agreements, or conditions required in the bond agreement; if the City commences a voluntary case under Title 11 of the United States Code or any substitute or successor statute; the City shall be considered in default. In the event of a default, the Trustee may declare the principal and interest of the bond immediately due and payable. The revenues pledge from the bond are the revenues payable from the various funds allocated the issuance of the debt.

Pension obligation bonds outstanding on June 30, 2024 for governmental activities are $23,922,715.

The future maturities of the pension obligation bonds payable for governmental activities are as follows:

Fiscal Year	Principal	Interest	Total
2025	$ 1,500,683	$ 1,050,206	$ 2,550,889
2026	1,506,678	984,289	2,490,967
2027	1,498,113	918,146	2,416,259
2028	1,564,068	852,378	2,416,446
2029	1,286,544	783,716	2,070,260
2030-2034	6,977,489	3,042,925	10,020,414
2035-2038	9,589,140	1,337,575	10,926,715
Totals	$ 23,922,715	$ 8,969,235	$ 32,891,950

NOTE 5 - LONG-TERM DEBT (Continued)

Governmental Activities (Continued)

Leases Payable

The City entered into several lease agreements for the use of various types of equipment. The lease agreements range from 12 to 60 months. The City is required to make annual fixed payments ranging from $4,046 to $13,001. The agreements have interest rates ranging from 0.2% to 2.63%. As of June 30, 2024, the City had total outstanding lease payable of $638,867 and right to use asset of $927,235, net of amortization.

The future principal and interest lease payments as of June 30, 2024, are as follows:

Fiscal Year	Principal	Interest	Total
2025	$ 144,704	$ 12,815	$ 157,519
2026	131,763	10,802	142,565
2027	135,145	7,407	142,552
2028	135,686	3,946	139,632
2029	91,569	977	92,546
Totals	$ 638,867	$ 35,947	$ 674,814

Subscription based IT arrangement (SBITA) payable

The City entered into several subscription-based IT arrangements for the use of various types of software. The SBITA'S agreements range from 12 to 24 months. The City is required to make annual fixed payments ranging from $4,380 to $81,385. The agreements have interest rates ranging from 0.2% to 2.63%. As of June 30, 2024, the City had total outstanding SBITA payable of $178,371 and right to use asset of $197,760, net of amortization.

Fiscal Year	Principal	Interest	Total
2025	$ 99,097	$ 2,647	$ 101,744
2026	79,274	543	79,817
Totals	$ 178,371	$ 3,190	$ 181,561

NOTE 5 - LONG-TERM DEBT (Continued)

Business-type Activities

Bonds Payable

On July 1, 2012, the City of Hanford issued $13,165,000 Wastewater Revenue Refunding Bonds Series 2012 bearing interest of 3.0% to 5.0% payable semi-annually on April 1 and October 1 commencing October 1, 2012. The bonds mature annually at various amounts through October 1, 2032. The bonds are payable from net revenues of the City's Wastewater System and from amounts on deposit in certain funds and accounts created under the Indenture.

The Bonds were issued to refinance the City's previously issued $5,000,000 CSCDA Water and Wastewater Revenue Bonds, dated October 1, 1999 and the $10,555,000 CSCDA Water and Wastewater Revenue Bonds dated April 16, 2002. As a result, the 1999 and 2002 Revenue Bonds are considered to be defeased and the liability for those bonds has been removed from the long-term liabilities of the Business Activities Debt.

The aggregate debt service payments of the new debt is $2,121,034 less than the old debt. The issuance of the new debt and refunding of the old debt resulted in an economic gain (the difference between the present value of the old debt and new debt payments) of approximately $1,537,677.

Significant terms that pertain to the Wastewater Revenue Refunding Bonds Series 2012 are as follows. If the City fails to make the payment of principal or interest when due and payable; if the City fails to observe and perform any of the covenants, agreements, or conditions required in the bond agreement; if the City files a petition or answer seeking reorganization or arrangement under the Federal bankruptcy laws; the City shall be considered in default. In the event of a default, the Trustee may declare the principal and interest of the bonds immediately due and payable. The revenues pledged of the bond are the revenues payable from the City's Wastewater fund for the life of the bonds.

Wastewater revenue bonds outstanding on June 30, 2024 are $6,380,000.

The future maturities of the wastewater revenue bonds payable are as follows:

Fiscal Year	Principal	Interest	Total
2025	$ 695,145	$ 214,063	$ 909,208
2026	725,000	201,375	926,375
2027	750,000	175,563	925,563
2028	785,000	148,209	933,209
2029	805,000	119,390	924,390
2030-2033	2,619,855	197,200	2,817,055
Totals	$ 6,380,000	$ 1,055,800	$ 7,435,800

NOTE 5 - LONG-TERM DEBT (Continued)

Business-type Activities (Continued)

On July 1, 2013, the City of Hanford issued $12,725,000 Water Revenue Refunding Bonds Series 2013 bearing interest of 2.0% to 5.0% payable semi-annually on April 1 and October 1, commencing October 1, 2013. The bonds mature annually at various amounts through October 1, 2028. The bonds are payable from net revenues of the City's Water System and from amounts on deposit in certain funds and accounts created under the Indenture.

The Bonds are being issued to refinance the City's previously issued to refinance the City's previously issued $8,925,000 CSDA Water and Wastewater Revenue Bonds, dated December 9, 2003 and the $8,150,000 Installment Sale Agreement Water System dated December 20, 2007. As a result the 2003 Revenue Bond and 2007 Installment Sale Agreement are considered defeased and the liability for those issues has been removed from the long-term liabilities of the Business Activities Debt.

The aggregate debt service payments of the new debt are $1,430,167 less than the old debt. The issuance of the new debt and refunding of the old debt resulted in an economic gain (the difference between the present value of the old debt and new debt payments) of approximately $567,774.

Significant terms that pertain to the Water Revenue Refunding Bonds Series 2013 are as follows. If the City fails to make the payment of principal or interest when due and payable; if the City fails to observe and perform any of the covenants, agreements, or conditions required in the bond agreement; if the City files a petition or answer seeking reorganization or arrangement under the Federal bankruptcy laws; the City shall be considered in default. In the event of a default, the Trustee may declare the principal and interest of the bonds immediately due and payable. The revenues pledged for the bond are the revenues payable from the City's Water fund for the life of the bonds.

Water revenue bonds outstanding on June 30, 2024 are $4,125,000.

The future maturities of the water revenue bonds payable are as follows:

Fiscal Year	Principal	Interest	Total
2025	$ 970,000	$ 157,425	$ 1,127,425
2026	1,015,000	115,075	1,130,075
2027	1,055,000	68,600	1,123,600
2028	530,000	36,238	566,238
2029	555,000	12,488	567,488
Totals	$ 4,125,000	$ 389,826	$ 4,514,826

NOTE 5 - LONG-TERM DEBT (Continued)

Business-type Activities (Continued)

On January 28, 2015, the City of Hanford issued $3,885,000 Wastewater Revenue Refunding Bonds Series 2015, bearing interest of 2.0% to 4.0% payable semi-annually on April 1 and October 1, commencing April 1, 2015. The bonds mature annually at various amounts through October 1, 2032. The bonds are payable from net revenues of derived from charges and revenues received by the City from the operation of the Wastewater System.

The bonds are being issued to provide funds to refund the City's outstanding City of Hanford, Variable Rate Demand Sewer System Refunding Revenue Bonds, 1996 Series A, to purchase a reserve fund municipal bond insurance policy in lieu of cash funding a bond reserve fund for the Bonds, and to pay the cost of issuing the Bonds. As a result, the 1996 Revenue Bonds are considered to be defeased and the liability for those bonds has been removed from the long-term liabilities of the Business Activities Debt.

The aggregate debt service payments of the new debt are $644,540 more than the old debt. The issuance of the new debt and refunding of the old debt resulted in an economic loss (the difference between the present value of the old debt and new debt payments) of approximately $621,656.

Significant terms that pertain to the Wastewater Revenue Refunding Bonds Series 2015 are as follows. If the City fails to make the payment of principal or interest when due and payable; if the City fails to observe and perform any of the covenants, agreements, or conditions required in the bond agreement; if the City abandons a substantial part that shall continue for a period of sixty consecutive days; if the City files a petition or answer seeking reorganization or arrangement under the Federal bankruptcy laws; the City shall be considered in default. In the event of a default, the Trustee may declare the principal and interest of the bonds immediately due and payable. The revenue pledged for the bond are the revenues payable from the City's Wastewater fund for the life of the bonds.

Wastewater revenue bonds outstanding on June 30, 2024 are $2,220,000.

The future maturities of the wastewater revenue bonds payable are as follows:

Fiscal Year	Principal	Interest	Total
2025	$ 215,000	$ 78,975	$ 293,975
2026	220,000	72,450	292,450
2027	225,000	65,775	290,775
2028	235,000	57,700	292,700
2029	245,000	48,100	293,100
2030-2033	1,080,000	88,400	1,168,400
Totals	$ 2,220,000	$ 411,400	$ 2,631,400

NOTE 5 - LONG-TERM DEBT (Continued)

Business-type Activities (Continued)

On May 23, 2022, the City of Hanford issued $30,946,000 Pension Obligation Bonds bearing interest of 4.39% payable annually on June 1 commencing June 1, 2023. The bonds mature annually at various amounts through June 1, 2039. The bonds are payable from net revenues in both the governmental activities and business-type activities created under the Indenture.

Pension obligation bonds outstanding on June 30, 2024 for business-type activities are $4,006,284.

The future maturities of the pension obligation bonds payable for business activities are as follows:

Fiscal Year	Principal	Interest	Total
2025	$ 251,316	$ 175,876	$ 427,192
2026	252,320	164,837	417,157
2027	250,886	153,760	404,646
2028	261,931	142,746	404,677
2029	215,455	131,247	346,702
2030-2034	1,168,505	509,592	1,678,097
2035-2039	1,605,871	223,999	1,829,870
Totals	$ 4,006,284	$ 1,502,057	$ 5,508,341

Notes Payable – direct borrowing

On May 28, 2002, the City of Hanford obtained a loan from the California Infrastructure and Economic Development Bank in the amount of $10,000,000. The term of the agreement is thirty (30) years with a maturity date of February 1, 2034, and an annual interest rate of 3.50%. Prior to the Bond Date, there is a .26% reduction in the interest rate, resulting in an initial rate of 3.24%. Interest on the loan is payable semi-annually on each February 1 and August 1, commencing August 1, 2003. As of June 30, 2024, the balance outstanding was $3,890,840.

Significant terms that pertain to the California Infrastructure and Economic Development Bank loan are as follows. If the City fails to make the payment of principal or interest when due and payable; if the City fails to observe and perform any of the covenants, agreements, or conditions required in the note agreement; if the City made any representation or other written statement contained in the agreement that was incorrect in any material respect; if the City files a petition or answer seeking reorganization or arrangement under the Federal bankruptcy laws; the City shall be considered in default. In the event of a default, the CIEDB may declare the principal and interest of the bonds immediately due and payable. Additionally, revenues pledged for the note are the revenues payable from the City's Wastewater fund.

NOTE 5 - LONG-TERM DEBT (Continued)

Business-type Activities (Continued)

The future maturities of the note payable are as follows:

Fiscal Year	Principal	Interest	Total
2025	$ 429,847	$ 128,657	$ 558,504
2026	444,892	113,349	558,241
2027	460,463	97,505	557,968
2028	476,579	81,107	557,686
2029	493,259	64,135	557,394
2030-2032	1,585,800	84,528	1,670,328
Totals	$ 3,890,840	$ 569,281	$ 4,460,121

Finance Purchase Arrangements – direct borrowing

In November, 2011, the City entered into a finance purchase arrangement with Bank of America to design and construct an energy efficient tracker system for the City's wastewater treatment plant. The purchase price of this project is $4,325,556, with annual payments in varying amounts including interest at 3.33% commencing on July 8, 2012 with a final payment in July, 2026. The balance outstanding as of June 30, 2024 was $999,544.

Significant terms that pertain to the 2011 Finance Purchase Arrangement are as follows. If the City fails to make the payment of principal or interest when due and payable; if the City fails to observe and perform any of the covenants, agreements, or conditions required in the agreement; if the City had a statement, representation, or warranty that was proven to be false, incorrect, misleading, or breached; if the City defaults on any other agreement for borrowing money, lease financing of property, or other credit under which the City is an obligor; if the City files a petition or answer seeking reorganization or arrangement under the Federal bankruptcy laws; the City shall be considered in default. In the event of a default, the Lessor may take whatever action necessary or desirable to collect each rental payment as they become due and payable, or they may enter the premises where the equipment is located and retake possession or they may take whatever action at law or in equity may appear necessary or desirable to enforce. The collateral pledged for the lease is the equipment noted in the capital lease.

NOTE 5 - LONG-TERM DEBT (Continued)

Business-type Activities (Continued)

The annual debt service requirements for the 2011 Finance Purchase Arrangement outstanding on June 30, 2024 are as follows:

Fiscal Year	Principal	Interest	Total
2025	$ 302,640	$ 33,285	$ 335,925
2026	332,549	23,207	355,756
2027	364,355	12,133	376,488
Totals	$ 999,544	$ 68,625	$ 1,068,169

In March 2014, the City entered into a finance purchase arrangement with Bank of America National Association to design and construct a solar photovoltaic energy system using an energy service contract with Chevron Energy Solutions Company for several facilities throughout the City. The purchase price of this contract is $8,495,138, with semi-annual payments in varying amounts including interest at 3.54% commencing on October 26, 2014 with a final payment in April, 2029. The balance outstanding as of June 30, 2024 was $4,411,480.

Significant terms that pertain to the 2014 Finance Purchase Arrangement are as follows. If the City fails to make the payment of principal or interest within 10 days after the date when due; if the City fails to observe and perform any of the covenants, agreements, or conditions required in the agreement; if the City had a statement, representation, or warranty that was proven to be false, incorrect, misleading, or breached; if the City defaults on any other agreement for borrowing money, lease financing of property, or other credit under which the City is an obligor; the City shall be considered in default. In the event of a default, the Lessor may take whatever action necessary or desirable to collect each rental payment as they become due and payable or they may enter the premises where the equipment is located and retake possession or they may take whatever action at law or in equity may appear necessary or desirable to enforce. The collateral pledged for the lease is the equipment noted in the capital lease.

The annual debt service requirements for the 2014 Finance Purchase Arrangement outstanding on June 30, 2024 are as follows:

Fiscal Year	Principal	Interest	Total
2025	$ 725,344	$ 149,803	$ 875,147
2026	798,858	123,481	922,339
2027	877,195	94,514	971,709
2028	960,630	62,730	1,023,360
2029	1,049,453	27,946	1,077,399
Totals	$ 4,411,480	$ 458,474	$ 4,869,954

NOTE 5 - LONG-TERM DEBT (Continued)

Business-type Activities (Continued)

Leases Payable

The City entered into a lease agreements for the use of equipment. The lease agreement ranges from 12 to 60 months. The City is required to make annual fixed payments ranging from $5,814 to $6,291. The agreement has an interest rate of 2.63%. As of June 30, 2024, the City had total outstanding lease payable of $20,742 and right to use asset of $20,466, net of amortization.

The future principal and interest lease payments as of June 30, 2024, are as follows:

Fiscal Year	Principal	Interest	Total
2025	$ 4,983	$ 470	$ 5,453
2026	5,115	336	5,451
2027	5,252	199	5,451
2028	5,392	59	5,451
Totals	$ 20,742	$ 1,064	$ 21,806

NOTE 6 - LEASE RECEIVABLE

Lease Receivables

The City has entered into various lease agreement as the lessor. The leases range from 12 to 108 months. The lessees are required to make monthly fixed payments ranging from $3,511 to $90,643. The leases have interest rates ranging from 0.2% to 2.63%. The combined value of lease receivables and deferred inflow of resources as of June 30, 2024 was $1,456,518 and $1,384,373, respectively. In addition, the City recognized lease revenue of $248,359 during the fiscal year related to these leases.

Payments for the lease receivables are expected to be received in the following subsequent years:

Fiscal Year	Principal	Interest	Total
2025	$ 293,103	$ 17,940	$ 311,043
2026	242,412	13,307	255,719
2027	252,666	8,886	261,552
2028	263,322	4,292	267,614
2029	143,872	786	144,658
2030-2033	261,143	1,131	262,274
Totals	$ 1,456,518	$ 46,342	$ 1,502,860

NOTE 7 - CHANGES IN OTHER LONG-TERM LIABILITIES

	Balance July 1, 2023	Additions	Deletions	Balance June 30, 2024	Due Within One Year
Governmental Activities					
Compensated absences	$ 1,433,064	$ 528,430	$ (545,519)	$ 1,415,975	$ 360,581
Total Governmental Activities	$ 1,433,064	$ 528,430	$ (545,519)	$ 1,415,975	$ 360,581
Business-type Activities					
Compensated absences	$ 307,123	$ 135,702	$ (123,959)	$ 318,866	$ 39,483
Total Business-type Activities	$ 307,123	$ 135,702	$ (123,959)	$ 318,866	$ 39,483

Compensated Absences

The City accounts for compensated absences (unpaid vacation, sick leave, and compensatory time) in accordance with generally accepted accounting principles. In governmental funds, compensated absences are recorded as expenditures in the year paid, as it is the City's intention to liquidate any unpaid compensated absences as of June 30 from future resources, rather than current available financial resources. Accordingly, the unpaid liability for governmental funds is recorded in the government-wide statement of net assets. The General Fund typically liquidates governmental funds compensated absences.

NOTE 8 - PENSION PLAN

Plan Descriptions

All qualified permanent and probationary employees are eligible to participate in the Public Agency Cost-Sharing Multiple-Employer Defined Benefit Pension Plan (Plan or PERF C) administered by the California Public Employees' Retirement System (CalPERS.) The Plan consists of a miscellaneous pool and a safety pool (also referred to as "risk pools"), which are comprised of individual employer miscellaneous and safety rate plans, respectively. Plan assets may be used to pay benefits for any employer rate plan of the safety and miscellaneous pools. Accordingly, rate plans within the safety or miscellaneous pools are not separate plans under generally accepted accounting principles. Individual employers may sponsor more than one rate plan in the miscellaneous or safety risk pools. The City participates in three rate plans (one miscellaneous and two safety). The miscellaneous plan is an agent multiple-employer plan and the police and fire safety plans are cost-sharing multiple employer plans. Benefit provisions under the Plan are established by State statute and Local Government resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be found on the CalPERS' website, at www.calpers.ca.gov.

NOTE 8 - PENSION PLAN (Continued)

Benefits Provided (Continued)

CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 5 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost-of-living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

The Plan operates under the provisions of the California Public Employees' Retirement Law (PERL), the California Public Employees' Pension Reform Act of 2013 (PEPRA), and the regulations, procedures and policies adopted by the CalPERS Board of Administration. The Plan's authority to establish and amend the benefit terms are set by the PERL and PEPRA, and may be amended by the California state legislature and in some cases require approval by the CalPERS Board.

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NOTE 8 - PENSION PLAN (Continued)

Benefits Provided (Continued)

The Plan's provisions and benefits in effect as of June 30, 2024, are summarized as follows:

	Miscellaneous	
		PEPRA
	Prior to January 1, 2013	On or After January 1, 2013
Benefit formula	3.0% @ 60	2.0% @ 62
Benefit vesting schedule	5 years' service	5 years' service
Benefit payments	monthly for life	monthly for life
Retirement age	50	52
Monthly benefits as a % of eligible compensation	2.000% - 3.000%	1.000% - 2.500%
Required employee contribution rates	8.00%	7.50%
Required employer contribution rates	14.04%	8.25%

	Safety Police	
		PEPRA
	Prior to January 1, 2013	On or After January 1, 2013
Benefit formula	3% @ 55	2.7% @ 57
Benefit vesting schedule	5 years' service	5 years' service
Benefit payments	monthly for life	monthly for life
Retirement age	50	50
Monthly benefits as a % of eligible compensation	2.400%-3.000%	2.000% - 2.700%
Required employee contribution rates	9.00%	13.75%
Required employer contribution rates	26.11%	14.50%

	Safety Fire	
		PEPRA
	Prior to January 1, 2013	On or After January 1, 2013
Benefit formula	3% @ 55	2.7% @ 57
Benefit vesting schedule	5 years' service	5 years' service
Benefit payments	monthly for life	monthly for life
Retirement age	50	50
Monthly benefits as a % of eligible compensation	2.400%-3.000%	2.000% - 2.700%
Required employee contribution rates	9.00%	13.75%
Required employer contribution rates	26.11%	14.50%

NOTE 8 - PENSION PLAN (Continued)

As of the June 30, 2022 actuarial valuation, the following current and former City employees were covered by the agent-multiple employer miscellaneous plan:

Inactive employees or beneficiaries currently receiving benefits	220
Inactive employees entitled to but not yet receiving benefits	206
Active employees	191
Total	617

Contributions

Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers are determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through CalPERS' annual actuarial valuation process. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. Employer contribution rates may change if plan contracts are amended. Payments made by the employer to satisfy contribution requirements that are identified by the pension plan terms as plan member contribution requirements are classified as plan member contributions. Employer Contributions to the Plan for the fiscal year ended June 30, 2024, were $1,897,812 for the Miscellaneous plan and $2,004,715 for the Safety plan. The actual employer payments of $2,442,956 made to CalPERS by the City for the Safety plan during the measurement period ended June 30, 2023 differed from the City's proportionate share of the employer's contributions of $4,182,755 by $1,739,799, which is being amortized over the expected average remaining service lifetime in the Public Agency Cost-Sharing Multiple Employer Plan.

Net Pension Liability

The City's net pension liability for the Plan is measured as the total pension liability, less the pension plan's fiduciary net position. The net pension liability is measured as of June 30, 2023, using an annual actuarial valuation as of June 30, 2022 rolled forward to June 30, 2023 using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is as follows.

NOTE 8 - PENSION PLAN (Continued)

Actuarial Methods and Assumptions Used to Determine Total Pension Liability

The June 30, 2022 valuation was rolled forward to determine the June 30, 2023 total pension liability, based on the following actuarial methods and assumptions:

Valuation date	June 30, 2022
Measurement date	June 30, 2023
Actuarial cost method	Entry Age Actuarial Cost Method
Asset valuation method	Fair value of assets
Actuarial assumptions:	
Discount rate	6.90%
Inflation	2.30%
Salary increases	Varies by Entry Age and Service
Mortality rate table [(1)]	Derived using CalPERS' membership data for all funds
Post retirement benefit	The lessor of contract COLA or 2.30% until Purchasing Power Protection Allowance floor on purchasing power applies, 2.30% thereafter

[(1)] The mortality table used was developed based on CalPERS-specific data. The probabilities of mortality are based on the 2021 CalPERS Experience Study and Review of Actuarial Assumptions. Mortality rates incorporate full generational mortality improvement using 80% of Scale MP-2020 published by the Society of Actuaries. For more details on this table, please refer to the 2021 Experience Study report from November 2021 that can be found on the CalPERS website.

Long-term Expected Rate of Return

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations. Using historical returns of all of the funds' asset classes, expected compound (geometric) returns were calculated over the next 20 years using a building-block approach. The expected rate of return was then adjusted to account for assumed administrative expenses of 10 Basis points.

NOTE 8 - PENSION PLAN (Continued)

The expected real rates of return by asset class are as follows:

Asset Class	Assumed Asset Allocation	Real Return[1,2]
Global equity - cap-weighted	30.00%	4.54%
Global equity - non-cap-weighted	12.00%	3.84%
Private equity	13.00%	7.28%
Treasury	5.00%	0.27%
Mortgage-backed securities	5.00%	0.50%
Investment grade corporates	10.00%	1.56%
High yield	5.00%	2.27%
Emerging market debt	5.00%	2.48%
Private debt	5.00%	3.57%
Real assets	15.00%	3.21%
Leverage	(5.00%)	(0.59%)

[1] An expected inflation of 2.30% used for this period.
[2] Figures are based on the 2021Asset Liability Management study.

Change of Assumptions

There were no assumption changes in 2023. Effective with the June 30, 2021 valuation date (June 30, 2022 measurement date), the accounting discount rate was reduced from 7.15% to 6.90%. In determining the long-term expected rate of return, CalPERS took into account long-term market return expectations as well as the expected pension fund cash flows. In addition, demographic assumptions and the price inflation assumption were changed in accordance with the 2021 CalPERS Experience Study and Review of Actuarial Assumptions. The accounting discount rate was 7.15% for measurement dates June 30, 2017 through June 30, 2021, 7.65% for measurement dates June 30, 2015 through June 30, 2016, and 7.50% for measurement date June 30, 2014.

Discount Rate

The discount rate used to measure the total pension liability was 6.90%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current member contribution rates and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

NOTE 8 - PENSION PLAN (Continued)

Subsequent Events

There were no subsequent events that would materially affect the results presented in this disclosure.

Pension Plan Fiduciary Net Position

Information about the pension plan's assets, deferred outflows of resources, liabilities, deferred inflows of resources, and fiduciary net position are presented in CalPERS' audited financial statements, which are publicly available reports that can be obtained at CalPERS' website, at www.calpers.ca.gov. The plan's fiduciary net position and additions to/deductions from the plan's fiduciary net position have been determined on the same basis used by the pension plan, which is the economic resources measurement focus and the accrual basis of accounting. Benefits and refunds are recognized when due and payable in accordance with the terms of the plan. Investments are reported at fair value.

Proportionate Share of Net Pension Liability

The following table shows the Safety Plan's proportionate share of the net pension liability over the measurement period.

	Miscellaneous	Safety
Proportion - June 30, 2022	N/A	0.16430%
Proportion - June 30, 2023	N/A	0.15592%
Change - Increase (Decrease)	N/A	-0.00838%

The City's proportion of the net pension liability was determined by CalPERS using the output from the Actuarial Valuation System and the fiduciary net position, as provided in the CalPERS Public Agency Cost-Sharing Allocation Methodology Report, which is a publicly available report that can be obtained at CalPERS' website, at www.calpers.ca.gov. The City's proportionate share of the net pension liability/(asset) for the Safety Plan as of June 30, 2022 and 2023 measurement dates was as follows:

	Increase(Decrease)		
	Total Pension Liability	Fiduciary Net Position	Net Pension Liability
Safety			
Balance at: 6/30/22 (Valuation date)	$ 108,292,236	$ 97,002,100	$ 11,290,136
Balance at: 6/30/23 (Measurement date)	116,617,770	104,962,766	11,655,004
Net changes during 2022-2023	$ 8,325,534	$ 7,960,666	$ 364,868

NOTE 8 - PENSION PLAN (Continued)

Change in agent-multiple employer plan

The following table shows the changes in net pension liability of the Miscellaneous Plan over the measurement period:

	Increase (Decrease)		
	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability / (Asset) (c) = (a) - (b)
Balance at: 6/30/2022 (VD)	$ 123,327,742	$ 111,300,142	$ 12,027,600
Changes recognized for the measurement period:			
Service cost	2,525,214	-	2,525,214
Interest on the Total Pension Liability	8,376,796	-	8,376,796
Changes of assumptions	133,790	-	133,790
Differences between expected and actual experience	(34,421)	-	(34,421)
Net plan to plan resource movement	-	52,804	(52,804)
Contributions from the employer	-	2,415,486	(2,415,486)
Contributions from employees	-	1,006,834	(1,006,834)
Net investment income	-	6,736,220	(6,736,220)
Benefit payments, including refunds of employee contributions	(6,573,779)	(6,573,779)	-
Administrative expense	-	(81,845)	81,845
Other miscellaneous income/(expense)[1]	-	-	-
Net Changes during 2022-23	4,427,600	3,555,720	871,880
Balance at: 6/30/2023 (MD)	$ 127,755,342	$ 114,855,862	$ 12,899,480

[1] During Fiscal Year 2017-18, as a result of Governmental Accounting Standards Board Statement (GASB) No. 75, Accounting and Financial Reporting for Postemployment Benefit Plans Other than Pensions (GASB 75), CalPERS reported its proportionate share of activity related to postemployment benefits for participation in the State of California's agent OPEB plan. Accordingly, CalPERS recorded a one-time expense as a result of the adoption of GASB 75.

Additionally, CalPERS employees participate in various State of California agent pension plans and during Fiscal Year 2017-18, CalPERS recorded a correction to previously reported financial statements to properly reflect its proportionate share of activity related to pensions in accordance with GASB Statement No. 68, Accounting and Financial Reporting for Pensions (GASB 68).

NOTE 8 - PENSION PLAN (Continued)

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the City's net pension liabilities as of the measurement date, calculated using the discount rate of 6.90%, as well as what the net pension liability would be if it were calculated using a discount rate that is 1 percentage-point lower (5.90%) or 1 percentage-point higher (7.90%) than the current rate:

	Miscellaneous	Safety
1% Decrease	5.90%	5.90%
Net Pension Liability	$ 30,227,311	$ 27,652,887
Current Discount Rate	6.90%	6.90%
Net Pension Liability	$ 12,899,480	$ 11,655,004
1% Increase	7.90%	7.90%
Net Pension Liability/(Asset)	$ (1,326,066)	$ (1,424,404)

Amortization of Deferred Outflows and Deferred Inflows of Resources

Under GASB 68, gains and losses related to changes in total pension liability and fiduciary net position are recognized in pension expense systematically over time.

The first amortized amounts are recognized in pension expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to pensions and are to be recognized in future pension expense.

The amortization period differs depending on the source of the gain or loss:

Net difference between projected and actual earnings on pension plan investments	5-year straight-line amortization
All other amounts	Straight-line amortization over the expected average remaining service lives (EARSL) of all members that are provided with benefits (active, inactive and retired) as of the beginning of the measurement period

The expected average remaining service lifetime (EARSL) is calculated by dividing the total future service years by the total number of plan participants (active, inactive, and retired) in the Public Agency Cost-Sharing Multiple-Employer Plan (PERF C).

The EARSL for PERF C for the measurement period ending June 30, 2023 is 3.8 years, which was obtained by dividing the total service years of 600,538 (the sum of remaining service lifetimes of the active employees) by 160,073 (the total number of participants: active, inactive, and retired) in PERF C. Inactive employees and retirees have remaining service lifetimes equal to 0. Total future service is based on the members' probability of decrementing due to an event other than receiving a cash refund.

NOTE 8 - PENSION PLAN (Continued)

Pension Expense and Deferred Outflows and Deferred Inflows of Resources Related to Pensions

As of the start of the measurement period (July 1, 2022), the City's net pension liabilities were $12,027,600 and $11,290,136, for the Miscellaneous and Safety plans, respectively. For the measurement period ending June 30, 2023 (the measurement date), the City incurred a pension expense of $3,577,031 and $3,962,306 for the Miscellaneous and Safety Plans, respectively. The pension expense of the Miscellaneous Plan was as follows:

Description	Amount
Service cost	$ 2,525,214
Interest on total pension liability	8,376,796
Changes in benefit terms	133,790
Recognized changes of assumptions	483,691
Recognized differences between expected and actual experience	(513,003)
Net plan to plan movement	(52,804)
Employee contributions	(1,006,834)
Projected earnings on pension plan investments	(7,565,601)
Recognized difference between projected and actual earnings on plan investments	1,113,937
Administrative expense	81,845
Total pension expense	$ 3,577,031

As of June 30, 2024, the City has deferred outflows and deferred inflows of resources related to pensions as follows:

Miscellaneous Plan

	Deferred Outflows	Deferred Inflows
Changes of assumptions	$ 919,011	$ -
Differences between expected and actual experiences	-	738,707
Net differences between projected and actual earnings on investments	5,254,517	-
Pension contributions subsequent to measurement date	1,897,812	-
Total	$ 8,071,340	$ 738,707

Safety Plan

	Deferred Outflows	Deferred Inflows
Changes in assumptions	$ 680,202	$ -
Differences between expected and actual experience	782,436	-
Net differences between projected and actual earnings on investments	1,594,984	-
Adjustment due to differences in proportions	5,956,213	-
Change in employer's proportion	-	9,745,451
Pension contributions subsequent to measurement date	2,004,715	-
Total	$ 11,018,550	$ 9,745,451

NOTE 8 - PENSION PLAN (Continued)

Pension Expense and Deferred Outflows and Deferred Inflows of Resources Related to Pensions (Continued)

The amounts above are net of outflows and inflows recognized in the 2022-23 measurement period expense. Contributions subsequent to the measurement date of $1,897,812 and $2,004,715, for the Miscellaneous and Safety Plans, respectively reported with deferred outflows of resources will be recognized as a reduction of the net pension liability in the upcoming fiscal year.

Other amounts reported as deferred outflows and deferred inflows of resources related to pensions will be recognized in future pension expense as follows:

Fiscal year ended June 30	Deferred Outflows (Inflows) of Resources	
	Miscellaneous Plan	Safety Plan
2025	$ 1,071,632	$ (735,811)
2026	789,719	(749,796)
2027	3,407,593	709,471
2028	165,877	44,520
Total	$ 5,434,821	$ (731,616)

Payable to the Pension Plan

The City had no outstanding amounts owed to the pension plan for contributions for the year ended June 30, 2024.

NOTE 9 - POST EMPLOYMENT HEALTH CARE BENEFITS

Plan Description: the City participates in the CalPERS medical program under the Public Employees'' Medical and Hospital and Care Act (PEMHCA). As such, the City is obligated to contribute toward the cost of retiree medical coverage for the retiree's lifetime or until coverage is discontinued. The City has selected the equal contribution method, where it resolves to contribute the same amount for retirees as is contributed toward active employee medical plan coverage. The City currently pays the minimum employer contribution (MEC) for both active and retired employees as well as their survivors, if covered at the time of the employees' death. The MEC is $119 per month for 2024. The plan does not issue separate standalone financial statements.

Dental insurance is available to retired employees as well, though the cost of coverage is paid entirely by the retiree. Once the retiree reaches age 65 the City no longer allows the retiree to stay on the dental plan.

The above coverage is available for employees who satisfy the requirements for retirement under CalPERS (attained age 50 with 5 years of State or public agency service or approved disability retirement). An employee cannot terminate employment before meeting the age condition and be entitled to receive benefits. As of January 1, 2016, the City terminated its healthcare contract with CalPERS. No future retirees are eligible for healthcare coverage or benefits from the City toward the cost of retiree medical coverage.

NOTE 9 - POST EMPLOYMENT HEALTH CARE BENEFITS (Continued)

Employees Covered

As of the June 30, 2023 actuarial valuation, the following current and former City employees were covered by the OPEB plan membership:

Inactive employees or beneficiaries currently receiving benefit payments	43
Inactive employees entitled to, but not yet receiving benefits	1
Active employees	291
Total employees covered by the OPEB plan membership	335

Contributions

Currently the City funds retiree healthcare benefits on a pay-as-you-go basis, paying a maximum of $119 per month for retiree benefits from the City funds as they are due with no prefunding for future years. The City recognizes expenditures for its share of the annual premiums as these benefits become due. For fiscal year 2023-2024, the City paid approximately $45,696 for benefits of 44 retirees or their beneficiaries receiving benefits.

Total OPEB Liability

The City's total OPEB liability was measured as of June 30, 2024 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation dated June 30, 2023, based on the following actuarial methods and assumptions.

Valuation Date	June 30, 2023
Funding Method	Entry Age Normal Cost, level of pay
Asset Valuation Method	Fair value of assets
Discount Rate	3.97% as of June 30, 2024 3.86% as of June 30, 2023
Participants Valued	Only current active employees, retired participants and covered dependents are valued. No future entrants are
Salary Increase	3.0% per year. Since benefits do not depend on salary, this is used to allocate the cost of benefits between service years.
General Inflation Rate	2.5% per year
Mortality	CalPERS 2021 Experienced Study
Mortality Improvement	MacLeod Watts Scale 2022 applied generationally from 2022
Healthcare Trend	6.8% in 2024, step down to 3.9% by 2076

NOTE 9 - POST EMPLOYMENT HEALTH CARE BENEFITS (Continued)

Discount Rate

The discount rate used to measure the total OPEB liability was 3.97 percent. The projection of the cash flows used to determine the discount rate assumed that the City contributions will be made at rates equal to the actuarially determined contribution rates. Based on these assumptions, the OPEB City's net position was projected to be available to make all projected OPEB payments for inactive employees and beneficiaries based on the "pay as you go" annual contributions.

Changes in the total OPEB Liability

The change in the total OPEB liability for the year ended June 30, 2024 is as follows:

	Increase (Decrease)		
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability (Asset)
Balance at June 30, 2023 (6/30/23 measurement date)	$ 3,938,192	$ -	$ 3,938,192
Changes in the year:			
Service cost	288,001	-	288,001
Interest	159,742	-	159,742
Employer contribution	-	175,583	(175,583)
Benefit payments	(175,583)	(175,583)	-
Changes in assumptions	(41,334)	-	(41,334)
Net change	230,826	-	230,826
Balance at June 30, 2024 (6/30/24 measurement date)	$ 4,169,018	$ -	$ 4,169,018

Sensitivity of the total OPEB Liability to Changes in the Discount Rate

The following presents the total OPEB liability of the Plan as of the measurement date, calculated using the discount rate of 3.97%, if it were calculated using a discount rate that is 1 percentage-point lower (2.97%) or 1 percentage-point higher (4.97%) than the current rate:

	Discount Rate -1% (2.97%)	Current Discount Rate 3.97%	Discount Rate +1% (4.97%)
Total OPEB Liability	$ 4,561,126	$ 4,169,018	$ 3,812,283

NOTE 9 - POST EMPLOYMENT HEALTH CARE BENEFITS (Continued)

Change in Assumptions

The discount rate changed from a rate of 3.86% on June 30, 2023, to a rate of 3.97% on June 30, 2024.

Sensitivity of the total OPEB Liability to Changes in the Healthcare Cost Trend Rate

The following presents the total OPEB liability of the Plan if it were calculated using healthcare cost trend rates that are 1 percentage-point lower or 1 percentage-point higher than the current rate:

	1% Decrease	Current Trend Rate	1% Increase
Total OPEB Liability	$ 3,740,354	$ 4,169,018	$ 4,679,812

OPEB Expense

As of the start of the measurement period (July 1, 2023), the total OPEB liability was $3,938,192. For the measurement period ended June 30, 2024 (the measurement date), the City incurred an OPEB expense of $631,671. The pension expense was as follows:

OPEB Expense	$ 631,671

As of June 30, 2024, the City has deferred outflows and deferred inflows of resources related to the total OPEB liability as follows:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	$ 668,070	$ 113,939
Changes in assumptions or other inputs	1,090,600	634,245
Total	$ 1,758,670	$ 748,184

NOTE 9 - POST EMPLOYMENT HEALTH CARE BENEFITS (Continued)

OPEB Expense (Continued)

Other amounts reported as deferred inflows of resources related to pensions will be recognized in the future pension expense as follows:

Fiscal Year ended June 30,	Recognized Net Deferred Outflows (Inflows) of Resources
2025	$ 183,928
2026	183,928
2027	183,928
2028	183,928
2029	183,928
Thereafter	90,846
	$ 1,010,486

NOTE 10 - RISK MANAGEMENT

The City participates in a public entity risk pool for workers' compensation and general liability insurance above our self-insured retention limits. For workers' compensation, the City is individually liable for claims up to $250,000 per occurrence. Coverage in excess of the City's self-insured retention is then obtained through Public Risk Innovation, Solutions, and Management (PRISM) excess workers' compensation program up to the statutory limits. The City participates in a risk pool for general liability claims through PRISM above the City's self-insured retention of $100,000 up to $25,000,000 per occurrence, subject to certain exclusions. For both excess workers' compensation and general liability covered occurrences, PRISM coordinates reimbursement of costs incurred for covered actions in excess of each member's self-insured retention. While there were no reductions in excess coverage from the prior year and there were no settlements that exceeded excess pool layer of coverage for the past three fiscal years, given marketing challenges in California, additional coverage exclusions continue to apply.

The City participates in a number of supplemental insurance programs through Alliant. Alliant Property Insurance Program (APIP) is for city owned buildings and structures. In 2022 a city-wide site inspection was conducted to appraise city owned buildings and structures. The APIP deductible is $10,000.00 per covered occurrence. APIP insurance includes elected coverage for Boiler & Machinery, Cyber Security, and Pollution Coverage. Claim reporting timeframe limitations apply to both Cyber Coverage and Pollution Coverage policies.

Also, the City participate in Alliant's Motor Vehicle Program (AMVP) in an effort to reduce the loss of replacement values for approximately 90 City owned vehicles and equipment.

Worker's compensation and general liability claims incurred prior to July 1, 2012 were covered through the City's participation in the Central San Joaquin Valley Risk Management Authority (CSJVRMA), a public entity risk pool.

NOTE 11 - INTERFUND TRANSACTIONS

Interfund transactions are reported as either loans, service provided, reimbursements, or transfers. Loans are reported as interfund receivables and payables, as appropriate, and are subject to elimination upon consolidation. Services provided, deemed to be at market or near market rates, are treated as revenues and expenditures/expenses. Reimbursements occur when one fund incurs a cost, charges the appropriate benefiting fund, and reduces its related cost as a reimbursement. All other interfund transactions are treated as transfers. Transfers among governmental or proprietary funds are netted as part of the reconciliation to the government-wide financial statements.

As of June 30, 2024 the City interfund due from/to other funds were as follows:

	Due From Other Funds	Due To Other Funds
Governmental Funds		
General Fund	$ 2,311,944	$ -
CDBG Home/Housing Fund		
Non-major funds	-	207,346
Proprietary Funds		
Refuse	-	1,890,481
Non-major funds	-	214,117
Total	$ 2,311,944	$ 2,311,944

These balances are to cover deficit cash balances and for short-term loans.

As of June 30, 2024 the City's interfund advances to/from other funds were as follows:

	Advances To Other Funds	Advances From Other Funds
Governmental Funds		
Capital Projects Fund	$ 1,659,026	$ -
Proprietary Funds		
Non-major enterprise funds		
Airport fund	-	375,468
Intermodal fund	-	261,224
Courthouse square	-	1,022,334
Total	$ 1,659,026	$ 1,659,026

These balances are for long-term financing between funds.

NOTE 11 - INTERFUND TRANSACTIONS (Continued)

Interfund transfers consist of operating transfers from funds receiving resources to funds through which the resources are to be expended. Interfund transfers for the year-ended June 30, 2024 were as follows:

	Transfers In	Transfers Out
Governmental Funds		
General Fund	$ 1,817,486	$ 1,318,520
CDBG Home/Housing Fund	-	155,640
ARPA Fund	-	833,334
Non-major Governmental Funds	359,387	1,001,663
Proprietary Funds		
Water System Fund	252,903	-
Wastewater Fund	-	28,125
Refuse Fund	934,839	-
Non-major enterprise fund types		
Airport Fund	-	5,012
Risk Management Fund	-	11,428
Building Fund	-	50,024
Fleet Management Fund	992,504	953,373
Total	$ 4,357,119	$ 4,357,119

These balances are for funding of capital projects, operating expenses and debt service payments.

NOTE 12 - DEFICIT FUND BALANCE/NET POSITION

The American Rescue Plan Act Fund has a fund balance deficit of $146,712, mainly attributable to the unearned revenues. The deficient will be recovered as the City continues to spend and earn the revenue.

The Courthouse Square Fund has a fund balance deficit of $1,234,767, mainly attributable to the due to other funds balance. The deficit will be recovered through grant support received from other government agencies.

NOTE 13 - EXCESS EXPENDITURES OVER APPROPRIATIONS

For the fiscal year ended June 30, 2024, expenditures exceeded appropriations as follows:

Major Funds:		
General Fund		
Public works	$	(68,831)
Debt service - principal		(102,953)
Debt service - interest		(16,175)
Transportation Development Act Fund		
General government		(1,229)
Non-major Funds:		
Park Impact Fees		
General government		(857)
Parking Fund		
General government		(175)
Downtown Reinvestment Fund		
General government		(5)
City Housing Fund		
General government		(15)
Central Parking and Business Improvement Fund		
General government		(43)
Fire Protection Impact Fees		
General government		(321)
Traffic Safety		
General government		(69)
State Gas Tax Fund		
General government		(2,203)
Transportation Impact Fees		
General government		(1,961)
Cannabis Operation		
Community development		(25,000)
Capital Projects		
General government		(7,936)

NOTE 14 - NET POSITION

Net Investments in Capital Assets

Net position for governmental activities and business-type activities is classified as 1) net investments in capital assets, 2) restricted or 3) unrestricted. Net position that was classified as net investments in capital assets as of June 30, 2024, was determined as follows:

	Governmental Activities
Capital assets, net of accumulated depreciation	$ 166,185,429
Less: Lease liability	(638,867)
Subscription liability	(178,371)
Net investment in capital assets	$ 165,368,191

	Business-type Activities				Non-major Enterprise Funds	Total Enterprise Funds
	Water System Fund	Wastewater Fund	Storm Drain Fund	Refuse Fund		
Capital assets, net of accumulated depreciation	$ 54,346,048	$ 53,022,768	$ 22,947,657	$ 6,322,922	$ 7,021,128	$ 143,660,523
Less capital related debt balances:						
Outstanding principal balance of:						
Bonds payable	(4,125,000)	(8,600,000)	-	-	-	(12,725,000)
Finance lease	(4,411,478)	(999,546)	-	-	-	(5,411,024)
Note payable	-	(3,890,840)	-	-	-	(3,890,840)
Unamortized bond premium	(108,943)	(300,868)	-	-	-	(409,811)
Lease payable	(20,742)	-	-	-	-	(20,742)
Net investment in capital assets	$ 45,679,885	$ 39,231,514	$ 22,947,657	$ 6,322,922	$ 7,021,128	$ 121,203,106

REQUIRED SUPPLEMENTARY

INFORMATION

Required Supplementary Information
Schedule of Changes in the Net Pension Liability and Related Ratios
Last Ten Fiscal Years

Miscellaneous Plan

Fiscal Year	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Total Pension Liability										
Service cost	$ 2,525,214	$ 2,629,757	$ 2,307,283	$ 2,151,214	$ 2,064,352	$ 2,105,925	$ 2,090,309	$ 1,914,877	$ 1,859,399	$ 1,803,855
Interest	8,376,796	8,080,540	8,011,156	7,725,010	7,440,145	7,031,320	7,021,932	6,976,069	6,689,193	6,381,234
Change in benefit terms	133,790	-	-	-	-	-	-	-	-	-
Differences between expected and actual experience	(34,421)	(1,259,145)	(436,335)	(410,579)	1,398,071	(1,511,015)	(3,768,183)	(831,190)	(443,007)	-
Changes in assumptions	-	1,886,393	-	-	-	(3,087,527)	6,006,913	-	(1,698,571)	-
Benefit payments, including refunds of employees contributions	(6,573,779)	(6,353,883)	(5,729,725)	(5,302,018)	(5,004,441)	(4,588,971)	(4,191,413)	(4,206,587)	(3,783,672)	(3,644,252)
Net change in total pension liability	4,427,600	4,983,662	4,152,379	4,163,627	5,898,127	(50,268)	7,159,558	3,853,169	2,623,342	4,540,837
Total pension liability- beginning	123,327,742	118,344,080	114,191,701	110,028,074	104,129,947	104,180,215	97,020,657	93,167,488	90,544,146	86,003,309
Total pension liability-ending (a)	127,755,342	123,327,742	118,344,080	114,191,701	110,028,074	104,129,947	104,180,215	97,020,657	93,167,488	90,544,146
Plan Fiduciary Net Position										
Contributions-employer	2,415,486	15,804,838	4,300,785	4,072,920	3,791,023	3,415,348	3,213,198	295,917	2,937,484	2,451,408
Contributions-employees	1,006,834	903,798	908,516	852,662	874,603	796,926	760,087	709,460	712,929	686,870
Net plan to plan resource movement	52,804	(52,804)	-	-	-	(188)	-	-	-	-
Net investment income	6,736,220	(8,335,831)	20,183,976	4,294,558	5,316,832	6,405,074	7,625,528	366,113	1,494,371	10,020,177
Benefit payments	(6,573,779)	(6,353,883)	(5,729,725)	(5,302,018)	(5,004,441)	(4,588,971)	(4,191,413)	(4,206,587)	(3,783,672)	(3,644,252)
Administrative expense	(81,845)	(68,151)	(89,733)	(121,281)	(57,883)	(340,724)	(100,570)	(41,645)	(76,906)	-
Other miscellaneous income/(expense)	-	-	-	-	186	-	-	-	-	-
Net change in plan fiduciary net position	3,555,720	1,897,967	19,573,819	3,796,841	4,920,320	5,687,465	7,306,830	(2,876,742)	1,284,206	9,514,203
Total plan fiduciary net position-beginning	111,300,142	109,402,175	89,828,356	86,031,515	81,111,195	75,423,730	68,116,900	68,331,642	67,147,436	57,633,233
Total plan fiduciary net position-ending (b)	114,855,862	111,300,142	109,402,175	89,828,356	86,031,515	81,111,195	75,423,730	65,454,900	68,431,642	67,147,436
Net pension liability-ending (a)-(b)	$ 12,899,480	$ 12,027,600	$ 8,941,905	$ 24,363,345	$ 23,996,559	$ 23,018,752	$ 28,756,485	$ 31,565,757	$ 24,735,846	$ 23,396,710
Plan fiduciary net position as a percentage of the total pension liability	89.90%	90.25%	92.44%	78.66%	78.19%	77.39%	72.40%	70.21%	73.34%	74.16%
City's covered-employee payroll	$ 13,183,736	$ 12,146,682	$ 11,735,924	$ 10,586,681	$ 10,064,610	$ 10,080,535	$ 9,434,933	$ 9,643,787	$ 9,090,194	$ 8,260,542
Net pension liability as a percentage of covered-employee payroll	97.84%	99.02%	76.19%	230.13%	238.43%	228.35%	304.79%	299.71%	273.22%	283.23%

1 Net of administrative expenses.

Notes to Schedule:

Benefit Changes: The figures above do not include any liability impact that may have resulted from voluntary benefit changes that occurred on or before the measurement date. However, offers of Two Years/Additional Service Credit (a.k.a Golden Handshakes) that occurred after the valuation date are not included in the figures above unless the liability impacts is deemed to be material by the plan actuary.

Changes of assumptions: There were no assumption changes in 2023. Effective with the June 30, 2021 valuation date (June 30, 2022 measurement date), the accounting discount rate was reduced from 7.15% to 6.90%. In determining the long-term expected rate of return, CalPERS took into account long-term market return expectations as well as the expected pension fund cash flows. In addition, demographic assumptions and the price inflation assumption were changed in accordance with the 2021 CalPERS Experience Study and Review of Actuarial Assumptions. The accounting discount rate was 7.15% for measurement dates June 30, 2017 through June 30, 2021, 7.65% for measurement dates June 30, 2015 through June 30, 2016, and 7.50% for measurement date June 30, 2014.

*The pension schedules are required to show ten years of data and the additional years' information will be displayed as it becomes available

Required Supplementary Information
Schedule of the City's Proportionate Share of the Net Pension Liability
Last Ten Fiscal Years

Safety Plan

Measurement Date	Employer's Proportion of the Collective Net Pension Liability (Asset)[1]	Employer's Proportion Share of the Collective Net Pension Liability (Asset)	Covered Payroll	Employer's Proportionate Share of the Collection Net Pension Liability (Asset) as a Percentage of Covered Payroll	Pension's Plan Fiduciary Net Position as a Percentage of the Total Pension Liability (Asset)
6/30/2014	0.2402%	$ 14,946,492	$ 5,581,396	267.79%	77.21%
6/30/2015	0.2194%	14,547,172	6,602,409	220.33%	78.71%
6/30/2016	0.2137%	18,487,608	6,897,272	268.04%	74.41%
6/30/2017	0.2115%	20,972,245	6,409,767	327.19%	74.07%
6/30/2018	0.2153%	20,744,090	6,692,475	309.96%	75.73%
6/30/2019	0.2161%	22,146,339	6,673,847	331.84%	75.21%
6/30/2020	0.2249%	24,469,454	6,889,321	355.18%	74.04%
6/30/2021	0.3957%	13,888,402	9,140,252	151.95%	86.06%
6/30/2022	0.1643%	11,290,136	8,109,211	139.23%	90.25%
6/30/2023	0.1559%	11,655,004	8,109,211	143.73%	89.90%

*The pension schedules are required to show ten years of data and the additional years' information will be displayed as it becomes available

[1] Proportion of the net pension liability represents the plan's proportion of PERF C, which includes both the Miscellaneous and Safety Risk Pools excluding the 1959 Survivors Risk Pool.

Required Supplementary Information
Schedule of Plan Contributions
Last Ten Years*

Miscellaneous Plan

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Actuarially determined contribution	$ 2,415,486	$ 4,261,698	$ 4,300,785	$ 4,072,920	$ 3,791,023	$ 3,415,348	$ 3,213,198	$ 2,957,917	$ 2,837,484	$ 2,451,408
Contributions in relation to the actuarially determined contribution	(2,415,486)	(15,804,838)	(4,300,785)	(4,072,920)	(3,791,023)	(3,415,348)	(3,213,198)	(2,957,917)	(2,837,484)	(2,451,408)
Contribution deficiency (excess)	$ -	$ (11,543,140)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Covered-employee payroll	$ 13,183,736	$ 12,146,682	$ 11,735,924	$ 10,586,681	$ 10,064,610	$ 10,080,535	$ 9,434,933	$ 9,643,787	$ 9,090,194	$ 8,260,542
Contributions as a percentage of covered-employee payroll	20.61%	130.12%	36.65%	38.47%	37.67%	33.88%	34.06%	30.67%	31.21%	29.68%

Safety Plan

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Actuarially determined contribution	$ 2,004,715	$ 2,422,956	$ 22,748,720	$ 4,062,968	$ 3,451,832	$ 3,067,990	$ 3,064,625	$ 3,728,697	$ 2,859,367	$ 1,937,233
Contributions in relation to the actuarially determined contribution	(2,004,715)	(2,422,956)	(22,748,720)	(4,062,968)	(3,451,832)	(3,067,990)	(3,064,625)	(3,728,697)	(2,859,367)	(1,937,233)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Covered-employee payroll	$ 8,835,591	$ 8,109,211	$ 8,109,211	$ 9,140,252	$ 6,889,321	$ 6,673,847	$ 6,692,475	$ 6,409,767	$ 6,897,272	$ 6,602,409
Contributions as a percentage of covered-employee payroll	22.69%	29.88%	280.53%	44.45%	50.10%	45.97%	45.79%	58.17%	41.46%	29.34%

Notes to Schedule:

Employers are assumed to make contributions equal to the actuarially determined contributions. However, some employers may choose to make additional contributions towards their unfunded liability. Employer contributions for such plans exceed the actuarially determined contributions.

*The pension schedules are required to show ten years of data and the additional years' information will be displayed as it becomes available.

Required Supplementary Information
Schedule of Changes in Total OPEB Liability and Related Ratios
Last Ten Fiscal Years*

	2024	2023	2022	2021	2020	2019	2018
Total OPEB Liability							
Service cost	$ 288,001	$ 235,139	$ 310,994	$ 120,203	$ 105,251	$ -	$ -
Interest on total OPEB liability	159,742	151,238	88,810	63,027	74,534	47,002	50,391
Differences between expected and actual experience	-	(131,402)		283,719	(1,034,539)	1,034,539	-
Changes in assumptions	(41,334)	(100,260)	(699,772)	1,541,087	141,650	39,397	(6,734)
Benefit payments, including refunds of employee contributions	(175,583)	(159,927)	(142,193)	(149,569)	(136,950)	(153,422)	(168,043)
Net change in total OPEB liability	230,826	(5,212)	(442,161)	1,858,467	(850,054)	967,516	(124,386)
Total Net OPEB liability - beginning	3,938,192	3,943,404	4,385,565	2,527,098	2,342,613	1,375,097	1,499,483
Total Net OPEB liability- ending (a)	4,169,018	3,938,192	3,943,404	4,385,565	1,492,559	2,342,613	1,375,097
Plan Fiduciary Net Position							
Contributions- employer	175,583	154,219	142,193	149,569	136,950	153,422	168,043
Benefit payments	(175,583)	(154,219)	(142,193)	(149,569)	(136,950)	(153,422)	(168,043)
Net change in plan fiduciary net position	-	-	-	-	-	-	-
Total plan fiduciary net position - beginning	-	-	-	-	-	-	-
Total plan fiduciary net position - ending (b)	-	-	-	-	-	-	-
Net OPEB liability - ending (a)-(b)	$ 4,169,018	$ 3,938,192	$ 3,943,404	$ 4,385,565	$ 1,492,559	$ 2,342,613	$ 1,375,097
Plan fiduciary net position as a percentage of the total OPEB liability	0%	0%	0%	0%	0%	0%	0%
City's covered-employee payroll	$ 26,822,825	$ 26,307,809	$ 18,572,290	$ 19,345,356	$ 18,420,461	$ 19,211,409	$ -
Net OPEB liability as a percentage of covered-employee payroll	15.54%	14.97%	21.23%	22.67%	13.72%	12.19%	0%

Notes to Schedule:

*Historical information is required only for measurement periods for which GASB 75 applicable. Future years' information will be displayed up to ten years as information becomes available.

Required Supplementary Information
Schedule of Contributions – OPEB
Last Ten Fiscal Years*

	2023	2023	2022	2021	2020	2019	2018
Actuarially determined contribution	$ 175,583	$ 154,219	$ 142,193	$ 149,569	$ 136,950	$ 153,422	$ 168,043
Contributions in relation to the actuarially determined contribution	(175,583)	(154,219)	(142,193)	(149,569)	(136,950)	(153,422)	(168,043)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -
City's covered-employee payroll	$ 26,822,825	$ 26,307,809	$ 18,572,290	$ 19,345,356	$ 18,420,461	$ 19,211,409	$ -
Contributions as a percentage of covered-employee payroll	0.65%	0.59%	0.77%	0.77%	0.74%	0.80%	-

Notes to Schedule:

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2021-2022 were as follows for the June 30, 2021 measurement date actuarial valuations.

Valuation Date	June 30, 2023
Funding Method	Entry Age Normal Cost, level percent of pay
Asset Valuation	Fair value of assets
Discount Rate	3.97% as of June 30, 2024 3.86% as of June 30, 2023
Participants Valued	Only current active employees and retired participants and covered dependents are valued. No future entrants are considered in this valuation.
Salary Increase	3.00% per year, since benefits do not depend on salary, this is used only to allocate the cost of benefits between service years.
General Inflation Rate	2.50% per year.
Mortality	CalPERS 2017 Experience Study
Mortality Improvement	MacLeod Watts 2022 Scale Generationally
Healthcare Trend	6.8% in 2024, step down to 3.9%% by 2076

*Historical information is required only for measurement periods for which GASB 75 is applicable. Future years' information will be displayed up to ten years as information becomes available.

Required Supplementary Information
Budgetary Comparison Schedule – (GAAP Basis) General Fund
For the Year Ended June 30, 2024

	General Fund			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Taxes and special assessments	$ 33,177,780	$ 33,177,780	$ 33,745,197	$ 567,417
Aid from other government agencies	1,109,500	2,876,361	8,365,595	5,489,234
Licenses and permits	47,700	47,700	86,270	38,570
Fines and forfeitures	118,500	118,500	132,724	14,224
Charges for services	2,452,410	2,452,410	2,991,009	538,599
Lease revenue	-	-	137,197	137,197
Revenue from use of money and property	62,800	62,800	694,590	631,790
Miscellaneous	8,500	8,500	73,625	65,125
Total revenues	36,977,190	38,744,051	46,226,207	7,482,156
EXPENDITURES				
Current:				
General government	4,052,623	4,907,348	3,781,636	1,125,712
Public safety	23,786,298	24,251,873	23,950,549	301,324
Public works	2,428,253	2,480,135	2,548,966	(68,831)
Recreation	4,741,662	8,410,212	4,995,392	3,414,820
Community development	1,099,055	1,099,055	963,665	135,390
Debt service:				
Principal	1,493,275	1,493,275	1,596,228	(102,953)
Interest	1,070,750	1,070,750	1,086,925	(16,175)
Capital outlay	52,292	10,133,615	6,073,304	4,060,311
Total expenditures	38,724,208	53,846,263	44,996,665	8,849,598
Excess (deficiency) of revenues Over (under) expenditures	(1,747,018)	(15,102,212)	1,229,542	16,331,754
OTHER FINANCING SOURCES (USES)				
Transfers in	2,129,334	2,129,334	1,817,486	(311,848)
Transfers out	(342,007)	(342,007)	(1,318,520)	(976,513)
Lease and other financing proceeds	-	-	675,857	675,857
Proceeds from sale of assets	-	-	18,741	18,741
Total other financing sources (uses)	1,787,327	1,787,327	1,193,564	(593,763)
Net change in fund balance	40,309	(13,314,885)	2,423,106	15,737,991
FUND BALANCE				
Beginning of year	10,519,086	10,519,086	10,519,086	-
End of year	$ 10,559,395	$ (2,795,799)	$ 12,942,192	$ 15,737,991

Required Supplementary Information
Budgetary Comparison Schedule – (GAAP Basis) CDBG Home/Housing Fund
For the Year Ended June 30, 2024

	CDBG/Home/Housing Fund			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Aid from other government agencies	$ 1,095,000	$ 1,095,000	$ 625,740	$ (469,260)
Revenue from use of money and property	83,150	83,150	(290,281)	(373,431)
Miscellaneous	360,000	360,000	1,193	(358,807)
Total revenues	1,538,150	1,538,150	336,652	(1,201,498)
EXPENDITURES				
Current:				
Community development	1,381,440	1,855,094	665,994	1,189,100
Total expenditures	1,381,440	1,855,094	665,994	1,189,100
Excess (deficiency) of revenues Over (under) expenditures	156,710	(316,944)	(329,342)	(12,398)
OTHER FINANCING SOURCES (USES)				
Transfers out	(400,000)	(400,000)	(155,640)	244,360
Total other financing sources (uses)	(400,000)	(400,000)	(155,640)	244,360
Net change in fund balance	(243,290)	(716,944)	(484,982)	231,962
FUND BALANCE				
Beginning of year	20,824,947	20,824,947	20,824,947	-
End of year	$ 20,581,657	$ 20,108,003	$ 20,339,965	$ 231,962

Required Supplementary Information
Budgetary Comparison Schedule – (GAAP Basis) Transportation Development Act Fund
For the Year Ended June 30, 2024

	Transportation Development Act Fund			
	Original	Final	Actual Amount	Variance with Final Budget
REVENUES				
Taxes and special assessments	$ 821,000	$ 821,000	$ 1,213,113	$ 392,113
Revenue from use of money and property	39,000	39,000	488,629	449,629
Total revenues	860,000	860,000	1,701,742	841,742
EXPENDITURES				
Current:				
General government	4,000	40,360	41,589	(1,229)
Capital outlay	-	402,743	239,075	163,668
Total expenditures	4,000	443,103	280,664	162,439
Net change in fund balance	856,000	416,897	1,421,078	1,004,181
FUND BALANCE				
Beginning of year	7,529,400	7,529,400	7,529,400	-
End of year	$ 8,385,400	$ 7,946,297	$ 8,950,478	$ 1,004,181

Required Supplementary Information
Budgetary Comparison Schedule – (GAAP Basis) American Rescue Plan Act Fund
For the Year Ended June 30, 2024

	American Rescue Plan Act			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Aid from other government agencies	$ 3,552,011	$ 3,552,011	$ 1,267,331	$ (2,284,680)
Total revenues	3,552,011	3,552,011	1,267,331	(2,284,680)
EXPENDITURES				
Current:				
Community development	-	50,000	50,000	-
Capital outlay	-	5,321,625	383,997	4,937,628
Total expenditures	-	5,371,625	433,997	4,937,628
Excess (deficiency) of revenues Over (under) expenditures	3,552,011	(1,819,614)	833,334	2,652,948
OTHER FINANCING SOURCES (USES)				
Transfers out	(833,334)	(833,334)	(833,334)	-
Total other financing sources (uses)	(833,334)	(833,334)	(833,334)	-
Net change in fund balance	2,718,677	(2,652,948)	-	2,652,948
FUND BALANCE				
Beginning of year	(146,712)	(146,712)	(146,712)	-
End of year	$ 2,571,965	$ (2,799,660)	$ (146,712)	$ 2,652,948

Notes to Budgetary Comparison Required Supplementary Information
For the Year Ended June 30, 2024

Budget and Budgetary Accounting

The procedures established by the City Council in adopting the budgetary data are as follows:

On or before the second meeting in May, the City Manager submits to the City Council a proposed operating and capital projects budget for the fiscal year commencing the following July 1. Following publication and public hearings, the budget is legally enacted by resolution with a copy available on the City's website.

The City Manager is authorized to transfer funds appropriated with respect to all classifications within the same department. The City Manager may transfer appropriated funds from any classification within other expenditure categories to existing capital outlay and capital projects classifications within the same department only; however, any revisions that alter the total expenditures of any department or create additional projects must be approved by the City Council.

Supplemental budgetary appropriations were negligible for the fiscal year ended June 30, 2024. All unencumbered appropriations lapse at year-end. Budgets were legally adopted for all governmental funds with the exception of the Special Aviation Fund and Street Tree Committee Fund.

See note 1 for more information regarding the City's budgetary process.

Excess of expenditures over appropriations

Fund	Amount
Major Funds:	
General Fund	
Public works	$ (68,831)
Debt service - principal	(102,953)

SUPPLEMENTARY INFORMATION

Combining Balance Sheet
Non-Major Special Revenue Funds
June 30, 2024

	Special Revenue				
	CMAQ Transportation Fund	Park Impact Fees	Parking Fund	Downtown Reinvestment Fund	Landscaping Assessment District
ASSETS					
Cash and investments	$ -	$ 5,876,629	$ 480,199	$ 166,532	$ 1,704,678
Receivables:					
Accounts	167,521	110,758	-	-	558,505
Loans	-	-	-	-	-
Prepaid expenses	-	-	-	-	-
Advances to other funds	-	-	-	-	-
Total Assets	$ 167,521	$ 5,987,387	$ 480,199	$ 166,532	$ 2,263,183
LIABILITIES AND FUND BALANCES					
Liabilities:					
Accounts payable	$ -	$ 12,210	$ -	$ -	$ 114,837
Accrued wages payable	-	-	-	-	-
Due to other funds	-	-	-	-	103,043
Total Liabilities	-	12,210	-	-	217,880
Fund Balances (deficit):					
Nonspendable:					
Loan receivable	-	-	-	-	-
Prepaid expenses	-	-	-	-	-
Restricted for:					
Streets and roads	167,521	-	-	-	-
Recreation	-	5,975,177	-	-	-
Landscape maintenance	-	-	-	-	2,045,303
Public safety	-	-	-	-	-
Committed for:					
Parking and business improvement	-	-	480,199	166,532	-
Community development	-	-	-	-	-
Cannabis	-	-	-	-	-
Total Fund Balances	167,521	5,975,177	480,199	166,532	2,045,303
Total Liabilities and Fund Balances	$ 167,521	$ 5,987,387	$ 480,199	$ 166,532	$ 2,263,183

Combining Balance Sheet
Non-Major Special Revenue Funds
June 30, 2024 (continued)

	Special Revenue				
	City Housing Fund	Central Parking and Business Improvement	Fire Protection Impact Fees	Police Protection Impact Fees	Special Aviation
ASSETS					
Cash and investments	$ 626,271	$ 127,139	$ 768,441	$ -	$ -
Receivables:					
Accounts	-	6,601	151,853	130,495	18,536
Loans	1,806,216	-	-	-	-
Prepaid expenses	-	-	-	-	-
Advances to other funds	-	-	-	-	-
Total Assets	$ 2,432,487	$ 133,740	$ 920,294	$ 130,495	$ 18,536
LIABILITIES AND FUND BALANCES					
Liabilities:					
Accounts payable	$ -	$ 647	$ -	$ -	$ -
Accrued wages payable	-	-	-	-	-
Due to other funds	-	-	-	104,303	-
Total Liabilities	-	647	-	104,303	-
Fund Balances (deficit):					
Nonspendable:					
Loan receivable	1,806,216	-	-	-	-
Prepaid expenses	-	-	-	-	-
Restricted for:					
Streets and roads	-	-	-	-	18,536
Recreation	-	-	-	-	-
Landscape maintenance	-	-	-	-	-
Public safety	-	-	920,294	26,192	-
Committed for:					
Parking and business improvement	-	133,093	-	-	-
Community development	626,271	-	-	-	-
Cannabis	-	-	-	-	-
Total Fund Balances	2,432,487	133,093	920,294	26,192	18,536
Total Liabilities and Fund Balances	$ 2,432,487	$ 133,740	$ 920,294	$ 130,495	$ 18,536

Combining Balance Sheet
Non-Major Special Revenue Funds
June 30, 2024 (continued)

	Special Revenue				
	Traffic Safety	Street Tree Committee	State Gas Tax Fund	Public Housing Authority	Transportation Impact Fees
ASSETS					
Cash and investments	$ 154,457	$ 1,218	$ 7,384,931	$ 161,660	$ 8,970,951
Receivables:					
Accounts	5,352	-	913,966	-	424,123
Loans	-	-	-	-	-
Prepaid expenses	-	-	-	-	-
Advances to other funds	-	-	-	-	-
Total Assets	$ 159,809	$ 1,218	$ 8,298,897	$ 161,660	$ 9,395,074
LIABILITIES AND FUND BALANCES					
Liabilities:					
Accounts payable	$ -	$ -	$ 16	$ 622	$ 26,249
Accrued wages payable	-	-	-	3,136	-
Due to other funds	-	-	-	-	-
Total Liabilities	-	-	16	3,758	26,249
Fund Balances (deficit):					
Nonspendable:					
Loan receivable	-	-	-	-	-
Prepaid expenses	-	-	-	-	-
Restricted for:					
Streets and roads	-	-	8,298,881	-	-
Recreation	-	-	-	-	-
Landscape maintenance	-	1,218	-	-	-
Public safety	159,809	-	-	-	-
Committed for:					
Parking and business improvement	-	-	-	-	-
Community development	-	-	-	157,902	9,368,825
Cannabis	-	-	-	-	-
Total Fund Balances	159,809	1,218	8,298,881	157,902	9,368,825
Total Liabilities and Fund Balances	$ 159,809	$ 1,218	$ 8,298,897	$ 161,660	$ 9,395,074

Combining Balance Sheet
Non-Major Special Revenue Funds
June 30, 2024 (concluded)

	Special Revenue		
	Cannabis Operations	Capital Projects Fund	Total Non-Major Special Revenue Funds
ASSETS			
Cash and investments	$ 49,679	$ 803,964	$ 27,276,749
Receivables:			
Accounts	147,927	-	2,635,637
Loans	-	-	1,806,216
Prepaid expenses	-	1,100	1,100
Advances to other funds	-	1,659,026	1,659,026
Total Assets	$ 197,606	$ 2,464,090	$ 33,378,728
LIABILITIES AND FUND BALANCES			
Liabilities:			
Accounts payable	$ -	$ 256,806	$ 411,387
Accrued wages payable	-	-	3,136
Due to other funds	-	-	207,346
Total Liabilities	-	256,806	621,869
Fund Balances (deficit):			
Nonspendable:			
Loan receivable	-	-	1,806,216
Prepaid expenses	-	1,100	1,100
Restricted for:			
Streets and roads	-	-	8,484,938
Recreation	-	-	5,975,177
Landscape maintenance	-	-	2,046,521
Public safety	-	-	1,106,295
Committed for:			
Parking and business improvement	-	2,206,184	2,986,008
Community development	-	-	10,152,998
Cannabis	197,606	-	197,606
Total Fund Balances	197,606	2,207,284	32,756,859
Total Liabilities and Fund Balances	$ 197,606	$ 2,464,090	$ 33,378,728

Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Non-Major Special Revenue Funds
For the Year Ended June 30, 2024

	Special Revenue				
	CMAQ Transportation Fund	Park Impact Fees	Parking Fund	Downtown Reinvestment Fund	Landscaping Assessment District
REVENUES					
Taxes and special assessments	$ -	$ 1,073,614	$ -	$ -	$ 1,136,595
Aid from other government agencies	168,026	-	-	-	-
Fines and forfeitures	-	-	-	-	-
Revenue from use of money and property	-	432,600	30,476	6,857	107,700
Miscellaneous	-	-	-	-	-
Total revenues	168,026	1,506,214	30,476	6,857	1,244,295
EXPENDITURES					
Current:					
General government	-	4,657	325	105	14
Public works	-	-	-	-	648,648
Community development	-	-	-	-	531
Capital outlay	205,830	1,231,616	-	-	-
Total expenditures	205,830	1,236,273	325	105	649,193
Excess (deficiency) of revenues over expenditures	(37,804)	269,941	30,151	6,752	595,102
OTHER FINANCING SOURCES (USES)					
Transfers in	-	-	45,000	-	-
Transfers out	(2,473)	-	-	-	-
Total other financing sources (uses)	(2,473)	-	45,000	-	-
Net change in fund balance	(40,277)	269,941	75,151	6,752	595,102
FUND BALANCE (DEFICIT)					
Beginning of year	207,798	5,705,236	405,048	159,780	1,450,201
End of year	$ 167,521	$ 5,975,177	$ 480,199	$ 166,532	$ 2,045,303

Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Non-Major Special Revenue Funds
For the Year Ended June 30, 2024 (continued)

	Special Revenue				
	City Housing Fund	Central Parking and Business Improvement	Fire Protection Impact Fees	Police Protection Impact Fees	Special Aviation
REVENUES					
Taxes and special assessments	$ -	$ 117,271	$ 191,390	$ 106,885	$ -
Aid from other government agencies	-	-	-	-	18,536
Fines and forfeitures	-	-	-	-	-
Revenue from use of money and property	53,802	14,583	59,307	(7,535)	-
Miscellaneous	2,177	-	161,608	144,379	-
Total revenues	55,979	131,854	412,305	243,729	18,536
EXPENDITURES					
Current:					
General government	485	143	671	-	-
Public works	-	81,090	-	-	-
Community development	4,256	9,640	-	-	-
Capital outlay	-	45,000	232,800	47,140	-
Total expenditures	4,741	135,873	233,471	47,140	-
Excess (deficiency) of revenues over expenditures	51,238	(4,019)	178,834	196,589	18,536
OTHER FINANCING SOURCES (USES)					
Transfers in	-	-	-	-	-
Transfers out	-	(45,000)	-	-	-
Total other financing sources (uses)	-	(45,000)	-	-	-
Net change in fund balance	51,238	(49,019)	178,834	196,589	18,536
FUND BALANCE (DEFICIT)					
Beginning of year	2,381,249	182,112	741,460	(170,397)	-
End of year	$ 2,432,487	$ 133,093	$ 920,294	$ 26,192	$ 18,536

Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Non-Major Special Revenue Funds
For the Year Ended June 30, 2024 (continued)

	Special Revenue				
	Traffic Safety	Street Tree Committee	State Gas Tax Fund	Public Housing Authority	Transportation Impact Fees
REVENUES					
Taxes and special assessments	$ -	$ -	$ 3,582,140	$ -	$ 2,114,724
Aid from other government agencies	-	-	-	-	-
Fines and forfeitures	40,522	-	-	-	-
Revenue from use of money and property	8,456	-	427,261	-	545,132
Miscellaneous	-	-	-	415	-
Total revenues	48,978	-	4,009,401	415	2,659,856
EXPENDITURES					
Current:					
General government	99	-	4,803	-	6,061
Public works	-	-	-	-	-
Community development	-	-	-	312,329	-
Capital outlay	-	-	967,514	-	99,435
Total expenditures	99	-	972,317	312,329	105,496
Excess (deficiency) of revenues over expenditures	48,879	-	3,037,084	(311,914)	2,554,360
OTHER FINANCING SOURCES (USES)					
Transfers in	-	-	-	311,914	2,473
Transfers out	-	-	-	-	-
Total other financing sources (uses)	-	-	-	311,914	2,473
Net change in fund balance	48,879	-	3,037,084	-	2,556,833
FUND BALANCE (DEFICIT)					
Beginning of year	110,930	1,218	5,261,797	157,902	6,811,992
End of year	$ 159,809	$ 1,218	$ 8,298,881	$ 157,902	$ 9,368,825

Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Non-Major Special Revenue Funds
For the Year Ended June 30, 2024 (concluded)

	Special Revenue		
	Cannabis Operations	Capital Projects Fund	Total Non-Major Special Revenue Funds
REVENUES			
Taxes and special assessments	$ 913,584	$ -	$ 9,236,203
Aid from other government agencies	-	-	186,562
Fines and forfeitures	8,069	-	48,591
Revenue from use of money and property	888	88,175	1,767,702
Miscellaneous	128,000	-	436,579
Total revenues	1,050,541	88,175	11,675,637
EXPENDITURES			
Current:			
General government	-	10,136	27,499
Public works	-	-	729,738
Community development	25,000	-	351,756
Capital outlay	-	693,001	3,522,336
Total expenditures	25,000	703,137	4,631,329
Excess (deficiency) of revenues over expenditures	1,025,541	(614,962)	7,044,308
OTHER FINANCING SOURCES (USES)			
Transfers in	-	-	359,387
Transfers out	(954,190)	-	(1,001,663)
Total other financing sources (uses)	(954,190)	-	(642,276)
Net change in fund balance	71,351	(614,962)	6,402,032
FUND BALANCE (DEFICIT)			
Beginning of year	126,255	2,822,246	26,354,827
End of year	$ 197,606	$ 2,207,284	$ 32,756,859

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
CMAQ Transportation Fund
For the Year Ended June 30, 2024

	CMAQ Transportation Fund			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Aid from other government agencies	$ 167,186	$ 167,186	$ 168,026	$ 840
Total revenues	167,186.00	167,186	168,026	840
EXPENDITURES				
Current:				
Capital outlay	-	366,414	205,830	160,584
Total expenditures	-	366,414	205,830	160,584
Excess (deficiency) of revenues over (under) expenditures	167,186	(199,228)	(37,804)	161,424
OTHER FINANCING SOURCES (USES)				
Transfers in	-	-	(2,473)	(2,473)
Total other financing sources (uses)	-	-	(2,473)	(2,473)
Net change in fund balance	167,186	(199,228)	(40,277)	158,951
FUND BALANCE				
Beginning of year	207,798	207,798	207,798	-
End of year	$ 374,984	$ 8,570	$ 167,521	$ 158,951

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
Park Impact Fees Fund
For the Year Ended June 30, 2024

	Park Impact Fees			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Taxes and special assessments	$ 750,000	$ 750,000	$ 1,073,614	$ 323,614
Revenue from use of money and property	38,000	38,000	432,600	394,600
Total revenues	788,000	788,000	1,506,214	718,214
EXPENDITURES				
Current:				
General government	3,800	3,800	4,657	(857)
Capital outlay	-	3,399,264	1,231,616	2,167,648
Total expenditures	3,800	3,403,064	1,236,273	2,166,791
Net change in fund balance	784,200	(2,615,064)	269,941	2,885,005
FUND BALANCE				
Beginning of year	5,705,236	5,705,236	5,705,236	-
End of year	$ 6,489,436	$ 3,090,172	$ 5,975,177	$ 2,885,005

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
Parking Fund
For the Year Ended June 30, 2024

	Parking Fund			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Revenue from use of money and property	$ 1,100	$ 1,100	$ 30,476	$ 29,376
Total revenues	1,100	1,100	30,476	29,376
EXPENDITURES				
Current:				
General government	150	150	325	(175)
Total expenditures	150	150	325	(175)
Excess (deficiency) of revenues over (under) expenditures	950	950	30,151	29,201
OTHER FINANCING SOURCES (USES)				
Transfers in	-	-	45,000	45,000
Lease acquisition	19,496	19,496	-	(19,496)
Total other financing sources (uses)	19,496	19,496	45,000	25,504
Net change in fund balance	20,446	20,446	75,151	54,705
FUND BALANCE				
Beginning of year	405,048	405,048	405,048	-
End of year	$ 425,494	$ 425,494	$ 480,199	$ 54,705

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
Downtown Reinvestment Fund
For the Year Ended June 30, 2024

	Downtown Reinvestment Fund			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Revenue from use of money and property	$ 1,300	$ 1,300	$ 6,857	$ 5,557
Miscellaneous	2,500	2,500	-	(2,500)
Total revenues	3,800	3,800	6,857	3,057
EXPENDITURES				
Current:				
General government	100	100	105	(5)
Total expenditures	100	100	105	(5)
Net change in fund balance	3,700	3,700	6,752	3,052
FUND BALANCE				
Beginning of year	159,780	159,780	159,780	-
End of year	$ 163,480	$ 163,480	$ 166,532	$ 3,052

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
Landscaping Assessment District Fund
For the Year Ended June 30, 2024

	Landscaping Assessment District			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Taxes and special assessments	$ 1,038,707	$ 1,038,707	$ 1,136,595	$ 97,888
Revenue from use of money and property		4,640	107,700	103,060
Total revenues	1,038,707	1,043,347	1,244,295	200,948
EXPENDITURES				
Current:				
General government	30	30	14	16
Public works	741,799	741,799	648,648	93,151
Community development	2,540	2,540	531	2,009
Total expenditures	744,369	744,369	649,193	95,176
Net change in fund balance	294,338	298,978	595,102	296,124
FUND BALANCE				
Beginning of year	1,450,201	1,450,201	1,450,201	-
End of year	$ 1,744,539	$ 1,749,179	$ 2,045,303	$ 296,124

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
City Housing Fund
For the Year Ended June 30, 2024

	City Housing Fund			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Revenue from use of money and property	$ 4,200	$ 4,200	$ 53,802	$ 49,602
Miscellaneous	10,000	10,000	2,177	(7,823)
Total revenues	14,200	14,200	55,979	41,779
EXPENDITURES				
Current:				
General government	470	470	485	(15)
Community development	20,000	20,000	4,256	15,744
Total expenditures	20,470	20,470	4,741	15,729
Excess (deficiency) of revenues over (under) expenditures	(6,270)	(6,270)	51,238	57,508
OTHER FINANCING SOURCES (USES)				
Transfers out	10,000	10,000	-	(10,000)
Total other financing sources (uses)	10,000	10,000	-	(10,000)
Net change in fund balance	3,730	3,730	51,238	47,508
FUND BALANCE				
Beginning of year	2,381,249	2,381,249	2,381,249	-
End of year	$ 2,384,979	$ 2,384,979	$ 2,432,487	$ 47,508

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
Central Parking and Business Improvement Fund
For the Year Ended June 30, 2024

	Central Parking and Business Improvement Fund			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Taxes and special assessments	$ 105,000	$ 105,000	$ 117,271	$ 12,271
Revenue from use of money and property	1,000	1,000	14,583	13,583
Total revenues	106,000	106,000	131,854	25,854
EXPENDITURES				
Current:				
General government	100	100	143	(43)
Public works	81,090	81,090	81,090	-
Community development	15,000	15,000	9,640	5,360
Capital outlay	-	45,000	45,000	-
Total expenditures	96,190	141,190	135,873	5,317
Excess (deficiency) of revenues over (under) expenditures	9,810	(35,190)	(4,019)	31,171
OTHER FINANCING SOURCES (USES)				
Transfers out	-	-	(45,000)	(45,000)
Total other financing sources (uses)	-	-	(45,000)	(45,000)
Net change in fund balance	9,810	(35,190)	(49,019)	(13,829)
FUND BALANCE				
Beginning of year	182,112	182,112	182,112	-
End of year	$ 191,922	$ 146,922	$ 133,093	$ (13,829)

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
Fire Protection Impact Fees Fund
For the Year Ended June 30, 2024

	Fire Protection Impact Fees			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Taxes and special assessments	$ 170,000	$ 170,000	$ 191,390	$ 21,390
Revenue from use of money and property	3,400	3,400	59,307	55,907
Miscellaneous	-	-	161,608	161,608
Total revenues	173,400	173,400	412,305	238,905
EXPENDITURES				
Current:				
General government	350	350	671	(321)
Capital outlay	-	232,800	232,800	-
Total expenditures	350	233,150	233,471	(321)
Net change in fund balance	173,050	(59,750)	178,834	238,584
FUND BALANCE				
Beginning of year	741,460	741,460	741,460	-
End of year	$ 914,510	$ 681,710	$ 920,294	$ 238,584

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
Police Protection Impact Fees Fund
For the Year Ended June 30, 2024

	Police Protection Impact Fees			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Taxes and special assessments	$ 103,000	$ 103,000	$ 106,885	$ 3,885
Revenue from use of money and property	1,000	1,000	(7,535)	(8,535)
Miscellaneous	-	-	144,379	144,379
Total revenues	104,000	104,000	243,729	139,729
EXPENDITURES				
Current:				
General government	80	80	-	80
Capital outlay	-	47,140	47,140	-
Total expenditures	80	47,220	47,140	80
Net change in fund balance	103,920	56,780	196,589	139,809
FUND BALANCE (DEFICIT)				
Beginning of year	(170,397)	(170,397)	(170,397)	-
End of year	$ (66,477)	$ (113,617)	$ 26,192	$ 139,809

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
Traffic Safety Fund
For the Year Ended June 30, 2024

	Traffic Safety			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Fines and forfeitures	$ 36,000	$ 36,000	$ 40,522	$ 4,522
Revenue from use of money and property	300	300	8,456	8,156
Total revenues	36,300	36,300	48,978	12,678
EXPENDITURES				
Current:				
General government	30	30	99	(69)
Total expenditures	30	30	99	(69)
Net change in fund balance	36,270	36,270	48,879	12,609
FUND BALANCE				
Beginning of year	110,930	110,930	110,930	-
End of year	$ 147,200	$ 147,200	$ 159,809	$ 12,609

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
State Gas Tax Fund
For the Year Ended June 30, 2024

	State Gas Tax Fund			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Taxes and special assessments	$ 3,394,300	$ 3,394,300	$ 3,582,140	$ 187,840
Revenue from use of money and property	24,800	24,800	427,261	402,461
Total revenues	3,419,100	3,419,100	4,009,401	590,301
EXPENDITURES				
Current:				
General government	2,600	2,600	4,803	(2,203)
Capital outlay	425,000	3,198,301	967,514	2,230,787
Total expenditures	427,600	3,200,901	972,317	2,228,584
Net change in fund balance	2,991,500	218,199	3,037,084	2,818,885
FUND BALANCE				
Beginning of year	5,261,797	5,261,797	5,261,797	-
End of year	$ 8,253,297	$ 5,479,996	$ 8,298,881	$ 2,818,885

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
Public Housing Authority Fund
For the Year Ended June 30, 2024

	Public Housing Authority			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Miscellaneous	$ -	$ -	$ 415	$ 415
Total revenues	-	-	415	415
EXPENDITURES				
Current:				
Community development	316,761	336,761	312,329	24,432
Debt service:				
Principal	836	836	-	836
Interest	6	6	-	6
Total expenditures	317,603	337,603	312,329	25,274
Excess (deficiency) of revenues over (under) expenditures	(317,603)	(337,603)	(311,914)	25,689
OTHER FINANCING SOURCES (USES)				
Transfers in	317,603	317,603	311,914	(5,689)
Lease acquisition	3,844	3,844	-	(3,844)
Total other financing sources (uses)	321,447	321,447	311,914	(9,533)
Net change in fund balance	3,844	(16,156)	-	16,156
FUND BALANCE				
Beginning of year	157,902	157,902	157,902	-
End of year	$ 161,746	$ 141,746	$ 157,902	$ 16,156

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
Transportation Impact Fees Fund
For the Year Ended June 30, 2024

	Transportation Impact Fees			
	Original	Final	Actual Amount	Variance with Final Budget
REVENUES				
Taxes and special assessments	$ 1,430,000	$ 1,430,000	$ 2,114,724	$ 684,724
Revenue from use of money and property	41,000	41,000	545,132	504,132
Total revenues	1,471,000	1,471,000	2,659,856	1,188,856
EXPENDITURES				
Current:				
General government	4,100	4,100	6,061	(1,961)
Capital outlay	-	2,892,987	99,435	2,793,552
Total expenditures	4,100	2,897,087	105,496	2,791,591
Excess (deficiency) of revenues over (under) expenditures	1,466,900	(1,426,087)	2,554,360	3,980,447
OTHER FINANCING SOURCES (USES)				
Transfers in	-	-	2,473	2,473
Total other financing sources (uses)	-	-	2,473	2,473
Net change in fund balance	1,466,900	(1,426,087)	2,556,833	3,982,920
FUND BALANCE				
Beginning of year	6,811,992	6,811,992	6,811,992	-
End of year	$ 8,278,892	$ 5,385,905	$ 9,368,825	$ 3,982,920

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
Cannabis Operations Fund
For the Year Ended June 30, 2024

	Cannabis Operations			
	Original Budget	Final Budget	Actual	Variance with Final Budget
REVENUES				
Taxes and special assessments	$ 1,200,000	$ 1,200,000	$ 913,584	$ (286,416)
Fines and forfeitures	-	-	8,069	8,069
Revenue from use of money and property	2,700	2,700	888	(1,812)
Miscellaneous	96,000	96,000	128,000	32,000
Total revenues	1,298,700	1,298,700	1,050,541	(248,159)
EXPENDITURES				
Current:				
General government	300	300	-	300
Community development	-	-	25,000	(25,000)
Total expenditures	300	300	25,000	(24,700)
Excess (deficiency) of revenues over (under) expenditures	1,298,400	1,298,400	1,025,541	(272,859)
OTHER FINANCING SOURCES (USES)				
Transfers out	(1,296,000)	(1,296,000)	(954,190)	341,810
Total other financing sources (uses)	(1,296,000)	(1,296,000)	(954,190)	341,810
Net change in fund balance	2,400	2,400	71,351	68,951
FUND BALANCE				
Beginning of year	126,255	126,255	126,255	-
End of year	$ 128,655	$ 128,655	$ 197,606	$ 68,951

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget to Actual
Capital Projects Fund
For the Year Ended June 30, 2024

	Capital Projects Fund			
	Original	Final	Actual Amount	Variance with Final Budget
REVENUES				
Taxes and special assessments	$ 50,000	$ 50,000	$ -	$ (50,000)
Revenue from use of money and property	22,000	22,000	88,175	66,175
Total revenues	72,000	72,000	88,175	16,175
EXPENDITURES				
General Government	2,200	2,200	10,136	(7,936)
Capital outlay	-	1,114,227	693,001	421,226
Total expenditures	2,200	1,116,427	703,137	413,290
Net change in fund balance	69,800	(1,044,427)	(614,962)	429,465
FUND BALANCE				
Beginning of year	2,822,246	2,822,246	2,822,246	-
End of year	$ 2,892,046	$ 1,777,819	$ 2,207,284	$ 429,465

Combining Statement of Net Position
Non-major Enterprise Funds
June 30, 2024

	Non-major Funds				
	Airport Fund	Intermodal Fund	Courthouse Square	Building Safety Fund	Totals
ASSETS					
Current assets					
Cash and investments	$ 268,658	$ 45,579	$ -	$ 577,392	$ 891,629
Receivables:					
Accounts	22,695	39,528	5,347	49,622	117,192
Leases	-	164,534	-	-	164,534
Interest	-	329	-	-	329
Total current assets	291,353	249,970	5,347	627,014	1,173,684
Noncurrent assets					
Capital assets:					
Land	2,596,623	278,884	-	-	2,875,507
Construction in progress	66,231	-	-	-	66,231
Building and improvements	10,123,741	1,305,817	-	-	11,429,558
Machinery and equipment	81,851	-	-	334,260	416,111
Accumulated depreciation/amortization	(6,948,049)	(743,199)	-	(75,031)	(7,766,279)
Total capital assets (net of accumulated depreciation)	5,920,397	841,502	-	259,229	7,021,128
Total noncurrent assets	5,920,397	841,502	-	259,229	7,021,128
Total assets	6,211,750	1,091,472	5,347	886,243	8,194,812
LIABILITIES					
Current Liabilities					
Accounts payable	5,576	2,104	3,663	33,912	45,255
Salaries and benefits payable	-	-	-	11,568	11,568
Due to other funds	-	-	214,117	-	214,117
Advances to other funds	375,468	261,224	1,022,334	-	1,659,026
Compensated absences - current portion	-	-	-	2,749	2,749
Total current liabilities	381,044	263,328	1,240,114	48,229	1,932,715
Noncurrent Liabilities					
Compensated absences payable	-	-	-	34,787	34,787
Total noncurrent liabilities	-	-	-	34,787	34,787
Total liabilities	381,044	263,328	1,240,114	83,016	1,967,502
DEFERRED INFLOWS OF RESOURCES					
Deferred inflows related to leases	-	157,406	-	-	157,406
Total deferred inflows of resources	-	157,406	-	-	157,406
NET POSITION (DEFICIT)					
Net investment in capital assets	5,920,397	841,502	-	259,229	7,021,128
Unrestricted	(89,691)	(170,764)	(1,234,767)	543,998	(951,224)
Total net position	$ 5,830,706	$ 670,738	$ (1,234,767)	$ 803,227	$ 6,069,904

Combining Statement of Revenues, Expenses and Changes in Net Position
Non-major Enterprise Funds
For the Year Ended June 30, 2024

	Non-major Funds				
	Airport Fund	Intermodal Fund	Courthouse Square	Building Safety Fund	Totals
OPERATING REVENUES					
Charges for services	$ 154,968	$ 706	$ 55,016	$ 2,298,943	$2,509,633
Other revenues	239,850	1,024	6	131,927	372,807
Total operating revenues	394,818	1,730	55,022	2,430,870	2,882,440
OPERATING EXPENSES					
Personnel services	46,426	-	-	794,305	840,731
Services and supplies	201,859	30,139	112,369	830,468	1,174,835
Depreciation and amortization	319,509	26,117	-	24,897	370,523
Total operating expenses	567,794	56,256	112,369	1,649,670	2,386,089
Operating income (loss)	(172,976)	(54,526)	(57,347)	781,200	496,351
NON-OPERATING REVENUES (EXPENSES)					
Interest income	7,519	2,841	(6,201)	4,721	8,880
Unrealized gain (loss) on investments	3,952	1,065	-	-	5,017
Lease revenue	-	39,356	-	-	39,356
Federal grant	75,000	-	-	-	75,000
Total non-operating revenue (expenses)	86,471	43,262	(6,201)	4,721	128,253
Income (loss) before capital contributions and transfers	(86,505)	(11,264)	(63,548)	785,921	624,604
Capital contributions	-	-	-	17,306	17,306
Transfers in/(out)	(5,012)	-	-	-	(5,012)
Total Capital Contributions and Transfers	(5,012)	-	-	17,306	12,294
Change in net position	(91,517)	(11,264)	(63,548)	803,227	636,898
NET POSITION (DEFICIT)					
Beginning of year	5,922,223	682,002	(1,171,219)	-	5,433,006
End of year	$5,830,706	$ 670,738	$(1,234,767)	$ 803,227	$6,069,904

Combining Statement of Cash Flows
Non-major Enterprise Funds
For the Year Ended June 30, 2024

	Non-major Funds				
	Airport Fund	Intermodal Fund	Courthouse Square	Building Safety Fund	Totals
CASH FLOWS FROM OPERATING ACTIVITIES					
Cash received for current services	$ 134,919	$ (494)	$ 51,440	$ 2,249,321	$ 2,435,186
Cash received for other operating revenues	239,850	1,024	6	131,927	372,807
Cash paid for services and supplies	(198,804)	(28,626)	(112,502)	(796,556)	(1,136,488)
Cash paid for salaries and benefits	(47,089)	-	-	(745,201)	(792,290)
Net cash provided (used) by operating activities	128,876	(28,096)	(61,056)	839,491	879,215
CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES					
Transfers (to)/from other funds	(5,012)	-	-	-	(5,012)
Loans from/(to) other funds	-	-	61,055	-	61,055
Intergovernmental revenue	75,000	-	-	-	75,000
Net cash provided (used) by non-capital financing activities	69,988	-	61,055	-	131,043
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES					
Payments for capital asset acquisition	(66,231)	-	-	(266,820)	(333,051)
Lease income	-	38,421	-	-	38,421
Net cash provided (used) by capital and related financing activities	(66,231)	38,421	-	(266,820)	(294,630)
CASH FLOWS FORM INVESTING ACTIVITIES					
Unrealized gain (loss) on investments	3,952	1,065	-	-	5,017
Interest received	7,519	2,512	(6,201)	4,721	8,551
Net cash provided (used) by investing activities	11,471	3,577	(6,201)	4,721	13,568
Net increase (decrease) in cash and investments	144,104	13,902	(6,202)	577,392	729,196
Cash and investments, beginning of year	124,554	31,677	6,202	-	162,433
Cash and investments, end of year	$ 268,658	$ 45,579	$ -	$ 577,392	$ 891,629
Reconciliation to Statement of Net Position:					
Cash and investments	$ 268,658	$ 45,579	$ -	$ 577,392	$ 891,629
Total cash and investments	$ 268,658	$ 45,579	$ -	$ 577,392	$ 891,629
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES					
Operating income (loss)	$ (172,976)	$ (54,526)	$ (57,347)	$ 781,200	$ 496,351
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities:					
Depreciation	319,509	26,117	-	24,897	370,523
(Increase) decrease in:					
Receivables	(17,568)	(1,200)	(3,576)	(49,622)	(71,966)
Accounts payable	3,055	1,513	(133)	33,912	38,347
Salaries and benefits payable	(663)	-	-	11,568	10,905
Compensated absences	-	-	-	37,536	37,536
Deposits and unearned revenue	(2,481)	-	-	-	(2,481)
Total Adjustments	301,852	26,430	(3,709)	58,291	382,864
Net cash provided (used) by operating activities	$ 128,876	$ (28,096)	$ (61,056)	$ 839,491	$ 879,215
Noncash from Capital and Related Financing Activities					
Capital Contributions	$ -	$ -	$ -	$ 17,306	$ 17,306

Combining Statement of Net Position
Internal Service Funds
June 30, 2024

	City Payroll Fund	Risk Management Fund	Computer Maintenance Fund
ASSETS			
Current assets			
Cash and investments	$ 337,757	$ 8,066,273	$ 381,381
Receivables	-	13,214	57
Deposits	-	185,000	-
Prepaid expenses	-	-	-
Inventory	-	-	-
Total current assets	337,757	8,264,487	381,438
Noncurrent assets			
Capital assets:			
Construction in progress	-	-	-
Building and improvements	-	-	-
Machinery and equipment	-	-	1,771,281
Right to use assets	-	-	237,867
Accumulated depreciation/amortization	-	-	(1,186,684)
Total capital assets (net of accumulated depreciation)	-	-	822,464
Total noncurrent assets	-	-	822,464
Total assets	337,757	8,264,487	1,203,902
DEFERRED OUTFLOWS OF RESOURCES			
Deferred outflows related to pensions	-	-	80,713
Total deferred outflows of resources	-	-	80,713
LIABILITIES			
Current Liabilities			
Accounts payable	235,856	195,024	10,096
Salaries and benefits payable	25,589	-	5,962
Interest payable	-	-	3,105
Compensated absences - current portion	-	-	6,683
Bonds and notes payable - current portion	-	-	9,389
SBITA payable - current portion	-	-	77,208
Total current liabilities	261,445	195,024	112,443
Noncurrent Liabilities			
Compensated absences payable	-	-	14,100
Claims payable	-	6,999,000	-
Bonds and notes payable	-	-	140,201
Net pension liability	-	-	128,995
SBITA payable	-	-	79,275
Total noncurrent liabilities	-	6,999,000	362,571
Total liabilities	261,445	7,194,024	475,014
DEFERRED INFLOWS OF RESOURCES			
Deferred inflows related to pensions	-	-	7,387
Total deferred inflows of resources	-	-	7,387
NET POSITION (DEFICIT)			
Net investment in capital assets	-	-	822,464
Unrestricted	76,312	1,070,463	(20,250)
Total net position	$ 76,312	$ 1,070,463	$ 802,214

Building Fund	Fleet Management Fund	Medical Fund	Totals
$ 1,591,856	$ 18,140,776	$ 940,218	$ 29,458,261
1,269	223	302	15,065
-	-	-	185,000
-	30,375	-	30,375
-	309,722	-	309,722
1,593,125	18,481,096	940,520	29,998,423
152,733	-	-	152,733
644,586	26,191	-	670,777
229,583	13,802,583	-	15,803,447
-	-	-	237,867
(371,350)	(9,351,235)	-	(10,909,269)
655,552	4,477,539	-	5,955,555
655,552	4,477,539	-	5,955,555
2,248,677	22,958,635	940,520	35,953,978
161,426	161,426	-	403,565
161,426	161,426	-	403,565
61,944	40,442	99,506	642,868
8,732	12,694	-	52,977
-	-	-	3,105
2,800	2,698	-	12,181
22,293	31,565	-	63,247
-	-	-	77,208
95,769	87,399	99,506	851,586
11,606	29,926	-	55,632
-	-	-	6,999,000
332,880	471,325	-	944,406
257,990	257,990	-	644,975
-	-	-	79,275
602,476	759,241	-	8,723,288
698,245	846,640	99,506	9,574,874
14,774	14,774	-	36,935
14,774	14,774	-	36,935
655,552	4,477,539	-	5,955,555
1,041,532	17,781,108	841,014	20,790,179
$ 1,697,084	$ 22,258,647	$ 841,014	$ 26,745,734

Combining Statement of Revenues, Expenses and Changes in Net Position
Internal Service Funds
For the Year Ended June 30, 2024

	City Payroll Fund	Risk Management Fund	Computer Maintenance Fund
OPERATING REVENUES			
Charges for services	$ -	$ 985,532	$ 1,313,825
Other revenues	-	36,133	-
Total operating revenues	-	1,021,665	1,313,825
OPERATING EXPENSES			
Personnel services	-	-	374,053
Services and supplies	573	1,015,137	418,088
Depreciation and amortization	-	-	303,154
Total operating expenses	573	1,015,137	1,095,295
Operating income (loss)	(573)	6,528	218,530
NON-OPERATING REVENUES (EXPENSES)			
Interest income	26,200	248,313	12,777
Interest expense	-	-	(10,094)
Unrealized gain (loss) on investments	41,640	219,643	9,708
Gain/(loss) on disposals	-	-	-
Total non-operating revenue (expenses)	67,840	467,956	12,391
Income (loss) before capital contributions and transfers	67,267	474,484	230,921
Transfers in/(out)	-	(11,428)	-
Change in net position	67,267	463,056	230,921
NET POSITION (DEFICIT)			
Beginning of year	9,045	607,407	571,293
End of year	$ 76,312	$ 1,070,463	$ 802,214

Building Fund	Fleet Management Fund	Medical Fund	Totals
$ 1,405,358	$ 5,763,340	$ 3,239,847	$ 12,707,902
273	18,126	4,078	58,610
1,405,631	5,781,466	3,243,925	12,766,512
602,181	825,480	-	1,801,714
417,263	4,466,412	3,231,896	9,549,369
73,728	780,257	-	1,157,139
1,093,172	6,072,149	3,231,896	12,508,222
312,459	(290,683)	12,029	258,290
43,452	662,755	81,656	1,075,153
(16,594)	(23,496)	-	(50,184)
31,688	599,136	-	901,815
-	(483,364)	-	(483,364)
58,546	755,031	81,656	1,443,420
371,005	464,348	93,685	1,701,710
(50,024)	39,131	-	(22,321)
320,981	503,479	93,685	1,679,389
1,376,103	21,755,168	747,329	25,066,345
$ 1,697,084	$ 22,258,647	$ 841,014	$ 26,745,734

Combining Statement of Cash Flows
Internal Service Funds
For the Year Ended June 30, 2024

	City Payroll Fund	Risk Management Fund	Computer Maintenance Fund
CASH FLOWS FROM OPERATING ACTIVITIES			
Cash received for current services	$ 45,205	$ 1,018,146	$ 1,313,768
Cash received for other operating revenues	-	36,133	-
Cash paid for services and supplies	(262,677)	225,781	(411,553)
Cash paid for salaries and benefits	(560,994)	-	(361,704)
Net cash provided (used) by operating activities	(778,466)	1,280,060	540,511
CASH FLOWS FROM NON-CAPITAL FINANCING ACTIVITIES			
Transfers (to)/from other funds	-	(11,428)	-
Loans from/(to) other funds	-	-	(337,695)
Net cash provided (used) by non-capital financing activities	-	(11,428)	(337,695)
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES			
Principal payments on long-term debt	-	-	(9,614)
Interest payments on long-term debt	-	-	(6,989)
Payments for capital asset acquisition	-	-	(29,305)
SBITA payments	-	-	(81,384)
Proceeds from the sale of capital assets	-	-	-
Net cash provided (used) by capital and related financing activities	-	-	(127,292)
CASH FLOWS FORM INVESTING ACTIVITIES			
Unrealized gain (loss) on investments	41,640	219,643	9,708
Interest received	26,200	248,313	12,777
Net cash provided (used) by investing activities	67,840	467,956	22,485
Net increase (decrease) in cash and investments	(710,626)	1,736,588	98,009
Cash and investments, beginning of year	1,048,383	6,329,685	283,372
Cash and investments, end of year	$ 337,757	$ 8,066,273	$ 381,381
Reconciliation to Statement of Net Position:			
Cash and investments	$ 337,757	$ 8,066,273	$ 381,381
Total cash and investments	$ 337,757	$ 8,066,273	$ 381,381
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES			
Operating income (loss)	$ (573)	$ 6,528	$ 218,530
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities:			
Depreciation	-	-	303,154
(Increase) decrease in:			
Receivables	45,205	32,614	(57)
Prepaids	-	4,800	-
Inventory	-	-	-
Deferred outflow of resources	-	-	33,282
Accounts payable	(262,104)	13,118	6,535
Salaries and benefits payable	(560,994)	-	613
Compensated absences	-	-	3,661
Claims payable	-	1,223,000	-
Net pension liability	-	-	(17,743)
Deferred inflow of resources	-	-	(7,464)
Total Adjustments	(777,893)	1,273,532	321,981
Net cash provided (used) by operating activities	$ (778,466)	$ 1,280,060	$ 540,511

Building Fund	Fleet Management Fund	Medical Fund	Totals
$ 1,410,230	$ 5,767,059	$ 3,240,151	$ 12,794,559
273	18,126	4,078	58,610
(390,000)	(4,514,677)	(3,399,791)	(8,752,917)
(581,152)	(841,648)	-	(2,345,498)
439,351	428,860	(155,562)	1,754,754
(50,024)	39,131	-	(22,321)
-	(137,941)	-	(475,636)
(50,024)	(98,810)	-	(497,957)
(22,827)	(32,321)	-	(64,762)
(16,594)	(23,496)	-	(47,079)
(152,733)	(201,332)	-	(383,370)
-	-	-	(81,384)
-	17,306	-	17,306
(192,154)	(239,843)	-	(559,289)
31,688	599,136	-	901,815
43,452	662,755	81,656	1,075,153
75,140	1,261,891	81,656	1,976,968
272,313	1,352,098	(73,906)	2,674,476
1,319,543	16,788,678	1,014,124	26,783,785
$ 1,591,856	$ 18,140,776	$ 940,218	$ 29,458,261
$ 1,591,856	$ 18,140,776	$ 940,218	$ 29,458,261
$ 1,591,856	$ 18,140,776	$ 940,218	$ 29,458,261
$ 312,459	$ (290,683)	$ 12,029	$ 258,290
73,728	780,257	-	1,157,139
4,872	3,719	304	86,657
-	(30,375)	-	(25,575)
-	9,987	-	9,987
49,744	163,739	-	246,765
27,263	(27,877)	(167,895)	(410,960)
758	69	-	(559,554)
(2,903)	8,183	-	8,941
-	-	-	1,223,000
(13,833)	(160,571)	-	(192,147)
(12,737)	(27,588)	-	(47,789)
126,892	719,543	(167,591)	1,496,464
$ 439,351	$ 428,860	$ (155,562)	$ 1,754,754

Combining Statement of Fiduciary Net Position
Custodial Funds
June 30, 2024

	Civil Subpoena	Renters' Insurance Deposits	COE Park Deposits	Miscellaneous Deposits Trust	Total
ASSETS					
Cash and investments	$ 278,150	$ 4,034	$ 488	$ 1,041,259	$ 1,323,931
Accounts receivable	-	-	-	488,539	488,539
Total Assets	278,150	4,034	488	1,529,798	1,812,470
LIABILITIES					
Accounts payable	-	-	-	1,382,916	1,382,916
Deposits held for others	348,233	835	-	66,629	415,697
Total Liabilities	348,233	835	-	1,449,545	1,798,613
NET POSITION (DEFICIT)					
Restricted	(70,083)	3,199	488	80,253	13,857
Total Net Position	$ (70,083)	$ 3,199	$ 488	$ 80,253	$ 13,857

Combining Statement of Changes in Fiduciary Net Position
Custodial Funds
For the Year Ended June 30, 2024

	Civil Subpoena	Renters' Insurance Deposits	COE Park Deposits	Miscellaneous Deposits Trust	Total
ADDITIONS					
Other additions	$ -	$ -	$ -	$ -	$ -
Total Additions	-	-	-	-	-
DEDUCTIONS					
General government	9,887	-	-	-	9,887
Total Deductions	9,887	-	-	-	9,887
Change in Fiduciary Net Position	(9,887)	-	-	-	(9,887)
NET POSITION (DEFICIT)					
Beginning of year, as restated	(60,196)	3,199	488	80,253	23,744
End of year	$ (70,083)	$ 3,199	$ 488	$ 80,253	$ 13,857

STATISTICAL SECTION

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Net Position by Component
Last Ten (10) Fiscal Years
(accrual basis of accounting)

Fiscal Year	2015	2016	2017	2018
Governmental activities				
Net investment in capital assets	$ 137,807,121	$ 138,153,691	$ 143,053,747	$ 147,136,482
Restricted	45,230,167	44,303,261	40,033,008	37,759,964
Unrestricted	(7,767,187)	(4,230,067)	(11,322,040)	(11,446,292)
Total governmental activities net position	$ 175,270,101	$ 178,226,885	$ 171,764,715	$ 173,450,154
Business-type activities				
Net investment in capital assets	$ 72,850,892	$ 79,775,875	$ 80,951,839	$ 86,648,028
Restricted	3,124,917	324	2,420	2,419
Unrestricted	15,364,950	17,620,112	21,659,423	28,437,335
Total business-type activities net position	$ 91,340,759	$ 97,396,311	$ 102,613,682	$ 115,087,782
Primary government				
Net investment in capital assets	$ 210,658,013	$ 217,929,566	$ 224,005,586	$ 233,784,510
Restricted	48,355,084	44,303,585	40,035,428	37,762,383
Unrestricted	7,597,763	13,390,045	10,337,383	16,991,043
Total primary government net position	$ 266,610,860	$ 275,623,196	$ 274,378,397	$ 288,537,936

Source: City of Hanford Finance Department

Net Position by Component, (Continued)
Last Ten (10) Fiscal Years
(accrual basis of accounting)

2019	2020	2021	2022	2023	2024
$ 152,623,126	$ 158,401,312	$ 157,116,548	$ 153,865,284	$ 155,203,294	$ 165,368,191
36,912,718	31,543,209	39,517,385	44,531,429	23,285,547	29,207,622
(10,241,262)	(13,031,815)	(16,865,455)	(20,739,018)	16,776,297	18,755,308
$ 179,294,582	$ 176,912,706	$ 179,768,478	$ 177,657,695	$ 195,265,138	$ 213,331,121
$ 92,471,031	$ 96,648,645	$ 108,641,344	$ 104,136,670	$ 141,608,046	$ 121,203,106
2,419	2,379	2,379	2,379	4,743	-
32,334,598	37,049,575	36,037,365	46,369,374	13,013,309	46,530,975
$ 124,808,048	$ 133,700,599	$ 144,681,088	$ 150,508,423	$ 154,626,098	$ 167,734,081
$ 245,094,157	$ 255,049,957	$ 265,757,892	$ 258,001,954	$ 296,811,340	$ 286,571,297
36,915,137	31,545,588	39,519,764	44,533,808	23,290,290	29,207,622
22,093,336	24,017,760	19,171,910	25,630,356	29,789,606	65,286,283
$ 304,102,630	$ 310,613,305	$ 324,449,566	$ 328,166,118	$ 349,891,236	$ 381,065,202

Changes in Net Position
Last Ten (10) Fiscal Years
(accrual basis of accounting)

Fiscal Year	2015	2016	2017	2018
Expenses				
Governmental activities:				
General government	$ 2,377,309	$ 1,985,661	$ 1,834,286	$ 2,411,345
Public safety	14,386,240	14,331,789	16,605,006	17,908,901
Public works	7,110,149	8,587,563	7,970,040	9,665,063
Parks and recreation	3,327,204	2,992,500	3,577,165	2,986,101
Community development	2,134,853	3,602,920	9,419,387	5,255,402
Interest expense	-	-	-	-
Total governmental activities expenses	29,335,755	31,500,433	39,405,884	38,226,812
Business-type activities:				
Water system	6,490,128	6,416,603	7,038,650	6,897,804
Wastewater system	6,213,253	5,104,626	5,543,929	5,917,049
Storm drain	909,360	1,087,813	1,109,392	415,192
Refuse	6,535,528	6,524,554	7,116,048	8,488,643
Airport	428,542	401,980	366,610	408,718
Intermodal	78,241	107,976	111,455	68,237
Courthouse square	205,220	266,876	238,637	111,060
Building Safety	-	-	-	-
Total business-type activities expenses	20,860,272	19,910,428	21,524,721	22,306,703
Total primary government expenses	$ 50,196,027	$ 51,410,861	$ 60,930,605	$ 60,533,515
Program Revenues				
Governmental activities:				
Charges for services	$ 5,119,281	$ 8,174,050	$ 7,378,383	$ 5,117,638
Operating grants and contributions	1,252,929	981,843	474,195	1,244,656
Capital grants and contributions	914,526	1,435,941	754,175	1,745,470
Total governmental activities program revenues	7,286,736	$ 10,591,834	$ 8,606,753	8,107,764
Business-type activities:				
Charges for services	19,793,536	20,332,313	23,361,084	25,347,121
Capital grants and contributions	3,388,446	1,096,236	763,709	-
Total business-type activities program revenues	23,181,982	$ 21,428,549	$ 24,124,793	25,347,121
Total primary government revenues	$ 30,468,718	$ 32,020,383	$ 32,731,546	$ 33,454,885
Net (expense)/revenue				
Governmental activities	$ (22,049,019)	$ (20,908,599)	$ (30,799,131)	$ (30,119,048)
Business-type activities	2,321,710	1,518,121	2,600,072	3,040,418
Total primary government net (expense)/revenue	$ (19,727,309)	$ (19,390,478)	$ (28,199,059)	$ (27,078,630)

Source: City of Hanford Finance Department

Changes in Net Position, (Continued)
Last Ten (10) Fiscal Years
(accrual basis of accounting)

2019	2020	2021	2022	2023	2024
$ 1,818,009	$ 7,424,876	$ 7,777,169	$ 6,839,279	$ 8,647,803	$ 7,755,643
20,415,070	22,348,294	21,878,581	21,556,505	36,761,886	26,472,385
8,608,632	5,328,310	4,310,762	4,644,058	4,151,802	10,096,705
2,681,282	3,628,645	3,290,716	3,280,139	4,163,652	5,483,946
4,140,104	2,780,857	2,636,159	2,248,980	2,468,828	2,890,465
-	-	-	-	1,140,021	1,086,925
37,663,097	41,510,982	39,893,387	38,568,961	57,333,992	53,786,069
6,097,140	7,430,096	7,613,367	8,418,232	10,805,234	7,711,131
4,738,256	5,375,459	5,830,921	5,776,311	7,127,609	7,506,365
(112,831)	747,116	1,082,412	945,288	1,624,217	1,680,905
8,281,902	8,478,104	8,173,990	9,019,863	10,388,974	10,852,999
429,455	505,212	645,131	769,767	671,372	558,304
50,808	57,761	57,818	49,616	56,589	56,256
177,774	79,642	102,750	97,270	63,436	107,624
-	-	-	-	-	1,649,670
19,662,504	22,673,390	23,506,389	25,076,347	30,737,431	30,123,254
$ 57,325,601	$ 64,184,372	$ 63,399,776	$ 63,645,308	$ 88,071,423	$ 83,909,323
$ 8,160,049	$ 7,235,394	$ 5,962,037	$ 6,970,563	$ 6,491,551	$ 4,544,558
1,402,082	1,606,323	1,908,465	4,897,714	8,160,718	12,658,886
710,585	416,429	780,926	531,131	15,030,908	16,354,756
10,272,716	9,258,146	8,651,428	12,399,408	29,683,177	33,558,200
24,277,814	25,726,945	26,671,382	27,232,541	26,733,436	32,097,134
-	-	-	-	5,154,104	4,431,308
24,277,814	25,726,945	26,671,382	27,232,541	31,887,540	36,528,442
$ 34,550,530	$ 34,985,091	$ 35,322,810	$ 39,631,949	$ 61,570,717	$ 70,086,642
$ (27,390,381)	$ (32,252,836)	$ (31,241,959)	$ (26,169,553)	$ (27,650,815)	$ (20,227,869)
4,615,310	3,053,555	3,164,993	2,156,194	1,150,109	6,405,188
$ (22,775,071)	$ (29,199,281)	$ (28,076,966)	$ (24,013,359)	$ (26,500,706)	$ (13,822,681)

Changes in Net Position (Continued)
Last Ten (10) Fiscal Years
(accrual basis of accounting)

Fiscal Year	2015	2016	2017	2018
Government activities:				
Taxes				
Property Taxes	$ 11,013,069	$ 10,201,145	$ 10,019,733	$ 11,369,719
Sales and use tax	8,405,169	9,552,912	13,287,020	13,737,784
Franchise tax	1,057,300	1,030,056	952,304	1,080,031
Other taxes	2,383,057	2,281,349	2,164,133	1,056,995
Revenue from use of money and property	689,100	1,657,481	809,857	796,670
Impact Fees	-	-	-	2,602,398
Contributed capital	-	-	-	4,993,434
Miscellaneous/other	875,621	283,381	334,227	1,077,706
Transfers - Interfund	(138,102)	(1,140,941)	(506,048)	(1,825,044)
Investment earnings	-	-	-	-
Gain (Loss) on disposal of assets	-	-	-	-
Total governmental activities	24,285,214	23,865,383	27,061,226	34,889,693
Business-type activities:				
Revenue from use of money and property	93,420	153,781	186,871	169,094
Impact fees	1,829,015	2,676,359	1,619,558	1,543,490
Contributed Capital	-	-	-	1,591,676
Impairment loss	-	-	-	-
Miscellaneous/other	551,634	566,350	304,822	1,095,274
Transfers - Interfund	138,102	1,140,941	506,048	1,825,044
Investment Earnings	-	-	-	-
Lease Revenue	-	-	-	-
Loss on lease termination	-	-	-	-
Gain (Loss) on sale of capital assets	(111,708)	-	-	-
Total business-type activities	2,500,463	4,537,431	2,617,299	6,224,578
Total primary government	$ 26,785,677	$ 28,402,814	$ 29,678,525	$ 41,114,271
Extraordinary Items (Governmental Activities)				
Settlement expenditures	-	-	-	-
Total primary government	$ -	$ -	$ -	$ -
Change in Net Position				
Governmental activities	$ 2,236,195	$ 2,956,784	$ (3,737,905)	$ 4,770,645
Business-type activities	4,822,173	6,055,552	5,217,371	9,264,996
Total primary government	$ 7,058,368	$ 9,012,336	$ 1,479,466	$ 14,035,641

Source: City of Hanford Finance Department

Changes in Net Position, (Concluded)
Last Ten (10) Fiscal Years
(accrual basis of accounting)

2019	2020	2021	2022	2023	2024
$ 11,901,159	$ 12,295,760	$ 13,414,233	$ 14,205,410	$ 13,988,031	$ 15,019,781
14,006,613	14,103,551	16,332,234	18,199,243	18,011,255	16,772,531
900,895	998,402	1,152,391	1,141,696	1,256,488	1,310,678
1,183,139	1,239,906	1,292,189	2,735,498	2,696,299	1,853,648
1,685,494	917,907	936,759	(1,478,136)	-	-
1,876,232	1,720,516	1,098,344	3,372,830	-	-
3,014,556	6,196,908	2,233,673	-	-	-
377,283	370,256	374,064	111,176	124,250	539,645
(1,039,937)	(1,004,179)	(1,861,652)	(924,456)	(243,210)	(1,154,605)
-	-	-	-	976,872	2,947,174
-	(993,957)	(8,936)	21,714	279,583	18,741
33,905,434	35,845,070	34,963,299	37,384,975	37,089,568	37,307,593
863,991	714,727	243,843	(643,781)	-	-
1,413,423	1,369,100	2,220,328	2,916,474	-	-
1,447,855	3,424,285	885,641	-	-	-
-	(974,950)	-	-	-	-
286,931	352,995	3,014,868	15,138	2,384,559	2,615,755
1,039,937	1,004,179	1,861,652	924,456	243,210	1,154,605
-	-	-	-	871,114	2,735,869
-	-	-	610,805	193,373	111,166
-	-	-	-	(724,690)	-
-	-	(134,464)	-	-	85,400
5,052,137	5,890,336	8,091,868	3,823,092	2,967,566	6,702,795
$ 38,957,571	$ 41,735,406	$ 43,055,167	$ 41,208,067	$ 40,057,134	$ 44,010,388
-	-	-	(12,500,000)	-	-
$ -	$ -	$ -	$ (12,500,000)	$ -	$ -
$ 6,515,053	$ 3,592,234	$ 3,721,340	$ (1,284,578)	$ 9,438,753	$ 17,079,724
9,667,447	8,943,891	11,256,861	5,979,286	4,117,675	13,107,983
$ 16,182,500	$ 12,536,125	$ 14,978,201	$ 4,694,708	$ 13,556,428	$ 30,187,707

Governmental Activities Tax and Assessments Revenues by Source
Last Ten (10) Fiscal Years
(modified accrual basis of accounting)

Fiscal Year	Property Taxes	Sales & Use Tax	Franchise Taxes	Transfer Taxes	Transient Occupancy Taxes	Other Taxes	Total
2015	$ 10,959,966	$ 8,405,169	$ 1,057,300	$ 129,784	$ 352,149	$ 542,024	$ 21,446,392
2016	10,147,678	9,552,912	1,030,056	154,528	380,945	569,721	21,835,840
2017	9,968,170	13,287,020	952,304	165,387	381,106	589,580	25,343,567
2018	10,704,232	12,620,519	1,080,031	163,628	391,743	685,830	25,645,983
2019	11,217,176	12,941,563	900,896	155,791	519,663	682,518	26,417,607
2020	11,514,040	12,896,552	998,401	163,345	534,169	1,041,783	27,148,290
2021	12,565,022	15,086,391	1,152,391	214,997	506,042	813,256	30,338,099
2022	13,043,532	16,887,598	1,141,696	266,734	633,951	2,107,462	34,080,973
2023	13,755,470	18,011,255	1,256,488	232,561	770,144	1,926,155	35,952,073
2024	15,019,781	16,772,531	1,310,678	235,563	750,696	1,853,648	35,942,897

Includes General Fund, Special Revenue, Capital Projects Funds,

Source: City of Hanford Finance Department

Fund Balances of Governmental Funds
Last Ten (10) Fiscal Years
(modified accrual basis of accounting)

Fiscal Year	2015	2016	2017	2018
General fund				
Non Spendable:				
Long-term receivables	$ 7,736,418	$ 6,551,252	$ -	$ -
Land for resale	246,450	246,450	246,450	-
Prepaid expenses	-	-	-	-
Deposits	-	-	-	-
Insurance deposits	100,000	102,500	102,500	102,500
Committed for:				
Community development	-	-	223,841	-
Capital Projects	1,123,971	361,571	410,805	-
Unassigned	6,336,292	7,588,301	8,243,676	8,504,194
Total general fund	15,543,131	14,850,074	9,227,272	8,606,694
All other governmental funds				
Non Spendable:				
Long-term receivables	$ 2,568,908	$ 2,327,669	$ 2,308,419	$ 2,252,474
Loan receivable	-	-	-	-
Lease receivable	-	-	-	-
Land for resale		-	-	-
Prepaid expenses	-	-	-	-
Deposits		-	-	-
Insurance deposits	-	-	-	-
Restricted for:				
Community development	17,733,678	18,024,438	18,828,294	19,451,267
Streets and roads	8,619,104	9,235,637	3,163,348	3,150,066
Recreation	2,574,664	3,438,237	3,883,314	3,442,097
Landscape Maintenance	753,691	633,978	570,497	470,405
Public safety	2,132,681	1,860,328	1,901,468	847,555
Committed for:				
Parking and business improvement	9,212,800	7,715,855	7,271,925	7,529,338
Community development	1,146,655	1,154,093	2,490,055	616,762
Cannabis	-	-	-	-
Unassigned	(21,428)	(49,932)	(1,627,279)	(15,381)
Total all other governmental funds	44,720,753	44,340,303	38,790,041	37,744,583
Total fund balance all governmental funds	$ 60,263,884	$ 59,190,377	$ 48,017,313	$ 46,351,277

Source: City of Hanford Finance Department

Fund Balances of Governmental Funds (Continued)
Last Ten (10) Fiscal Years
(modified accrual basis of accounting)

2019	2020	2021	2022	2023	2024
$ -	$ -	$ -	$ -	$ -	$ -
-	-	-	-	-	-
384,221	92,744	6,302	144,650	199,992	226,857
-	-	-	104,500	104,500	104,500
180,950	104,500	104,500	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
6,884,054	5,383,628	10,926,987	3,031,928	10,214,594	12,610,835
7,449,225	5,580,872	11,037,789	3,281,078	10,519,086	12,942,192
$ 2,252,416	$ 2,252,415	$ 20,503,159	$ -	$ -	$ -
-	-	-	20,346,974	20,378,274	19,501,968
-	-	-	557,209	-	-
-	-	-	-	-	
1,686	1,722	1,722	1,722	1,100	1,100
-	-	-	-	-	-
-	-	-	-	-	-
19,909,210	20,434,281	1,646,956	1,870,075	-	-
6,810,336	5,744,795	6,522,042	10,075,783	15,276,502	20,079,629
3,701,300	4,204,305	4,322,904	5,107,894	5,705,236	5,975,177
526,765	581,818	731,600	968,179	1,451,419	2,046,521
452,490	636,174	399,646	713,464	852,390	1,106,295
5,882,433	5,154,829	4,931,758	3,902,047	3,537,705	2,986,008
442,281	460,475	552,161	722,548	7,550,690	10,152,998
-	-	124,305	121,818	126,255	197,606
(16,291)	(269,568)	(109,905)	(583,155)	(317,109)	(146,712)
39,962,626	39,201,246	39,626,348	43,804,558	54,562,462	61,900,590
$ 47,411,851	$ 44,782,118	$ 50,664,137	$ 47,085,636	$ 65,081,548	$ 74,842,782

Changes in Fund Balances of Governmental Funds
Last Ten (10) Fiscal Years
(modified accrual basis of accounting)

Fiscal Year	2015	2016	2017	2018
Revenues				
Taxes and special assessments	$ 24,888,688	$ 27,293,684	$ 29,647,843	$ 30,598,941
Aid from other government agencies	3,210,188	3,755,254	2,896,846	4,691,907
Licenses and permits	769,258	1,106,359	1,038,419	844,802
Fines and forfeitures	286,060	212,736	185,641	183,604
Charges for services	1,015,014	1,233,071	1,171,293	1,377,615
Lease Revenue	-	-	-	-
Revenue from use of money and property	750,596	1,723,563	866,874	865,159
Miscellaneous	790,248	282,591	367,111	1,641,647
Total Revenues	31,710,052	35,607,258	36,174,027	40,203,675
Expenditures				
General government	2,425,078	2,218,049	1,864,740	2,787,272
Public safety	14,696,077	16,220,588	16,880,475	17,772,608
Public works	3,095,492	4,294,423	3,454,560	4,105,399
Recreation	2,815,731	2,699,506	3,037,478	4,318,774
Community development	2,070,679	3,777,870	9,365,735	2,803,849
Debt service:				
Principal	-	-	-	-
Interest	-	-	-	-
Capital outlay	4,278,701	6,772,187	10,235,425	7,185,808
Total Expenditures	29,381,758	35,982,623	44,838,413	38,973,710
Excess of revenues over (under) expenditures	2,328,294	(375,365)	(8,664,386)	1,229,965
Other Financing Sources (Uses)				
Transfers in	2,371,171	304,218	2,503,606	5,172,191
Transfers out	(2,472,098)	(1,002,360)	(2,288,019)	(8,095,493)
Proceeds from issuance of bonds	-	-	-	-
Lease and SBITA acquisition	-	-	-	-
Loss on lease termination	-	-	-	-
Proceeds from sale of assets	-	-	-	-
Total Other Financing Sources (Uses)	(100,927)	(698,142)	215,587	(2,923,302)
Net Change in Fund Balances Before Extraordinary Item	2,227,367	(1,073,507)	(8,448,799)	(1,693,337)
Extraordinary Item	-	-	-	-
Net Change in Fund Balances	$ 2,227,367	$ (1,073,507)	$ (8,448,799)	$ (1,693,337)
Debt Service as a percentage of non-capital expenditures	0.00%	0.00%	0.00%	0.00%

Source: City of Hanford Finance Department

Changes in Fund Balances of Governmental Funds (Continued)
Last Ten (10) Fiscal Years
(modified accrual basis of accounting)

2019	2020	2021	2022	2023	2024
$ 31,610,153	$ 31,981,731	$ 34,967,879	$ 41,422,170	$ 43,260,146	$ 44,194,513
6,078,876	3,516,928	3,097,879	5,380,585	6,208,765	10,445,228
938,841	1,105,993	1,052,363	1,797,872	1,849,277	86,270
170,956	171,876	163,068	224,399	242,675	181,315
1,275,044	1,787,004	2,494,238	3,128,433	3,205,579	2,991,009
-	-	-	19,496	-	137,197
1,233,994	1,559,423	761,614	(847,591)	1,335,944	2,660,640
439,602	434,160	605,185	194,405	149,569	511,397
41,747,466	40,557,115	43,142,226	51,319,769	56,251,955	61,207,569
1,762,734	2,666,323	2,134,148	4,162,723	3,042,292	3,850,724
19,357,821	20,484,238	20,775,293	42,528,787	23,465,277	23,950,549
3,337,476	4,753,648	3,731,386	6,192,054	3,770,437	3,278,704
3,618,014	3,510,358	3,441,612	5,662,458	4,670,976	4,995,392
2,868,807	2,790,439	2,758,705	3,508,200	2,716,570	2,031,415
-	-	-	22,193	1,243,300	1,596,228
-	-	-	513	1,140,021	1,086,925
7,995,534	7,643,581	3,255,771	4,623,507	6,362,118	10,218,712
38,940,386	41,848,587	36,096,915	66,700,435	46,410,991	51,008,649
2,807,080	(1,291,472)	7,045,311	(15,380,666)	9,840,964	10,198,920
1,962,967	320,279	1,583,169	6,194,001	4,627,696	2,176,873
(3,381,448)	(825,757)	(2,767,302)	(7,508,224)	(4,934,143)	(3,309,157)
-	-	-	25,390,437	-	-
-	-	-	89,571	-	675,857
-	-	-	-	(11,319)	-
-	-	-	21,716	304,024	18,741
(1,418,481)	(505,478)	(1,184,133)	24,187,501	(13,742)	(437,686)
1,388,599	(1,796,950)	5,861,178	8,806,835	9,827,222	9,761,234
-	-	-	(12,500,000)	-	-
$ 1,388,599	$ (1,796,950)	$ 5,861,178	$ (3,693,165)	$ 9,827,222	$ 9,761,234
0.00%	0.00%	0.00%	0.03%	5.07%	5.44%

General Fund Tax Revenue by Source
Last Ten (10) Fiscal Years
(modified accrual basis of accounting)

Fiscal Year	Sales & Use Tax	Property Taxes	Franchise Fees	Transfer Tax	Transient Tax	Business License	Misc. Taxes	Total
2015	$ 8,405,169	$ 11,357,154	$ 1,057,300	$ 129,784	$ 352,149	$ 542,024	$ 3,044,861	$ 24,888,441
2016	9,552,912	10,601,898	1,030,056	154,528	380,945	569,721	5,003,623	27,293,683
2017	13,287,020	10,470,392	952,304	165,387	381,106	589,580	3,802,054	29,647,843
2018	12,620,519	11,225,844	1,080,031	163,628	391,743	645,499	4,471,677	30,598,941
2019	12,941,563	11,767,502	900,896	155,791	519,663	644,074	4,680,385	31,609,874
2020	12,896,552	12,152,049	998,401	163,345	534,170	686,180	4,551,031	31,981,728
2021	15,086,391	13,345,637	1,152,392	214,997	506,042	735,628	3,926,792	34,967,879
2022	16,887,597	13,965,637	1,141,697	266,734	633,951	1,259,122	7,267,433	41,422,171
2023	18,011,255	14,879,090	1,256,488	232,561	770,144	825,848	7,284,761	43,260,147
2024	16,772,531	16,202,645	1,310,678	235,563	750,696	940,064	7,982,336	44,194,513

Source: City of Hanford Finance Department

Top 25 Sales Tax Producers
As of June 30, 2024**, and Ten Years Ago**

2023-24		2014-15	
Taxpayers	**Business Type**	**Taxpayers**	**Business Type**
7-Eleven Food Stores	Food Markets	AT & T Mobility	Miscellaneous Retail
Arco AM/PM Mini Marts	Service Stations	Chevron Service Stations	Service Stations
Buford Oil Company	Energy Sales	Crop Production Services	Florist/Nursery
Chevron Service Stations	Service Stations	Foods Co.	Food Markets
Costco Wholesale	Department Stores	Freeway Toyota of Hanford	Auto Sales - New
Crop Production Services	Florist/Nursery	Hanford Chrysler Dodge Jeep Ram	Auto Sales - New
Freeway Toyota of Hanford	Auto Sales - New	Hanford Equipment Company	Heavy Industry
Hanford Chrysler Dodge Jeep Ram	Auto Sales - New	Hanford Petroleum	Service Stations
Hanford Hyundai	Auto Sales - New	Helena Industries Company	Chemical Products
Helena Industries Company	Chemical Products	Home Depot	Bldg.Matls-Retail
Herbnjoy - MMD	Drug Stores	J C Penney Company	Department Stores
Home Depot	Bldg.Matls-Retail	Keller Motors	Auto Sales - New
Keller Motors	Auto Sales - New	Kohl's Department Stores	Department Stores
Kohl's Department Stores	Department Stores	Lawrence Tractor Services	Heavy Industry
Lawrence Tractor Services	Heavy Industry	Lowe's Home Centers	Bldg.Matls-Retail
Lowe's Home Centers	Bldg.Matls-Retail	Marshall's Stores	Apparel Stores
Marshall's Stores	Apparel Stores	McDonald's Restaurants	Restaurants
McDonald's Restaurants	Restaurants	North Pointe Chevron	Service Stations
Mclellan Industries	Heavy Industry	Ross Stores	Apparel Stores
Ross Stores	Apparel Stores	Sears Roebuck & Company	Department Stores
Sinclair Service Stations	Service Stations	Simplot	Food Processing Eqp
Target Stores	Department Stores	Target Stores	Department Stores
Ulta	Miscellaneous Retail	Valero Service Stations	Service Stations
Valley Ford Lincoln Mercury	Auto Sales - New	Valley Ford Lincoln Mercury	Auto Sales - New
Wal Mart Stores	Department Stores	Wal Mart Stores	Department Stores

Source: MuniServices, LLC/Avenue Insights & Analytics

Assessed Value and Estimated Actual Value of Taxable Property
Last Ten (10) Fiscal Years

Fiscal Year End	Residential Property	Commercial Property	Industrial Property	Other Property (1)	Unsecured Property	Less: Exemptions	Assessed Value	Total Direct Tax Rate (2)	Actual Taxable Value (3)	Taxable Assessed	Value as a Percentage of
2014-15	$ -	$ -	$ -	$ -	$ -	$ -	$ -	1.13936	$ -	-	-
2015-16	-	-	-	-	-	-	-	1.13927	-	-	-
2016-17	-	-	-	-	-	-	-	1.12922	-	-	-
2017-18	2,783,525,089	493,114,270	269,659,726	508,752,105	N/A	363,949,952	3,691,101,238	1.12180	-	-	-
2018-19	2,935,804,163	618,989,482	180,727,792	544,280,676	N/A	392,514,570	3,887,287,543	1.11679	-	-	-
2019-20	3,105,274,399	647,007,412	164,095,505	555,146,633	173,827,008	387,715,607	4,257,635,350	1.12726	-	-	-
2020-21*	3,303,584,068	595,201,875	196,957,330	545,065,531	210,480,516	397,812,626	4,453,476,694	1.12388	6,179,434,682	1.387553	72.07%
2021-22	3,439,245,034	591,513,846	207,542,829	386,937,678	194,560,522	181,073,610	4,638,726,299	1.10065	5,971,265,535	1.287264	77.68%
2022-23	3,736,548,034	600,258,781	214,282,452	575,008,635	229,719,368	441,361,676	4,914,455,594	1.10284	7,111,767,664	1.447112	69.10%
2023-24	4,066,427,682	647,434,977	221,963,517	590,350,261	360,905,703	435,786,167	5,451,295,973	1.08077	6,593,766,045	1.209577	82.67%

Source: County Assessor data, MuniServices, LLC / Avenu Insights & Analytics

Table is formatted to comply with GASB No. 44 and include estimated actual value.

1.) 2022-23 Value includes state utility in the amount of $15,834,471.

2.) Total direct tax rate is for TRA 2-000.

3.) Estimated Actual Value is derived from a series of calculations comparing median assessed values from 1940 to current median sale prices. Based on these calculations a multiplier value was extrapolated and applied to current assessed values.

*2020-21 is the City's first ACFR Statistical publication, therefore, historical data is limited.

Source: County Assessor data, MuniServices, LLC / Avenu Insights & Analytics

Use code categories are based on County Assessor's data

1.) 2022-23 Secured Value land use distribution includes state utility in the amount of $17,434,471.

Direct and Overlapping Property Tax Rates
(Rate per $100 of Taxable Property)
Last Ten (10) Fiscal Years

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Basic Levy	1.000000	1.000000	1.000000	1.000000	1.000000	1.000000	1.000000	1.000000	1.000000	1.000000
Hanford EL 93 GOB	0.031113	0.037628	0.035433	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Hanford EL 16C BD	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.010798	0.009860	0.007687
Hanford EL 16B BD	0.000000	0.000000	0.000000	0.000000	0.000000	0.017096	0.026207	0.003109	0.008020	0.006794
Hanford EL 98 BD	0.023435	0.022953	0.019416	0.017975	0.018392	0.017350	0.016614	0.016477	0.014979	0.000000
Hanford EL 16 BD	0.000000	0.000000	0.000000	0.021672	0.013150	0.008930	0.009275	0.009021	0.008302	0.009728
Hanford HI 10 R	0.010074	0.009540	0.008344	0.008064	0.008234	0.007731	0.007221	0.006449	0.006862	0.000000
Hanford HI 98 B	0.014429	0.013678	0.012028	0.011343	0.011780	0.011000	0.010566	0.010136	0.009644	0.008166
Hanford HI 98 C	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000
Hanford HI 14 REF GOB	0.002994	0.002899	0.002581	0.002460	0.002509	0.002211	0.002144	0.002009	0.001863	0.005645
Hanford HI 04 A	0.030983	0.030043	0.029459	0.028500	0.023573	0.023189	0.023042	0.023370	0.022949	0.020446
Hanford HI 04 B	0.002429	0.002224	0.001763	0.001785	0.001801	0.001564	0.001454	0.001366	0.001325	0.001137
Hanford HI 16 A	0.000000	0.000000	0.000000	0.000000	0.007351	0.008184	0.005545	0.002542	0.003053	0.002246
Hanford HI 16 B	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.001810	0.000369	0.000987	0.000755
Hanford HI GOB 16-C	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.003164
COS/ HFD 06- A&B GOB	0.023900	0.020300	0.020200	0.009800	0.015600	0.015000	0.020000	0.015000	0.015000	0.015000
COS/ HFD 06- C GOB	0.000000	0.000000	0.000000	0.020200	0.014400	0.015000	0.000000	0.000000	0.000000	0.000000
Overlapping Rates	0.139357	0.139265	0.129224	0.121799	0.116790	0.127255	0.123878	0.100646	0.102844	0.080768
Total Tax Rates	1.139357	1.139265	1.129224	1.121799	1.116790	1.127255	1.123878	1.100646	1.102844	1.080768

Source: County Auditor/Controller data, MuniServices, LLC / Avenu Insights & Analytics
TRA 2-000 is represented for this report.

Principal Property Taxpayers
As of June 30, 2024, and Ten Years Ago

	2023-24		2014-15	
Taxpayer	**Taxable Value ($)**	**Percent of Total City Taxable Value (%)**	**Taxable Value ($)**	**Percent of Total City Taxable Value (%)**
Faraday & Future Inc	$ 55,695,070	1.02%		
Tessenderlo Kerley Inc	51,914,116	0.95%		
Hanford Mill	41,049,240	0.75%		
Centennial-Hanford Center II LLC	36,231,064	0.66%	$ 31,427,489	1.05%
Marquez Brothers Hanford Cheese Plant	35,074,030	0.64%		
Edgewater Isle Apartments LLC	34,757,810	0.64%		
545 Centennial Lp	28,947,489	0.53%		
Costco Wholesale Corporation	28,031,855	0.51%		
Wal-Mart Real Estate Business Trust	27,238,097	0.50%	22,201,352	0.74%
Bels Poultry LLC	25,579,742	0.47%	6,818,638	0.23%
Hood Packaging Corp	21,669,695	0.40%		
Forebay Farms LLC	18,527,168	0.34%		
SNR 27 The Remington Owner LLC	18,444,875	0.34%		
Marquez Investment Group LLC	18,300,506	0.34%	25,945,096	0.87%
Target Corporation	18,215,930	0.33%	13,018,644	0.43%
ARHC AHHFD CA01 LLC	17,327,718	0.32%		
3902 Annadale Lane LP	17,304,499	0.32%		
Keller, Jon & Valerie Rev Trust	14,873,323	0.27%	12,394,149	0.41%
Centennial Capital LP	14,707,813	0.27%	15,125,674	
Lowes HIW Inc	14,614,290	0.27%	15,090,642	0.50%
Berkshire Crossing LLC	14,045,880	0.26%		
River Oaks Holdings LLC	13,231,720	0.24%	10,716,493	0.36%
361 E Grangeville Blvd LLC	12,230,144	0.22%		
Anand Hospitality LLC	12,022,311	0.22%		
HD Development Of Maryland Inc	11,650,461	0.21%	9,253,706	0.31%
Passco Hanford Mall LLC			46,275,460	1.54%
GWF Energy LLC-Hanford			41,100,000	1.37%
Wasatch Pool Holdings LLC			28,830,470	0.96%
Steiner L J LLC			15,613,413	0.52%
South Auto Holdings LLC			11,182,820	0.37%
Ricchiuti Patrick V Family Trust			9,017,061	0.30%
Exopack LLC			8,927,233	0.30%
Hanford Retirement Residence Ltd			8,548,258	0.29%
ELS Properties Corporation			8,187,001	0.27%
Forever 21 Real Estate Holdings LLC			7,629,764	0.25%
Kings Residential Limited Partnership			7,101,982	0.24%
Realty Income Properties 23 LLC			6,681,196	0.22%
Hanford Partners LLC			6,664,883	0.22%
Calcot Ltd			6,634,592	0.22%
Hanford Center LLC			6,529,510	0.22%
Total Top 25 Taxpayers	601,684,846	11.04%	380,915,526	12.20%
Total Taxable Value	5,451,295,973	100.00%	2,999,213,188	100.00%

Source: County Assessor data, MuniServices, LLC / Avenu Insights & Analytics
Note: 2014-15 represents Secured data only. Unsecured data: N/A

Property Tax Levies and Collections
Last Ten (10) Calendar Years

Fiscal Year Ended June 30	Total Tax Levy for Fiscal Year	Collected within the Fiscal Year of the Levy		Collections in Subsequent Years	Total Collections to Date	
		Current Tax Collections	Percent of Current Taxes Collected		Amount	Percentage of Levy
2014	$ 2,831,669	$ 2,884,144	101.9%	$ 128,141	$ 3,012,285	106.4%
2015	3,350,921	3,321,742	99.1%	139,009	3,460,751	103.3%
2016	3,687,940	3,578,931	97.0%	132,853	3,711,784	100.6%
2017	3,961,411	3,908,158	98.7%	129,042	4,037,200	101.9%
2018	4,310,908	4,644,611	107.7%	131,947	4,776,558	110.8%
2019	4,747,511	5,054,013	106.5%	143,229	5,197,242	109.5%
2020	5,269,297	5,474,560	103.9%	159,844	5,634,404	106.9%
2021	6,021,646	6,684,394	111.0%	100,766	6,785,160	112.7%
2022	6,581,880	7,015,381	106.6%	91,862	7,107,243	108.0%
2023	7,330,939	7,932,822	108.2%	99,955	8,032,777	109.6%

Source: Kings County Property Tax Division

Assessed Value of Property by Use Code
Last Seven (7) Fiscal Years

Category	2017-18	2018-19	2019-20
Residential	$ 2,770,795,326	$ 2,935,804,163	$ 3,105,274,399
Commercial	584,514,310	618,989,482	647,007,412
Institution	260,490,264	262,841,798	265,695,795
Industrial	174,965,382	180,727,792	164,095,505
Professional	143,476,958	157,209,582	164,062,839
Agricultural	39,328,210	44,504,943	54,144,413
Vacant	14,992,337	20,844,947	20,914,525
Miscellaneous	13,564,257	14,317,952	17,663,084
Unitary	37,802,543	28,502,543	17,502,543
Unknown	565,393	558,878	28,945
Recreation	6,840,139	6,948,353	7,008,610
Transportation	5,140,280	5,317,392	5,465,167
Manufacturing	2,558,841	2,591,251	2,643,076
Government	16,950	643,037	17,636
Gross Secured Value	4,055,051,190	4,279,802,113	4,471,523,949
Unsecured	N/A	N/A	173,827,008
Exemptions	363,949,952	392,514,570	387,715,607
Net Taxable Value	$ 3,691,101,238	$ 3,887,287,543	$ 4,257,635,350

Source: County Assessor data, MuniServices, LLC / Avenu Insights & Analytics
Use code categories are based on County Assessor's data

1.) 2022-23 Secured Value land use distribution includes state utility in the amount of $17,434,471.

Assessed Value of Property by Use Code (Continued)
Last Seven (7) Fiscal Years

2020-21	2021-22	2022-23 (1)	2023-24
$ 3,303,584,068	$ 3,439,245,034	$ 3,736,548,034	$ 4,066,427,682
595,201,875	591,513,846	600,258,781	647,434,977
270,104,292	110,839,263	270,904,019	248,596,282
196,957,330	207,542,829	214,282,452	221,963,517
171,077,019	152,716,479	179,659,340	190,079,979
39,038,322	53,375,249	55,327,923	46,591,484
16,904,742	18,955,327	34,327,433	45,546,300
15,088,912	15,429,051	100,956	17,129,784
15,602,543	14,534,471	-	15,834,471
451,243	6,819,191	17,464,896	8,830,158
7,257,204	5,518,186	7,387,479	7,162,119
6,845,317	6,026,595	7,058,248	7,129,783
2,695,937	2,723,866	2,778,341	3,449,901
-	-	-	-
4,640,808,804	4,625,239,387	5,126,097,902	5,526,176,437
210,480,516	194,560,522	229,719,368	360,905,703
397,812,626	181,073,610	441,361,676	435,786,167
$ 4,453,476,694	$ 4,638,726,299	$ 4,914,455,594	$ 5,451,295,973

Ratios of Outstanding Debt by Type
Last Ten (10) Fiscal Years

	Governmental Activities				Business-Type Activities						
Fiscal Year	Pension Obligation Bonds	Lease Payable	SBITA Payable	Notes Payable	Revenue Bonds	Notes Payable	Finance Purchase Agreements	Lease Payable	Total Primary Government	Percentage of Personal Income	Per Capita[1]
2015	$ -	$ -	$ -	$ 246,450	$26,820,000	$ 7,160,982	$12,209,027	$ -	$ 46,436,459	0.88%	$ 662
2016	-	-	-	246,450	25,455,000	6,845,590	11,293,114	-	43,840,154	0.81%	625
2017	-	-	-	246,450	24,055,000	6,519,159	10,748,627	-	41,569,236	0.74%	592
2018	-	-	-	-	22,605,000	6,181,303	10,015,715	-	38,802,018	0.67%	553
2019	-	-	-	-	21,110,000	5,831,622	9,210,709	-	36,152,331	0.61%	515
2020	-	-	-	-	19,560,000	5,469,703	8,610,970	-	33,640,673	0.55%	479
2021	-	-	-	-	17,945,000	5,095,115	7,936,377	-	30,976,492	0.49%	441
2022	26,506,940	67,378	67,378	-	20,709,060	4,707,418	7,181,833	-	59,240,007	0.92%	844
2023	25,460,230	387,868	387,868	-	18,793,770	4,306,151	6,341,947	-	55,677,834	0.84%	793
2024	23,922,715	638,867	178,371	-	4,416,095	3,890,840	5,411,024	20,742	38,478,654	0.56%	548

Note:
Details regarding the government's outstanding debt can be found in the notes to the financial statements.
[1] See the Schedule of Demographic and Economic Statistics for personal income and population

Source: City of Hanford Finance Department

Ratios of General Bonded Debt Outstanding
Last Ten (10) Fiscal Years

Fiscal Year	Pension Obligation Bonds	Revenue Bonds	Total	Percentage of Estimated Actual Taxable Value of Property[1]	Per Capita[2]
2015	$ -	$ 26,820,000	$ 26,820,000	0.89%	$ 382.18
2016	-	25,455,000	25,455,000	0.80%	362.73
2017	-	24,055,000	24,055,000	0.72%	342.78
2018	-	22,605,000	22,605,000	0.63%	322.11
2019	-	21,110,000	21,110,000	0.56%	300.81
2020	-	19,560,000	19,560,000	0.49%	278.72
2021	-	17,945,000	17,945,000	0.43%	255.71
2022	26,506,940	20,709,060	47,216,000	1.01%	672.81
2023	25,460,230	18,793,770	44,254,000	0.89%	630.61
2024	23,922,715	16,731,285	40,654,000	0.74%	579.31

Note: Details regarding the City's outstanding debt can be found in the notes to the financial statements.

[1] See the Schedule of Assessed Value and Estimated Actual Value of Taxable Property for the property value data.

[2] Population data can be found in the schedule of Demographic and Economic Statistics page

Source: City of Hanford Finance Department

Direct and Overlapping Governmental Activities Debt
As of June 30, 2024

2023-2024 Assessed Valuation $ 5,496,538,395

DIRECT AND OVERLAPPING TAX AND ASSESSMENT DEBT:	Total Debt 6/30/24	Percent Applicable (1)	Debt 6/30/24
College of the Sequoias Hanford Campus Improvement District No. 1	$ 13,170,778	67.604%	$ 8,903,973
Hanford Joint Union High School District	56,273,758	67.604%	38,043,311
Armona School District	7,588,712	31.032%	2,354,929
Hanford School District	21,620,000	96.740%	20,915,188
Pioneer Union School District	11,378,571	85.444%	9,722,306
TOTAL DIRECT AND OVERLAPPING TAX AND ASSESSMENT DEBT			$ 79,939,707
DIRECT AND OVERLAPPING GENERAL FUND OBLIGATION DEBT:			
Kings County General Fund Obligations	$ 6,660,000	38.433%	$ 2,559,638
Hanford Joint Union High School District Certificates of Participation	17,845,000	67.604%	12,063,934
Kings River Hardwick Union School District Certificates of Participation	3,900,000	21.829%	851,331
Pioneer Union School District Certificates of Participation	4,900,000	85.444%	4,186,756
City of Hanford Pension Obligations Bonds	23,922,715	100.000%	23,922,715
City of Hanford Lease payable	638,867		638,867
City of Hanford SBITA payable	178,371		178,371
TOTAL GROSS DIRECT AND OVERLAPPING GENERAL FUND OBLIGATION DEBT			$ 44,401,612
OVERLAPPING TAX INCREMENT DEBT:			
TOTAL DIRECT DEBT			24,739,953
TOTAL OVERLAPPING OBLIGATION DEBT			99,601,366
COMBINED TOTAL DEBT			$ 124,341,319 (2)

(1) The percentage of overlapping debt applicable to the city is estimated using taxable assessed property value. Applicable percentages were estimated by determining the portion of the overlapping district's assessed value that is within the boundaries of the city divided by the district's total taxable assessed value.

(2) Excludes tax and revenue anticipation notes, enterprise revenue, mortgage revenue and non-bonded capital lease obligations.

Ratios to 2023-24 Assessed Valuation:

Total Overlapping Debt (excluding tax increment).....	1.45%
Total Direct Debt ($27,929,000)	0.51%
Combined Total Debt (excluding tax increment).....	2.32%

AB: ($550)

Source: California Municipal Statistics and City of Hanford Finance Department

Computation of Legal Debt Margin
Last Ten (10) Fiscal Years

	2015	2016	2017	2018
Assessed valuation	$ 3,025,217,697	$ 3,188,163,290	$ 3,353,705,246	$3,582,257,800
Conversion percentage	25%	25%	25%	25%
Adjusted assessed value	$ 756,304,424	$ 797,040,823	$ 838,426,312	$ 895,564,450
Debt limit percentage	15%	15%	15%	15%
Debt limit	$ 113,445,664	$ 119,556,123	$ 125,763,947	$ 134,334,668
Total net debt applicable to limit:				
General obligation bonds	$ -	$ -	$ -	$ -
Legal debt margin	$ 113,445,664	$ 119,556,123	$ 125,763,947	$ 134,334,668
Total net debt applicable to the limit as a percentage of debt limit	0.00%	0.00%	0.00%	0.00%

Source: Kings County Auditor-Controller Property Tax Division

Note:
The government code of the State of California provides for a legal debt limit of 15% of gross assessed valuation. However, this provision was enacted when assessed valuation was based upon 25% of market value. Effective with the 1981-82 fiscal year, each parcel in now assessed at 100% of market value (as of the most recent change in ownership for that parcel). The computations shown above reflect a conversion of assessed valuation data for each fiscal year from the current full valuation perspective to the 25% level that was in effect at the time that the legal debt margin was enacted by the State of California for local governments located within the state.

Computation of Legal Debt Margin (Continued)
Last Ten (10) Fiscal Years

2019	2020	2021	2022	2023	2024
$ 3,775,010,700	$ 4,005,538,197	$ 4,203,023,242	$ 4,676,333,377	$ 4,952,642,565	$ 5,484,273,569
25%	25%	25%	25%	25%	25%
$ 943,752,675	$ 1,001,384,549	$ 1,050,755,811	$ 1,169,083,344	$ 1,238,160,641	$ 1,371,068,392
15%	15%	15%	15%	15%	15%
$ 141,562,901	$ 150,207,682	$ 157,613,372	$ 175,362,502	$ 185,724,096	$ 205,660,259
$ -	$ -	$ -	$ 26,506,940	$ 25,460,230	$ 23,922,715
$ 141,562,901	$ 150,207,682	$ 157,613,372	$ 148,855,562	$ 160,263,866	$ 181,737,544
0.00%	0.00%	0.00%	15.12%	13.71%	11.63%

Pledged Revenue Coverage
Last Ten (10) Fiscal Years
(modified accrual basis of accounting)

Fiscal Year	2015	2016	2017	2018
Wastewater:				
Revenues	$ 6,955,953	$ 7,061,335	$ 6,596,108	$ 7,159,145
Less: Operating Expenses	(3,944,064)	(2,826,302)	(3,299,395)	(3,616,935)
Net Available Revenue	3,011,889	4,235,033	3,296,713	3,542,210
Water:				
Revenues	6,817,507	7,781,934	10,069,044	10,847,684
Less: Operating Expenses	(4,741,532)	(4,619,316)	(4,727,413)	(4,421,848)
Net Available Revenue	2,075,975	3,162,618	5,341,631	6,425,836
Total Utility Systems Revenues	13,773,460	14,843,269	16,665,152	18,006,829
Less: Total Utility Systems Operating Expenses	(8,685,596)	(7,445,618)	(8,026,808)	(8,038,783)
Total Utility Systems Net Revenue Available	$ 5,087,864	$ 7,397,651	$ 8,638,344	$ 9,968,046
Debt Service Requirements	$ 2,610,006	$ 2,358,656	$ 2,355,806	$ 2,362,131
Coverage	1.95	3.14	3.67	4.22

Note: Excludes depreciation and amortization

Pledged Revenue Coverage (Continued)
Last Ten (10) Fiscal Years

2019	2020	2021	2022	2023	2024
$6,712,173	$ 6,592,213	$ 6,488,656	$ 7,134,563	$ 6,832,219	$ 8,271,634
(3,356,489)	(3,337,601)	(3,688,293)	(3,501,738)	(4,827,492)	(7,060,278)
3,355,684	3,254,612	2,800,363	3,632,825	2,004,727	1,211,356
10,746,302	11,179,262	12,307,644	12,413,643	11,541,239	14,062,877
(4,419,503)	(4,949,316)	(4,983,238)	(5,638,433)	(8,072,888)	(7,446,299)
6,326,799	6,229,946	7,324,406	6,775,210	3,468,351	6,616,578
17,458,475	17,771,475	18,796,300	19,548,206	18,373,458	22,334,511
(7,775,992)	(8,286,917)	(8,671,531)	(9,140,171)	(12,900,380)	(14,506,577)
$9,682,483	$ 9,484,558	$ 10,124,769	$ 10,408,035	$ 5,473,078	$ 7,827,934
$2,357,406	$ 2,354,131	$ 2,354,756	$ 2,351,881	$ 2,351,635	$ 2,343,188
4.11	4.03	4.30	4.43	2.33	3.34

Demographic and Economic Statistics
Last Ten (10) Fiscal Years

Fiscal Year	Population [1]	Personal Income [2]	Capita Personal Income [2]	City Unemployment Rate [3]	County Unemployment Rate [3]	County Population	School Enrollment	Median Age
2015	55,844	$ 1,719,548,448	$ 30,792	9.0%	10.0%	$ 149,275	9,779	31.7
2016	56,192	1,764,934,528	31,409	8.5%	8.8%	149,042	9,662	31.5
2017	57,011	1,796,302,588	31,508	5.9%	8.1%	148,731	9,753	31.4
2018	57,915	1,840,828,275	31,785	5.0%	6.9%	150,807	9,775	31.9
2019	58,742	1,905,590,480	32,440	5.1%	6.8%	152,762	9,934	32.9
2020	58,121	1,911,192,843	32,883	14.5%	15.2%	152,486	9,944	32.9
2021	58,627	2,101,895,204	35,852	8.0%	9.7%	150,750	9,746	33.5
2022	58,312	2,295,218,632	39,361	5.0%	6.2%	151,494	9,688	33.4
2023	58,893	2,703,814,733	45,911	6.3%	8.0%	151,018	9,762	32.8
2024	59,286	3,041,599,458	51,304	6.0%	7.4%	152,327	9,748	32.5

Sources: [1] State of California Department of Finance
[2] U.S. Census Bureau, adjusted for inflation
[3] State of California Employment Development Department

Principal Employers
Current Fiscal Year and Ten Years Ago

	2024			2015		
Business Name	Employees	Rank	Percentage of total City Employment	Employees	Rank	Percentage of total City Employment
Adventist Health Hanford Hospital	1,636	1	6.29%	N/A	N/A	N/A
Del Monte Foods Co*	1,012	2	3.89%	N/A	N/A	N/A
Central Valley Meat Co	805	3	3.10%	N/A	N/A	N/A
Hanford Elementary School District	734	4	2.82%	N/A	N/A	N/A
Hanford Joint Union High School District	458	5	1.76%	N/A	N/A	N/A
Walmart Supercenter	400	6	1.54%	N/A	N/A	N/A
City of Hanford	305	7	1.17%	N/A	N/A	N/A
Costco Wholesale	234	8	0.90%	N/A	N/A	N/A
Marquez Brothers International	230	9	0.88%	N/A	N/A	N/A
Hacienda Post Acute	203	10	0.78%	N/A	N/A	N/A
	6,017		23.13%	0		0
Total City Labor Force [1]	26,000					

Source: MuniServices, LLC/ Avenu Insights & Analytics
[1] Total City Labor Force provided by EDD Labor Force Data

Results based on direct correspondence with city's local businesses.
Note: 2015 Historical data is not available.
*Employer has not responded to Avenu's inquiries, previous year employee count applied

Full-Time Equivalents City Government Employees by Function
Last Ten (10) Fiscal Years

Function	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Administration										
Administration	17.00	11.00	11.00	17.00	9.00	9.00	8.00	8.00	6.00	6.00
City Clerk	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
City Council	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
Finance	0.00	0.00	0.00	0.00	7.00	7.00	7.00	7.00	8.00	8.00
Human Resources	0.00	0.00	0.00	0.00	2.00	2.00	2.00	3.00	3.75	3.75
Information Technology	0.00	0.00	0.00	0.00	1.00	1.00	3.00	4.00	5.00	5.00
Public safety										
Animal Control	4.00	3.00	2.00	3.00	2.00	2.00	2.00	2.00	2.00	2.00
Police Officers	42.00	37.00	38.00	43.00	43.00	43.00	43.00	49.00	54.00	54.00
Police Support	15.50	12.00	16.00	16.00	16.50	16.50	17.00	18.00	23.00	23.00
Community Development										
Planning	1.00	3.00	2.00	7.00	7.00	7.00	7.00	7.00	5.50	5.50
Community Enhancement	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Building and Safety	5.00	4.00	4.00	4.00	4.00	4.00	5.00	5.00	7.00	7.00
Community Services										
Parks and Recreation	19.00	15.00	16.00	8.50	8.00	8.00	5.00	5.00	7.50	7.50
Grounds Maintenance	11.50	5.50	7.50	19.00	20.00	20.00	20.00	20.00	19.50	19.50
Building Maintenance	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00	4.00
Public Works										
Public Works	2.00	2.00	2.00	3.00	2.75	3.50	6.50	6.50	9.00	9.00
Street Maintenance	2.00	2.00	1.50	5.00	5.00	5.00	5.00	7.00	7.00	7.00
Wastewater	0.00	0.00	2.50	7.00	7.25	12.00	10.50	14.50	17.00	17.00
Total	127.00	102.50	110.50	141.50	143.50	149.00	150.00	165.00	187.25	187.25

Source: City of Hanford Human Resources

Operating Indicators by Function
Last Ten (10) Fiscal Years

Function	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Police										
Calls for services	40,671	40,982	39,921	40,924	41,885	45,613	42,938	42,971	44,989	46,975
Incidents created by Officers	17,354	191,180	19,688	17,700	17,498	17,783	17,540	15,366	23,407	15,276
Physical arrests	4,958	5,116	4,967	3,886	3,466	4,369	4,669	3,276	4,295	3,371
Citations issued by Officers										
Fire	5,280	5,490	5,695	6,296	6,433	6,460	6,382	6,526	6,109	6,428
Total number of calls for service	70.04%	65.88%	63.39%	56.78%	59.26%	55.11%	61.36%	59.81%	57.59%	56.39%
% of calls for medical aid	161	183	166	197	171	232	250	262	247	269
Number of fires extinguished										
Parks	844	787	750	742	689	768	105	377	514	404
Park shelter rentals at various citywide parks	206	259	226	240	277	251	150	159	186	132
Amount of rentals	6	6	6	6	6	7	6	6	6	6
Number of programs(Children)	6	6	6	7	7	7	7	7	7	7
Number of programs(Adults)										
Building Permits	1,379	1,862	1,836	1,690	1,865	2,156	2,629	3,037	3,045	3,061
Residential	193	199	223	176	161	163	170	165	199	276
Commercial										
Public Works	400	454	509	441	600	777	721	494	494	468
Permits Issued										
Waste Collected	24,737	25,657	26,060	24,867	27,189	29,144	29,875	29,518	30,266	30,119
Trash (Tons)	3,674	3,459	3,763	3,557	3,927	3,764	4,200	5,445	5,445	5,317
Recycables (Tons)	8,654	822	8,482	6,840	8,022	8,412	8,489	8,679	9,781	10,196
Green Waste (Tons)	219	219	222	222	225	225	225	231	231	231
Street Resurfacing (SF)	41,125	34,475	32,795	32,235	87,150	92,058	17,640	14,366	19,740	5,600
Crack Sealant Applied (Lbs)	N/A	N/A	60	157	1,684	248	60	194	80	247
Curb and Gutter (LF)	3,686	1,222	2,759	3,646	5,537	3,688	2,261	8,224	6,030	4,124
Sidewalk (SF)	9	3	10	10	13	12	1	8	8	6
ADA Ramps	25,162	22,080	7,266	7,416	4,150	2,089	7,663	60,177	84,194	56,091
Deap Patching (SF)	931	658	665	1,304	1,455	641	N/A	N/A	N/A	N/A
Leaf Pick Up (Tons)	541	415	520	438	464	524	541	496	512	361
Signal Calls	47	47	48	47	47	51	51	51	51	73

Capital Asset Statistics by Function
Last Ten (10) Fiscal Years

Function	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
General Government:										
Number of general government buildings	3	3	3	3	3	3	3	3	3	3
Public Safety:										
Number of police stations	1	1	1	1	1	1	1	1	1	1
Number of fire stations	2	2	2	2	2	3	3	3	3	3
Public Works:										
Number of public works buildings	11	12	12	12	13	13	13	13	13	13
Miles of streets	219	219	222	222	225	225	225	231	231	231
Miles of sanitary streets	215	218	220	220	220	227	227	227	227	231
Miles of storm water drains	58	58	58	59	59	60	62	64	65	67
Recreation and Parks:										
Number of parks and recreation facilities*	25	26	26	26	26	27	27	27	28	29
Acres of parks*	81	84	84	84	84	87	87	87	90	96
Water										
Miles of water mains	206	206	208	208	210	212	218	223	224	229
Number of fire hydrants**	-	-	-	-	-	-	-	-	-	2,583

* Does not include leased properties

** Did not start tracking until 2024

Sources: City of Hanford Finance Department

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REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

Independent Auditor's Report

To the Honorable City Council
City of Hanford
Hanford, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of the the governmental activities, the business-type activities, the aggregate remaining fund information and each major fund of the City of Hanford (the entity) as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the entity's basic financial statements, and have issued our report thereon dated February 13, 2025.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the entity's internal control over financial reporting (internal control) as a basis for designing procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we do not express an opinion on the effectiveness of the entity's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the entity's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

We noted certain matters that we have reported to management of the entity in a separate letter dated February 13, 2025

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Rogers, Anderson, Malody & Scott, LLP.

San Bernardino, California
February 13, 2025

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February 13, 2025

To the Management of City of Hanford
Hanford, California

In planning and performing our audit of the financial statements of the City of Hanford (the entity) as of and for the year ended June 30, 2024, in accordance with auditing standards generally accepted in the United States of America, we considered the entity's internal control over financial reporting (internal control) as a basis for designing our auditing procedures for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we do not express an opinion on the effectiveness of the entity's internal control.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be significant deficiencies or material weaknesses and therefore, there can be no assurance that all deficiencies, significant deficiencies, or material weaknesses have been identified. We did not identify any deficiencies in internal control that we consider to be material weaknesses. However, as discussed below, we identified certain matters involving the internal control and other operational matters that are presented for your consideration. This letter does not affect our report dated February 13, 2025 on the financial statements of the entity. We will review the status of these comments during our next audit engagement. Our comments and recommendations, all of which have been discussed with appropriate members of management, are intended to improve the internal control or result in other operating efficiencies. Our comments are summarized as follows:

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Management of City of Hanford
Hanford, California

Finding 1- Payroll

Observation:

During our audit, we noted that payroll registers are not reviewed by an individual outside of the payroll process for accuracy. This could result in payroll error or an increase in unauthorized payroll transactions going undetected.

Recommendation:

We recommend that the City implement a formal payroll review process that includes an independent review of payroll registers by an individual outside of the payroll process along with proof of their review by signatures and dates to strengthen internal controls over this process.

Management Response:

Management concurs with this recommendation and will immediately implement segregation of duties by requiring someone outside the payroll process will input or verify salary changes in the system each pay period. Additionally, an outside review of the payroll register prior to finalization will be added as a standard procedure. This will add greater internal control over payroll registers in addition to a second staff person in the Payroll Division that occurred this fiscal year to mitigate control one person could have.

We believe that the implementation of these recommendations will provide the entity with a stronger system of internal control while also making its operations more efficient. We will be happy to discuss the details of these recommendations with you at your convenience.

This communication is intended solely for the information and use of management, and others within the entity, and is not intended to be and should not be used by anyone other than these specified parties.

Very truly yours,

Rogers, Anderson, Malody & Scott, LLP.

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February 13, 2025

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To the Honorable City Council
City of Hanford
Hanford, California

We have audited the financial statements of the City of Hanford (the entity) as of and for the year ended June 30, 2024, and have issued our report thereon dated February 13, 2025. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility in Relation to the Financial Statement Audit

As communicated in our engagement letter dated July 9, 2024, our responsibility, as described by professional standards, is to form and express opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America. Our audit of the financial statements does not relieve you or management of your respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of the system of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the system of internal control of the entity solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

Planned Scope and Timing of the Audit

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

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Compliance with All Ethics Requirements Regarding Independence

The engagement team, others in our firm, as appropriate, and our firm have complied with all relevant ethical requirements regarding independence.

We have evaluated whether certain nonattest services performed by our firm during the audit have created a significant threat to our independence in relation to the entity. We have identified a threat to our independence (preparation of the entity's financial statements, creating a self-review threat) that if not reduced to an acceptable level, would impair our independence. In order to reduce the threat to an acceptable level, we have applied the following safeguard:

> Prior to the issuance of the entity's financial statements, another partner or manager, independent of the engagement, will review the financial statements.

Significant Risks Identified

We have identified the possibility of the following significant risks:

> *Management's override of internal controls over financial reporting* – Management override of internal controls is the intervention by management in handling financial information and making decisions contrary to internal control policy.
>
> *Revenue recognition* – Revenue recognition is a generally accepted accounting principle that refers to the conditions under which an entity can recognize a transaction as revenue. Auditing standards indicate that recognizing revenue is a presumed fraud risk and usually classified as a significant risk in most audits.

These significant risks are presumptive in most audits and merit attention by the auditors due to the direct impact over financial reporting and internal control processes. Although identified as significant risks, we noted no matters of management override of controls or deviations from generally accepted accounting principles which caused us to modify our audit procedures or any related matters which are required to be communicated to those charged with governance due to these identified risks.

Qualitative Aspects of the Entity's Significant Accounting Practices

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the entity is included in Note 1 to the financial statements. There have been no initial selection of accounting policies or their application during 2024. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Significant Accounting Estimates and Related Disclosures

Accounting estimates and related disclosures are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

The most sensitive accounting estimates affecting the entity's financial statements are:

> Management's estimate of the net pension liability and related deferred inflows and outflows of resources are based on actuarial reports by independent actuaries. We evaluated the key factors and assumptions used to develop the estimate in determining that it is reasonable in relation to the basic financial statements taken as a whole and in relation to the applicable opinion units.
>
> Management's estimate of the liability for other post-employment benefits (OPEB) and related deferred inflows and outflows of resources are based on actuarial reports provided by independent actuaries. We evaluated the key factors and assumptions used to develop the estimate in determining that it is reasonable in relation to the basic financial statements taken as a whole and in relation to the applicable opinion units.

Financial Statement Disclosures

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users.

The most sensitive disclosures affecting the entity's financial statements relate to:

> The disclosure of net pension liability and related deferred inflows and outflows of resources in the basic financial statements is based on actuarial assumptions. Actual future liabilities and actuarial deferred inflows and outflows may vary from disclosed estimates.
>
> The disclosures of the other post-employment benefits (OPEB) liability and related deferred inflows and outflows of resources in the basic financial statements is based on actuarial assumptions. Actual future liabilities and actuarial deferred inflows and outflows may vary from disclosed estimates.

Significant Difficulties Encountered during the Audit

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

Uncorrected and Corrected Misstatements

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole and each applicable opinion unit. There were no uncorrected misstatements noted.

In addition, professional standards require us to communicate to you all material, corrected misstatements that were brought to the attention of management as a result of our audit procedures. None of the misstatements identified by us as a result of our audit procedures and corrected by management were material, either individually or in the aggregate, to the financial statements taken as a whole or applicable opinion unit.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the entity's financial statements or the auditor's report. No such disagreements arose during the course of the audit.

Representations Requested from Management

We have requested certain written representations from management, which are included in the attached letter dated February 13, 2025.

Management's Consultations with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Other Significant Matters, Findings, or Issues

In the normal course of our professional association with the entity, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, significant events or transactions that occurred during the year, operating and regulatory conditions affecting the entity, and operational plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as the entity's auditors.

Other Information Included in Annual Reports

Pursuant to professional standards, our responsibility as auditors for other information, whether financial or nonfinancial, included in the entity's annual reports, does not extend beyond the information identified in the audit report, and we are not required to perform any procedures to corroborate such other information. However, in accordance with such standards, we have:

> Read the transmittal letter and statistical section and considered whether a material inconsistency existed between the other the information and the basic financial statements, or the other information otherwise appears to be materially misstated. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

Our responsibility also includes communicating to you any information which we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

This report is intended solely for the information and use of the City Council and management of the entity and is not intended to be and should not be used by anyone other than these specified parties.

Very truly yours,

Rogers, Anderson, Malody & Scott, LLP.

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February 13, 2025

Rogers, Anderson, Malody & Scott, LLP
735 E Carnegie Drive, Suite 100
San Bernardino, Ca 92408

This representation letter is provided in connection with your audit of the basic financial statements of the City of Hanford (the City) as of June 30, 2024 and for the year then ended, and the related notes to the financial statements, for the purpose of expressing opinions on whether the basic financial statements present fairly, in all material respects, the financial position, results of operations, and cash flows, where applicable, of the various opinion units of the entity in accordance with accounting principles generally accepted for governments in the United States of America (U.S. GAAP).

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information such that, in the light of surrounding circumstances, there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

We confirm that, to the best of our knowledge and belief, having made such inquiries as we considered necessary for the purpose of appropriately informing ourselves as of February 13, 2025:

Financial Statements

- We have fulfilled our responsibilities, as set out in the terms of the audit engagement letter dated July 9, 2024, for the preparation and fair presentation of the financial statements of the various opinion units referred to above in accordance with U.S. GAAP.
- We acknowledge our responsibility for the design, implementation, and maintenance of the system of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.
- We acknowledge our responsibility for the design, implementation, and maintenance of internal control to prevent and detect fraud.
- We acknowledge our responsibility for compliance with the laws, regulations, and provisions of contracts and grant agreements.
- We have reviewed, approved, and taken responsibility for the financial statements and related notes.
- We have a process to track the status of audit findings and recommendations.
- We have identified and communicated to you all previous audits, attestation engagements, and other studies related to the audit objectives and whether related recommendations have been implemented.
- The methods, data and significant assumptions used by us in making accounting estimates and their related disclosures, are appropriate to achieve recognition,

measurement, or disclosure that is reasonable in the context of the applicable financial reporting framework.

- All related party relationships and transactions have been appropriately accounted for and disclosed in accordance with the requirements of U.S. GAAP.
- All events subsequent to the date of the financial statements and for which U.S. GAAP requires adjustment or disclosure have been adjusted or disclosed.
- We have reviewed and approved the various adjusting journal entries that were proposed by you for recording in our books and records and reflected in the financial statements.
- The effects of all known actual or possible litigation and claims have been accounted for and disclosed in accordance with U.S. GAAP.
- All component units, as well as joint ventures with an equity interest, if any, are included and other joint ventures and related organizations are properly disclosed.
- All funds and activities are properly classified.
- All funds that meet the quantitative criteria in GASB Statement No. 34, *Basic Financial Statements—and Management's Discussion and Analysis—for State and Local Governments,* We have reviewed and approved the various adjusting journal entries that were proposed by you for recording in our books and records and reflected in the financial statements.
- GASB Statement No. 37, *Basic Financial Statements—and Management's Discussion and Analysis—for State and Local Governments: Omnibus as amended*, and GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*, for presentation as major are identified and presented as such and all other funds that are presented as major are considered important to financial statement users.
- All components of net position, nonspendable fund balance, and restricted, committed, assigned, and unassigned fund balance are properly classified and, if applicable, approved.
- Our policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position/fund balance are available is appropriately disclosed and net position/fund balance is properly recognized under the policy.
- All revenues within the statement of activities have been properly classified as program revenues, general revenues, contributions to term or permanent endowments, or contributions to permanent fund principal.
- All expenses have been properly classified in or allocated to functions and programs in the statement of activities, and allocations, if any, have been made on a reasonable basis.
- All interfund and intra-entity transactions and balances have been properly classified and reported.
- Special items and extraordinary items have been properly classified and reported.
- Deposit and investment risks have been properly and fully disclosed.
- Capital assets, including infrastructure assets, are properly capitalized, reported, and if applicable, depreciated.
- All required supplementary information is measured and presented within the prescribed guidelines.

- We have evaluated all of our lease and subscription agreements and have given you our assessment as to whether each agreement is subject to GASB Statement No. 87, *Leases* and GASB Statement No. 96, *Subscription Based Information Technology Arrangements.*
- With regard to investments and other instruments reported at fair value:
  - The underlying assumptions are reasonable and they appropriately reflect management's intent and ability to carry out its stated courses of action.
  - The measurement methods and related assumptions used in determining fair value are appropriate in the circumstances and have been consistently applied.
  - The disclosures related to fair values are complete, adequate, and in accordance with U.S. GAAP.
  - There are no subsequent events that require adjustments to the fair value measurements and disclosures included in the financial statements.
- With respect to preparation of the financial statements, we have performed the following:
  - Made all management decisions and performed all management functions;
  - Assigned a competent individual to oversee the services;
  - Evaluated the adequacy of the services performed;
  - Evaluated and accepted responsibility for the result of the service performed; and
  - Established and maintained internal controls, a process to monitor the system of internal controls.
- There have been no changes or updates to legal information disclosed to you by our attorney since the date of such legal response and now.

Information Provided

- We have provided you with:
  - Access to all information, of which we are aware that is relevant to the preparation and fair presentation of the financial statements of the various opinion units referred to above, such as records, documentation, meeting minutes, and other matters;
  - Additional information that you have requested from us for the purpose of the audit; and
  - Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.
    - A written acknowledgement of all the documents that we expect to issue that will be included in the annual report and the planned timing and method of issuance of that annual report;
    - A final version of the annual report (including all the documents that, together, comprise the annual report) in a timely manner prior to the date of the auditor's report.
- The financial statements and any other information included in the annual report are consistent with one another, and the other information does not contain any material misstatements.
- All information provided in electronic form are true representations of the original documents.

- All transactions have been recorded in the accounting records and are reflected in the financial statements.
- We have disclosed to you the results of our assessment of the risk that the financial statements may be materially misstated as a result of fraud.
- We have provided to you our analysis of the entity's ability to continue as a going concern, including significant conditions and events present, and we believe that our use of the going concern basis of accounting is appropriate.
- We have no knowledge of any fraud or suspected fraud that affects the entity and involves:
  - Management;
  - Employees who have significant roles in internal control; or
  - Others where the fraud could have a material effect on the financial statements.
- We have no knowledge of any of fraud, or suspected fraud, affecting the entity's financial statements communicated by employees, former employees, vendors, regulators, or others.
- We are not aware of any pending or threatened litigation, claims, and assessments whose effects should be considered when preparing the financial statements.
- We have disclosed to you the identity of the entity's related parties and all the related party relationships and transactions of which we are aware.
- There have been no communications from regulatory agencies concerning noncompliance with or deficiencies in accounting, internal control, or financial reporting practices.
- The entity has no plans or intentions that may materially affect the carrying value or classification of assets and liabilities.
- We have disclosed to you all guarantees, whether written or oral, under which the entity is contingently liable.
- We have disclosed to you all nonexchange financial guarantees, under which we are obligated and have declared liabilities and disclosed properly in accordance with GASB Statement No. 70, *Accounting and Financial Reporting for Nonexchange Financial Guarantees*, for those guarantees where it is more likely than not that the entity will make a payment on any guarantee.
- For nonexchange financial guarantees where we have declared liabilities, the amount of the liability recognized is the discounted present value of the best estimate of the future outflows expected to be incurred as a result of the guarantee. Where there was no best estimate but a range of estimated future outflows has been established, we have recognized the minimum amount within the range.
- We have disclosed to you all significant estimates and material concentrations known to management that are required to be disclosed in accordance with GASB Statement No. 62 (GASB-62), *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements*. Significant estimates are estimates at the balance sheet date that could change materially within the next year. Concentrations refer to volumes of business, revenues, available sources of supply, or markets or geographic areas for which events could occur that would significantly disrupt normal finances within the next year.
- We have identified and disclosed to you the laws, regulations, and provisions of contracts and grant agreements that could have a direct and material effect on financial statement

amounts, including legal and contractual provisions for reporting specific activities in separate funds.

- There are no:
  - Violations or possible violations of laws or regulations, or provisions of contracts or grant agreements whose effects should be considered for disclosure in the financial statements or as a basis for recording a loss contingency, including applicable budget laws and regulations.
  - Unasserted claims or assessments that our lawyer has advised are probable of assertion and must be disclosed in accordance with GASB-62.
  - Other liabilities or gain or loss contingencies that are required to be accrued or disclosed by GASB-62
  - Continuing disclosure consent decree agreements or filings with the Securities and Exchange Commission and we have filed updates on a timely basis in accordance with the agreements (Rule 240, 15c2-12).
- The entity has satisfactory title to all owned assets, and there are no liens or encumbrances on such assets nor has any asset or future revenue been pledged as collateral, except as disclosed to you.
- We have complied with all aspects of grant agreements and other contractual agreements that would have a material effect on the financial statements in the event of noncompliance.

Use of a Specialist

- We agree with the findings of specialists in evaluating the entity's net pension and net other post-employment benefit liabilities and related deferred amounts and have adequately considered the qualifications of the specialist in determining the amounts and disclosures used in the financial statements and underlying accounting records. We did not give or cause any instructions to be given to specialists with respect to the values or amounts derived in an attempt to bias their work, and we are not otherwise aware of any matters that have had an impact on the independence or objectivity of the specialists.
- We believe that the actuarial assumptions and methods used to measure pension and other postemployment benefit liabilities and costs for financial accounting purposes are appropriate in the circumstances

Cybersecurity

- There have been no cybersecurity breaches or other cyber events whose effects should be considered for disclosure in the financial statements, as a basis for recording a loss contingency, or otherwise considered when preparing the financial statements.

Supplementary Information in Relation to the Financial Statements as a Whole

With respect to supplementary information accompanying the financial statements:

- We acknowledge our responsibility for the presentation of the supplementary information in accordance with accounting principles generally accepted in the United States of America.
- We believe the supplementary information, including its form and content, is fairly presented in accordance with accounting principles generally accepted in the United States of America.
- The methods of measurement or presentation have not changed from those used in the prior period.
- We believe any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information, and the basis for our assumptions and interpretations, are reasonable and appropriate in the circumstances.
- When the supplementary information is not presented with the audited financial statements, management will make the audited financial statements readily available to the intended users of the supplementary information no later than the date of issuance by the entity of the supplementary information and the auditor's report thereon.
- We acknowledge our responsibility to include the auditor's report on the supplementary information in any document containing the supplementary information and that indicates the auditor reported on such supplementary information.
- We acknowledge our responsibility to present the supplementary information with the audited financial statements or, if the supplementary information will not be presented with the audited financial statements, to make the audited financial statements readily available to the intended users of the supplementary information no later than the date of issuance by the entity of the supplementary information and the auditor's report thereon.

Required Supplementary Information

With respect to the required supplementary information accompanying the financial statements:

- We acknowledge our responsibility for the presentation of the required supplementary information in accordance with U.S. GAAP.
- We believe the required supplementary information, including its form and content, is measured and fairly presented in accordance with U.S. GAAP.
- The methods of measurement or presentation have not changed from those used in the prior period.
- We believe the significant assumptions or interpretations underlying the measurement or presentation of the required supplementary information, and the basis for our assumptions and interpretations, are reasonable and appropriate in the circumstances.

Accounting Estimates and Related Disclosures

- The significant judgments made in making the accounting estimates have taken into account all relevant information of which we are aware.
- We have consistently and appropriately selected and applied methods, assumptions, and data when making accounting estimates.

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- The assumptions we used in making and disclosing accounting estimates appropriately reflect our intent and ability to carry out specific courses of action on behalf of the entity, when relevant to the accounting estimates and disclosures.
- The disclosures related to accounting estimates, including those disclosures describing estimation uncertainty, are complete and are reasonable in the context of the applicable financial reporting framework.
- We have obtained and applied appropriate specialized skills and expertise in making accounting estimates.
- We are not aware of any events subsequent to the date of the financial statements that require adjustment to our accounting estimates and related disclosures included in the financial statements.

Chris Tavarez, Finance Director

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** STUDY SESSION

SUBJECT:
Council overview of the Fiscal Year 2026/27 (FY27) and 2027/28 (FY28) Budget Outlook

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RECOMMENDATION:

Recommendation: Receive presentation on Fiscal Year 2026/27 (FY27) and 2027/28 (FY28) Budget Outlook

Recommended Motion: This is an informational item. No motion is required.

BACKGROUND:

I. Introduction

This report provides an overview of the overall budget outlook for the City of Hanford for Fiscal Years 2025/2026 and 2026/2027. The fiscal year 2025/2026 is projected to be financially challenging, with a potential deficit of up to $2 million in the General Fund. However, improvements in revenue and strategic cost management efforts are expected to lead to less of a challenge in 2026/2027. Measure H does bring the city a new-found ability to deliver additional services and improvements outside "normal" funding sources for the city. Today's discussion follows up on the fiscal year 2023/2024 results which identified areas of concern and a preview of what may lay ahead financially for the City.

II. Fiscal Year 2025/2026 Budget Outlook

A. General Fund Status

- The General Fund is anticipated to face a deficit of up to $2 million due to slower revenue growth and rising operational costs.
- Conservative revenue projections indicate limited financial resources, requiring strategic expenditure management.
- The city will need to consider cost-saving measures, potential restructuring, continued deferral of reserve set asides (fleet, facilities, etc) and efficiency improvements to mitigate the shortfall.

B. Revenue Projections

- Sales Tax: Expected to grow modestly but not at a rate sufficient to offset increased costs.
- Property Tax: Stable with slight growth anticipated, primarily driven by new developments.

- Other Revenues: Grant funding opportunities will be pursued to offset specific expenditures.

C. Expenditure Considerations

- Pension Unfunded Accrued Liability projections show increased costs in the future
- Personnel Costs: No new staffing increases unless offset by grants or specific revenue sources, or reduction in other expenses.
- Infrastructure Projects: Deferred unless external funding is secured. Measure H is now available for some improvements (not able to be funded by the General Fund).
- Operational Costs: Departments will be tasked with identifying efficiency improvements and potential cost reductions.

D. Strategies to Address General Fund Deficit and other funds of concern

- Pursue rate studies to address fund operating losses (Refuse, Storm Drain and Wastewater Funds)
- Limiting discretionary spending and not adding non-essential expenditures.
- Exploring revenue enhancements through grant funding and cost recovery fees.
- Reviewing service delivery models for potential efficiencies.
- Continued adherence to the City's Reserve Policy to maintain financial stability.

III. Fiscal Year 2026/2027 Budget Outlook

A. General Fund Recovery

- Projections indicate a potentially smoother return to a balanced budget with less of a deficit to face (approximately $500k).
- Increased General Fund revenues from higher sales tax receipts and expected new business developments.
- Efforts in cost containment from the previous fiscal year will help stabilize expenditures.
- Final year of $1.2 million settlement payment

B. Key Investments

- Measure H will be in effect for one full year. Many projects and operations should be underway and established.
- Public Safety Enhancements: Investments in police and fire services to maintain community safety.
- Infrastructure and Capital Projects: Focus on essential road maintenance, water system improvements, and deferred capital expenditures.
- Community Programs: Restoration of certain community services and recreational programs previously impacted by budget constraints.

C. Long-Term Fiscal Sustainability

- Strengthening reserve funds to achieve the 35% target for General Fund reserves, possibly establishing a Pension Trust Fund, and add funding to the Accumulated Capital Outlay Fund

(ACO) for future capital projects.
- Funding for reserves to be built into operating budget are necessary for long-term sustainability and prudent planning
- Ensuring fiscal discipline to sustain a balanced budget beyond 2026/2027.
- Aligning expenditures with strategic priorities while maintaining essential services.

IV. Conclusion

While Fiscal Year 2025/2026 presents financial challenges, proactive planning and disciplined fiscal management will enable the City of Hanford to navigate the short-term deficit. By Fiscal Year 2026/2027, a combination of economic growth and financial prudence is expected to result in a balanced and sustainable budget. Staff will continue to monitor financial conditions and provide updates to the City Council.

The budget process continues as follows:
Today - a budget outlook
April 2025 - Capital project reviews
May 2025 - Operating and personnel budget reviews
June 2025 - Budget Book presentation and budget adoption

FISCAL IMPACT:

Staff recommends Council keep in mind for the upcoming budget adoption:

Adopt a conservative spending approach for FY 2025/2026 to mitigate the projected deficit in the General Fund.

Support cost recovery, and look to fees at proper amounts to support operational needs for Water, Sewer, Refuse and Storm Drain

Continue to support revenue enhancement strategies through grants, adjusting fees to appropriate levels, and development initiatives.

Maintain financial discipline to ensure long-term fiscal health and stability. Budget adjustments during the year may take an adopted balanced budget to be out of balance.

ATTACHMENTS:
None

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** STUDY SESSION

SUBJECT:
Review of Hanford Municipal Code Chapter 6.10 - Keeping of Chickens and discussion of possible changes to the Municipal Code related to the number of Chickens allowed in Residential zones.

RECOMMENDATION:

Recommendation: Staff recommends that the City Council receive the presentation on the current Keeping of Chickens Ordinance and provide comments on potential amendments or modifications to the ordinance

BACKGROUND:

Prior to 2020, the City prohibited the keeping of chickens in residential neighborhoods. The current ordinance allows up to three chickens in residential zones R-L-5, R-L-8, and R-L-12, as well as in R-M zones if the parcel contains a single-family dwelling. The existing regulations include the following requirements:

- Chickens must be confined to a chicken run or coop and cannot be kept in front or side yards.
- Chicken areas must be maintained in a clean, sanitary, and healthy condition.
- Coops must have four walls, and runs must be fully fenced.
- Coops and runs must be set back at least 10 feet from property lines and 5 feet from any inhabitable building.

As part of this review, staff have examined potential alternatives to the current ordinance, including:

1. Zoning-Based Allowance

One alternative would be to increase the number of chickens allowed based on zoning. For example:

R-L-5: 3 chickens
R-L-8: 4 chickens
R-L-12: 5 chickens

However, this approach presents challenges because parcel sizes within each zoning district vary widely. In several cases, parcels in higher-density zones are larger than some parcels in lower-density zones. This could create inconsistencies in how chicken allowances are applied.

2. Parcel-Size-Based Allowances

Some cities that do not have a fixed allowance regulate chicken numbers based on parcel size rather than zoning. For example:

Rancho Cucamonga:
Under 7,200 sq. ft.: No chickens
7,200 – 9,999 sq. ft.: 4 chickens
10,000 – 19,999 sq. ft.: 5 chickens
Over 20,000 sq. ft.: 25 chickens

Moraga:
Under 5,999 sq. ft.: No chickens
6,000 - 10,000 sq. ft.: 4 chickens
10,001 - 20,000 sq. ft.: 6 chickens
20,001 - 40,000 sq. ft.: 8 chickens
Over 40,000 sq. ft.: 16 chickens

A parcel-size system would require property owners to know their parcel size and could increase the workload of Code Enforcement in verifying compliance.

Additional Considerations

- **Setbacks**: Should larger numbers of chickens require increased setbacks from property lines and residences?
- **Environmental Review (CEQA):** In 2021, Bakersfield rescinded its hen ordinance following a lawsuit from Citizens for the Preservation of R-1 Zones. The challenge argued that the city's "Common Sense" CEQA exemption failed to consider potential environmental impacts, such as noise, odor, sanitation, and public health concerns. Bakersfield's (recinded) setback-based system: 4 hens: 10-foot setback; 6 hens: 15-foot setback; 8 hens: 20-foot setback ;12 hens: 30-foot setback
- **Defining a Nuisance:** At what point do chickens become a nuisance?

Staff requests that the City Council receive the presentation and provide feedback.

FISCAL IMPACT:

No Impact to the General Fund

ATTACHMENTS:
None

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** CONSENT CALENDAR

SUBJECT:
Approval of the Minutes of the January 21, 2025, Meeting.

RECOMMENDATION:

Recommendation: Approve this Minutes for the January 21, 2025 meeting.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:
1. Meeting Minutes

City Council Regular Meeting
Minutes
January 21, 2025 7:00 PM
Council Chambers
400 N. Douty St.

5:00 PM CALL TO ORDER STUDY SESSION AND CLOSED SESSION:

Mayor Martinez called the study session and closed session to order at 5:00 p.m.

ROLL CALL BY THE CITY CLERK:

Present:	Absent:
Council Member Mark Kairis Council Member Travis Paden Council Member Lou Martinez Council Member Kimber Regan Council Member Nancy Howze	

PUBLIC COMMENT:

Study Sessions are considered Special Meetings under the Brown Act. Accordingly, comments from the public are limited to items listed on the agenda (GC 54954.3a). Public Comment will be accepted during each agenda item. A maximum of ***three minutes*** *is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Cheyne Strawn stated he supports a maximum amount of $1600 a month for a city council member stipend.

Bob Ramos provided his suggestions for a council stipend increase.

STUDY SESSION:

A. Discussion of future changes to Council Compensation as allowed under SB329 and consideration of funding options for Council attendance at civic functions.

City Manager Cifuentez discussed potential changes to Council compensation as allowed under SB329 and explored funding options for Council members attending civic functions. Staff presented several options for increasing the Council's compensation and answered questions from the Council. Council Members Regan and Howze expressed their support for raising the stipend to the maximum allowable amount of $1,600 per month. Council Member Kairis expressed concerns about increasing the Council's stipend and requested that the issue be revisited after the budget is finalized. After much discussion, the Council directed staff to bring this matter to discuss the implementation of a policy.

Mayor Martnez adjourned the study session at 5:52 p.m.

CLOSED SESSION FOR DISCUSSION OF THE FOLLOWING:

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

3 Potential Cases

CALL TO ORDER REGULAR SESSION:

Mayor Martinez called the meeting to order at 7:00 p.m.

ROLL CALL:

Present:	Absent:
Council Member Mark Kairis Council Member Travis Paden Council Member Lou Martinez Council Member Kimber Regan Council Member Nancy Howze	

INVOCATION:

The invocation was led by Pastor Stan Plooy.

FLAG SALUTE:

The flag salute was led by Mayor Martinez.

CLOSED SESSION ACTION REPORT:

COUNCIL REPORTS/GENERAL REPORTS:

Brief information-only reports from City Council and/or Staff, including committee reports and reports by City Council related to meetings attended at City expenses (AB1234).

The Council discussed the meetings and events they attended.

A. INFORMATION REPORT - NOVEMBER WARRANT REGISTER

Staff answered questions from Vice Mayor Paden regarding the lobbyist and Hawk of Hand transactions.

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. State law does not allow the Council to discuss or take action on issues not on the agenda, except that members of the Council or staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights (Gov. Code sec. 54954.2). A maximum of three minutes is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.

Robert Thayer, Supervisor of the Kings County Board of Supervisors, introduced himself to the council and staff.

Eian Spriggs, the Hanford Chamber of Commerce President, introduced himself.

Donicia Parks requested recognition and a memorial for the K9 Krash.

David Munsey shared his experience with the police department and requested a response from the Mayor.

CONSENT CALENDAR:

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

Consent Items B, C, D, G, H, and I were pulled by the Council. Motion to approve the consent calendar except for the items pulled for separate discussion.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Mark Kairis
SECONDER:	Council Member Kimber Regan
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

A. Waive reading in full of resolutions and ordinances and approval and adoption of same by reading the title only.

B. Utilities and Engineering: Authorization for the City Manager to Execute a Grant of Easement from the City of Hanford to Southern California Edison for Electrical Services South of Lennar Homes Tract 934 at the Southeast Corner of Grangeville Boulevard and 13th Avenue.

C. Utilities and Engineering: Approval of the Notice of Completion for the FY 23/24 Wastewater Treatment Plant Standby Influent Pump Installation Project, with a final project cost of $364,866.03, and Authorization for the Mayor to execute and the City Clerk to file the Notice with the Kings County Recorder's Office.

D. Human Resources: Authorization to Reject Claim for Damages - GHC0078117

PULLED CONSENT ITEMS:

A. Parks and Community Services: Award and authorization for the City Manager to enter into a professional services agreement with Dudek for professional urban forestry consulting services in the amount of $368,420.40 for Hanford Goes Green Project through the USDA Forest Service Urban and Community Forestry Inflation Reduction Act Grant Program.

[Item B]

Pulled by Vice Mayor Paden.

Dir. Albert answered questions from the Council and shared the details of the federal grant.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Mark Kairis
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

B. Utilities and Engineering: Award the advance purchase of Traffic Signal poles and mast arms and signal equipment to JAM Services, Inc. for the low bid price of $111,220.00 for the 12th Avenue at Hume Avenue Traffic Signal Project.

[Item C]

Pulled by Vice Mayor Paden.

Mayor Paden questioned the light at the intersection of 10th Ave. and Lacey Blvd. Public Works Dir. Sterling, and the City

Engineer, Lisa Dock, responded to the Council's questions.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Mark Kairis
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

C. Utilities and Engineering: Approval to purchase a Portable Pump for the Storm Utility Division from Bogie's Pump Systems of Fresno, CA in the amount of $64,891.19 and appropriation of $65,000 from the Storm Drain Capital Fund (0359).

[Item D]

Pulled by Vice Mayor Paden.

Vice Mayor Paden questioned the discrepancy in the staff report. Staff provided clarification.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Mark Kairis
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

D. Police: Approval of the overhire, through June 30, 2025 of three (3) Police Cadets using existing salary savings to ensure timely fulfillment of the eight new police officer positions approved under Measure H.

[Item G]

Pulled by Vice Mayor Paden.

Police Chief Huddleston answered questions from the Council.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Nancy Howze
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

E. Finance: Authorization for the City Manager to execute an Agreement for Professional Services with Financial Credit Network (FCN) for collection activities with professional liability coverage limits below standard city limits.

[Item I]

Pulled by Mayor Martinez.

Dir. Tavarez answered the questions from the Mayor.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Nancy Howze
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

F. Finance: Authorization to Award an Agreement with Elite Medical (Visalia, CA) for an employee shared health clinic and enter into a joint agreement with Hanford Joint Union High School District (HJUHSD) for a term of three years at a city annual costs of

approximately $300,000.

[Item H]

Pulled by Council Member Regan.

Dir. Tavarez and City Manager Cifuentez answered questions from Ms. Regan.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Mark Kairis
SECONDER:	Council Member Nancy Howze
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

PUBLIC HEARING:

A. Community Development: Annexation No. 163 Parts 9, 12, 13 and 14: A proposal to annex four separate substantially surrounded county islands with a combined total of 197.15 acres into the City of Hanford from the Kings County jurisdiction. Prezone No. 0001-24, Parts 9, 12, 13, and 14: A proposal to prezone the proposed territory to be annexed consistent with the 2035 Hanford General Plan Land Use Map. CEQA Determination: The project has been determined to be exempt from the California Environmental Quality Act (CEQA), per Categorical Exemption Class 19 (Annexation of areas containing existing public or private structures developed to the density allowed by the current prezoning) per CEQA Guidelines Section 15319(a), and because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment per CEQA Guidelines Section 15061(b)(3). A Notice of Exemption has been prepared for the project in accordance with CEQA. Island 9 is generally located East Lacey Boulevard, South of Southern Pacific Railroad Tracks. Island 12 is generally located west of 10 ½ Avenue, north of Houston Avenue. Island 13 is generally located west of 10th Avenue, between Idaho and Iona Avenues. Island 14 is generally located west of 11th Avenue, south of Flint Avenue.

Mayor Martinez opened the public hearing at 7:54 p.m. and called for the staff report. Council Member Regan recused herself. Senior Planner Gabrielle Myers presented the staff report for the Council's review and consideration. The Council asked what would happen if the Council doesn't approve the staff's recommendation. Staff and the City Attorney addressed the questions from the Council. After much discussion, Council Member Kairis made the motion to approve all three staff recommendations.The public hearing was closed at 9:10 p.m.

Public Comment:

IN-FAVOR:
David Munsey commented on his area of residence.

OPPOSSED:
David Guzman spoke in opposition.
Mr. Randall spoke in opposition to annexing area 12.
Bob Ramos questioned the rezone of Hidden Valley Park. He asked the Council not to approve the annexation.
Luis Ramirez Jr. spoke in opposition.
Al Cason spoke in opposition.
Tony Cotta spoke in opposition to annexing area 12.

Motion to Approve:

1. Certify the Notice of Exemption for the proposed projects, in accordance with CEQA.

2. Introduce and waive the first reading of Ordinance No. 01-25, approving Prezone No. 0001-24, Parts 9, 12, 13, and 14.

3. Adopt Resolution 25-02-R, initiating proceedings for Annexation 163 Parts 9, 12, 13, and 14 and direct staff to file the appropriate forms with the Local Agency Formation Commission (LAFCO) of Kings County.

RESULT:	**Passed**
MOVER:	Council Member Mark Kairis
SECONDER:	Council Member Travis Paden
AYES:	Mark Kairis, Travis Paden, Nancy Howze
ABSTAIN:	Lou Martinez
ABSENT:	Kimber Regan

CONVENE AS SUCCESSOR AGENCY:

Mayor Martinez convened as the Successor Agency at 9:13 p.m.

SUCCESSOR AGENCY - PUBLIC COMMENT:

None.

SUCCESSOR AGENCY FOR THE DISCUSSION OF THE FOLLOWING:

A. Finance: Review And Approval Of the Recognized Obligation Payment Schedule (ROPS 25-26) For The Period July 1, 2025 To June 30, 2026, as required by AB 1484 and amendments under SB 107 of Redevelopment Agency (RDA) Successor Agencies.

Finance Analyst Aubrey Balbina presented the staff report for the Council's review and approval.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Mark Kairis
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

ADJOURN AS SUCCESSOR AGENCY:

Mayor Martinez adjourned as the Successor Agency 9:14 p.m.

GENERAL BUSINESS:

A. Finance: Adoption of Resolution 25-01-R establishing a Measure H Oversight Board as required by Ordinance 2024-10 and consistent with the voter-approved Sales and Use Tax Accountability Measures.

Finance Director Chris Tavarez discussed Resolution 25-01-R, which establishes an Oversight Board for the council's review and approval. Council Member Regan suggested amending the maximum number of members from nine (9) to eleven (11). Both Vice Mayor Paden and Council Members Kairis disagreed with Ms. Regan. Staff and the City Attorney addressed questions from the Council. After much discussion, the Council approved Resolution 25-01-R with amendments to increase the number of committee members to eleven (11) and establish a process for selecting the members of the Oversight Board.

Motion to amend the number of board members to eleven (11).

RESULT:	**Passed**
MOVER:	Council Member Kimber Regan
SECONDER:	Council Member Lou Martinez
AYES:	Lou Martinez, Kimber Regan, Nancy Howze

NAYS:	Mark Kairis, Travis Paden

Motion to select committee members by merit and not by district.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Nancy Howze
AYES:	Lou Martinez, Kimber Regan, Nancy Howze, Mark Kairis

Motion to amend the sections of Resolution 25-01-R to reflect the board terms of eleven (11) committee members (6 three-year terms and 5 two-year terms).

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Kairis
AYES:	Lou Martinez, Kimber Regan, Nancy Howze, Mark Kairis

Motion to adopt Resolution with the amendments.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Mark Kairs
SECONDER:	Council Member Kimber Regan
AYES:	Lou Martinez, Kimber Regan, Nancy Howze

Dir. Tavarez will bring back a discussion regarding the selection process on February 4, 2025, for the Council's review and direction.

B. Utilities and Engineering: Authorization to reimburse Presidio JJR Bella Vista II 150, LLC and Presidio FFO Bonterra II 160, LLC in the amount of **$284,014.51** for Tract 938, Unit 3 additional right of way, street improvements, and water main oversizing in Fargo Avenue and Sangiovese Street, including a credit for uninstalled Sanitary Sewer mains and City Surveyor review of the final map; AND approve an appropriation of **$343,655.61** to fulfill the reimbursements from Water Impact Fees and Transportation Impact Fees, and credits to Wastewater Impact Fees and Engineering Special Services account.

City Engineer Lisa Dock presented items B and C for the Council's review and approval.

Motion to approve Items B and C.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Mark Kairis
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

C. Utilities and Engineering: Authorization to reimburse Presidio JJR Bella Vista II 150, LLC and Presidio FFO Bonterra II 160, LLC in the amount of **$47,209.08** for Tract 928, Unit 4 for street improvements on Fargo Avenue and Centennial Drive, including a credit for uninstalled Sanitary Sewer mains and City Surveyor review of the final map; AND approve an appropriation of **$136,013.38** to fulfill the reimbursements from Transportation Impact Fees Fund, and credits to Wastewater Impact Fees and Engineering Special Services account.

City Engineer Lisa Dock presented items B and C for the Council's review and approval.

Motion to approve Items B and C.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Mark Kairis
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

ITEMS FOR FUTURE AGENDAS:

At this time, any Council Member may ask a question for clarification or may request a matter, which is not otherwise

scheduled on a City Council agenda, to be placed on a future agenda. The Council Member referring the item shall provide sufficient information as to the nature of the item. The City Council, by concurrence of a majority, may direct the City Manager to put the item on a future agenda. (GOV. CODE SEC. 54954.2)

A. Council Future Agenda Items

During this time, the Council questioned allowing comments on the city's social media platforms, the teen center, the possibility of starting a non-profit and the possibility of assisting the Hanford Chamber of Commerce, the old KART building, the Longfield Center membership fees, and the Code Enforcement appeal process. The City Manager addressed the Council's questions and concerns and informed them that staff will bring back the discussion of the social media policy for the Council's direction the March 4, 2025, study session and the concerns expressed about city fees will be discussed during the Master Fee Schedule review at a future meeting.

The meeting was extend to 10:05 p.m.

B. Upcoming Events and Important Dates:

February 4: Regular City Council Meeting
February 17: City offices closed in observance of President's Day
February 18: Regular City Council Meeting

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting. If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's office, 559-585-2515, 319 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}

Mayor Martinez adjourned the meeting at 10:05 p.m.

Respectfully Submitted,

Natalie Corral
City Clerk

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** CONSENT CALENDAR

SUBJECT:
Approval of the Minutes of the February 4, 2025, Meeting.

RECOMMENDATION:

Recommendation: Approve the minutes of the February 4, 2025, meeting.

BACKGROUND:

FISCAL IMPACT:

ATTACHMENTS:
1. Meeting Minutes

City Council Regular Meeting
Minutes
February 4, 2025 7:00 PM
Council Chambers
400 N. Douty St.

4:00 PM CALL TO ORDER STUDY SESSION:

Mayor Martinez called the study session at 4:00 p.m.

ROLL CALL BY THE CITY CLERK:

Present:	Absent:
Council Member Mark Kairis Council Member Travis Paden Council Member Lou Martinez Council Member Kimber Regan Council Member Nancy Howze	

PUBLIC COMMENT:

Study Sessions are considered Special Meetings under the Brown Act. Accordingly, comments from the public are limited to items listed on the agenda (GC 54954.3a). Public Comment will be accepted during each agenda item. A maximum of ***three minutes*** *is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

Bob Ramos commented on the selection process, and expressed his concerns regarding Council Member Kairis's comments regarding the applicant selection. Mr. Kairis responded to his comment.

Jack Schwartz provided his suggestions for appropriate disclosure of the applicants and who should be known by the community.

Victor Chavarin Jr. commented on the importance of district representation.

Judy Scott commented on the applicant selection.

STUDY SESSION:

A. Presentation by Greg Burns of Thorn Run Partners, the City of Hanford's contracted federal lobbying firm, with updates on national legislative matters and discussion of possible legislation and actions that Council should be aware of for the coming year.

Greg Burns of Thorn Run Partners provided his background, and discussed the possible legislation and actions that the Council should be aware of for the coming year. The Council thanked Mr. Burns for his continued work.

B. Council discussion of the process to appoint members to the Measure H Oversight

Board after the close of the initial application period.

Finance Director Chris Tavarez and Finance Manager Destiny Borba discussed the proposed process to appoint advisory board members to the Measure H Oversite Board for the Council's review and direction. Staff answered questions from the Council. The Council directed staff to move forward with the review and selection process. Staff will bring back the applications on February 18, 2024, study session for the Council's direction.

CALL TO ORDER REGULAR SESSION:

Mayor Martinez called the meeting to order at 7:00 p.m. He also announced that the general business item will be postponed and presented at the next council meeting due to the attendance of the presenting consultant.

ROLL CALL:

Present:	Absent:
Council Member Mark Kairis Council Member Travis Paden Council Member Lou Martinez Council Member Kimber Regan Council Member Nancy Howze	

INVOCATION:

The invocation was led by Cara Fleming.

FLAG SALUTE:

The flag salute was led by Council Member Howze.

RECOGNITION:

A. Recognition of Cara Fleming for her community contributions through "Operation Christmas Blessing".

The Council recognized Cara Fleming for her fundraising efforts through "Operation Christmas Blessing".

COUNCIL REPORTS/GENERAL REPORTS:

Brief information-only reports from City Council and/or Staff, including committee reports and reports by City Council related to meetings attended at City expenses (AB1234).

The Council discussed the meetings and events they attended.

PUBLIC COMMENT:

This is the time for citizens to comment on subject matters within the jurisdiction of the Hanford City Council. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. State law does not allow the Council to discuss or take action on issues not on the agenda, except that members of the Council or staff may briefly respond to statements made or questions posed by persons exercising their public testimony rights (Gov. Code sec. 54954.2). A maximum of three minutes is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.

Dennis Ham asked that Planning Commissioner training be included in the budget.

SoniaToste, photographer and business owner, commented on the homeless issue around her business, and the incidents that have occurred since she moved to her new location on11th Ave. Staff responded to her concerns.

Alex Dwiggens, Civil Engineer with Zumwalt Hansen and Associates, commented on Item I and addressed the second section of the staff report and thanked staff for the opportunity to continue to provide services to the city. He responded to questions from the Council.

Rusty Brookshier commented on Mark Kairis's comment regarding the selection process for the advisory board members.

Bob Ramos commented on Item E and asked that the item be pulled from consent and he asked that the Council vote on the annexation parts separately. He also commented on the Major Crimes Task Force.

CONSENT CALENDAR:

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

Items E and F were pulled by the Council. Motion to approve the consent calendar except for the items pulled for separate consideration.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Kimber Regan
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

A. Waive reading in full of resolutions and ordinances and approval and adoption of same by reading the title only.

B. City Clerk: Approval of the Minutes of the December 3, 2024 Meeting

C. City Clerk: Approval of the Minutes of the December 5, 2024 Special Meeting

D. City Attorney: Approval of the Settlement Agreement in the matter of Tina Threadgill v. City of Hanford et al.

E. Public Works: Approval of a change order to increase the limit of fiscal year 24/25 purchase order No. 22500168, with E.M. Tharpe Inc., from $26,430 to $99,430 to cover the cost of repairs related to State mandated smoke tests and required repairs, on four (4) Refuse trucks that previously failed annual smoke test and Appropriation of $73,000 from Fleet Maintenance Fund 0447.

F. Utilities and Engineering: Authorization for the Utilities and Engineering Director to send a letter to the Local Agency Formation Commission (LAFCO), requesting the extension of water service for one commercial business in the County of Kings, without annexation by the City of Hanford. (APN 014-241-002, 8972 E. Lacey Boulevard).

G. Utilities and Engineering: Approval of a contract with Interwest Consulting Group for City Surveyor services, appointing Michael Long, PLS, as the designated Acting City Surveyor up to $200,000 annually; Approval of an extension of the existing Architectural and Engineering Services Agreement with QK through April 6, 2026 to provide as-needed survey and/or engineering services; and Authorization for the City Manager to award on-call survey, engineering, or specialty service contracts on a work order basis within the City Manager’s purchasing authority of $50,000.

H. Finance: Approval of the addition of two (2) full-time positions to the City's position control budget, an Administrative Assistant position for City Hall (Administration) and an Administrative Analyst for the Fire Department and appropriate $46,000 from the General Fund for fiscal year 2024/2025 for the additions.

PULLED CONSENT ITEMS:

A. Community Development: Second Reading and Adoption of Ordinance No. 25-01, approving Prezone No. 0001-24 Parts 9, 12, 13, and 14 for the areas proposed to be annexed under Annexation 163 Parts 9, 12, 13, and 14 (Substantially Surrounded Island Annexations).

[Item E]

Pulled during public comment.

Staff presented the ordinance for the Council's review and approval. Staff responded to questions from the Council.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Travis Paden
SECONDER:	Council Member Mark Kairis
AYES:	Mark Kairis, Travis Paden, Kimber Regan, Nancy Howze

B. Community Development: Approval of an Appropriation of $118,530 in the General Fund for Energy Efficiency Equipment Purchases, to be reimbursed by the Department of Energy's Energy Efficiency and Conservation Block Grant (EECBG) Program, to purchase an Electric Pickup Truck and Air Conditioning Unit, and Authorize the City Manager to Approve Purchases Following Competitive Quote Process.

[Item F]

Pulled by Mayor Martinez.

Administrative Analyst Olivia Morales answered questions from Mayor Martinez.

Motion to Approve.

RESULT:	**Passed (UNANIMOUS)**
MOVER:	Council Member Lou Martinez
SECONDER:	Council Member Travis Paden
AYES:	Mark Kairis, Travis Paden, Lou Martinez, Kimber Regan, Nancy Howze

GENERAL BUSINESS:

A. Presentation to the City Council of the Draft Active Transportation Plan and direction from Council as warranted.

During Council Reports, the Council approved to move this item to the next meeting.

ITEMS FOR FUTURE AGENDAS:

At this time, any Council Member may ask a question for clarification or may request a matter, which is not otherwise scheduled on a City Council agenda, to be placed on a future agenda. The Council Member referring the item shall provide sufficient information as to the nature of the item. The City Council, by concurrence of a majority, may direct the City Manager to put the item on a future agenda. (GOV. CODE SEC. 54954.2)

The Council requested future study sessions on the Major Crimes Task Force, the keeping of chickens ordinance, and a policy to end city council meetings by 9:00 p.m.

A. Council Future Agenda Items

B. Upcoming Events and Important Dates:

February 12: City/County Coordinating Meeting - City of Avenal
February 17:City offices closed in observance of President's Day
February 18: Regular City Council Meeting
March 4: Regular City Council Meeting

ADJOURNMENT:

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available to public inspection in the City Clerk's Office located at 319 N. Douty Street, Hanford, California 93230, during normal business hours. Such agendas are also available at the city's website, www.cityofhanfordca.com subject to staff's ability to post the agenda before the meeting. If you need a disability-related modification or accommodation, including auxiliary aids or services, to participate in this meeting, please contact the City Clerk's office, 559-585-2515, 319 N. Douty Street, Hanford, California 93230, at least 2 days prior to the meeting {28 CFR 35.102.35.104 ADA Title II}

Mayor Martinez adjourned the meeting at 8:13 p.m.

Respectfully submitted,

Natalie Corral
City Clerk

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** CONSENT CALENDAR

SUBJECT:
Authorization for the City to accept and appropriate an FAA Airport Infrastructure Grant (AIG), once the grant offer is received, for the Hanford Municipal Airport, in the amount of $228,551 for the design of a new fuel island and fuel tank storage area and Authorization for the Airport Manager to execute the Grant Agreement. A total appropriation in the Airport Fund of $245,580 ($17,029 of local match) is required contingent on grant award.

RECOMMENDATION:

Recommendation: That the City Council, by motion, Authorize the acceptance and appropriation of an FAA Airport Infrastructure Grant (AIG), once the grant offer is received, for the Hanford Municipal Airport, in the amount of $228,551 for the design of a new fuel island and fuel tank storage area and Authorization for the Airport Manager to execute the Grant Agreement. A total appropriation in the Airport Fund of $245,580 ($17,029 of local match) is required contingent on grant award.

BACKGROUND:

An Application for Airport Infrastructure Grant (AIG) funding was submitted to the FAA on February 11, 2025 for the subject project. It is unknown when this grant will be issued, but given that the FAA usually wants these executed within about 2 weeks, it's prudent to approve the acceptance (and appropriation) in advance of the grant offer.

An Application for Federal Aviation Administration Airport Infrastructure Grant has been prepared for the design of the New Fuel Island and Tanks proposed to be included in the 2025 Airport Infrastructure Grant (AIG) at the Hanford Municipal Airport. The project description is as follows:

The existing fuel island is scheduled for decommissioning in December 2025 due to the CA RUST program and currently only includes Avgas (no Jet A). In order to provide the Airport with the ability to provide fuel, a new fuel island and tanks is required. The project will consist of the abandonment of the existing underground storage tanks consisting of one 12,000-gallon tank that formerly stored jet fuel and was officially closed in place in June 2019, and one 12,000-gallon Avgas tank, which is scheduled for decommissioning and will be properly closed in place as part of this project. The project will also include demolition of the existing fuel island and fuel dispensers. The aircraft parking apron in the vicinity of the existing dispenser island will be reconstructed with new asphalt pavement to match existing grades. This portion of the design for abandonment and removal of the existing fuel system is ineligible for FAA funding.

One new 12,000-gallon Jet A tank and one new 12,000-gallon Avgas tank will be installed on a new

concrete pad. New Jet A and Avgas dispensers with a new credit card reader, bollards, and electrical equipment will be installed on a new concrete pad. New underground electrical duct and communication cable to the Airport Manager's office will be installed. A fence will be constructed around the new fuel island. The existing apron pavement adjacent to the new fuel island will be reconstructed to match existing grades as needed. A concrete containment pad for fuel tanker parking during fuel offloading will be constructed to capture potential fuel spills. A storm drain inlet and oil-water separator will be constructed to meet storm water pollution prevention requirements. A portion of the airport entrance road will be reconstructed to accommodate fuel tanker traffic ingress and egress.

The existing fuel island dispenser is located on pavement in the northern portion of the tiedown apron. The proposed new fuel dispenser facility will be located in the central portion of the airport in a narrow-landscaped strip that separates the vehicle parking lot from the active airfield.

The City Council has previously approved a contract with Brandley Engineering to provide design and engineering for Airport projects for a 5-year period. This grant will provide the necessary funding to complete the design of this project.

FISCAL IMPACT:

The total cost of this design work will be $245,580 with the remaining $17,029 coming from the Airport Enterprise Fund.

ATTACHMENTS:

1. Application for Federal Assistance

APPLICATION FOR FEDERAL ASSISTANCE

HANFORD MUNICIPAL AIRPORT
HANFORD, CALIFORNIA

2025 AIRPORT INFRASTRUCTURE GRANT (AIG)

NEW FUEL ISLAND AND TANKS - DESIGN

JANUARY 6, 2025

APPLICATION FOR FEDERAL ASSISTANCE

HANFORD MUNICIPAL AIRPORT
HANFORD, CALIFORNIA

2025 AIRPORT INFRASTRUCTURE GRANT (AIG)

NEW FUEL ISLAND AND TANKS - DESIGN

The City of Hanford has prepared and submits herewith an Application for Federal Assistance for a grant under the Airport Infrastructure Grant (AIG) for design of the New Fuel Island and Tanks at the Hanford Municipal Airport.

This Application includes the documents listed in the FY25 AIP Application Checklist, including the FY25 Airport Project Schedule, Standard Form 424, FAA Form 5100-100, Program Narrative (Justification), project costs, Exhibit “A”, NEPA Compliance, Standard DOT Title VI Assurances, SAM certificate, and sponsor certifications.

FY25 AIRPORT PROJECT SCHEDULE - AIP
DESIGN

Airport: Hanford Municipal Airport, Kings County, California

Project: New Fuel Island and Tanks - Design

Airport Infrastructure Grant (AIG) Program

No.	Item	Date		Comments
		SFO ADO Due	Anticipated Submission	
1	Submit Updated ACIP to SFO-ADO	12/2/24		Submitted on 10-22-2024
2	Submit NEPA docs for ADO Review by	9/16/24		Submitted on 10-7-2024
3	Completion of NEPA no later than	12/31/24		Approval Received 11-8-24
4	Submission of Pre-Application Checklist to ADO by:	10/31/24		Submitted 10-30-2024
5	Sponsor Submits IFE & Negotiated Fees for any Engineering Costs			Submitted 2/6/25
6	Final Application	5/1/25		Submitted 2/6/25

Application for Federal Assistance SF-424

*1. Type of Submission:
- ☐ Preapplication
- ☒ Application
- ☐ Changed/Corrected Application

*2. Type of Application
- ☒ New
- ☐ Continuation
- ☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify)

*3. Date Received:

4. Applicant Identifier: HJO

5a. Federal Entity Identifier: HJO - 3-06-0098

5b. Federal Award Identifier:

State Use Only:

6. Date Received by **State**:

7. **State** Application Identifier:

8. APPLICANT INFORMATION:

*a. Legal Name: City of Hanford

*b. Employer/Taxpayer Identification Number (EIN/TIN): 94-6000345

*c. UEI: DJUXR18MN678

d. Address:

*Street 1: 319 N. Douty Street

Street 2:

*City: Hanford

County/Parish: Kings

*State: Province: CA

*Country: USA: United States

*Zip / Postal Code 93230-9998

e. Organizational Unit:

Department Name:

Division Name: Airport

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr. *First Name: Robert

Middle Name:

*Last Name: Loogman

Suffix:

Title: Airport Manager

Organizational Affiliation: Hanford Municipal Airport

*Telephone Number: 559-585-2589 Fax Number:

*Email: rloogman@hanford.city

Application for Federal Assistance SF-424

***9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Pick an applicant type

Type of Applicant 3: Select Applicant Type:

Pick an applicant type

*Other (Specify)

***10. Name of Federal Agency:**

Federal Aviation Administration

11. Catalog of Federal Domestic Assistance Number:

20.106

CFDA Title:

Airport Improvement Program

***12. Funding Opportunity Number**:

N/A

*Title:

N/A

13. Competition Identification Number:

N/A

Title:

N/A

14. Areas Affected by Project (Cities, Counties, States, etc.):

City of Hanford, Kings County, California

***15. Descriptive Title of Applicant's Project**:

*AIG - Hanford Municipal Airport, Kings County, California: Design - New Fuel Island and Tanks

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

16. Congressional Districts Of:

*a. Applicant: 022 *b. Program/Project: 022

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

*a. Start Date: 04/01/2025 *b. End Date: 10/31/2025

18. Estimated Funding ($):

*a. Federal	$ 228,551
*b. Applicant	$ 17,029
*c. State	$ 0
*d. Local	$ 0
*e. Other	$ 0
*f. Program Income	$ 0
*g. TOTAL	$ 245,580

***19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☒ a. This application was made available to the State under the Executive Order 12372 Process for review on 02/06/2025 .

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☐ c. Program is not covered by E.O. 12372.

***20. Is the Applicant Delinquent On Any Federal Debt?**

☐ Yes ☒ No

If "Yes", explain:

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Mr. *First Name: Robert

Middle Name:

*Last Name: Loogman

Suffix:

*Title: Airport Manager

*Telephone Number: 559-585-2589 Fax Number:

* Email: rloogman@hanford.city

*Signature of Authorized Representative: Robert Loogman Digitally signed by Robert Loogman Date: 2025.02.11 10:35:17 -08'00' *Date Signed: 02/11/2025

Application for Federal Assistance (Development and Equipment Projects)

PART II – PROJECT APPROVAL INFORMATION

Part II - SECTION A

The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

Item 1.
Does Sponsor maintain an active registration in the System for Award Management (www.SAM.gov)?

☒ Yes ☐ No

Item 2.
Can Sponsor commence the work identified in the application in the fiscal year the grant is made or within six months after the grant is made, whichever is later?

☒ Yes ☐ No ☐ N/A

Item 3.
Are there any foreseeable events that would delay completion of the project? If yes, provide attachment to this form that lists the events.

☐ Yes ☒ No ☐ N/A

Item 4.
Will the project(s) covered by this request have impacts or effects on the environment that require mitigating measures? If yes, attach a summary listing of mitigating measures to this application and identify the name and date of the environmental document(s).

☐ Yes ☒ No ☐ N/A

Item 5.
Is the project covered by this request included in an approved Passenger Facility Charge (PFC) application or other Federal assistance program? If yes, please identify other funding sources by checking all applicable boxes.

☐ Yes ☒ No ☐ N/A

☐ The project is included in an *approved* PFC application.

If included in an approved PFC application,
does the application *only* address AIP matching share? ☐ Yes ☐ No

☐ The project is included in another Federal Assistance program. Its CFDA number is below.

Item 6.
Will the requested Federal assistance include Sponsor indirect costs as described in 2 CFR Appendix VII to Part 200, States and Local Government and Indian Tribe Indirect Cost Proposals?

☐ Yes ☒ No ☐ N/A

If the request for Federal assistance includes a claim for allowable indirect costs, select the applicable indirect cost rate the Sponsor proposes to apply:

☐ De Minimis rate of 10% as permitted by 2 CFR § 200.414.

☐ Negotiated Rate equal to % as approved by (the Cognizant Agency) on (Date) (2 CFR part 200, appendix VII).

Note: Refer to the instructions for limitations of application associated with claiming Sponsor indirect costs.

PART II - SECTION B

Certification Regarding Lobbying

The declarations made on this page are under the signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached. The term “Sponsor” refers to the applicant name provided in box 8 of the associated SF-424 form.

The Authorized Representative certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Sponsor, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the Authorized Representative shall complete and submit Standard Form-LLL, ‘‘Disclosure Form to Report Lobbying,’’ in accordance with its instructions.

(3) The Authorized Representative shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

PART II – SECTION C

The Sponsor hereby represents and certifies as follows:

1. Compatible Land Use – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

The City's General Plan was updated in 2017 and the appropriate land use zoning was adopted around the airport to ensure compatible uses.

2. Defaults – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

None

3. Possible Disabilities – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:

None

4. Consistency with Local Plans – The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

Yes

5. Consideration of Local Interest – It has given fair consideration to the interest of communities in or near where the project may be located.

Yes

6. Consultation with Users – In making a decision to undertake an airport development project under Title 49, United States Code, it has consulted with airport users that will potentially be affected by the project (§ 47105(a)(2)).

Yes

7. Public Hearings – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

N/A

8. Air and Water Quality Standards – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

N/A

PART II – SECTION C (Continued)

9. **Exclusive Rights** – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

None

10. **Land** – (a) The sponsor holds the following property interest in the following areas of land, which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

The airport is located on land owened by the City of Hanford as shown on the attached Exhibit "A" dated July 2016 (approved 1/25/2017). There are no exceptions, encumbrances, or adverse interests.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit “A”. [1]

N/A

[1] State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL	
1. Assistance Listing Number:	20.106
2. Functional or Other Breakout:	

SECTION B – CALCULATION OF FEDERAL GRANT			
Cost Classification	**Latest Approved Amount (Use only for revisions)**	**Adjustment + or (-) Amount (Use only for revisions)**	**Total Amount Required**
1. Administration expense			$ 5,580
2. Preliminary expense			44,000
3. Land, structures, right-of-way			0
4. Architectural engineering basic fees			196,000
5. Other Architectural engineering fees			0
6. Project inspection fees			0
7. Land development			0
8. Relocation Expenses			0
9. Relocation payments to Individuals and Businesses			0
10. Demolition and removal			0
11. Construction and project improvement			0
12. Equipment			0
13. Miscellaneous			0
14. **Subtotal** (Lines 1 through 13)			$ 245,580
15. Estimated Income (if applicable)			0
16. Net Project Amount (Line 14 minus 15)			245,580
17. **Less**: Ineligible Exclusions (Section C, line 23 g.)			5,000
18. **Subtotal** (Lines 16 through 17)			$ 240,580
19. Federal Share requested of Line 18			228,551
20. Grantee share			17,029
21. Other shares			0
22. **TOTAL PROJECT** (Lines 19, 20 & 21)			$ 245,580

SECTION C – EXCLUSIONS	
23. Classification (Description of non-participating work)	**Amount Ineligible for Participation**
a. Design - Demolition of Existing Fuel Island	$ 5,000
b.	
c.	
d.	
e.	
f.	
g. Total	$ 5,000

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE	
24. Grantee Share – Fund Categories	**Amount**
a. Securities	$ 0
b. Mortgages	0
c. Appropriations (by Applicant)	17,029
d. Bonds	0
e. Tax Levies	0
f. Non-Cash	0
g. Other (Explain):	0
h. **TOTAL** - Grantee share	$ 17,029
25. Other Shares	**Amount**
a. State	0
b. Other	0
c. **TOTAL** - Other Shares	$ 0
26. TOTAL NON-FEDERAL FINANCING	$ 17,029

SECTION E – REMARKS
(Attach sheets if additional space is required)

Plans and specifications for this project are incorporated by reference.
The Construction Safety and Phasing Plan (CSPP) for this project is incorporated by reference.
The Construction Management Plan for this project is incorporated by reference.

HANFORD MUNICIPAL AIRPORT – HANFORD, KINGS COUNTY, CALIFORNIA
APPLICATION FOR FEDERAL ASSISTANCE
2025 AIRPORT INFRASTRUCTURE GRANT (AIG)
DESIGN – NEW FUEL ISLAND AND TANKS

PART IV
PROGRAM NARRATIVE

1. OBJECTIVES

An Application for Federal Aviation Administration Airport Infrastructure Grant has been prepared for the design of the New Fuel Island and Tanks proposed to be included in the 2025 Airport Infrastructure Grant (AIG) at the Hanford Municipal Airport. The project description is as follows:

The existing fuel island is scheduled for decommissioning in December 2025 due to the CA RUST program and currently only includes Avgas (no Jet A). In order to provide the Airport with the ability to provide fuel, a new fuel island and tanks is required.

The project will consist of the abandonment of the existing underground storage tanks consisting of one 12,000-gallon tank that formerly stored jet fuel and was officially closed in place in June 2019, and one 12,000-gallon Avgas tank, which is scheduled for decommissioning and will be properly closed in place as part of this project. The project will also include demolition of the existing fuel island and fuel dispensers. The aircraft parking apron in the vicinity of the existing dispenser island will be reconstructed with new asphalt pavement to match existing grades. **This portion of the design for abandonment and removal of the existing fuel system is ineligible for FAA funding.**

One new 12,000-gallon Jet A tank and one new 12,000-gallon Avgas tank will be installed on a new concrete pad. New Jet A and Avgas dispensers with a new credit card reader, bollards, and electrical equipment will be installed on a new concrete pad. New underground electrical duct and communication cable to the Airport Manager's office will be installed. A fence will be constructed around the new fuel island. The existing apron pavement adjacent to the new fuel island will be reconstructed to match existing grades as needed. A concrete containment pad for fuel tanker parking during fuel offloading will be constructed to capture potential fuel spills. A storm drain inlet and oil-water separator will be constructed to meet storm water pollution prevention requirements. A portion of the airport entrance road will be reconstructed to accommodate fuel tanker traffic ingress and egress.

The existing fuel island dispenser is located on pavement in the northern portion of the tiedown apron. The proposed new fuel dispenser facility will be located in the central portion of the airport in a narrow-landscaped strip that separates the vehicle parking lot from the active airfield.

Above ground fuel tank construction and installation will be conducted in accordance with FAA Order 1050.15B, *Fuel Storage Tanks at FAA Facilities*, and applicable US EPA regulations, 40 CFR parts 112, 280 and 281. The fuel storage tanks will have key-lock systems and will be pilot operated.

2. RESULTS OR BENEFITS EXPECTED

Hanford Municipal Airport currently has one abandoned 12,000-gallon UST that formerly stored Jet A fuel and was installed prior to December 22, 1998, and one 12,000-gallon AV Gas underground storage tank that was installed prior to December 22, 1998 and is scheduled for decommissioning on Dec. 31,2025 due to environmental requirements to move the tank above ground (FAA Order 1050.15B, Chapter 5, Paragraph 3.a.). After the Dec. 31, 2025, decommissioning, the Airport will be left without fueling capabilities. To provide fueling capabilities it is proposed to construct a new fuel island, tanks and all associated components. The construction of a new fuel island and tanks will meet the demand for Jet A and Avgas fuel and bring in more revenues to the Airport.

3. APPROACH

a. *Plan of Action* - All airport design conforms to Advisory Circular 150/5300-13B, *Airport Design*. Specifications are being prepared based on Advisory Circular 150/5370-10H, *Standards for Specifying Construction of Airports.* All safety requirements as outlined in Advisory Circular 150/5370-2G, *Operational Safety on Airports During Construction* will be included in the Construction Safety and Phasing Plan prepared for this project.

The engineering will be performed in four parts as follows:

Project Scoping

This includes services necessary to define the scope of the project and FAA coordination and justification required for FAA grant funding requirements. Scope of Project Scoping includes the following:

1) Preparation of Pen and Ink Airport Layout Plan.
2) Building the base AutoCAD file.
3) Fuel island siting.

Preliminary Engineering

1) Prepare Environmental Document – Cat Ex.
2) Topographic Surveys.
3) Geotechnical Studies

Engineering Design and Preparation of Plans and Specifications

1) Perform complete engineering design.
2) Prepare complete plans and specifications for this project, ready for bid.

3) Prepare Engineer's Report including engineer's estimate of construction costs for the proposed project, the Construction Safety and Phasing Plan, and the Construction Management Plan.

Engineering Support During Bidding and Contract Award

1) Assist City in distributing final plans and specifications to prospective contractors.
2) Participate in a pre-bid meeting for all prospective contractors.
3) Respond to any questions and comments from prospective contractors.
4) Preparation of required addenda.
5) Assist City in awarding contract including preparation of Abstract of Bids, evaluation of bids, and preparation of application for AIP funding.

b. *Consultant* – The consultant who will work on the project will be Brandley Engineering, Inc.

4. ***GEOGRAPHIC LOCATION***

The project included in this Application will be at the Hanford Municipal Airport located in Hanford, California. The areas to be served will be the Hanford Municipal Airport and areas of Kings County that will be served by the airport improvements.

5. ***SPONSOR'S REPRESENTATIVES***

Robert Loogman, Airport Manager, Hanford Municipal Airport, City of Hanford, 954 E Hanford Armona Road, Hanford, CA 93230. Telephone: 559-585-2589, Email: rloogman@hanford.city

Mario Cifuentez, City Manager, City of Hanford, 319 N. Douty Street, Hanford, CA 93230, Telephone: 559-585-2516, Email: mcifuentez@hanford.city

6. ***ATTACHMENTS***

Also included in this application are the following attachments:

- Attachment 1 – Cost Estimates
- Attachment 2 – NEPA Compliance
- Attachment 3 – Exhibit A, Property Map
- Attachment 4 – Standard DOT Title VI Assurances
- Attachment 5 – System for Award Management (SAM)
- Attachment 6 – Sponsor Certifications

RUNWAY 14-32

TAXIWAY A

ABANDON EXISTING USTs, REMOVE FUEL ISLAND, AND REPAVE
PROJECT ELEMENTS 1a-1f

CONTRACTOR'S STAGING AND STORAGE AREA -
REMOVAL OF EXISTING USTs

NEW FUEL DISPENSER ISLAND
PROJECT ELEMENTS 2a-2m

CONTRACTOR'S STAGING AND STORAGE AREA -
NEW FUEL DISPENSER ISLAND AND TANKS

HANFORD ARMONA RD

LEGEND

- WORK AREAS
- CONTRACTOR'S HAUL ROAD
- CONTRACTOR'S STAGING & STORAGE AREA
- NEW TAXIWAY MARKING

N

0 150 300

SCALE: 1"=300'

BRANDLEY ENGINEERING

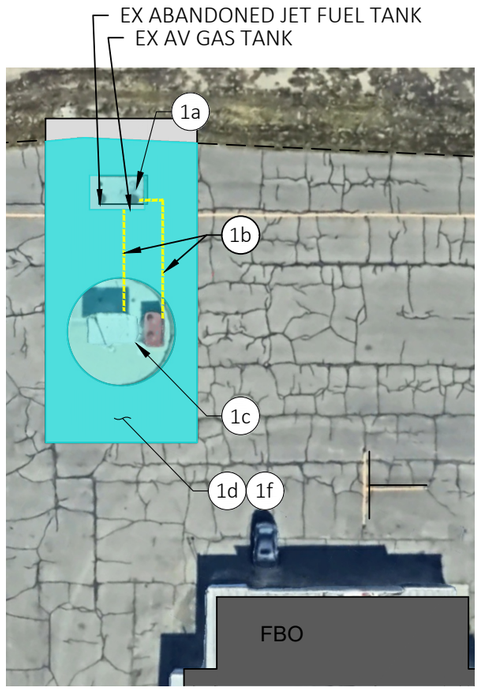
6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725

HANFORD MUNICIPAL AIRPORT

HANFORD, CALIFORNIA

2025 AIRPORT INGRASTRUCTURE GRANT PROJECT SKETCH MAP

DATE	11/6/2024
DRAWN	KDC
CHECKED	MSB
PROJECT No.	99.02
Hanford CatEx Fuel 9-27-24	
PLATE No.	1



PROJECT WORK ELEMENTS

1. Abandon the existing USTs and demolish fuel island:

1a Abandon existing USTs
- (1) 12,000 GAL already abandoned jet fuel tank (closed June 2019) Remove access covers and fill with concrete.
- (1) 12,000 gallon AV gas tank (scheduled for decom December 31, 2025). Fill tank w/ Bentonite slurry, remove access covers and fill w/ concrete

1b Remove approx 50 linear feet fuel line plumbing
1c Remove existing concrete fuel island pad and fuel dispensers
1d Sample soils for potential hydrocarbon contamination
1f Reconstruct aircraft apron in the vicinity of the existing USTs and dispenser island with new asphalt pavement to match existing grades.

2. Construct New Fuel Dispenser Island:
2a. Remove existing landscaping
2b Demolish portion of existing fence
2c Install new fuel tanks on new concrete pad
- (1) 12,000 gal Jet Fuel Tank
- (1) 12,000 gal Avgas Tan

2d Install new jet A and AV gas dispensers, credit card reader, bollards and electrical equipment;
2e Dispose of excavated material off-site
2f Install new underground electrical duct and electrical and communication cable to nearby airport manager's office - maximum trench depth 36-inches; maximum run, 200-feet;
2g Construct fence around new fuel island
2h Reconstruct existing apron pavement adjacent to new fuel island
2i Construct concrete containment pad for fuel tanker parking
2j Install new oil / water separator and connect to existing storm drain
2k Reconstruct portion of airport entrance road
2m Remark apron for new fuel island & mark no-taxi island to eliminate direct RW access

LEGEND

- NEW / RECONSTRUCTED PAVEMENT
- NEW FUEL TANKS / DISPENSERS
- NEW STORM DRAIN & OIL/WATER SEPARATOR
- NEW ELECTRICAL DUCT
- NEW FENCE
- NEW TAXIWAY MARKING

0 20 40
SCALE: 1"=40'

BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725

HANFORD MUNICIPAL AIRPORT

HANFORD, CALIFORNIA

FUEL ISLAND REPLACEMENT
PROJECT SKETCH MAP

DATE	11/6/2024
DRAWN	KDC
CHECKED	MSB
PROJECT No.	99.02
Hanford CatEx Fuel 9-27-24	
PLATE No.	1B

ATTACHMENT 1
COST ESTIMATES

HANFORD MUNICIPAL AIRPORT
HANFORD, KINGS COUNTY, CALIFORNIA

Cost Estimates of the projects are included in this attachment as follows:

Attachment 1A– Breakdown of Engineering Costs
Attachment 1B – Breakdown of Administration Costs
Attachment 1C - Summary of Project Costs

Also included:
Record of Negotiations and
Independent Fee Estimate

HANFORD MUNICIPAL AIRPORT
CITY OF HANFORD, CALIFORNIA

2025 AIRPORT INFRASTRUCTURE GRANT

BREAKDOWN OF ENGINEERING COSTS

New Fuel Island and Tanks - Design

Phase 1 - Project Scoping

Principal Engineer	8.0	Hrs. @	$ 300.00	$ 2,400.00	
Senior Engineer	20.0	Hrs. @	180.00	3,600.00	
Junior Engineer	8.0	Hrs. @	120.00	960.00	
Total Project Scoping				*$ 6,960.00*	
				Use	$ 7,000.00

Phase 2 - Preliminary Engineering

Environmental Document - Categorical Exclusion

NEPA Project Manager - Prepare Cat Ex				$ 4,500.00	
Prepare Graphics and Edit Cat Ex				600.00	
Cultural Resources Lead - Records Search/Letter				1,250.00	
Subconsultant Markup - 10%				635.00	
Total Environmental Documentation				$ 6,985.00	
			Use	$ 7,000.00	

Topographic Surveys

Topographic Surveys				$ 10,773.00	
Subconsultant Markup - 10%				1,077.30	
Total Topographic Surveys				$ 11,850.30	
			Use	$ 12,000.00	

Geotechnical Studies

Mobilization (drill crew)				$ 2,300.00	
Truck Drill - 2 Man Crew	4.0	Hrs @	$ 405.00	1,620.00	
Per Diem - 2 Man Crew	2.0	Days @	440.00	880.00	
Senior Engineer (Field)	12.0	Hrs @	190.00	2,280.00	
Mileage	450.0	Miles @	0.670	301.50	
Geotechnical Engineer (Lab)	4.0	Hrs @	300.00	1,200.00	
Senior Engineer (Lab)	40.0	Hrs @	180.00	7,200.00	
Senior Drafter	4.0	Hrs @	120.00	480.00	
Outside Laboratory Soils Tests				1,000.00	
Total Geotechnical Studies				$ 17,261.50	
			Use	$ 18,000.00	
Total Preliminary Engineering					37,000.00

HANFORD MUNICIPAL AIRPORT
CITY OF HANFORD, CALIFORNIA

2025 AIRPORT INFRASTRUCTURE GRANT

BREAKDOWN OF ENGINEERING COSTS

New Fuel Island and Tanks - Design
HANFORD MUNICIPAL AIRPORT
CITY OF HANFORD, CALIFORNIA

2025 AIRPORT IMPROVEMENT PROGRAM (AIP)

BREAKDOWN OF ENGINEERING COSTS

New Fuel Island and Tanks - Design

Phase 3 - Engineering Design:

Engineering Services up through Preparation of Plans, Specifications, and Reports

Principal Engineer	72.0	Hrs. @	$ 300.00	$ 21,600.00	
Senior Engineer	50.0	Hrs. @	180.00	9,000.00	
Senior Drafter	105.0	Hrs. @	120.00	12,600.00	
Project Administrator	25.0	Hrs. @	100.00	2,500.00	
Clerical	25.0	Hrs. @	85.00	2,125.00	
Fuel Subconsultant				104,385.00	
Fuel Subconsultant Expenses				3,200.00	
Subconsultant Markup - 10%				10,758.50	
Total Engineering Design				$ 166,168.50	
*Less: Ineligible Costs**				(5,000.00)	
				$ 161,168.50	
				Use	$ 162,000.00

Phase 4 - Engineering Support During Bidding and Contract Award

Principal Engineer	30.0	Hrs. @	$ 300.00	$ 9,000.00	
Senior Design Engineer	16.0	Hrs. @	180.00	2,880.00	
Junior Engineer	10.0	Hrs. @	120.00	1,200.00	
Project Administrator	10.0	Hrs. @	100.00	1,000.00	
Clerical	15.0	Hrs. @	85.00	1,275.00	
Fuel Subconsultant				11,600.00	
Subconsultant Markup - 10%				1,160.00	
Mileage	450.0	Miles @	0.670	301.50	
Total Support During Bid & Award				$ 28,416.50	
				Use	29,000.00
Total Engineering Fees					$ 235,000.00

*Design - Demolition of existing fuel island.

HANFORD MUNICIPAL AIRPORT
CITY OF HANFORD, CALIFORNIA

2025 AIRPORT INFRASTRUCTURE GRANT

BREAKDOWN OF ADMINISTRATION COSTS

New Fuel Island and Tanks - Design

City of Hanford Salaries	$ 1,150.00	
Independent Fee Estimate (IFE)	2,730.00	
City Site Plan Review	1,700.00	
Total Administration Costs - Use		$ 5,580.00

HANFORD MUNICIPAL AIRPORT
CITY OF HANFORD, CALIFORNIA

2025 AIRPORT INFRASTRUCTURE GRANT

SUMMARY OF PROJECT COSTS

New Fuel Island and Tanks - Design

Engineering Costs:		
Project Scoping	$	7,000
Environmental Document		7,000
Topographic Surveys		12,000
Geotechnical Studies		18,000
Engineering Design, Preparation of Plans and Specifications		167,000
Engineering During Bid and Award		29,000
Administration		5,580
Total Project Cost	$	245,580
Less: FAA Ineligible - Design of Fuel Tank Demolition		(5,000)
Total FAA Eligible	$	240,580
F.A.A. Participation - 95%	$	228,551
Sponsor Participation	$	17,029

HANFORD
CALIFORNIA

CITY OF HANFORD

JANUARY 30, 2025

Mr. Lemuel del Castillo
Lead Civil Engineer/Program Manager
Federal Aviation Administration
San Francisco Airports District Office
2999 Oak Road, Suite 200
Walnut Creek, CA 94597

Subject: Hanford Municipal Airport
Hanford, California
2025 Airport Infrastructure Grant Program
Fuel Island and Tanks - Design
Record of Negotiations

Dear Mr. del Castillo:

The City of Hanford proposes to perform the engineering design of the new Fuel Island and Tanks at Hanford Municipal Airport, Hanford, California, under the 2025 Airport Infrastructure Grant (AIG) program of the Federal Aviation Administration. It is proposed to utilize the services of Brandley Engineering to perform these services. The City of Hanford and Brandley Engineering entered into negotiations for the engineering fees related to this project.

The consulting firm of Brandley Engineering was selected in 2023 from those consultants who submitted their qualifications for architectural/engineering services. A detailed independent fee cost estimate was prepared by Independent Fee Estimates LLC on January 24, 2025, for the engineering design of the new fuel island and tanks. The independent fee cost estimate was $244,536.20 for the engineering design and has been submitted to the ADO.

The consultant submitted their fee proposal for the work on March 20, 2024, in the amount of $240,000, including project scoping, environmental studies, topographic surveys, geotechnical studies, engineering design and preparation of plans and specifications, and engineering support during bidding and contract award. The Sponsor's Independent Fee Estimate was $244,538.20, which is $4,538.20 (1.9%) higher than the consultant's fee proposal. Since the IFE is higher than the consultant's fee proposal, the Sponsor considers the consultant's fee proposal reasonable and recommends accepting the consultant's fee of $240,000.

The final fee proposal is considered reasonable by the Sponsor. A contract has been prepared for the agreement between the Sponsor and consultant. The Sponsor's independent fee estimate (Exhibit A) is attached to this record of negotiation and hereby submitted to the ADO for a reasonableness of cost determination.

The analysis was conducted in good faith to ensure the fees are fair and reasonable. The procedures outlined in AC 150/5100-14 have been followed.

Sponsor's Signature

Robert Loogman

Robert Loogman
Airport Manager
Hanford Municipal Airport HJO
rloogman@hanfordca.gov
(559) 585-2589

Independent Fee Estimates, LLC

January 24, 2025

Mr. Bob Loogman, Airport Manager
Hanford Municipal Airport
City of Hanford
319 N. Douty Street
Hanford, CA 93230

RE: Independent Fee Estimate
Hanford Municipal Airport
Fuel Island and Tanks
Design and Bidding Services

Dear Mr. Loogman;

Please find attached the Independent Fee Estimate (IFE) spreadsheets for the above-referenced project at Hanford Municipal Airport. If you have any questions regarding the hours, fees, or line items, please feel free to contact me at your convenience.

This analysis was based upon the "Proposal for Professional Engineering Services" (which included a "Scope of Work"); a "sketch map" of the project area; a Scope of Work for "Limited Topographic Survey"; an exhibit of the survey area; and a "Proposal for Aviation Fuel Storage System Design". In addition, you provided a detailed blank Excel spreadsheet; and responses to questions we had regarding the information provided via email on January 9, 2025.

Please note that as this project is a highly specialized project, that we incorporated input from a fuel tank design engineer to assist us with this IFE.

A summary of estimated fees for the project are as follows:

Project Scoping (Brandley):	$ 13,623.00
Environmental Document – CatEx Sub:	$ 5.860.00
Topographic Surveys Sub:	$ 11,528.00
Geotechnical Studies Sub:	$ 16,679.00
10% Markup of Enviro, Survey, & Geotech Subs:	$ 3,406.70
Other Preliminary Engineering (Brandley):	$ 9,566.00
Engineering Design (Brandley & Fueling Sub):	$158,387.75
Bidding & Award (Brandley & Fueling Sub):	$ 24,262.75
Brandley Expenses (Travel, Printing, & Postage):	$ 1,223.00
Total Estimation of Design:	**$244,536.20**

It should be noted that the total estimated cost for the Fueling System Design Subconsultant is $110,515 (including expenses), and that the markup for that sub is $11,05.15. (Those numbers are included in the estimated costs above.)

4246 N Portage Ave, Meridian Idaho 83646
Phone: (208) 371-5971

It was our understanding that your consultant will be servicing this project from their office in Loomis, California; their Fueling System Design subconsultant will be servicing it from Atlanta, Georgia; the Surveyor will be from Fresno, California; the Geotechnical Studies sub will be from Sacramento, California, and the Environmental Studies sub will not require a site visit. We calculated the hours for site visits with travel times and expenses associated with those locations. In conjunction with that, we used the General Services Administration's per diem rates of $51.00/day for "travel day" per diem, $68/night for overnight per diem, and $0.70/mile for mileage to calculate travel expenses. We verified that there are 2 hotels with a "good" ratings, which are located within 4 miles of the airport, which can be booked for $144/night (including taxes), so we used that rate. The information provided by the GSA is typically accepted for Federally-funded projects.

It was also our understanding from the Scope of Work and the responses to our questions that the Principal Engineer will be pretty involved with this project, that there will be approximately 25 plan sheets total, and that the grading and drainage design will be limited.

The estimates for labor, overhead, and associated costs for completing this type of work were estimated with non-urban California consulting firms in mind. Please note that labor and sub-consultant costs may differ from the estimates and actual costs should be reviewed and assessed for acceptability given local circumstances, credentials, and the experience of the assigned personnel.

After the Airport and the FAA have determined that this IFE is acceptable, and after any line items have been addressed by *Independent Fee Estimates, LLC*, please submit this letter as an **invoice for $2,730.00** to your accounting department for services completed.

Remember to submit the fee for this IFE as an administrative expense on your FAA Request For Reimbursement (RFR) as it is a 90%+ reimbursable expense.

Thank you for the opportunity to assist the City of Hanford with this project.

J. D. Heithoff

J. D. Heithoff, P.E., C.M.
Senior Airport Engineer

Independent Fee Estimate

HANFORD MUNICIPAL AIRPORT

Fuel Island and Tanks

Staff	Units	Rate	Total
Phase 1 - Project Scoping			
Project Scoping (Brandley)	1.0	$ 13,623.00	$ 13,623.00
Total - Project Scoping			$ 13,623.00
Environmental Document - Cat Ex			
Environmental Sub **(no site visit)**	1.0	$ 5,860.00	$ 5,860.00
Markup of Sub	10%		$ 586.00
Total - Environmental Documentation			$ 6,446.00
Topographic Surveys			
Topographic Sub	1.0	$ 11,528.00	$ 11,528.00
Markup of Sub	10%		$ 1,152.80
Total Topographic Surveys			$ 12,680.80
Geotechnical Studies			
Geotech Sub	1.0	$ 16,679.00	$ 16,679.00
Markup of Sub	10%		$ 1,667.90
Sub- Total - Geotechnical Studies			$ 18,346.90
Other Preliminary Engineering			
Brandley - Engineering Design	See Attached Breakdown		$ 9,566.00
Total Preliminary Engineering			$ 47,039.70
Engineering Design			
Brandley - Engineering Design	See Attached Breakdown		$ 47,021.00
Lynch - Fuel Subconsultant - Fuel Tank Design	See Attached Breakdown		$ 101,242.50
ALL Subconsultant Coordination/Markup	10%		$ 10,124.25
Total Engineering Design			$ 158,387.75
Engineering Support During Bidding & Award			
Brandley - Engineering Design	See Attached Breakdown		$ 14,063.00
Lynch - Fuel Subconsultant - Fuel Tank Design	See Attached Breakdown		$ 9,272.50
ALL Subconsultant Coordination/Markup	10%		$ 927.25
Total Support During Bidding & Award			$ 24,262.75
Misc Expenses (Brandley mileage, lodging, per diem, copies, postage, etc.)			
Total for Expenses			$ 1,223.00
TOTAL FOR ENTIRE PROJECT:			***$ 244,536.20***

INDEPENDENT FEE ESTIMATE
Brandley - Engineering Design Breakdown - Hanford Municipal Airport Fuel Tanks

	Principal Engineer (PE)	Senior Engineer	Junior Engineer	Project Administrator	Clerical	Mileage	Outside Services	Sub-Totals By Item
Billing Rate	$310.00	$210.00	$137.00	$120.00	$95.00	$0.70	1.1	
Phase 1 - Project Scoping								**$13,623.00**
Site Selection Study **(& Zoom meeting)**	4	10						**$3,340.00**
Pen & Ink ALP Update & 7460	2	4	9					**$2,693.00**
Project Scoping, & Coordination	18	5		8				**$7,590.00**
Phase 2 - Preliminary Engineering								**$47,039.70**
Environmental Sketch, Review & Coordination	2	4		1.5			$5,860.00	**$8,086.00**
Topo Survey Coordination	3	4		1.5			$ 11,528.00	**$14,630.80**
Geotech Field Work	3	16		1.5			$ 16,679.00	**$22,816.90**
Geotech Lab Analysis	1	2						**$730.00**
Outside Lab Soils Test **(included in Geotech)**								**$0.00**
Draft Test Hole Plans	0.5	1	3					**$776.00**
Phase 3 - Engineering Design, Preparation of Plans and Specifications								**$158,387.75**
Construction Safety and Phasing Plan & Report	4	14	6					**$5,002.00**
Demolition Plans	1	3	6					**$1,762.00**
Overall Site Layout Plan	2	5	8					**$2,766.00**
Grading and Pavement Section Design	1	3	8					**$2,036.00**
Typical Pavement Sections	0.5	2	5					**$1,260.00**
Marking and Tie Down Plans	1	3	6					**$1,762.00**
Utility Coordination	0.5	3						**$785.00**
Front End and Technical Spec Development	18	34		20				**$15,120.00**
Assembly of Site and Fuel Plans and Specs	3	3	4		3		$101,242.50	**$113,759.75**
Prepare Construction Management Plan	1	3	8					**$2,036.00**
Quantities and Cost Estimates	2	3	5					**$1,935.00**
Engineer's Design Report	5	16	2					**$5,184.00**
Project Management and Airport Coordination	12	6						**$4,980.00**
Phase 4 - Engineering During Bid and Award								**$24,262.75**
Assistance with Tank Procurement	1				2		$9,272.50	**$10,699.75**
Prebid Meeting **(virtual meeting)**	8				1			**$2,575.00**
Respond to Questions & Prepare Addendums	10	10	4		4			**$6,128.00**
Evaluation of Bids, Contract Award, FAA Grant Application	6	12		4				**$4,860.00**
Sub-Totals by Personnel:	**$33,945.00**	**$34,860.00**	**$10,138.00**	**$4,380.00**	**$950.00**	**$0.00**	**$144,582.00**	**$243,313.20**
							Miscellaneous Expenses:	**$1,223.00**
							Total Estimation of Fees:	**$244,536.20**

HANFORD MUNICIPAL AIRPRORT - NEW FUEL STORAGE SYSTEM

FUELING SUBCONSULTANT

	Principal Engineer (PE)	Senior Project Mgr	Mechanical PE / SR Permitting	Civil PE	Senior Structural	Senior Electrical	Senior Cad Designer	Cad Drafting	Admin	Permitting Specialist	Sub-Totals By Scope Item
Billing Rate	$300.00	$250.00	$200.00	$200.00	$225.00	$225.00	$150.00	$110.00	$85.00	$200.00	
Initial Site Visit		30									**$7,500**
PE Oversight and Sealing		3	3	3	3	3					**$3,300**
Planning & Coordination	2	6	4	2	4	4					**$5,100**
Plan Set up & Initial Coordination		2	4	2	4	4	2	8			**$4,680**
Concept Layout & Coordination		2	8	2	4	6	2	8			**$5,930**
Demolition Plans		2		3			1	4			**$1,690**
Mechanical System Design & Review		2	24				3	8	1		**$6,715**
Electrical Design & Review		2				24	3	8	1		**$7,315**
Civil Design (No Pavement) & Review		1		4			1	2	0.5		**$1,463**
Structural Design & Review		2			24		3	8	1		**$7,315**
Coordinate W/ Client per 75% plans		6	3		2	2			1		**$3,085**
Construction Estimate		2	4	2	4	4			0.5		**$3,543**
Finalize Plans	2	3	12	4	12	12	8	24			**$13,790**
Airport Submittal		2						3	2		**$1,000**
Respond to Airport Comments		6	4	2	4	4	3	8			**$5,830**
Prepare Apps and Submit to City/County Building Department		3								32	**$7,150**
Permitting & Code Compliance		2	4		6	3				10	**$5,325**
Respond to Bldg Dept Comments		2	2		2	2	1	4	0.5	4	**$3,233**
Prepare Submit FAA 7460-1		1		4				3			**$1,380**
Project Management	2	12									**$3,600**
Bid Phase Services		2	1		1	1					**$1,150**
PreBid Zoom Meeting		2									**$500**
Respond to Bid RFIs		3	2		2	2		3	0.5		**$2,423**
Review Bids		1	0.5		0.5	0.5					**$575**
SPCC Plan & Training		3					1	4	1	16	**$4,625**
Sub-Totals by Discipline:	**$1,800.00**	**$25,500.00**	**$15,100.00**	**$5,600.00**	**$16,312.50**	**$16,087.50**	**$4,200.00**	**$10,450.00**	**$765.00**	**$12,400.00**	**$108,215**
										Travel Expenses	**$2,300**
										Total Costs	**$110,515**

Independent Fee Estimate
Hanford Municipal Airport
Fuel Island and Tanks - Design
January 24, 2025

	Description				
	Topographical Surveying		**Proj Mgr.**	**2-Man Crew**	**CAD**
1	Scope of Work & project administration		4		
2	Establish geodetic control			3	1
3	Provide survey control baseline			2.5	1
5	Topo mapping (25'x25' grid 205,000 sq ft max)	0.45	0.5	5	5
7	Additional access roads & adjacent pavements			2	2
8	Exterior structures walls & corners			1	1
11	Drop inlets, manholes, utility infrastructure		0.5	2	2
13	Pavement markings + misc extra half day			4	4
14	Reduce field notes			1.5	4
15	Travel time			3	
	Work Hour Totals		**5**	**24**	**20**

Work Hour Summary

Classification	**Billing Rate**	**Estimated Manhours**	**Estimated Cost**
Project Manager	$236.00	5	$1,180.00
2-Man Survey Crew	$295.00	24	$7,080.00
CAD Tech	$137.00	20	$2,740.00
Subtotal Labor		49	$11,000.00

Direct Expenses

Expense Description	**Unit**	**Unit Rate**	**Estimated Units**	**Estimated Cost**
Ortho Prints	Lump Sum	$ 900.00	0	$ -
Travel to Project	Est miles	$ 0.70	210	$ 147.00
Lodging + Overnight per diem	Night	$ 212.00	0	$ -
Travel Day per diem	Days	$ 51.00	6	$ 306.00
Misc Supplies	Lump Sum	$ 75.00	1	$ 75.00
Subtotal Expenses				$ 528.00

Total for Topographical Surveying: $ 11,528.00

Independent Fee Estimate
Hanford Municipal Airport
Fuel Island and Tanks - Design
January 24, 2025

	Description	# of Units	Unit	Unit Price	Cost
	Geotechnical Studies				
1	Mobilization of Drilling Rig	1	LS	$ 2,935.00	$ 2,935.00
2	Borings - 2 x 15 ft	30	Feet	$ 25.00	$ 750.00
4	Travel Day Per Diem - Food	1	Days	$ 51.00	$ 51.00
5	Bulk Samples	6	EA	$ 45.00	$ 270.00
6	**Lab Services**				
	Atterberg Limits	3	EA	$ 230.00	$ 690.00
	CBR (3-point)	1	EA	$ 575.00	$ 575.00
	Grain Size (sieve only)	4	EA	$ 155.00	$ 620.00
	Moisture Content	16	EA	$ 45.00	$ 720.00
	Moisture - Density Relationship	4	EA	$ 300.00	$ 1,200.00
	Sulfate Content	1	EA	$ 350.00	$ 350.00
	Unconfined Comp Strength	1	EA	$ 490.00	$ 490.00
7	Geotech person	(Brandley)	Hours	$ 210.00	$ -
8	Mileage	(Brandley)	Miles	$ 0.70	$ -
9	Overnight Per Diem - Lodging	(Brandley)	Days	$ 212.00	$ -
10	Travel Day Per Diem - Food	(Brandley)	Days	$ 51.00	$ -
11	Project Manager - scope & project administration	5	Hours	$ 240.00	$ 1,200.00
12	Engineering Report - Senior Geotech	9	Hours	$ 215.00	$ 1,935.00
13	Engineering Report - Staff Geotech	21	Hours	$ 165.00	$ 3,465.00
14	Drafting	3	Hours	$ 126.00	$ 378.00
15	Admin	10	Hours	$ 95.00	$ 950.00
16	Misc supplies copies etc.	1	LS	$ 100.00	$ 100.00
	Total for Geotechnical Studies:				**$ 16,679.00**

ATTACHMENT 2
NEPA COMPLIANCE

HANFORD MUNICIPAL AIRPORT
HANFORD, KINGS COUNTY, CALIFORNIA

U.S. Department
of Transportation
Federal Aviation Administration

Airports Division
Western-Pacific Region
California

San Francisco Airports District Office
2999 Oak Road, Suite 200
Walnut Creek, CA 94597

November 8, 2024

Bob Loogman
Airport Manager
City of Hanford
900 South 10th Avenue
Hanford, CA 93230

Subject: Hanford Municipal Airport Proposed Fuel Island Replacement Project Categorical Exclusion

Dear Mr. Loogman:

The Federal Aviation Administration (FAA) has reviewed the environmental information you submitted for the Proposed Fuel Island Replacement Project at Hanford Municipal Airport, Hanford, California. A depiction of the proposed project is enclosed. The FAA has determined the proposed project is Categorically Excluded pursuant to FAA Order 1050.1F as it relates to the National Environmental Policy Act of 1969, as amended (NEPA). Therefore, no further federal environmental disclosure documentation for this project is necessary for NEPA purposes.

This letter notifies you the proposed project has complied with NEPA only. This is not a notice of final project approval of funding availability.

Please feel free to give me a call if you have any questions regarding this matter, I can be reached at (925) 546-6434 or by email at Nani.M.Jacobson@faa.gov.

Sincerely,

Nani Jacobson
Environmental Protection Specialist

Enclosure

cc: Joanne Manson, Planner, SFO ADO
Lemuel del Castillo, Lead Engineer, SFO ADO

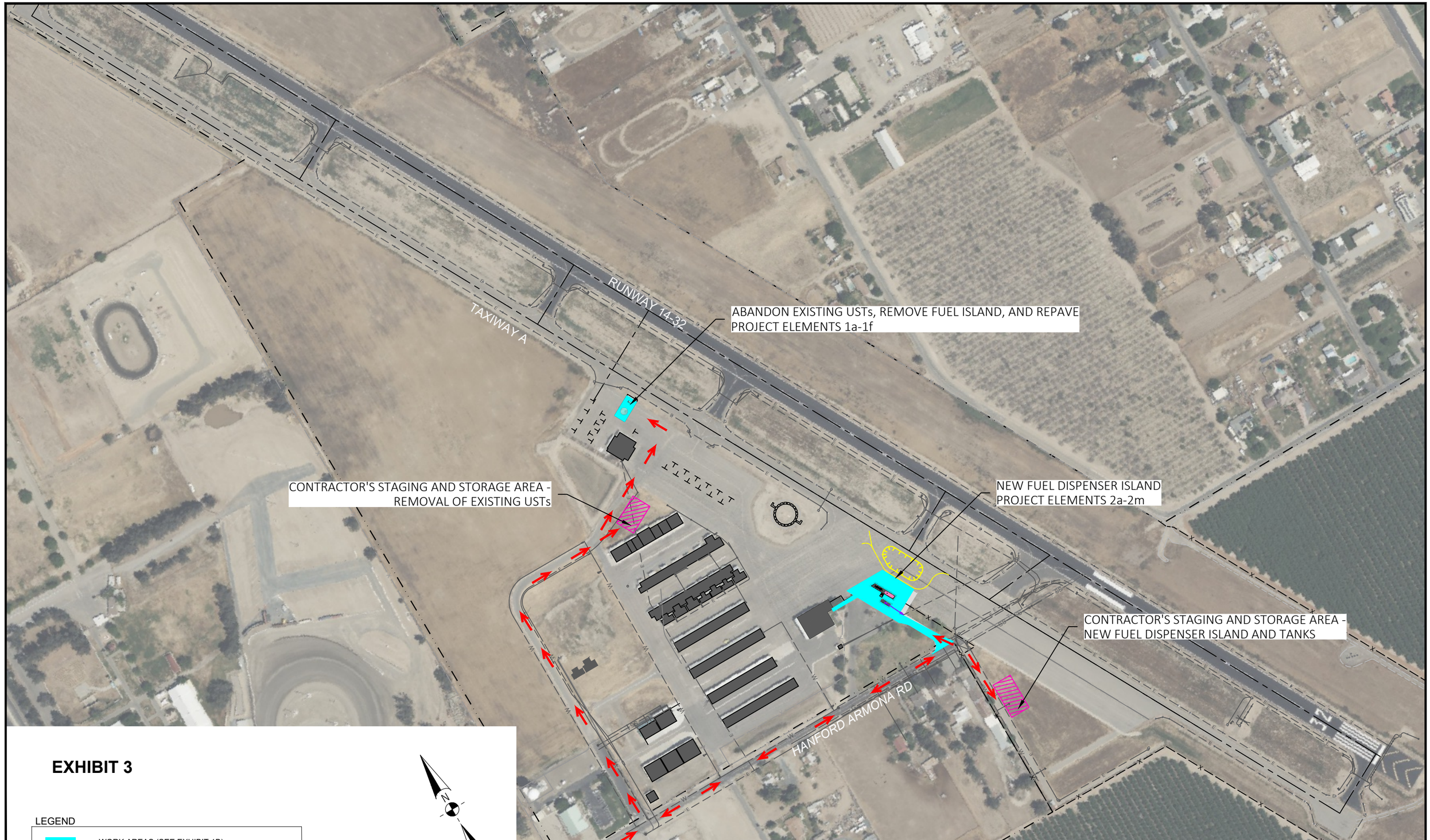


EXHIBIT 3

LEGEND

- WORK AREAS (SEE EXHIBIT 1B)
- CONTRACTOR'S HAUL ROAD
- CONTRACTOR'S STAGING & STORAGE AREA
- NEW TAXIWAY MARKING

N

0 150 300

SCALE: 1"=300'

BRANDLEY ENGINEERING
6125 KING ROAD, SUITE 201 · LOOMIS, CALIFORNIA 95650 · (916) 652-4725

HANFORD MUNICIPAL AIRPORT

HANFORD, CALIFORNIA

FUEL ISLAND REPLACEMENT
PROJECT SKETCH MAP

DATE	11/6/2024
DRAWN	KDC
CHECKED	MSB
PROJECT No.	99.02
Hanford CatEx Fuel 9-27-24	
PLATE No.	1A

ATTACHMENT 3
EXHIBIT "A", PROPERTY MAP

HANFORD MUNICIPAL AIRPORT
HANFORD, KINGS COUNTY, CALIFORNIA

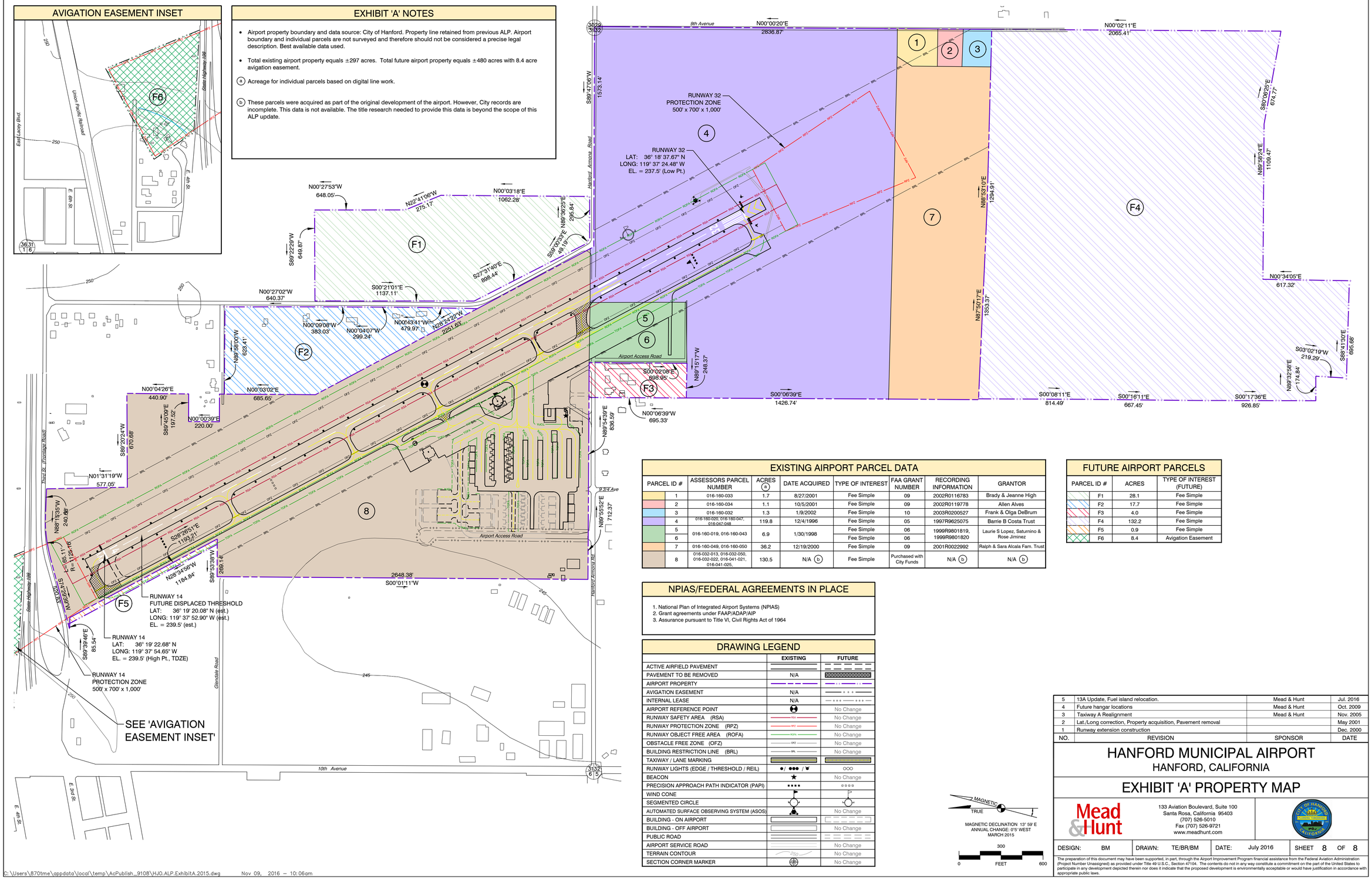
AVIGATION EASEMENT INSET

EXHIBIT 'A' NOTES

- Airport property boundary and data source: City of Hanford. Property line retained from previous ALP. Airport boundary and individual parcels are not surveyed and therefore should not be considered a precise legal description. Best available data used.
- Total existing airport property equals ±297 acres. Total future airport property equals ±480 acres with 8.4 acre avigation easement.

(a) Acreage for individual parcels based on digital line work.

(b) These parcels were acquired as part of the original development of the airport. However, City records are incomplete. This data is not available. The title research needed to provide this data is beyond the scope of this ALP update.



EXISTING AIRPORT PARCEL DATA

PARCEL ID #	ASSESSORS PARCEL NUMBER	ACRES (a)	DATE ACQUIRED	TYPE OF INTEREST	FAA GRANT NUMBER	RECORDING INFORMATION	GRANTOR
1	016-160-033	1.7	8/27/2001	Fee Simple	09	2002R0116783	Brady & Jeanne High
2	016-160-034	1.1	10/5/2001	Fee Simple	09	2002R0119778	Allen Alves
3	016-160-032	1.3	1/9/2002	Fee Simple	10	2003R0200527	Frank & Olga DeBrum
4	016-160-020, 016-160-047, 016-047-048	119.8	12/4/1996	Fee Simple	05	1997R9625075	Barrie B Costa Trust
5	016-160-019, 016-160-043	6.9	1/30/1998	Fee Simple	06	1999R9801819, 1999R9801820	Laurie S Lopez, Saturnino & Rose Jiminez
6				Fee Simple	06		
7	016-160-049, 016-160-050	36.2	12/19/2000	Fee Simple	09	2001R0022992	Ralph & Sara Alcala Fam. Trust
8	016-032-013, 016-032-050, 016-032-022, 016-041-021, 016-041-025,	130.5	N/A (b)	Fee Simple	Purchased with City Funds	N/A (b)	N/A (b)

FUTURE AIRPORT PARCELS

PARCEL ID #	ACRES	TYPE OF INTEREST (FUTURE)
F1	28.1	Fee Simple
F2	17.7	Fee Simple
F3	4.0	Fee Simple
F4	132.2	Fee Simple
F5	0.9	Fee Simple
F6	8.4	Avigation Easement

NPIAS/FEDERAL AGREEMENTS IN PLACE

1. National Plan of Integrated Airport Systems (NPIAS)
2. Grant agreements under FAAP/ADAP/AIP
3. Assurance pursuant to Title VI, Civil Rights Act of 1964

DRAWING LEGEND

	EXISTING	FUTURE
ACTIVE AIRFIELD PAVEMENT		
PAVEMENT TO BE REMOVED	N/A	
AIRPORT PROPERTY		
AVIGATION EASEMENT	N/A	
INTERNAL LEASE	N/A	
AIRPORT REFERENCE POINT		No Change
RUNWAY SAFETY AREA (RSA)	RSA	No Change
RUNWAY PROTECTION ZONE (RPZ)	RPZ	No Change
RUNWAY OBJECT FREE AREA (ROFA)	ROFA	No Change
OBSTACLE FREE ZONE (OFZ)	OFZ	No Change
BUILDING RESTRICTION LINE (BRL)	BRL	No Change
TAXIWAY / LANE MARKING		
RUNWAY LIGHTS (EDGE / THRESHOLD / REIL)	●/ ●●● / ✱	○○○
BEACON	★	No Change
PRECISION APPROACH PATH INDICATOR (PAPI)	▪▪▪▪	○○○○
WIND CONE		
SEGMENTED CIRCLE		
AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)		No Change
BUILDING - ON AIRPORT		
BUILDING - OFF AIRPORT		No Change
PUBLIC ROAD		
AIRPORT SERVICE ROAD		No Change
TERRAIN CONTOUR	250	No Change
SECTION CORNER MARKER		No Change

MAGNETIC DECLINATION 13° 59' E
ANNUAL CHANGE: 0°5' WEST
MARCH 2015

NO.	REVISION	SPONSOR	DATE
5	13A Update, Fuel island relocation.	Mead & Hunt	Jul. 2016
4	Future hangar locations	Mead & Hunt	Oct. 2009
3	Taxiway A Realignment	Mead & Hunt	Nov. 2005
2	Lat./Long correction, Property acquisition, Pavement removal		May 2001
1	Runway extension construction		Dec. 2000

HANFORD MUNICIPAL AIRPORT
HANFORD, CALIFORNIA

EXHIBIT 'A' PROPERTY MAP

Mead & Hunt
133 Aviation Boulevard, Suite 100
Santa Rosa, California 95403
(707) 526-5010
Fax (707) 526-9721
www.meadhunt.com

DESIGN:	BM	DRAWN:	TE/BR/BM	DATE:	July 2016	SHEET	8	OF	8

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration (Project Number Unassigned) as provided under Title 49 U.S.C., Section 47104. The contents do not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.

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ATTACHMENT 4
STANDARD DOT TITLE VI ASSURANCES

HANFORD MUNICIPAL AIRPORT
HANFORD, KINGS COUNTY, CALIFORNIA

STANDARD DOT TITLE VI ASSURANCES

The City of Hanford (hereinafter referred to as the Sponsor) hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation (DOT), it will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and all requirements imposed by 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation -- Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations") to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. Without limiting the above general assurance, the Sponsor agrees concerning this grant that:

1. Each "program" and "facility" (as defined in Sections 21.23(e) and 21.23(b)) will be conducted or operated in compliance with all requirements of the Regulations.

2. It will insert the clauses of Attachment 1 of this assurance in every contract subject to the Act and the Regulations.

3. Where Federal financial assistance is received to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

4. Where Federal financial assistance is in the form or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.

5. It will include the appropriate clauses set forth in Attachment 2 of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Sponsor with other parties:

(a) for the subsequent transfer of real property acquired or improved with Federal financial assistance under this Project; and

(b) for the construction or use of or access to space on, over, or under real property acquired or improved with Federal financial assistance under this Project.

6. This assurance obligates the Sponsor for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the sponsor or any transferee for the longer of the following periods:

(a) The period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

(b) The period during which the Sponsor retains ownership or possession of the property.

7. It will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other sponsors, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations, and this assurance.

8. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining Federal financial assistance for this Project and is binding on its contractors, the sponsor, subcontractors, transferees, successors in interest and other participants in the Project. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Sponsor.

DATED 2/11/2025

CITY OF HANFORD
(Sponsor)

By Robert Loogman
Robert Loogman, Airport Manager

CONTRACTOR CONTRACTUAL REQUIREMENTS

ATTACHMENT 1

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations. The contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. Information and Reports. The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the contractor's non-compliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:

   a. Withholding of payments to the contractor under the contract until the contractor complies, and/or

   b. Cancellation, termination, or suspension of the contract, in whole or in part.

6. Incorporation of Provisions. The contractor shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Sponsor to enter into such litigation to protect the interests of the sponsor and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

CLAUSES FOR DEEDS, LICENSES, LEASES, PERMITS OR SIMILAR INSTRUMENTS

ATTACHMENT 2

The following clauses shall be included in deeds, licenses, leases, permits, or similar instruments entered into by the Sponsor pursuant to the provisions of Assurances 5(a) and 5(b).

1. The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a DOT program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

2. The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that: (1) no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

ATTACHMENT 5
SYSTEM FOR AWARD MANAGEMENT (SAM)

HANFORD MUNICIPAL AIRPORT
HANFORD, KINGS COUNTY, CALIFORNIA

SAM.GOV®

CITY OF HANFORD

Unique Entity ID	CAGE / NCAGE	Purpose of Registration
DJUXR18MN678	**5HPF3**	**All Awards**
Registration Status	Expiration Date	
Active Registration	**Apr 11, 2025**	
Physical Address	Mailing Address	
319 N Douty ST **Hanford, California 93230-3951** **United States**	**317 N Douty ST** **Hanford, California 93230-3951** **United States**	

Business Information

Doing Business as	Division Name	Division Number
CITY OF HANFORD	**City Of Hanford**	**(blank)**
Congressional District	State / Country of Incorporation	URL
California 22	**(blank) / (blank)**	**http://www.cityofhanfordca.com**

Registration Dates

Activation Date	Submission Date	Initial Registration Date
Apr 15, 2024	**Apr 11, 2024**	**Jun 8, 2009**

Entity Dates

Entity Start Date	Fiscal Year End Close Date
Jan 1, 1898	**Jun 30**

Immediate Owner

CAGE	Legal Business Name
(blank)	**(blank)**

Highest Level Owner

CAGE	Legal Business Name
(blank)	**(blank)**

Executive Compensation

Registrants in the System for Award Management (SAM) respond to the Executive Compensation questions in accordance with Section 6202 of P.L. 110-252, amending the Federal Funding Accountability and Transparency Act (P.L. 109-282). This information is not displayed in SAM. It is sent to USAspending.gov for display in association with an eligible award. Maintaining an active registration in SAM demonstrates the registrant responded to the questions.

Proceedings Questions

Registrants in the System for Award Management (SAM.gov) respond to proceedings questions in accordance with FAR 52.209-7, FAR 52.209-9, or 2. C.F.R. 200 Appendix XII. Their responses are displayed in the responsibility/qualification section of SAM.gov. Maintaining an active registration in SAM.gov demonstrates the registrant responded to the proceedings questions.

Exclusion Summary

Active Exclusions Records?

No

SAM Search Authorization

I authorize my entity's non-sensitive information to be displayed in SAM public search results:

Yes

Entity Types

Business Types

Entity Structure	Entity Type	Organization Factors
U.S. Government Entity	**US Local Government**	**(blank)**
Profit Structure		
(blank)		

Socio-Economic Types

Check the registrant's Reps & Certs, if present, under FAR 52.212-3 or FAR 52.219-1 to determine if the entity is an SBA-certified HUBZone small business concern. Additional small business information may be found in the SBA's Dynamic Small Business Search if the entity completed the SBA supplemental pages during registration.

Government Types

U.S. Local Government
City

Other Government Entities

Housing Authorities Public/Tribal
Planning Commission

Financial Information

Accepts Credit Card Payments	Debt Subject To Offset
No	**No**

EFT Indicator	CAGE Code
0000	**5HPF3**

Points of Contact

Electronic Business

SANDRA LERMA
317 N Douty ST
Hanford, California 93230
United States

Erik Brotemarkle, Battalion Chief
350 West Grangeville BLVD.
Hanford, California 93230
United States

Government Business

Mario Cifuentez II, City Manager
319 N. Douty ST
Hanford, California 93230
United States

SANDRA LERMA
317 N Douty ST
Hanford, California 93230
United States

Past Performance

ERIK BROTEMARKLE, BATTALION CHIEF
350 W. Grangeville BLVD
Hanford , California 93230
United States

BARBARA MARTY
317 N Douty ST
Hanford, California 93230
United States

Service Classifications

NAICS Codes

Primary	NAICS Codes	NAICS Title
Yes	**921110**	**Executive Offices**

Disaster Response

This entity does not appear in the disaster response registry.

ATTACHMENT 6
SPONSOR CERTIFICATIONS

HANFORD MUNICIPAL AIRPORT
HANFORD, KINGS COUNTY, CALIFORNIA

This attachment consists of the following Sponsor Certifications:
Drug-Free Workplace
Selection of Consultants
Project Plans and Specifications
Potential Conflicts of Interest

U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-130, Drug-Free Workplace – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

Drug-Free Workplace
Airport Improvement Program Sponsor Certification

Sponsor: City of Hanford

Airport: Hanford Municipal Airport

Project Number: AIP 3-06-0098__-2025

Description of Work: Design - New Fuel Island and Tanks

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on the drug-free workplace within federal grant programs are described in 2 CFR part 182. Sponsors are required to certify they will be, or will continue to provide, a drug-free workplace in accordance with the regulation. The AIP project grant agreement contains specific assurances on the Drug-Free Workplace Act of 1988.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting “Yes” represents sponsor acknowledgement and confirmation of the certification statement. The term “will” means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A statement has been or will be published prior to commencement of project notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the sponsor's workplace, and specifying the actions to be taken against employees for violation of such prohibition (2 CFR § 182.205).

   ☒ Yes ☐ No ☐ N/A

2. An ongoing drug-free awareness program (2 CFR § 182.215) has been or will be established prior to commencement of project to inform employees about:

   a. The dangers of drug abuse in the workplace;

   b. The sponsor's policy of maintaining a drug-free workplace;

   c. Any available drug counseling, rehabilitation, and employee assistance programs; and

   d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.

   ☒ Yes ☐ No ☐ N/A

3. Each employee to be engaged in the performance of the work has been or will be given a copy of the statement required within item 1 above prior to commencement of project (2 CFR § 182.210).

   ☒ Yes ☐ No ☐ N/A

4. Employees have been or will be notified in the statement required by item 1 above that, as a condition employment under the grant (2 CFR § 182.205(c)), the employee will:

   a. Abide by the terms of the statement; and

   b. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.

   ☒ Yes ☐ No ☐ N/A

5. The Federal Aviation Administration (FAA) will be notified in writing within 10 calendar days after receiving notice under item 4b above from an employee or otherwise receiving actual notice of such conviction (2 CFR § 182.225). Employers of convicted employees must provide notice, including position title of the employee, to the FAA (2 CFR § 182.300).

   ☒ Yes ☐ No ☐ N/A

6. One of the following actions (2 CFR § 182.225(b)) will be taken within 30 calendar days of receiving a notice under item 4b above with respect to any employee who is so convicted:

   a. Take appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; and

   b. Require such employee to participate satisfactorily in drug abuse assistance or rehabilitation programs approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency.

   ☒ Yes ☐ No ☐ N/A

7. A good faith effort will be made, on a continuous basis, to maintain a drug-free workplace through implementation of items 1 through 6 above (2 CFR § 182.200).

   ☒ Yes ☐ No ☐ N/A

Site(s) of performance of work (2 CFR § 182.230):

Location 1
Name of Location: Hanford Municipal Airport
Address: 954 E. Hanford Armonda Road, Hanford, CA 93230

Location 2 (if applicable)
Name of Location: City of Hanford
Address: 315-321 North Douty Street, Hanford, CA 93230

Location 3 (if applicable)
Name of Location:
Address:

Attach documentation clarifying any above item marked with a “No” response.

Sponsor’s Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked “no” is correct and complete.

Executed on this 11th day of February, 2025.

Name of Sponsor: City of Hanford

Name of Sponsor’s Authorized Official: Robert Loogman

Title of Sponsor’s Authorized Official: Airport Manager

Signature of Sponsor’s Authorized Official: Robert Loogman

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-134, Selection of Consultants – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

Selection of Consultants
Airport Improvement Program Sponsor Certification

Sponsor: City of Hanford

Airport: Hanford Municipal Airport

Project Number: AIP 3-06-0098__-2025

Description of Work: Design - New Fuel Island and Tanks

Application
49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements for selection of consultant services within federal grant programs are described in 2 CFR §§ 200.317-200.326. Sponsors may use other qualifications-based procedures provided they are equivalent to standards of Title 40 chapter 11 and FAA Advisory Circular 150/5100-14, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects.

Certification Statements
Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting “Yes” represents sponsor acknowledgement and confirmation of the certification statement. The term “will” means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. Sponsor acknowledges their responsibility for the settlement of all contractual and administrative issues arising out of their procurement actions (2 CFR § 200.318(k)).

   ☒ Yes ☐ No ☐ N/A

2. Sponsor procurement actions ensure or will ensure full and open competition that does not unduly limit competition (2 CFR § 200.319).

   ☒ Yes ☐ No ☐ N/A

3. Sponsor has excluded or will exclude any entity that develops or drafts specifications, requirements, or statements of work associated with the development of a request-for-qualifications (RFQ) from competing for the advertised services (2 CFR § 200.319).

   ☒ Yes ☐ No ☐ N/A

4. The advertisement describes or will describe specific project statements-of-work that provide clear detail of required services without unduly restricting competition (2 CFR § 200.319).

☒ Yes ☐ No ☐ N/A

5. Sponsor has publicized or will publicize a RFQ that:

   a. Solicits an adequate number of qualified sources (2 CFR § 200.320(d)); and

   b. Identifies all evaluation criteria and relative importance (2 CFR § 200.320(d)).

☒ Yes ☐ No ☐ N/A

6. Sponsor has based or will base selection on qualifications, experience, and disadvantaged business enterprise participation with price not being a selection factor (2 CFR § 200.320(d)).

☒ Yes ☐ No ☐ N/A

7. Sponsor has verified or will verify that agreements exceeding $25,000 are not awarded to individuals or firms suspended, debarred or otherwise excluded from participating in federally assisted projects (2 CFR §180.300).

☒ Yes ☐ No ☐ N/A

8. A/E services covering multiple projects: Sponsor has agreed to or will agree to:

   a. Refrain from initiating work covered by this procurement beyond five years from the date of selection (AC 150/5100-14); and

   b. Retain the right to conduct new procurement actions for projects identified or not identified in the RFQ (AC 150/5100-14).

☒ Yes ☐ No ☐ N/A

9. Sponsor has negotiated or will negotiate a fair and reasonable fee with the firm they select as most qualified for the services identified in the RFQ (2 CFR § 200.323).

☒ Yes ☐ No ☐ N/A

10. The Sponsor's contract identifies or will identify costs associated with ineligible work separately from costs associated with eligible work (2 CFR § 200.302).

☒ Yes ☐ No ☐ N/A

11. Sponsor has prepared or will prepare a record of negotiations detailing the history of the procurement action, rationale for contract type and basis for contract fees (2 CFR §200.318(i)).

☒ Yes ☐ No ☐ N/A

12. Sponsor has incorporated or will incorporate mandatory contact provisions in the consultant contract for AIP-assisted work (49 U.S.C. Chapter 471 and 2 CFR part 200 Appendix II)

☒ Yes ☐ No ☐ N/A

13. For contracts that apply a time-and-material payment provision (also known as hourly rates, specific rates of compensation, and labor rates), the Sponsor has established or will establish:
    a. Justification that there is no other suitable contract method for the services (2 CFR §200.318(j));
    b. A ceiling price that the consultant exceeds at their risk (2 CFR §200.318(j)); and
    c. A high degree of oversight that assures consultant is performing work in an efficient manner with effective cost controls in place 2 CFR §200.318(j)).

    ☒ Yes ☐ No ☐ N/A

14. Sponsor is not using or will not use the prohibited cost-plus-percentage-of-cost (CPPC) contract method. (2 CFR § 200.323(d)).

    ☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Executed on this 11th day of February , 2025 .

Name of Sponsor: City of Hanford

Name of Sponsor's Authorized Official: Robert Loogman

Title of Sponsor's Authorized Official: Airport Manager

Signature of Sponsor's Authorized Official: Robert Loogman

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-132, Project Plans and Specifications – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

Project Plans and Specifications
Airport Improvement Program Sponsor Certification

Sponsor: City of Hanford

Airport: Hanford Municipal Airport

Project Number: AIP 3-06-0098-__-2025

Description of Work: Design - New Fuel Island and Tanks

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). Labor and civil rights standards applicable to AIP are established by the Department of Labor (www.dol.gov/). AIP Grant Assurance C.1—General Federal Requirements identifies applicable federal laws, regulations, executive orders, policies, guidelines and requirements for assistance under AIP. A list of current advisory circulars with specific standards for procurement, design or construction of airports, and installation of equipment and facilities is referenced in standard airport sponsor Grant Assurance 34 contained in the grant agreement.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting “Yes” represents sponsor acknowledgement and confirmation of the certification statement. The term “will” means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. The plans and specifications were or will be prepared in accordance with applicable federal standards and requirements, so that no deviation or modification to standards set forth in the advisory circulars, or FAA-accepted state standard, is necessary other than those explicitly approved by the Federal Aviation Administration (FAA) (14 USC § 47105).

   ☒ Yes ☐ No ☐ N/A

2. Specifications incorporate or will incorporate a clear and accurate description of the technical requirement for the material or product that does not contain limiting or proprietary features that unduly restrict competition (2 CFR §200.319).

   ☒ Yes ☐ No ☐ N/A

3. The development that is included or will be included in the plans is depicted on the current airport layout plan as approved by the FAA (14 USC § 47107).

   ☒ Yes ☐ No ☐ N/A

4. Development and features that are ineligible or unallowable for AIP funding have been or will be omitted from the plans and specifications (FAA Order 5100.38, par. 3-43).

   ☐ Yes ☐ No ☒ N/A

5. The specification does not use or will not use “brand name” or equal to convey requirements unless sponsor requests and receives approval from the FAA to use brand name (FAA Order 5100.38, Table U-5).

   ☒ Yes ☐ No ☐ N/A

6. The specification does not impose or will not impose geographical preference in their procurement requirements (2 CFR §200.319(b) and FAA Order 5100.38, Table U-5).

   ☒ Yes ☐ No ☐ N/A

7. The use of prequalified lists of individuals, firms or products include or will include sufficient qualified sources that ensure open and free competition and that does not preclude potential entities from qualifying during the solicitation period (2 CFR §319(d)).

   ☒ Yes ☐ No ☐ N/A

8. Solicitations with bid alternates include or will include explicit information that establish a basis for award of contract that is free of arbitrary decisions by the sponsor (2 CFR § 200.319(a)(7)).

   ☒ Yes ☐ No ☐ N/A

9. Concurrence was or will be obtained from the FAA if Sponsor incorporates a value engineering clause into the contract (FAA Order 5100.38, par. 3-57).

   ☒ Yes ☐ No ☐ N/A

10. The plans and specifications incorporate or will incorporate applicable requirements and recommendations set forth in the federally approved environmental finding (49 USC §47106(c)).

    ☒ Yes ☐ No ☐ N/A

11. The design of all buildings comply or will comply with the seismic design requirements of 49 CFR § 41.120. (FAA Order 5100.38d, par. 3-92)

    ☐ Yes ☐ No ☒ N/A

12. The project specification include or will include process control and acceptance tests required for the project by as per the applicable standard:

    a. Construction and installation as contained in Advisory Circular (AC) 150/5370-10.

       ☒ Yes ☐ No ☐ N/A

b. Snow Removal Equipment as contained in AC 150/5220-20.

☐ Yes ☐ No ☒ N/A

c. Aircraft Rescue and Fire Fighting (ARFF) vehicles as contained in AC 150/5220-10.

☐ Yes ☐ No ☒ N/A

13. For construction activities within or near aircraft operational areas(AOA):

a. The Sponsor has or will prepare a construction safety and phasing plan (CSPP) conforming to Advisory Circular 150/5370-2.

b. Compliance with CSPP safety provisions has been or will be incorporated into the plans and specifications as a contractor requirement.

c. Sponsor will not initiate work until receiving FAA's concurrence with the CSPP (FAA Order 5100.38, Par. 5-29).

☒ Yes ☐ No ☐ N/A

14. The project was or will be physically completed without federal participation in costs due to errors and omissions in the plans and specifications that were foreseeable at the time of project design (49 USC §47110(b)(1) and FAA Order 5100.38d, par. 3-100).

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this 11th day of February, 2024.

Name of Sponsor: City of Hanford

Name of Sponsor's Authorized Official: Robert Loogman

Title of Sponsor's Authorized Official: Airport Manager

Signature of Sponsor's Authorized Official: Robert Loogman

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-135, Certification and Disclosure Regarding Potential Conflicts of Interest – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

Certification and Disclosure Regarding Potential Conflicts of Interest
Airport Improvement Program Sponsor Certification

Sponsor: City of Hanford

Airport: Hanford Municipal Airport

Project Number: AIP 3-06-0098-___-2025

Description of Work: Design - New Fuel Island and Tanks

Application

Title 2 CFR § 200.112 and § 1201.112 address Federal Aviation Administration (FAA) requirements for conflict of interest. As a condition of eligibility under the Airport Improvement Program (AIP), sponsors must comply with FAA policy on conflict of interest. Such a conflict would arise when any of the following have a financial or other interest in the firm selected for award:

a) The employee, officer or agent,

b) Any member of his immediate family,

c) His or her partner, or

d) An organization which employs, or is about to employ, any of the above.

Selecting “Yes” represents sponsor or sub-recipient acknowledgement and confirmation of the certification statement. Selecting “No” represents sponsor or sub-recipient disclosure that it cannot fully comply with the certification statement. If “No” is selected, provide support information explaining the negative response as an attachment to this form. This includes whether the sponsor has established standards for financial interest that are not substantial or unsolicited gifts are of nominal value (2 CFR § 200.318(c)). The term “will” means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance.

Certification Statements

1. The sponsor or sub-recipient maintains a written standards of conduct governing conflict of interest and the performance of their employees engaged in the award and administration of contracts (2 CFR § 200.318(c)). To the extent permitted by state or local law or regulations, such standards of conduct provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the sponsor’s and sub-recipient’s officers, employees, or agents, or by contractors or their agents.

   ☒ Yes ☐ No

2. The sponsor's or sub-recipient's officers, employees or agents have not and will not solicit or accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub-agreements (2 CFR § 200.318(c)).

   ☒ Yes ☐ No

3. The sponsor or sub-recipient certifies that is has disclosed and will disclose to the FAA any known potential conflict of interest (2 CFR § 1200.112).

   ☒ Yes ☐ No

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have the explanation for any item marked "no" is correct and complete.

Executed on this 11th day of February, 2025.

Name of Sponsor: City of Hanford

Name of Sponsor's Authorized Official: Robert Loogman

Title of Sponsor's Authorized Official: Airport Manager

Signature of Sponsor's Authorized Official: Robert Loogman

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** CONSENT CALENDAR

SUBJECT:
Community Development: Acceptance of the mandated General Plan Annual Progress Report for Calendar Year 2024 and Authorization for the submittal to the Governor's Office of Planning and Research

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RECOMMENDATION:

Recommendation: That City Council accept the mandated General Plan Annual Progress Report (APR) for Calendar Year 2024 and authorize staff to submit the document to the Governor's Office of Planning and Research (OPR).

BACKGROUND:

The Annual General Plan Report is intended to comply with the requirements of Government Code Section 65400, which requires that all cities annually submit to California Office of Planning and Research (OPR) and Housing and Community Development (HCD) a report on the status of the General Plan and progress in implementing the Housing Element. This report contains the General Plan Annual Progress Report for submission to OPR and captures the activities conducted by the City towards implementation of the General Plan. The General Plan APR allows OPR to identify statewide trends in land use decision-making and how local planning and development activities relate to statewide planning goals and policies. APRs may also inform future modifications to OPR's General Plan Guidelines. In addition, OPR can track progress on a local jurisdiction's comprehensive General Plan update using the information provided in the APR. The APR satisfies OPR's Guidelines by providing the following information:

- Measures associated with the implementation of the general plan with specific reference to individual elements
- Housing Element APR reporting
- The date of the last update to the General Plan
- Planning activities receiving discretionary approval
- Capital Improvement Projects conducted over the past year

Please see the full report, which is attached. A copy of the Housing APR is attached as well.

FISCAL IMPACT:

None

ATTACHMENTS:

1. General Plan Annual Progress Report 2024
2. Housing Element Annual Progress Report

General Plan Annual Progress Report – 2024

Prepared by:
City of Hanford
Community Development Department
Planning Division

March 18, 2025

For:
State of California
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

INTRODUCTION

The Annual General Plan Report is intended to comply with the requirements of Government Code Section 65400, which requires that all cities annually submit to California Office of Planning and Research (OPR) and Housing and Community Development (HCD) a report on the status of the General Plan and progress in implementing the Housing Element. This report represents the Community Development activity for the planning year 2024.

The General Plan APR allows OPR to identify statewide trends in land use decision-making and how local planning and development activities relate to statewide planning goals and policies. APRs may also inform future modifications to OPR's General Plan Guidelines. In addition, OPR can track progress on a local jurisdiction's comprehensive General Plan update using the information provided in the APR. Similarly, the Housing Element APR allows HCD to track the progress of the implementation of a jurisdiction's Housing Element and requires its submission as a threshold requirement for several State housing funding programs.

DATE OF PRESENTATION/ACCEPTANCE

The General Plan APR was presented to the Hanford City Council as a consent calendar item at their regularly scheduled meeting on March 18, 2025.

COMPREHENSIVE GENERAL PLAN UPDATE 2035

Pursuant to State general plan law there are seven State-mandated elements in the City's general plan. They are:

- Land Use
- Circulation
- Housing
- Open Space
- Conservation
- Noise
- Safety

As of 2003, Cities within the San Joaquin Valley are also required to have an air quality element. Signed into law in 2016, under SB 1000, cities and counties that have identified disadvantaged communities must also address environmental justice in their general plans, including air quality.

Additionally Required:

- Air Quality
- Environmental Justice

The Air Quality element was adopted in 2010. The requirement to address environmental justice within the Air Quality element was not adopted until 2016; therefore, the Air Quality element does not address environmental justice, expressly. The City does not have a separate Environmental Justice element; however, environmental justice is addressed through policy in the General Plan

Health, Safety, and Noise element. Discussion appears later in the document about the request to update the EJ element, utilizing REAP 2.0 funds.

State general plan law also states that cities may adopt other elements as they see fit for their communities. Hanford's General Plan also contains an economic development element and a public facilities and services element. All elements of the General Plan have equal weight and status. One element is not superior to any other. The goals and policies within each element are required to be consistent with each other and with the goals and policies in the other elements of the General Plan.

The general plan's maps, diagrams, and development policies form the basis for the zoning ordinance, subdivision ordinance, design guidelines, and the capital improvement program – tools which implement the general plan. Under California law, no specific plan, zoning, subdivision map, or public works project may be approved unless the City finds that it is consistent with the adopted general plan.

The **land use element** designates the type, intensity, and general distribution of uses of the land for housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other categories of public and private uses.

The **circulation element** is correlated with the land use element and identifies the general location and extent of existing and proposed major thoroughfares, transportation routes, and terminals for all modes of transportation.

The **housing element** is a comprehensive assessment of current and projected housing needs for all segments of the community and all economic groups. In addition, it embodies policies for providing adequate housing and includes action programs for that purpose. By statute, the housing element must be updated and certified on a schedule set by the State Housing and Community Development Department. The housing element is prepared as a separate document in conjunction with the County of Kings, and the cities of Lemoore, Corcoran, and Avenal.

The **conservation element** addresses the conservation, development, and use of natural resources, including water and soils. This chapter also contains goals and policies for parks and recreation.

The **open space element** describes measures for preserving open-space for natural resources, the managed production of resources, outdoor recreation, and agricultural land. The open space element is also found mostly in Chapter 5 of both the Background Report and the Policy Document.

The **noise element** identifies and appraises noise problems within the community and forms the basis for land use distribution.

The **safety element** establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, extreme heat, and fire hazards.

The **economic development element** identifies trends in the local economy and sets general direction for improving the community's economic sustainability and prosperity.

The **public facilities and services element** identify publicly owned facilities and service infrastructure. It sets policies to facilitate continued service to the community as it grows and develops. It sets a general direction for citywide school site planning, law enforcement and fire protection services, sewer and water infrastructure, and other local public facilities and buildings.

The **Air Quality Element** provides a comprehensive set of goals, objectives, policies, and implementation programs intended to meet the requirements of Assembly Bill 170 for Air Quality Elements and state laws pertaining to greenhouse gases.

The General Plan was adopted on April 24, 2017 through Resolution 17-21-R.

GENERAL PLAN AMENDMENT INFORMATION

Most Recent Adopted Amendment

During 2024, the City of Hanford approved one General Plan Amendment:

The proposed Project consisted of a new multi-use development that includes a 64-unti multi-family housing development on approximately 3.75 acres and a commercial component on approximately 1.25 acres. The commercial portion of the Project is proposed to be developed in a separate, future phase and anticipated to include a gas station and fast-food restaurant.

Approval of the proposed development project was subject to approval of the following:

- General Plan Amendment No. 0001-23 a request to change the general plan designation from Neighborhood Commercial to Neighborhood Mixed Use on 5-acres

- Rezone No. 0001-23 a request to change the zoning from C-N Neighborhood Commercial to MX-N Neighborhood Mixed Use on a 5-acre site with a Planned Unit Development overlay.

- Planned Unit Development No. 0036-24 was a request to allow cross-access, shared driveways, and application of mixed-use standards to permit a horizontal mixed-use development.

- Variance No. 0009-23 was a request to deviate from the standards of Section 17.24.130 of the Hanford Municipal Code, to eliminate the block wall requirement between an existing apartment complex and a proposed apartment complex and provide a slated chain link fencing between the proposed apartment.

The project included a recommendation to certify Mitigated Negative Declaration No. 2024-57 (SCH# 2024050798) for project, demonstrating the project would be less than significant impact on the environment with the incorporation of mitigation measures. The City Council approved the project on August 6, 2024, and approved the second reading of the rezone ordinance on August 20, 2024.

In Progress

During 2024, there were two additional General Plan Amendments in progress:

General Plan Amendment No. 2024-01

General Plan Amendment No. 2024-01 Part A – Hidden Valley

General Plan Amendment No. 2024-01 Part A (GPA0011-24) is a request, by the City of Hanford, to change the General Plan designation from Low- Density Residential to Open Space for an 18-acre portion of a 38.48-acre parcel. Rezone No. 2024-01 (RZ0002-24) is a request, by the City of Hanford, to change the zoning from R-L-5 Low-Density Residential to PF Public Facility for an 18-acre portion of a 38.48-acre parcel. The project is located on an 18-acre portion of the overall 38.48-acre parcel, west of the existing Hidden Valley Park. The project is located at on the southwest corner of West Cortner Street and North 11th Avenue (APN 008-360-006).

General Plan Amendment No. 2024-01 Part B – Heroes Park

General Plan Amendment No. 2024-01 Part B (GPA0012- 24) is a request, by the City of Hanford, to change the land use designation on APN 014- 230-030-000 from Low-Density Residential to Open Space, by designating the General Plan's floating open space circles in the location of the future Heroes Park (40 acres) and relocating the 20-acre Neighborhood Mixed Use designation from the northern portion of the parcel to the south. Pre-Zone No. 2024-14 (PRZ0014-24) is a request, by the City of Hanford, to prezone the annexation area a combination of R-L-5 Low-Density Residential, R-M Medium-Density Residential, PF Public Facilities, and MX-N Neighborhood Mixed Use, as designated by the General Plan and as proposed to be amended through General Plan Amendment No. 2024-02 (described above). The project includes Annexation No. 164 (ANX0006-24), which is a request, by the City Hanford, to annex approximately 230 acres into the City of Hanford from the Kings County Jurisdiction for development of Heroes Park, and surrounding parcels, in accordance with the Kings County Local Agency Formation Commission (LAFCo)'s policy, so as not to create islands. The project is located between Grangeville Boulevard and Lacey Boulevard, east of 9 ¼ Avenue, west of 8 ¾ Avenue (APN 014-230-030, - 033, -034, -035, 014-230-089, 014-230-092, -093, 014-230-020, and -021).

Heroes Park

Heroes Park is a future 40-acre regional park located near the intersection of Grangeville Boulevard and 9 1/4 Avenue. It is being partially funded by the State Parks' Statewide Development and Community Revitalization Program (Prop 68). Currently Heroes Park is in the conceptual design phase. The park is not currently located within the City limits, as such, it is necessary to annex the territory into the City limits, prior to development of the park space. A General Plan Amendment to allocate the Open Space Designation and change the location and size of the Neighborhood Mixed Use designation is proposed as part of the annexation request. The General Plan Amendment proposed for Heroes Park

off-sets the loss of housing opportunity as a result of the Hidden Valley Park General Plan Amendment.

In accordance with Government Code Section 66300, the Housing Crisis Act of 2019, the City is unable to change the designation of the a property where housing is permitted, unless the loss of housing opportunity is accommodated elsewhere:

(b) (1) Notwithstanding any other law except as provided in subdivision (i), with respect to land where housing is an allowable use, an affected county or an affected city shall not enact a development policy, standard, or condition that would have any of the following effects:

> (A) Changing the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning district in effect at the time of the proposed change, below what was allowed under the land use designation or zoning ordinances of the affected county or affected city, as applicable, as in effect on January 1, 2018, except as otherwise provided in clause (ii) of subparagraph (B) or subdivision (i). For purposes of this subparagraph, "reducing the intensity of land use" includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or any other action that would individually or cumulatively reduce the site's residential development capacity.

The table below demonstrates the City's ability to off-set the housing opportunity loss from Hidden Valley Park with the redesignation of the land for Heroes Park Annexation and General Plan Amendment/Prezone.

Table 1: Housing Opportunity

Zone	Zone Name	Vacant Acres to be Added or Subtracted	Housing Element Realistic Density	Total Potential Housing Units Added or Subtracted
Hidden Valley Park Site				
RLD	Low Density Residential	-18.5	4.00	-74
OS	Open Space	18.5	0.00	0
	Subtotal	**0.00**		**-74**
Heroes Park/Latis LLC Property				
MU-N	Neighborhood Mixed Use	25% of -19.0	16.00	-76
OS	Open Space	40.0	0.00	0
RLD	Low Density Residential	-41.0	4.00	-164

MU-N	Neighborhood Mixed Use	75% of 20.0	16.00	+240
	Subtotal	0.00		**0**
Planned "Floating" Park Sites Moving to Heroes Park				
OS	Open Space	-10.1	0.00	0
RLD	Low Density Residential	10.1	4.00	+40
OS	Open Space	-16.9	0.00	0
RMD	Medium Density Residential	16.9	4.00	+68
	Subtotal	**0.00**		**+108**
	OVERALL TOTAL CHANGE IN POTENTIAL HOUSING UNITS			**+34**

Hidden Valley

General Plan Amendment No. 2024-01 Part 1 (GPA0011-24) is a request, by the City of Hanford, to change the General Plan designation from Low-Density Residential to Open Space for an 18-acre portion of a 38.48-acre parcel, as directed by the City Council of the City of Hanford. Pursuant to SB330, if a jurisdiction proposes a reduction in the intensity of the residential land use, then the jurisdiction must concurrently change the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is a "No Net Loss" in residential capacity. As described in Table 1, and discussed in the Heroes Park project section, the City proposes to remove Low Density Residential Land Uses and replace the opportunity elsewhere.

As demonstrated Table 1 and by using the City's Housing Element's Realistic Density for the associated parcels, the concurrent processing of the General Plan Amendments for Heroes Park and Hidden Valley Park provide for an increase in the potential housing units by 34 units. The proposed removal and replacement of the Low-Density Residential Land Uses will not result in a loss in total residential capacity and therefore is compliant with the provisions of the SB330.

The projects were presented to the Planning Commission on December 10, 2024. The City Council has not heard the items, yet. It is anticipated that the General Plan Amendment will be completed in 2025.

General Plan Amendment No. 2022-01 - Hanford Place

General Plan Amendment No. 2022-01 is a request to change the general plan designation from Highway Commercial to Service Commercial and High-Density Residential on approximately 39.16 acres. Rezone No. 2022-01 is a request to change the zoning on 39.16 acres from C-H Highway Commercial to C-S Service Commercial and R-H High-Density Residential with a Planned Unit Development overlay. Planned Unit Development No. 2022-01 is a request to allow blended zoning for a master planned medical and mixed-use development, including the future construction of 15 buildings consisting of medical outpatient clinic services, a hotel and conference center, specialized education, retail, medical office, skilled nursing and assisted living, and multi-family residential uses, as well as a bio infiltration basin, associated open space, circulation and parking, and infrastructure improvements. Mitigated Negative Declaration No. 2023-93 is a request to certify that the project will have a less than significant impact with the

incorporation of mitigation measures. The project is located between 11th and 12th Avenues along Glendale Drive, north of Highway 198 (APN 011-060-007, 011-060-008, 012-290-040, 012-290-042, and 012-290-054). The project was in the environmental review phase in 2024. The item was presented to and recommended for approval by the Planning Commission on January 14, 2025. A City Council public hearing date has not been set, at this time.

Progress towards implementing the 2035 Land Use Element

Growth Management

During 2024, projects identified in the following sections were in progress to align with the City's growth management goals and policies, specifically:

Growth Management Goals

Goal L1: A well planned community that grows in an organized fashion.

Goal L2: Development preference of vacant and underutilized properties.

Goal L3: Limitation of urban sprawl-style development patterns in new growth areas.

Policy L16 County Islands: Initiate annexation of County islands when it is found that urban services are needed and can be provided or made available in the near future.

- **Annexation No. 163 Parts 9, 12, 13 and 14** was a proposal to annex four separate substantially surrounded county islands with a combined total of 197.15 acres into the City of Hanford from the Kings County jurisdiction. **Prezone No. 0001-24, Parts 9, 12, 13, and 14 was** a proposal to prezone the proposed territory to be annexed consistent with the 2035 Hanford General Plan Land Use Map. **CEQA Determination:** The project has been determined to be exempt from the California Environmental Quality Act (CEQA), per Categorical Exemption Class 19 (Annexation of areas containing existing public or private structures developed to the density allowed by the current prezoning) per CEQA Guidelines Section 15319(a), and because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment per CEQA Guidelines Section 15061(b)(3). A Notice of Exemption was prepared for the project in accordance with CEQA. Island 9 was generally located East Lacey Boulevard, South of Southern Pacific Railroad Tracks. Island 12 was generally located west of 10 ½ Avenue, north of Houston Avenue. Island 13 was generally located west of 10th Avenue, between Idaho and Iona Avenues. Island 14 was generally located west of 11th Avenue, south of Flint Avenue. The annexation of the County islands were presented to and recommended for approval by the the Planning Commission in 2024. The City Council requested staff to file an application with Kings County LAFCo for the subject annexations in 2025. It is anticipated that the annexations will be completed in 2025.

Residential Projects

During 2024, the following residential discretionary projects were approved in accordance with the growth management goals and policies listed above and with respective goals identified for the various land use types of the Land Use Element, specifically:

Residential Land Use Designation Goals

Goal L4: Adequate land available to meet housing needs for all citizens through the year 2035.

Goal L5: Stable, high quality neighborhoods with housing integrated with schools, parks, and availability of everyday commercial goods and services.

Goal L6: A wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels.

Goal L7: Residential densities that encourage both compact and infill development.

Residential Land Use Designations Goals

Goal L8: A range of residential building types suitable for a variety of lifestyles, ages, affordability levels, and design options.

Goal L9: Distinctive neighborhoods that preserve and enhance the quality of life for residents.

During 2024, various tentative residential tracts were in progress and in the environmental phase, but none received entitlements. The below projects are anticipated to receive entitlements in 2025.

- **Neves Residential Project - Notice of Preparation Phase Opened from December 9 to January 7, 2025; Virtual Scoping Meeting Held on December 18, 2024**

  The City of Hanford will be the Lead Agency and will prepare a focused Environmental Impact Report (EIR) for the proposed Neves Residential Project (Project). An Initial Study was prepared along with a Notice of Preparation (NOP), which scoped out environmental topics for further review. The comment period was open from December 9, 2024 to January 7, 2025 [30-day period]. The Notice of Preparation can be found here. The initial study can be found here.

  A copy of the Project Tentative Tract Map can be found here.

  A public hearing before the Planning Commission and City Council has not been set at this time.

- **Silicon Valley Ranch - Notice of Availability Opened November 22, 2024; Planning Commission Public Hearing January 14, 2025 - Continued to January 28, 2025**

The City of Hanford, as lead agency, prepared an Environmental Impact Report (EIR) for the Silicon Valley Ranch Residential Project. As mandated by State law, the minimum public review period for this document was 45 days. The comment period was open from November 25, 2024 to January 9, 2025 [45-day period]. The Notice of Availability can be found here.

A copy of the Draft EIR can be found here.

A copy of the Project's Tentative Tract 943 Map can be found here.

The item was heard by the Planning Commission on February 25, 2025 and will be heard by the City Council on March 18, 2025.

- **Fargo Village - Notice of Preparation Phase Concluded September 16, 2024; Scoping Meeting Held September 4, 2024**

  The City of Hanford is the Lead Agency and will prepare a focused Environmental Impact Report (EIR) for the proposed Fargo Village Project (Project). An Initial Study was prepared along with the Notice of Preparation (NOP), which scoped out environmental topics for further review. The comment period was open from August 16 - September 16, 2024 [30-day period]. The Notice of Preparation can be found here. The initial study can be found here.

  A copy of the Project Tentative Tract Map can be found here.

  A public hearing before the Planning Commission and City Council has not been set at this time.

Progress towards Housing Element Implementation during 2024:

- 390 Applications Submitted
- 516 Units proposed in application received

- 210 units issued building permits
  - 176 residential
  - 28 multi-family
  - 6 ADU

- 408 units finaled
  - 330 residential
  - 74 multi unit
  - 4 ADU

A detailed report appears in **Attachment 1.** The Summary is provided below:

Jurisdiction	Hanford	
Reporting Year	2024	(Jan. 1 - Dec. 31)
Housing Element Planning Period	6th Cycle	01/31/2024 - 01/31/2032

Building Permits Issued by Affordability Summary		
Income Level		**Current Year**
Very Low	Deed Restricted	0
	Non-Deed Restricted	5
Low	Deed Restricted	0
	Non-Deed Restricted	6
Moderate	Deed Restricted	0
	Non-Deed Restricted	30
Above Moderate		169
Total Units		**210**

Note: Units serving extremely low-income households are included in the very low-income permitted units totals

Units by Structure Type	**Entitled**	**Permitted**	**Completed**
Single-family Attached	0	0	0
Single-family Detached	0	176	330
2 to 4 units per structure	0	16	2
5+ units per structure	0	12	72
Accessory Dwelling Unit	0	6	4
Mobile/Manufactured Home	0	0	0
Total	**0**	**210**	**408**

Infill Housing Developments and Infill Units Permitted	**# of Projects**	**Units**
Indicated as Infill	0	0
Not Indicated as Infill	190	210

Housing Applications Summary	
Total Housing Applications Submitted:	390
Number of Proposed Units in All Applications Received:	516
Total Housing Units Approved:	508
Total Housing Units Disapproved:	0

Use of SB 423 Streamlining Provisions - Applications	
Number of SB 423 Streamlining Applications	0
Number of SB 423 Streamlining Applications Approved	0

Units Constructed - SB 423 Streamlining Permits			
Income	**Rental**	**Ownership**	**Total**
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	**0**	**0**	**0**

Streamlining Provisions Used - Permitted Units	**# of Projects**	**Units**
SB 9 (2021) - Duplex in SF Zone	0	0
SB 9 (2021) - Residential Lot Split	0	0
AB 2011 (2022)	0	0
SB 6 (2022)	0	0
SB 423 (2023)	0	0

Ministerial and Discretionary Applications	**# of Applications**	**Units**
Ministerial	390	516

Discretionary	0	0

Density Bonus Applications and Units Permitted	
Number of Applications Submitted Requesting a Density Bonus	0
Number of Units in Applications Submitted Requesting a Density Bonus	0
Number of Projects Permitted with a Density Bonus	0
Number of Units in Projects Permitted with a Density Bonus	0

Housing Element Programs Implemented and Sites Rezoned		Count
Programs Implemented		12
Sites Rezoned to Accommodate the RHNA		0

Cells in grey contain auto-calculation formulas

Residential Discretionary Projects – 2024

Single-Family Residential

- **Variance No. 0015-24** was a request to deviate from the standards of the Hanford Municipal Code Section 17.10.070, in order to reduce the rear-yard setback, as prescribed by the Live Oak Master Plan, from 20 feet to 16 feet and nine inches for a two-story home. The variance pertained to 1505 S. Barberry Place, Lot 47 of Tract 881. The variance was approved by the Planning Commission on March 12, 2024.

- **Tentative Parcel Map No. 0004-24,** was a request to subdivide two parcels, totaling 38,332 sq. ft. (0.88 acres) into three parcels, Parcel A: 5,789 sq. ft., Parcel B – 9,103 sq. ft., and Parcel C – 11,954 sq. ft., in the R-L-5 Low-Density Residential zone district and utilize Section 17.50.210 to apply concessions to an affordable housing development. The property was located north and west of Parkside Drive, south of Woodland Drive (APN 011-100-065 and 011-100-066). The tentative parcel map was approved by the Planning Commission on May 14, 2024.

- **Declaration of Surplus:** The City initiated the declaration of surplus and disposition of real city property for a single-family residence located at 1074 W. Jordan Way. The property was located south of San Madina Court, west of Jordan Way (APN 011-450-011-000). The Planning Commission made a finding of General Plan Consistency on June 25, 2024. On September 17, 2024, the City Council adopted Resolution No. 24-36-R, declaring 1074 S. Jordan to be exempt surplus property under the Government Code.

Mixed-Use

- **General Plan Amendment No. 0001-23** was a request to change the general plan designation from Neighborhood Commercial to Neighborhood Mixed Use on 5-acres. **Rezone No. 0001-23** was a request to change the zoning from C-N Neighborhood Commercial to MX-N Neighborhood Mixed Use on a 5-acre site with a Planned Unit Development overlay**. Planned Unit Development No. 0036-24** was a request to allow cross-access, shared driveways, and application of mixed-use standards to permit a horizontal mixed-use development. **Variance No. 0009-23** was a request to deviate from the standards of Section 17.24.130 of the Hanford Municipal Code, to eliminate the block wall requirement between an existing apartment complex and a proposed apartment

complex and provide a slated chain link fencing between the proposed apartment complex and a City basin. The Project site was located northwest of the intersection of Grangeville Boulevard and Centennial Drive in the City of Hanford, Kings County, California (APN) 009-030-142. The project included a recommendation to certify Mitigated Negative Declaration No. 2024-57 (SCH# 2024050798) for project, demonstrating the project would be less than significant impact on the environment with the incorporation of mitigation measures. The City Council approved the project on August 6, 2024, and approved the second reading of the rezone ordinance on August 20, 2024.

Commercial/Industrial Discretionary Projects – 2024

During 2024, the following commercial/industrial discretionary projects were approved in accordance with the goals and policies of the Economic Development and Land Use Element, specifically:

Economic Development and Employment Goals

Goal E1: A diverse and robust local economy capable of providing employment for all residents desiring to work in the city.

Goal E2 A diversity of commercial and industrial enterprises which provide goods, services, and employment opportunities consistent with Hanford's small-town, agricultural image.

Goal E3: A business-friendly environment for both existing and new business enterprises.

- **Amendments to HMC 5.56 Commercial Cannabis Activity and Amendments to HMC 8.32 Cannabis** was a request to make changes to the two cannabis-related sections of the Hanford Municipal Code in order to adopt a separate Commercial Cannabis Business Permit Application for all Non-Retail operations, consistent with previous Council direction. City Council authorized Staff to update the City's cannabis licensing process to simplify the cannabis business permit process for applicants and City staff. Several amendments to the municipal code were needed in order to meet the Council's goals.

  The proposed amendments to the Municipal Code primarily fell into two categories:

1. Simplification of the Application Process: The proposed amendments authorized Council to approve a "Commercial Cannabis Business Permit Application" that guided the commercial cannabis business license application process. The application review and renewal process were simplified for staff and applicants.

2. Remove or Change Outdated or Unnecessary Language: Several changes to state law and the state's approval process occurred since the original adoption of HMC 5.56 and HMC 8.32 and language was updated to reflect those changes. Clarifying language was also provided in some instances.

In addition to the proposed ordinance changes, an update to the Commercial Cannabis Business Permit Application was needed to expedite and improve the City's cannabis permitting process. The project was approved by the City Council on January 16, 2024.

- **Time Extension No. 0003-24** was a request by Lighthouse Fellowship Church to extend the life of Conditional Use Permit No. 2019-06 and Site Plan Review No. 2019-32 for one year, in order to extend the expiration of the project and obtain building permits. The time extension extended the expiration of the project from February 11, 2024 to February 11, 2025. Conditional Use Permit No. 2019-06 was a request to develop a religious institution and charter school in the MX-C Corridor Mixed Use zone district, with a 10,803 sq. ft. multi-purpose room, 8,250 sq. ft. sanctuary (future), 3,750 sq. ft. private charter school (future), and sports fields, located north of Glendale Avenue, west of Aquifer Drive (APN 011-010-044). The use of a religious institution and associated charter school required approval of a Conditional Use Permit by the Planning Commission in the MX-C Corridor Mixed Use zone district. The time extension was approved by the Planning Commission on February 13, 2024.

- **Conditional Use Permit No. 0027-24** was a request by PetSmart to add veterinarian care in their existing pet services area in the C-R Regional Commercial zone district. The project is located at 288 N. 12th Ave. (APN 011-020-014). The Planning Commission approved the Conditional Use Permit on March 26, 2024.

- **Conditional Use Permit No. 0029-24** was a request by the Kings Community Action Organization (KCAO) to amend their original conditional use permit, in order increase the number of classrooms, staff, and children on site at the Clay Center in the R-M Medium Density Residential zone district. The use was classified in the Zoning Ordinance as a day care facility for over 14 persons, which required a Conditional Use Permit in the R-M Medium Density Residential zone district. The project was an amendment to Conditional Use Permit No. 2021-03, which approved the operation of two preschool classrooms for KCAO. The project is located at 302 E. Tenth St. (APN 010-224-023). The Planning Commission approved the Conditional Use Permit on April 9, 2024.

- **Conditional Use Permit No. 0004-23** was a request, by Embarc Hanford, to allow a cannabis dispensary with retail sales of cannabis. The operation of a dispensary is listed as a conditional use in the MX-D Downtown Mixed Use zone district. The project was located at 207 E Seventh Street in Downtown Hanford. The project was proposed to locate within an existing vacant building on a fully developed site. On November 15, 2022, the City awarded the dispensary permit to Embarc Hanford for the City's third retail commercial cannabis permit, in accordance with the City's approved review process. The Planning Commission approved the Conditional Use Permit on April 23, 2024.

- **Variance No. 0016-24,** was a request to deviate from the standards of the Hanford Municipal Code Section 17.60.070(B), in order to locate a restaurant with a drive-thru pick-up window, Robertito's, on a parcel with a size less than one-half (½) acre in the MX-C Corridor Mixed Use zone district. The project is located at the northwest corner of Silverado Street and S. 11th Avenue (APN 012-370-001). The project was approved by the Planning Commission on July 23, 2024.

- **Conditional Use Permit No. 0038-24** was a request by Blue Door Massage and Spa to locate a massage therapy business in the O-R Office Residential zone district. The project is located at 1208 N. Douty St. (APN 010-107-004). The item was denied by the Planning Commission on October 8, 2024 and appealed to the City Council. The City Council overturned the Planning Commission's decision to deny the conditional use permit, therefore approving the conditional use permit on November 5, 2024.

- **Conditional Use Permit No. 0031-24** was a request by Tractor Supply Co. to add pet grooming within their existing facility in the C-R Regional Commercial zone district. The project was located at 1625 W. Hayden Ave. (APN 011-060-056). The Planning Commission approved the conditional use permit on November 12, 2024.

- **Conditional Use Permit No. 0041-24** was a request to establish signage with electronic changeable copy for a car wash in the C-S Service Commercial zone district. Variance No. 0022 24 was a request to deviate from the standards of the Hanford Municipal Code Section 17.56.090 to allow a freestanding sign to exceed the maximum height and square footage allowed within the C-S Service Commercial zone district. The project was located at 1726 Glendale Ave. (APN 011-030-012). The Planning Commission voted to approve the conditional use permit and deny the variance on December 10, 2024.

Miscellaneous Zone Text Amendments:

- **Zone Text Amendment No. 2024-01,** was a request to amend Title 17, Section 17.56.230 of the Hanford Municipal Code in order to comply with free speech requirements and established new application process. The Hanford City Council directed staff to review the mural ordinance and evaluate whether changes were necessary to comply with free speech requirements and to create a new application process. Staff review of the ordinance revealed that several design guidelines in HMC 17.56 related to murals are not enforceable, due to content-based restrictions. Except for obscene content and commercial advertisements, the City is not able to deny a mural permit based on the content of the mural. Zone Text Amendment 24-01 removed the content-based requirements from the City's mural ordinance and replaced it with criteria that outlined the application process, allowed the City to adopt a mural policy, and prohibited murals that are obscene or classified as commercial advertisements. Zone Text Amendment No. 2024-01 was approved by the City Council on February 20, 2024.

- **Zone Text Amendment No. 0007-24** was a request, directed by the City Council, to conduct a comprehensive amendment to the Hanford Municipal Code Title 17 – Zoning. Changes include various land use changes, definition changes and updates, regulation changes, spelling and grammar edits, as well as legally advised edits. The City Council approved the 2nd reading of the ordinance approving the text amendment on December 17, 2024.

Downtown Hanford Goals

Goal E7 : A vibrant and thriving Downtown that serves as the City's main commercial center and location for community events.

Goal E8: A distinct Downtown that sets Hanford apart from surrounding communities.

Policy E35 Downtown Infrastructure Improvements

Maintain parking, lighting, landscaping, sidewalk and other public improvements that support business activity and movement in the Downtown.

- **Downtown Traffic and Pedestrian Improvements Projects.** Throughout 2024, there was an effort to work on the Downtown Traffic and Pedestrian Improvements Projects. In 2023, the City Council awarded a $400,000 design and engineering contract to Interwest Consulting for the Downtown Improvements Project, which would have injected millions of dollars in one-time American Rescue Plan Act (ARPA) funding to revitalize downtown Hanford's core (Douty Street and 7th Street). The transformative project aimed to enhance traffic flow and pedestrian safety, increase parking and beautify the area through various streetscape improvements. A relatively recent change in the project's scope even proposed significant storm drainage enhancements to reduce flooding impacts to businesses near the intersection of Eighth Street and Irwin. In September 2024, Council voted 3-1 to replace a one-lane roundabout proposed for Seventh and Douty Streets with an all-way stop. The roundabout was the subject of considerable controversy among some members of the community. At the same meeting, Council awarded a $500,000 construction management (CM) contract after failing to do so in August. At the time, staff estimated the total project cost to be about $7.5 million and recommended using a combination of ARPA funds, utility funds, transportation funds and a portion of a federal grant to complete the project. Following the last-minute design change in September, City staff and Interwest worked quickly to complete plans and get the project out to bid for construction so the federal funds could be committed before the deadline. Two bids were received, but both were far higher than the City's $6 million construction budget. Ultimately, the high bids combined with the looming ARPA deadline made the project unfeasible. On December 17, staff recommended rejecting both bids due to financial constraints. The remaining ARPA funds were reallocated to offset public safety salaries and benefits, expand the scope of the Youth Athletic Complex Concession Stand/Restroom Building project (more information below) and pay for the environmental review work associated with the expansion of Hidden Valley Park.

- **Conditional Use Permit No. 0018-23,** was a request to construct a 70-stall off-site parking facility for KART Transit Station in the MX-D Downtown Mixed Use zone district. The off-site parking facility would support the KART Station, located south of the proposed off-site parking facility. The project is located at 208, 214, and 216 East Eighth Street, north of Eighth Street, between Harris and Brown Streets (APNs 010-275-009, -010, and 011). The item was approved by the Planning Commission on February 13, 2024.

4.7.2 High Speed Rail

The California High Speed Rail Authority has identified a site east of Highway 43 and north of Highway 198 for a future station for the proposed high speed rail system. The policies in this section focus on the maintenance, safety, and location the High Speed Rail passenger system in Hanford.

Policy T80 Station Area Study

If High Speed Rail becomes a reality in Kings County, consider a station area planning study that considers locating most of High Speed Rail support services (parking, hotels, transportation links, etc.) west of 10th Avenue to support Downtown Hanford.

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.

Policy T82 Mitigation of High Speed Rail Impacts

If High Speed Rail becomes a reality in Kings County, ensure that financial, environmental, and agribusiness impacts of the project are mitigated for the citizens of Hanford.

Policy T83 Funding Sources for High Speed Rail

If High Speed Rail becomes a reality, aggressively seek State and Federal funding for improvements and expansion of roads, water lines, sewer lines, storm drainage, public facilities, and utilities associated with High Speed Rail.

Policy T84 Continuation of Corridors

If High Speed Rail becomes a reality, ensure that the High Speed Rail alignment through the Planning Area does not disrupt other transportation corridors identified in Hanford's circulation element.

- **Sustainable Communities Planning Grant for the Kings-Tulare High-Speed Rail Station TOD and Connectivity Plan and CVC Rail Planning** Authorization to Execute an Agreement with Perkins & Will, for an Amount Not to Exceed $649,528, for the Kings-Tulare HSR Station TOD & Connectivity Plan & CVC Rail Service Planning, Funded via a Sustainable Communities Grant, which Council previously approved the application and acceptance of.

  The arrival of high-speed rail in Hanford offers an opportunity to create a thriving, inclusive, and context appropriate transit-oriented community near the station. The City and agency partners are developing a vision for an integrated land use, transportation, and infrastructure plan known as the Kings-Tulare High-Speed Rail (HSR) Station Transit-Oriented Development and Connectivity Plan and Cross Valley Corridor Rail (CVC) Service Planning project. The planning project will promote economic anchors tied to Hanford's agricultural economy, foster social and rural regeneration, create positive health

outcomes, enhance mobility access, and ensure that some of California's most disadvantaged and low-income communities can be the direct beneficiaries of high-speed rail's arrival.

- **High Speed Rail coordination:** Staff meets regularly to plan and coordinate project design and improvements between the planned High Speed Rail station and city facilities to provide a comprehensive plan of development between the two facilities.

PUBLIC FACILITES AND SERVICES

There were no amendments to the Public Facilities and Services Element during 2024.

The following public facilities and services projects were conducted by the City of Hanford during 2024:

Water Projects:

- **New Water Supply Well 51 and 52:** This project funded the design of the site facilities and the construction of the drilled wells for two new deep-water wells. These wells will soon be completed with the construction of the site facilities and will provide the much needed additional City water supply and service reliability. As development occurs, the need to provide additional water capacity and service reliability is necessary.

- **Badger Water Meter Replacement:** The City executed a contract with Badger Meters for the Citywide purchase and installation of water meters in an amount not to exceed $16.5 million, funded out of the Water Fund. The City's existing water services are metered (Zenner) with a fixed network Advanced Meter Infrastructure (AMI), but most of the meters are more than 15 years old and need to be replaced. The City circulated a Request for Proposals to replace all existing water meters serving City connections with a fixed network Advanced Meter Infrastructure (AMI) system on all connections served by the City. The key purposes of the system-wide water meter replacements are to improve water conservation and water use efficiency; improve system reliability; reduce on-going operational costs; and improve availability of meter parts.

Storm Drainage Projects:

- **Storm Drainage System Oversizing Requirements:** This project utilized funds to reimburse developers that were required to upsize their storm drainage improvements to provide additional capacity, in compliance with the Strom Drainage Master Plan.

- **Annual Concrete Repair Project:** This is an annual project that involves the installation of new or replacement concrete curb and gutter to facilitate proper street drainage. Projects included replacement of existing dilapidated curbs and gutter and installation of new curb and gutter in existing developed areas currently void of these improvements. These improvements were necessary to ensure proper drainage and alleviate localized flooding.

- **Tree Trim/Removal Program:** This is an annual project that trims trees from city right of way to provide needed street safety visibility, and removes trees from ponding basins in order to allow access for necessary maintenance within the basins, and is in accordance with the National Pollution Discharge Elimination System maintenance Best Management Practices.

- **Increase Flow Capacity/People's Ditch:** This project provided funds for shared maintenance costs and improvements to increase the capacity in both the east and west branches of Peoples Ditch within City limits.

- **MS4 Storm Water Pollution Plan** – This is an ongoing project where the city is permitted with the State Water Board as a Phase II MS4 (Municipal Separate Storm Sewer System) and manages the City Storm Water Management Plan (SWMP). The plan requires implementing and maintaining best management practices including training, education and outreach, monitoring, sampling, inspecting, and reporting on the storm water management for city facilities and developments.

- **Sand Slough Interconnect Pipeline** – Staff coordinated with developer consultants for the design of an interconnecting pipeline between Sand Slough segments at Houston Avenue east of 12th Avenue. The connections will convey storm water between Sand Slough segments and allow the slough water to terminate at the recharge basin south of Houston Avenue.

Waste Water:

- **Sewer Main Oversizing Requirements**: This project utilized funds to reimburse developers that were required to upsize their sewer improvements in order to provide additional capacity, in compliance with the City's Sanitary Sewer Master Plan.

- **Manhole Repair and Coating Project:** This project provided for repair and coating of damaged sanitary sewer manholes and lift stations where corrosion was affecting concrete surfaces.

- **Sewer System Video Inspections**: This project involved video camera inspections of the City's sanitary sewer mains and recording of the resulting data. The mains were videotaped and catalogued as to their condition.

- **Spare Pumps:** This project provided for the purchase of spare pumps that can be quickly switched out to assist staff in getting the lift station back in operation as quickly as possible when a pump fails and needs to be replaced or rebuilt.

- **WWTP Standby Influent Pump Installation** – This project provided a new emergency standby pump for the Waste Water Treatment Plant Headworks to convey wastewater from the sanitary sewer system into the treatment facility, and was necessary to avoid a catastrophic event should one of the existing pumps fail.

Public Facilities:

- **ITS Planning:** This is a planning grant that was applied for and awarded to the city to implement citywide optic communication facilities throughout the city. The project will provide a plan for the needs locations so that future projects will incorporate the needed infrastructure to provide the facilities.

- **Civic Auditorium Ceiling, Floor, and Interior Painting Project**: This project involved the ceiling repair, floor replacement, and interior painting of the Civic Auditorium, which all required significant repair to extend the longevity and usability of the Civic Auditorium.

  As part of a continuing maintenance program, areas of the facility are inspected for condition, safety, and general appearance. This facility is one of the most visible and utilized structures of all the City properties with many events scheduled at least a year in advance. During the exterior re-paint project it was noted that the interior need to be repainted, as well, particularly the 35' high ceiling. The ceiling and upper walls had not been completely re-painted since the late 1990's when the acoustic coating was applied. It has been determined the ceiling could not be painted and had to be replaced.
  In keeping with the upkeep and appearance of the building, all painted surfaces in the main hall, stairways, and West wing needed to be repainted.

  Civic Auditorium Acoustic Ceiling Replacement: The Auditorium had an acoustical material applied to the ceiling and walls of the main hall to attenuate reverberation during events. This was first completed in the 1960s and then again in 1996. The project involved the removal of existing layers with replacement of new acoustical material.

- **Youth Athletic Complex (YAC) Concession Building Restoration:** This project involved the remodel of the existing structure and restrooms to include ADA/ABA accessibility to and within the facility. The facility is approximately 40 years old and was in need of structural improvements to the stairway leading to the second story.

TRANSPORTATION/CIRCULATION

There were no amendments to the Circulation Element during 2024.

The following transportation projects were conducted by the City of Hanford during 2024:

- **Grangeville at BNSF Grant**: The Federal Railroad Administration awarded the City of Hanford the FY 2024 Railroad Crossing Elimination Grant. The FRA-RCE Grant aims to fund projects that improve the health and safety of the community by eliminating highway-rail at-grade crossings, thereby reducing the risk of collisions and the impacts of railroad operations, improving traffic flow, improving the mobility of goods, and enhancing the quality of life for residents. With the number of trains passing through the city, and the railroad operations which may delay trains inside the city and block multiple street intersection, a grade separation was recommended at the intersection. This effort will reduce transportation delays, improve emergency response times, decrease carbon emissions from idling vehicles, and address social and economic challenges caused by the current crossing.

Staff submitted an application for the 2024 FRA-RCE Grant to fund the Project Development Phase, Stage III of a six-stage process. This Phase focused on project development activities, including environmental clearance, preliminary engineering (30% plans), cost estimates, schedules, and community engagement. The project aims to eliminate the at-grade railroad crossing on Grangeville Boulevard by constructing an underpass beneath the BNSF tracks. In 2019, with Council support, the City prepared a Feasibility Study of the intersection of Grangeville Boulevard and BN&SF railroad. The study concluded that a grade separation be constructed at the intersection and provided under and over pass options. Based on right of way needs and visual assessment, the Council selected to move forward with the underpass solution.

As Hanford's population grows, traffic congestion is expected to continue to increase on all east-west arterial streets. The city is already aware of the impact this area is having to emergency response times. The proposed underpass will improve mobility in the central part of the City. The project includes necessary infrastructure adjustments, such as relocating access points and temporarily diverting the railroad.

- **Traffic Signal at 12th Avenue and Hume Avenue**: This project consisted of the installation of a traffic signal system at the intersection of 12th Avenue and Hume Avenue, due to increased residential development in the area, increasing and placing additional demands on the transportation system.

- **9th Avenue and Lacey Boulevard Signal:** This project involves the installation of a traffic signal and safety lighting at the intersection of 9th Avenue and East Lacey Boulevard to facilitate four lanes along with turn pockets and traffic signal facilities equipment. The project will improve traffic flow capacity and safety by providing additional travel lanes, safe pedestrian crossing locations, additional safety lighting, and ADA compliant curb returns within the installation of a traffic signal system at the intersection of East Lacey Boulevard and 9th Avenue.

- **Planning and Engineering work associated with East Lacey Boulevard Widening/Reconstruction, 10th Avenue to Sierra Drive**: This project involves the widening and reconstruction of East Lacey Boulevard, between 10th Avenue and Sierra Drive, to facilitate two lanes in each direction of travel plus turn lanes. Improvements include the reconstruction of existing pavement section, installation of a new drainage collection/disposal system, installation of curbs, gutters, sidewalks, drive approaches and ADA ramps, installation of a traffic signal system at East lacey Boulevard/Ninth Avenue and installation of additional street lighting.

- **Road Abandonment No. 2018-01 Amendment No. 1,** was a proposal to amend Road Abandonment No. 1 to include a 1,289 square-foot portion into the initial abandonment of the former East Lacey Boulevard, west of State Highway 43 and a finding of ambiguity clarification pertaining to the land use and zoning on the abandoned property and adjacent property formed. The City Council also declared the property as exempt surplus and filed with HCD.

- **Roadway Abandonment No. 0001-23,** was a request by QK on behalf of St. Brigid's Church (Roman Catholic Bishop of Fresno), to abandon approximately 2,551 square feet of alleyway located north of Florinda Street, between parcels located on Douty Street and Harris Street. The recommendation also included a finding of ambiguity clarification pertaining to the land use and zoning on abandoned property. The project was approved by City Council on August 6, 2024. The City Council also declared the property as exempt surplus on date and filed with HCD.

- **Pavement Resurfacing Treatment:** This is an ongoing project that adds pavement resurfacing treatment, a surface protection and pavement preservation treatment to city streets. This year, pavement microfiber was applied northwest of 12th Avenue at Grangeville Boulevard, southeast of 12th Avenue at State Highway 198, and Fargo Avenue from Douty Street to 10th Avenue.

- **Sidewalk and Miscellaneous Concrete Repairs:** This is an ongoing project that repairs sidewalks, drive approaches and other concrete improvements where city crews are completing street reconstruction projects or in areas where the improvements are damaged by tree roots.

- **New Sidewalk and ADA Improvements:** This is an ongoing project that installs sidewalks and other concrete improvements in areas currently void of such improvements. Improvement areas are selected along arterial/collector streets with high pedestrian volume and where existing rights-of-ways exist to facilitate sidewalk installation. This project also installs accessibility ramps in compliance with the Americans with Disabilities Act (ADA) standards.

- **Unscheduled Arterial Upgrades and Traffic Signal Installation:** This project utilized funds to reimburse developers who are required to construct qualifying arterial street improvements in excess of their project's transportation mitigation impact fee share.

- **Street Division Maintenance**: Funds from this project paid for labor, maintenance materials, equipment rental, and other contracted services for street reconstruction, resurfacing, and repair projects.

- **Development of a Local Road Safey Plan (LRSP):** Local Roadway Safety Plan grant – This project included the application and award of a grant for the existing Local Roadway Safety Plan to be update and to include equitable justice and civil rights components. The LRSP document creates a framework to systematically identify and analyze roadway safety problems and recommend safety improvements. The updated document identifies new needed projects and is a requirement for several grant applications.

OPEN SPACE, CONSERVATION, AND RECREATION

There were no amendments to the Open Space, Conservation, Safety and Noise Elements during 2024.

The following open space, conservation, and recreation projects were conducted by the City of Hanford during 2024:

Historic and Cultural Resources Goals

5.6.1 Historic Buildings and Districts

Hanford has three buildings listed on the National Registry of Historic Places. They are the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. All three buildings are also listed on the California Register of Historic Resources. The National Trust for Historic Preservation named China Alley in Hanford to its 2011 list of America's 11 Most Endangered Historic Places. This annual list highlights important examples of the nation's architectural, cultural and natural heritage that are at risk of destruction or irreparable damage. There are a number of resources within Hanford that contribute to its unique culture, yet are not officially listed as historic resources, including its civic and commercial buildings, and Craftsman, Victorian, and Tudor homes.

5.6 Historical and Cultural Resources

Historic preservation greatly enhances a community's overall sense of place and quality of life. Not only does it help residents and visitors appreciate local history, but it also helps to revitalize and stabilize downtowns, business districts, and neighborhoods. Historic preservation efforts can also produce local jobs, promote heritage tourism, and increase local property values.

Goal O5: Protected and enhanced historical and cultural resources that preserve Hanford's unique sense of place and promote an understanding of the Hanford's history.

Policy O41 Historic Preservation Districts

Continue to preserve historic resources by delineating historic preservation districts and requiring design review of proposals affecting historic buildings.

- **Sale of the Old Courthouse for adaptive reuse:** Approval of Disposition and Development Agreement and Authorization for the Mayor and City Manager to Execute Necessary Documents for the Sale of the County of Kings Courthouse, 113 Court Street, Hanford, California, to Esteem Land Company LLC (DBA Barrelhouse Brewing) approved by the City Council on November 5, 2024.

- **Civic Park Courthouse Lot Line Adjustment** – Staff worked with the contracted City surveyor to prepare and record a lot line adjustment applicable to the Old Courthouse for the purpose of selling the Courthouse to Esteem Land Company LLC (DBA Barrelhouse Brewing) consistent with Council direction.

- **Carnegie Building Roof Underlayment Replacement (CIP Project)** This project was to remove all Spanish tiles from the Caminol building roof at the Carnegie Museum, replace wood sheathing as needed, install new underlayment felt, install new sleepers, and re-install the clay tiles. The Caminol building was donated by Beacon oil several years ago as a historical building. It was moved from their site and reroofed at that time. There has been no other work on its roof since its relocation. Several roof leaks have formed,

causing severe damage to the inside finishes. Being a tile roof, it is very difficult to repair leaks. City staff was requested to look at the situation and evaluate. The City received a proposal for underlayment replacement from Fresno Roofing. If allowed to continue, the leaks would have caused structural damage which may have compromised the integrity of the building, costing much more to repair at a later date.

- **Historic Resources Permit HRA0014-24** was a request to place fencing at Salmon's Furniture Galleries. The property was designated as contributing building within the Historic Overlay Zone, located at 112 E. Seventh Street (APN 012-041-007). The Historic Resources Permit was approved by the City Council on August 20, 2024.

- **Historic Resources Permit No. 0015-24,** was a request by BMO Bank to construct exterior improvements, including a new ramp and step to the entryway door, accessible parking striping, landscape curbs with paving, and an ATM. The property was designated as a noncontributing building within the Historic Overlay Zone. The project pertained to a noncontributing building in the Historic Overlay Zone District, located at 230 W. Seventh Street (APN 012-052-014). The Historic Resources Permit was approved by the City Council on November 5, 2024.

- **Historic Resources Permit HRA0016-24** was a request to place fencing at the Social Security Administration building. The property was designated as a noncontributing building within the Historic Overlay Zone located at 330 N. Harris Street (APN 010-276-021). The Historic Resources Permit was approved by the City Council on November 5, 2024.

- **Amendment to Chapter 3.28,** was a request to amend Chapter 3.28 of the Hanford Municipal Code to allow for the reestablishment of the Central Parking and Business Improvement Area Advisory Board, as required by the Hanford Municipal Code, in order to bring the Board's make-up in line with other City Committees/Commissions. Staff presented the Council with the Final draft of the Downtown Strategic Plan. As part of that plan, there were recommendations to work with Downtown "stakeholders" and "community partners" to help advise and participate in the Plan's implementation process. The City's Municipal Code establishes a Business Improvement Area, which requires a seven-member board, comprised of business owners in the Downtown, that is tasked with making recommendations to Council on funding and other matters in the Business Improvement Area as it relates to the following:

    a. The acquisition, construction or maintenance of parking facilities for the benefit of the area;
    b. The decoration of any public place in the area;
    c. The promotion of public events which are to take place on or in public places in the area;
    d. The furnishing of music in any public place in the area; and
    e. The general promotion of retail trade activities in the area.

    The Business Improvement Area Board was determined to be the appropriate advisory group to provide recommendations on the Plan's implementation. To move forward

with the implementation of the Plan, Staff recommended that the Business Improvement Area Board be re-established within the adopted district boundaries. To ensure that the BID had broad representation among the entire Area, City planning staff created a district map that included seven districts (each district contains an equal number of businesses). Parcels zoned exclusively for residential uses were excluded from the district map, since they do not pay a business licenses tax and cannot establish storefront businesses. The proposed ordinance amendments:

- Increased the terms of the board members to be consistent with other City commissions.
- Amended the duties of the board to go beyond simple budget matters
- Updated various sections related to Business Licensing to be consistent with the current version of Chapters 5.04 and 5.08.
- Amended budget cycle language to be consistent with the City's 2-year budget process.

The ordinance was adopted by the City Council on June 4, 2024.

- **2nd Amendment to Chapter 3.28 of the Hanford Municipal Code** to allow the City Council to designate the board of directors of a private organization to serve as the Central Parking and Business Improvement Area Advisory Board as required by the Hanford Municipal Code. The second reading of the ordinance was approved by the City Council on November 5, 2024.

Park Space:

- **Preliminary Design for Heroes Park:** Heroes Park is one of the City's largest ongoing projects in the General Fund and secured financing through grants and impact fees. This project will greatly enhance the park area for the City and the initial phase of construction will be the genesis for more phases to follow with many amenities for residents. Heroes Park is a transformative regional 40-acre park that will be located on the south-east corner of Grangeville and the future 9th Avenue. The City received an $8.5 million Proposition 68 grant award from the State for acquisition and development of this new park. $2,231,308 from the Park Impact Fee Reserve account was committed as matching funds. In addition, a Land and Water Conservation Fund (LWCF) grant was awarded in the amount of $1,903,395. Total project funding for Phase 1 is $12,634,703.

- **Park Development Oversizing Requirements:** This project reimbursed developers for costs associated with park construction in excess of their park impact fee assessment.

HOUSING ELEMENT

The City of Hanford City Council adopted the Housing Element Update 2016-2024 on January 5, 2016. The Housing Element was approved by Department of Housing and Community Development on March 31, 2016. The City, in conjunction with the other cities and unincorporated areas of Kings County, is in the process of updating the Housing Element.

The Housing Element Update is required to identify and analyze existing and projected housing needs in order to preserve, improve and develop housing for all economic segments of the community, including an analysis of fair housing needs. In addition to prohibiting discrimination based on race, color, religion, disability, and other protected personal and familial attributes, the cities and county are required to affirmatively further fair housing. The Cities' and County's Housing Element is the primary policy document implementing the housing policies and affirmatively furthering fair housing for all economic segments of the community. The City of Hanford held a Special Planning Commission Public Hearing on Tuesday, August 27, 2024 at 4:00 p.m. in the Council Chambers of the Civic Auditorium to present the draft Housing Element and receive public input. The City Council also held a public hearing on September 17, 2024 at 7:00 p.m. to again, present the draft Housing Element, receive public testimony, authorize staff to forward the Draft documents for review by the State of California Department of Housing and Community Development (HCD).

See the Planning Commission Public Hearing Notice - here. See the City Council Public Hearing Notice - here.

The draft document was available for review and comment for a 30-day period, beginning July 24, 2024. Review the 2024 – 2032 Draft Housing Element - here.

The 6th Cycle Housing Element Update Draft was sent to HCD on October 9, 2024. Preliminary comments were received from HCD, pertaining to the Kings County portion of the Joint Housing Element on December 9, 2024. The preliminary comments were applied to the City's efforts by the consultant and sent back to HCD for comment. City staff and the Housing Element consultant met with HCD on January 23, 2025, to discuss additional requests for modifications, prior to certification.

As of the date of preparation of this General Plan APR, the City of Hanford has not received certification by HCD of the 6th Cycle Housing Element.

Housing Annual Progress Report

In accordance with Section 65400, 65583, and 65584 of the California Government Code, the City is required to prepare an annual report on the status and progress in implementing the City's Housing Element using forms and definitions adopted by the Department of Housing and Community Development. The completed forms for the 2024 calendar year are attached as **Attachment 1** to this report.

GENERAL PLAN COMPLIANCE WITH OPR'S GUIDELINES

As part of the General Plan APR, the City is required to evaluate the degree to which the General Plan complies with OPR's General Plan Guidelines, including new environmental justice considerations, collaborative planning with military lands and facilities, and consultation with Native American Tribes.

While a general plan will contain the community vision for future growth, California law also requires each plan to address the mandated elements listed in Government Code section 65302.

The mandatory elements for all jurisdictions are land use, circulation, housing, conservation, open space, noise, and safety. Cities and counties in the San Joaquin Air Pollution Control District must also address air quality in their general plans. Cities and counties that have identified disadvantaged communities must also address environmental justice in their general plans, including air quality.

As described in an earlier section, the Hanford General Plan contains the following required elements, plus an economic development element:

- Land Use
- Circulation
- Conservation
- Open Space
- Noise
- Safety
- Public Facilities and Services
- Economic Development

A document containing Hanford's **Housing Element** was prepared and adopted separately from the rest of the General Plan due to its State mandated deadlines for adoption. Hanford has historically joined Kings County, Corcoran, Lemoore, and Avenal in preparing a combined Housing Element. An updated Housing Element was adopted in 2016 for the time period between January 2016 and January 2024. The City is in the process of updating the Housing Element jointly with Kings County, Corcran, Lemoore, and Avenal.

A document containing Hanford's **Air Quality Element** was prepared and adopted in 2010. No updates to this document were necessary when the rest of the General Plan was updated in 2017.

Land Use Element:

Required Contents:

Government Code section 65302(a) describes the required content of a land use element. Specifically, the land use element must designate the proposed general distribution, general location, and extent of land uses for:

Addressed:

- ✓ Housing, business, and industry
- ✓ Open space, including agricultural land, watersheds, natural resources, and recreation
- ✓ Recreation facilities and opportunities
- ✓ Educational facilities
- ✓ Public buildings and grounds
- ✓ Future solid and liquid waste facilities
- ✓ Other categories of public and private uses of land, such as marine protected areas

Not Applicable:

- Greenways
- Timberland Preserve Zone lands
- Areas subject to flooding, identified by either flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources or mapped flood areas adopted by the local community on Flood Insurance Rate Maps
    - Hanford is located within a 500-year Flood Zone as defined by the Federal Emergency Management Agencies Flood Insurance Maps. Five-Hundred Year Flood describes the flood that has a 0.2 percent chance of being equaled or exceeded in any year. Areas subject to the 500-year flood have a moderate to low risk of flooding. As expected, no floods have occurred in the area during recent years and therefore, there has not been a need to impede or place building restrictions upon development.

Circulation Element:

The circulation element must, consistent with Government Code Section 65302 (b), include the location and extent of existing and proposed:

Included:

- ✓ Major thoroughfares
- ✓ Transportation routes
- ✓ Terminals
- ✓ Public utilities and facilities

Not applicable:

- Military airports and ports (not within Planning Area)

Housing Element:

State law requires the housing element to address particularly detailed statutory requirements. A housing element must generally include the following parts:

Included:

- ✓ Review of previous element
- ✓ Housing needs assessment
- ✓ Inventory and analysis of adequate sites
- ✓ Analysis of potential governmental and non-governmental constraints
- ✓ Housing policies and programs
- ✓ Quantified objectives

The City is in the process of updating the Housing Element.

Conservation Element:

The conservation element must address the “conservation, development, and utilization of natural resources including:

Included:

- ✓ Water and its hydraulic force
- ✓ Wildlife
- ✓ Natural Resources
- ✓ Soils

Not Applicable:

- Forests
- Rivers and other waters
- Harbors and fisheries

Open Space Element:

The Government Code § 65560 requires an open space element to contain detailed information about several categories of undeveloped land. Specifically, the open space element must inventory the following broad categories of open space:

Included:

- ✓ Open space for natural resources
- ✓ Open space for outdoor recreation
- ✓ Open space for public health and safety
- ✓ Open space for tribal resources

Not Applicable:

- Open space for military support
- Open space for managed production of resources

Noise Element

Noise is addressed under the Health, Safety, and Noise Element of the General Plan

The noise element should utilize the most accurate and up-to-date information available to reflect the noise environment, stationary sources of noise, predicted levels of noise, and the impacts of noise on local residents. It should be as detailed as necessary to describe the local situation and offer solutions to local noise issues. It must include the considerations of noise levels from:

Included:

- ✓ Highways and freeways
- ✓ Primary arterials and major local streets

- ✓ Passenger and freight online railroad operations and ground rapid transit systems
- ✓ Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation Local industrial plants, including, but not limited to, railroad classification yards

The noise element should be used to guide decisions concerning land use and the location of new roads and transit facilities since these are common sources of excessive noise levels. Proposed land uses should be analyzed to ensure they are compatible with existing uses in the surrounding area, especially residential developments and sensitive receptors, such as schools, hospitals, and places of worship. Additionally, construction noise, especially in urban areas, can be mitigated with policies such as limiting construction hours or days.

Quantitative analysis of noise appears in the General Plan Environmental Impact Report (EIR). Policy pertaining to noise mitigation appears in the General Plan Policy document.

Safety Element:

The safety element must, consistent with Government Code Section 65302(g), provide for the protection of the community from any unreasonable risks associated with the effects of:

- ✓ Seismically induced surface rupture, ground shaking, ground failure
- ✓ dam failure
- ✓ Subsidence
- ✓ Liquefaction
- ✓ Flooding
- ✓ Wildland and urban fires
- ✓ Climate change – Air Quality Element

Not applicable:

- ✓ Slope instability leading to mudslides and landslides
- ✓ Tsunami, seiche
- ✓ Other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body

Environmental Justice:

Senate Bill 1000 (Leyva, 2016) amended Government Code Section 65302 to require that both cities and counties that have disadvantaged communities incorporate Environmental Justice policies into their general plans, either in a separate Environmental Justice element or by integrating related goals, policies, and objectives throughout the other elements upon the adoption or next revision of two or more elements concurrently. The purpose of the legislation is to address the “unique or compounded health risks” in disadvantaged communities by decreasing pollution exposure, increasing community assets, and improving overall health. The law also seeks to facilitate transparency and public engagement in local governments’ planning and decision-making process, reduce harmful pollutants and the associated health risks in

environmental justice communities and promote equitable access to health-inducing benefits, such as healthy food options, housing, public facilities, and recreation.

The City does not have a separate Environmental Justice element, however, the City has incorporated Environmental Justice Policies into the General Plan, since the General Plan's adoption, as follows:

7.6.2 Environmental Justice

State law defines environmental justice as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice benefits include attractive and extensive green space, healthier children, fewer school days lost to illness and asthma, a more productive workforce, clean air and water, investment in pollution and noise abatement, and landscape improvements.

Policy H59 Health Initiatives

Facilitate the involvement of community residents, businesses, and organizations in the development, adoption, and implementation of community health initiatives.

Policy H60 Health and Land Use Decisions

Consider environmental justice issues as they are related to potential health impacts associated with land use decisions, including enforcement actions, to reduce the adverse health effects of hazardous materials, industrial activities, and other undesirable land uses on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location.

Policy H61 Public Amenities

Consider environmental justice issues as they are related to the equitable provision of desirable public amenities such as parks, recreational facilities, and other beneficial uses that improve the quality of life.

Policy H62 Public Participation

Assure that all community residents have opportunities to participate in decisions that affect their environment and health, and make accommodations for them to be involved in the decision-making processes.

Policy H63 Use of Communication Tools, New Media, and Technology

Use traditional communication tools as well as new media and technology to provide clear and current information on City processes and decisions and to encourage public participation in City government.

The General Plan is deficient in addressing Environmental Justice in the Air Quality element, specifically.

SB 1000 requires a local government to prepare an EJ Element or integrate EJ-related policies into other elements when both of the following conditions apply:

1. “The concurrent adoption or next revision of two or more other General Plan elements on or after January 1, 2018.” For example, if a local jurisdiction is simultaneously updating its Land Use and Circulation elements, it must prepare an EJ Element or integrate EJ policies throughout its General Plan as part of the update.

2. When a local jurisdiction identifies one or more disadvantaged communities (DACs) within its General Plan planning area.

DACs have been identified in the General Plan planning area; therefore, when two or more General Plan elements are amended, incorporation of Environmental Justice into the Air Quality element will be required. The City of Hanford received a REAP 2.0 grant and one of the specified tasks is to incorporate Environmental Justice into the General Plan:

At tonight’s meeting on March 18, 2025, Staff is requesting authorization to enter into an agreement with Mintier Harnish to prepare the documents associated with the *Updates to the Hanford Planning Documents* project including preparing and Environmental Justice Element, updating the City's Subdivision Ordinance and establishing Objective-Based Housing Standards. Mintier Harnish has experience preparing each of the documents and, most recently, prepared Visalia's Environmental Justice Element and Objective-Based Housing Standards using REAP funding.

Tribal Consultation - AB 168 Compliance

State legislation effective on September 25, 2020 requires that this APR include a progress report on adopting or amending the General Plan and/or Open Space Element to ensure compliance with the obligation to consult with California Native American Tribes and to identify and protect, preserve, and mitigate impacts to specified places, features, and objects in Sections 5097.9 and 5097.993 of the Public Resources Code (PRC), described below.

PRC 5097.9 states that no public agency or private party using or occupying public property shall interfere with the free expression or exercise of Native American religion nor cause severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine located on public property. Public property within City limits is exempt, except for parklands in excess of 100 acres. PRC 5097.993 states that a person that excavates, removes, destroys, injuries, or defaces certain Native American resources on public or private land (with some exceptions) is guilty of a misdemeanor if committed with specific malicious intent. Protected resources include Native American historic, cultural, or sacred sites on public land or private land that are listed or may be eligible for listing in the California Register of Historic Resources including any historic or prehistoric ruins, any burial ground, any archaeological or historic site, any inscriptions made by Native Americans at such a site, any archaeological or historic Native American rock art, or any archaeological or historic features of a Native American historic, cultural, or sacred site.

In accordance with City policies and state law, tribal consultation is conducted for the following:

- Prior to adoption or amendment of the General Plan or specific plans on or after March 2, 2005, in accordance with Senate Bill 18;

- For Environmental Impact Reports and Negative Declarations effective July 1, 2015 for projects within geographical areas affiliated with tribes, per the California Environmental Quality Act and Assembly Bill 52; and

- For eligible housing projects requesting a streamlined ministerial approval process under Senate Bill 35 as of September 25, 2020, per Assembly Bill 168.

The City's General Plan contains Tribal Consultation requirements, as follows, in accordance with State requirements:

5.6.2 Archaeological Resources

Native Americans have established many places which they consider sacred. Sacred sites vary in form, ranging from settlements where Native Americans lived to specific places of religious significance. Native American sites are confidential and their locations cannot be published. A board-certified archaeologist is qualified to review maps and data to identify their locations.

Policy O46 Archaeological Site Consultation

Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process.

Policy O47 Archaeological Site Study

Require archaeological studies by a certified archeologist in areas of archeological potential significance prior to approval of development projects.

5.6.3 Cultural Resources

The City has a number of resources within Hanford that contribute to its unique culture, yet are not officially listed as historic resources. The Temple Theater, Fox Theater, Kings Art Center, Old Post Office, Bastille, Hanford Civic Auditorium, and Hanford Veteran's Memorial Building are some of the cultural resources that the City treasures.

Policy O48 Cultural Site Consultation

Consult with the California Archaeological Inventory Southern San Joaquin Valley at California State University, Bakersfield about potential cultural sites on projects that could have an impact on cultural resources.

Policy O49 Cultural Site Discovery

Halt construction at a development site if cultural resources are encountered unexpectedly during construction

Recommendation: It is recommended that updates to the General Plan reference and incorporate further protections for sacred sites and places of worship per State law and the municipal code be updated as needed.

SUMMARY:

The City of Hanford has approved and undertaken several projects, which implement the goals and policies of the General Plan.

The General Plan is comprehensive and generally satisfies the requirements of the Office of Planning and Research, with some deficiencies, including:

1. Adopting the 6th Cycle Housing Element (certified by HCD) – in progress

2. Explicitly addressing environmental justice in the Air Quality Element – the City is proposing to utilize REAP 2.0 funds to update the Environmental Justice Element, as described in the staff report

3. Incorporation of further protection for sacred sites and places of worship, per State law.

Please Start Here

General Information	
Jurisidiction Name	Hanford
Reporting Calendar Year	2024
Contact Information	
First Name	Olivia
Last Name	Morales
Title	Administrative Analyst
Email	omorales@hanfordca.gov
Phone	5598582585
Mailing Address	
Street Address	317 N Douty St
City	Hanford
Zipcode	93230

Optional: Click here to import last year's data. This is best used when the workbook is new and empty. You will be prompted to pick an old workbook to import from. Project and program data will be copied exactly how it was entered in last year's form and must be updated. If a project is no longer has any reportable activity, you may delete the project by selecting a cell in the row and typing ctrl + d.

Click here to download APR Instructions

Click here to add rows to a table. If you add too many rows, you may select a cell in the row you wish to remove and type ctrl + d.

v_03_03_25

Optional: This runs a macro which checks to ensure all required fields are filled out. The macro will create two files saved in the same directory this APR file is saved in. One file will be a copy of the APR with highlighted cells which require information. The other file will be list of the problematic cells, along with a description of the nature of the error.

with the table split across 4 tabs, each of which can fit onto a single page for easier printing. Running this macro will remove the comments on the column headers, which contain the instructions. Do not save the APR file after running in order to preserve comments once it is reopened.

Optional: This macro identifies dates entered that occurred outside of the reporting year. RHNA credit is only given for building permits issued during the reporting year.

Link to the online system: https://hcd.my.site.com/hcdconnect

Toggles formatting that turns cells green/yellow/red based on data validation rules.

Submittal Instructions

Please save your file as Jurisdictionname2024 (no spaces). Example: the city of San Luis Obispo would save their file as SanLuisObispo2024

Housing Element Annual Progress Reports (APRs) forms and tables must be submitted to HCD and the Governor's Office of Planning and Research (OPR) on or before April 1 of each year for the prior calendar year; submit separate reports directly to both HCD and OPR pursuant to Government Code section 65400. There are two options for submitting APRs:

1. **Online Annual Progress Reporting System - Please see the link to the online system to the left.** This allows you to upload the completed APR form into directly into HCD's database limiting the risk of errors. If you would like to use the online system, email APR@hcd.ca.gov and HCD will send you the login information for your jurisdiction. *Please note: Using the online system only provides the information to HCD. The APR must still be submitted to OPR. Their email address is opr.apr@opr.ca.gov.*

2. **Email -** If you prefer to submit via email, you can complete the excel Annual Progress Report forms and submit to HCD at APR@hcd.ca.gov and to OPR at opr.apr@opr.ca.gov. Please send the Excel workbook, not a scanned or PDF copy of the tables.

Jurisdiction	Hanford	
Reporting Year	2024	(Jan. 1 - Dec. 31)
Housing Element Planning Period	6th Cycle	01/31/2024 - 01/31/2032

Building Permits Issued by Affordability Summary		
Income Level		**Current Year**
Very Low	Deed Restricted	0
	Non-Deed Restricted	5
Low	Deed Restricted	0
	Non-Deed Restricted	6
Moderate	Deed Restricted	0
	Non-Deed Restricted	30
Above Moderate		169
Total Units		**210**

Note: Units serving extremely low-income households are included in the very low-income

Units by Structure Type	**Entitled**	**Permitted**	**Completed**
Single-family Attached	0	0	0
Single-family Detached	0	176	330
2 to 4 units per structure	0	16	2
5+ units per structure	0	12	72
Accessory Dwelling Unit	0	6	4
Mobile/Manufactured Home	0	0	0
Total	**0**	**210**	**408**

Infill Housing Developments and Infill Units Permitted	**# of Projects**	**Units**
Indicated as Infill	0	0
Not Indicated as Infill	190	210

Housing Applications Summary	
Total Housing Applications Submitted:	390
Number of Proposed Units in All Applications Received:	516
Total Housing Units Approved:	508
Total Housing Units Disapproved:	0

Use of SB 423 Streamlining Provisions - Applications	
Number of SB 423 Streamlining Applications	0
Number of SB 423 Streamlining Applications Approved	0

Units Constructed - SB 423 Streamlining Permits			
Income	**Rental**	**Ownership**	**Total**
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	**0**	**0**	**0**

Streamlining Provisions Used - Permitted Units	**# of Projects**	**Units**
SB 9 (2021) - Duplex in SF Zone	0	0
SB 9 (2021) - Residential Lot Split	0	0
AB 2011 (2022)	0	0
SB 6 (2022)	0	0
SB 423 (2023)	0	0

Ministerial and Discretionary Applications	**# of**	**Units**
Ministerial	390	516
Discretionary	0	0

Density Bonus Applications and Units Permitted	
Number of Applications Submitted Requesting a Density Bonus	0
Number of Units in Applications Submitted Requesting a Density Bonus	0
Number of Projects Permitted with a Density Bonus	0
Number of Units in Projects Permitted with a Density Bonus	0

Housing Element Programs Implemented and Sites Rezoned	**Count**
Programs Implemented	12
Sites Rezoned to Accommodate the RHNA	0

Jurisdiction	Hanford	
Reporting Year	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2024 - 01/31/2032

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table A
Housing Development Applications Submitted

Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes								Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Density Bo Applica
1					2	3	4	5							6	7	8	9	10
Prior APN+	Current APN	Street Address	Project Name+	Local Jurisdiction Tracking ID	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project	Please select state streamlining provision/s the application was submitted pursuant to.	Did the housing development application seek incentives or concessions pursuant to Government Code section 65915?
Summary Row: Start Data Entry Below								0	4	0	4	0	169	339	516	508	0		
	008251005000	1816 MC KINLEY AVE Hanford, CA 93230		RBP24-3660	ADU	O	1/23/2024				1				1	1		NONE	No
	012450026000	1025 WASHINGTON ST HANFORD, CA, 93230		RBP24-4167	ADU	O	3/27/2024				1				1	1		NONE	No
	012450062000	1085 WASHINGTON ST HANFORD, CA, 93230		RBP24-4214	ADU	O	3/29/2024				1				1	1		NONE	No
	010132024000	1047 White ST Hanford, CA 93230		RBP24-4744	ADU	O	5/21/2024						1		1	1		NONE	No
	007480020000	3354 Mission DR Hanford, CA 93230		RBP24-5299	ADU	O	7/24/2024						1		1	1		NONE	No
	011460017000	1193 Fran DR Hanford, CA 93230		RBP24-3826	ADU	O	2/14/2024				1				1	1		NONE	No
	012310027000	673 KIMBALL LN HANFORD, CA, 93230		RBP24-6266	ADU	O	11/14/2024						1		1	1		NONE	No
	008150008000	2120 N DOUTY ST HANFORD, CA, 93230		RBP24-5518	ADU	O	8/20/2024		1						1	1		NONE	No
	009040046000	2180 Chardonnay PL Hanford, CA 93230		RBP24-6172	ADU	O	10/29/2024		1						1	1		NONE	No
	010213011000	509 N East ST Hanford, CA 93230		RBP24-5219	ADU	O	7/15/2024		1						1	1		NONE	No
	008172011000	1925 DALRYMPLE DR HANFORD, CA, 93230		RBP24-6457	ADU	O	12/9/2024		1						1	1		NONE	No
	014192007000	815 E MYRTLE ST Unit: B Hanford, CA 93230		RBP24-4968	ADU	O	6/12/2024						1		1	1		NONE	No
	011450003000	1040 / 1044 JORDAN WAY HANFORD, CA 93230		RBP24-5561	2 to 4	R	8/26/2024							2	2	2		NONE	No
	010283001000	601 E TENTH ST Hanford, CA 93230		RBP24-4748	2 to 4	R	5/15/2024							2	2	2		NONE	No
	014670081000	2341 N 10TH AVE Bldg 1 HANFORD, CA, 93230		NRBP24-0414	2 to 4	R	1/22/2024							4	4	4		NONE	No
	014670081000	2405 N 10th AVE Bldg 4 Hanford, CA 93230		NRBP24-0417	2 to 4	R	1/22/2024							4	4	4		NONE	No
	014670081000	2357 N 10th AVE Bldg 2 Hanford, CA 93230		NRBP24-0415	5+	R	1/22/2024							6	6	6		NONE	No
	014670081000	2381 N 10th AVE Bldg 3 Hanford, CA 93230		NRBP24-0416	5+	R	1/22/2024							6	6	6		NONE	No
	011020045000	2007 MILLENNIUM WAY HANFORD, CA 93230		NRBP24-0516	5+	R	3/21/2024						12		12	12		NONE	No
	011020045000	2025 MILLENNIUM WAY HANFORD, CA 93230		NRBP24-0512	5+	R	3/21/2024						16		16	16		NONE	No
	011020045000	2031 MILLENNIUM WAY HANFORD, CA 93230		NRBP24-0521	5+	R	3/21/2024						16		16	16		NONE	No
	011020045000	2013 MILLENNIUM WAY HANFORD, CA 93230		NRBP24-0518	5+	R	3/21/2024						12		12	12		NONE	No
	011020045000	2019 MILLENNIUM WAY HANFORD, CA 93230		NRBP24-0511	5+	R	3/21/2024						12		12	12		NONE	No
	011020045000	2037 MILLENNIUM WAY HANFORD, CA 93230		NRBP24-0519	5+	R	3/21/2024						12		12	12		NONE	No
	011020045000	2001 MILLENNIUM WAY HANFORD, CA 93230		NRBP24-0517	5+	R	3/21/2024						12		12	12		NONE	No
	011020045000	2043 MILLENNIUM WAY HANFORD, CA 93230		NRBP24-0522	5+	R	3/21/2024						16		16	16		NONE	No
	008270030000			NRBP24-0673	2 to 4	R	9/10/2024						3		3			NONE	No
	008270030000			NRBP24-0675	2 to 4	R	9/10/2024						3		3			NONE	No
	008270030000			NRBP24-0676	2 to 4	R	9/10/2024						2		2			NONE	No
	012221026000	108 W LANG ST HANFORD, CA, 93230		NRBP24-0631	SFD	R	7/28/2024						1		1	1		NONE	No
	012221026000	110 W LANG ST HANFORD, CA, 93230		NRBP24-0632	2 to 4	R	7/28/2024						2		2	2		NONE	No
	012221026000	114 W LANG ST HANFORD, CA, 93230		NRBP24-0633	SFD	R	7/28/2024						1		1	1		NONE	No

	012221012000	116 W LANG ST HANFORD, CA, 93230		NRBP24-0634	2 to 4	R	7/28/2024						2		2	2		NONE	No

Jurisdiction	Hanford
Reporting Year	2024 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle 01/31/2024 - 01/31/2032

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field

Cells in gray contain auto-calculation formulas

Table A2

Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units

Project Identifier					Unit Types		Affordability by Household Incomes - Completed Entitlement								Affordability by Household Incomes - Building Permits								Affordability by Household Incomes - Certificates of Occupancy									Streamlining	Infill	Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions	Term of Affordability or Deed Restriction	Demolished/Destroyed Units			Density Bonus				Notes
1					2	3	4							5	6	7							8	9	10							11	12	13	14	15	16	17	18	19	20			21	22	23	24	25
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID	Unit Category (SFA, SFD, 2 to 4, 5+, ADU, MH)	Tenure R=Renter O=Owner	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Entitlement Date Approved	# of Units issued Entitlements	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Building Permits Date Issued	# of Units issued Building Permits	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Certificates of Occupancy or other forms of readiness (see instructions) Date Issued	# of Units issued Certificates of Occupancy or other forms of readiness	How many of the units were Extremely Low Income?	Please select the state streamlining provision the project was APPROVED pursuant to, (may select multiple)	Infill Units? Y/N*	Assistance Programs for Each Development (may select multiple - see instructions)	Deed Restriction Type (may select multiple - see instructions)	For units affordable without financial assistance or deed restrictions, explain how the locality determined the units were affordable (see instructions)	Term of Affordability or Deed Restriction (years) (If affordable in perpetuity enter 1000)*	Number of Demolished/Destroyed Units	Demolished or Destroyed Units	Demolished/ Destroyed Units Owner or Renter	Total Density Bonus Applied to the Project (Percentage Increase in Total Allowable Units or Total Maximum Allowable Residential Gross Floor Area)	Number of Other Incentives, Concessions, Waivers, or Other Modifications Given to the Project (Excluding Parking Waivers or Parking Reductions)	List the incentives, concessions, waivers, and modifications (Excluding Parking Waivers or Parking Modifications)	Did the project receive a reduction or waiver of parking standards? (Y/N)	Notes*
Summary Row: Start Data Entry Below							0	0	0	0	0	0	0		0	0	0	0	8	0	30	169	270	72	0	0	0	0	45	293		0	406	8					8							
	009560027000	2140 W AMADOR DR UNIT 328 ; LOT 256/TRACT 928 ; HANFORD, CA 93230		REPS4-3480	SFD	O									0							1	1	1/23/2024	1								0		NONE	N											
	009560047000	2480 W AMADOR DR UNIT 328 ; LOT 276/TRACT 928 ; HANFORD, CA 93230		REPS4-3585	SFD	O									0							1	1	2/13/2024	1								0		NONE	N											
	009560024000	2187 W AMADOR DR UNIT 328 ; LOT 253/TRACT 928 ; HANFORD, CA 93230		REPS4-3772	SFD	O									0							1	1	2/20/2024	1								0		NONE	N											
	015032010000	2144 W ENCHANT DR ; LOT 247/TRACT 928 ; HANFORD, CA 93230		REPS4-3936	SFD	O									0							1	1	3/14/2024	1								0		NONE	N											
	009560020000	2116 W ENCHANT DR UNIT 247/TRACT 928 ; HANFORD, CA 93230		REPS4-4200	SFD	O									0							1	1	4/12/2024	1								0		NONE	N											
	009560018000	2116 W ENCHANT DR UNIT 247/TRACT 928 ; HANFORD, CA 93230		REPS4-4197	SFD	O									0							1	1	4/12/2024	1								0		NONE	N											
	015540073000	1824 W ENCHANT DR UNIT 72/TRACT 902 ; HANFORD, CA 93230		REPS4-4373	SFD	O									0							1	1	5/6/2024	1								0		NONE	N											
	011610004000	1301 N ARAGON ST UNIT 67/TRACT 915 ; HANFORD, CA 93230		REPS4-4361	SFD	O									0							1	1	5/6/2024	1								0		NONE	N											
	011610020000	127 N ARAGON ST UNIT 915 ; HANFORD, CA 93230		REPS4-4555	SFD	O									0							1	1	5/28/2024	1								0		NONE	N											
	011610020000	129 N ARAGON ST UNIT 915 ; HANFORD, CA 93230		REPS4-4558	SFD	O									0							1	1	5/28/2024	1								0		NONE	N											
	015540086000	1421 W ENCHANT DR UNIT 66/TRACT 902 ; HANFORD, CA 93230		REPS4-5720	SFD	O									0							1	1	10/4/2024	1								0		NONE	N											
	011610021000	131 N ARAGON ST UNIT 915 ; HANFORD, CA 93230		REPS4-4557	SFD	O									0							1	1	5/28/2024	1								0		NONE	N											
	011610019000	143 N ARAGON ST UNIT 915 ; HANFORD, CA 93230		REPS4-4550	SFD	O									0							1	1	6/4/2024	1								0		NONE	N											
	009560027000	2580 W AMADOR DR UNIT 107/TRACT 928 ; HANFORD, CA 93230		REPS4-4723	SFD	O									0							1	1	6/10/2024	1								0		NONE	N											
	011610016000	161 N ARAGON ST UNIT 915 ; HANFORD, CA 93230		REPS4-4936	SFD	O									0							1	1	6/18/2024	1								0		NONE	N											
	011610017000	168 N ARAGON ST UNIT 915 ; HANFORD, CA 93230		REPS4-4546	SFD	O									0							1	1	6/18/2024	1								0		NONE	N											
	011610028000	2137 W SOUTH AV UNIT 39/TRACT 915 ; HANFORD, CA 93230		REPS4-4559	SFD	O									0							1	1	6/18/2024	1								0		NONE	N											
	011610018000	149 N ARAGON ST UNIT 915 ; HANFORD, CA 93230		REPS4-4548	SFD	O									0							1	1	6/18/2024	1								0		NONE	N											
	011610010000	160 N ARAGON ST UNIT 915 ; HANFORD, CA 93230		REPS4-4604	SFD	O									0							1	1	6/19/2024	1								0		NONE	N											
	010203012000	810 E MYRTLE ST ; HANFORD, CA 93230		REPS4-4630	SFD	O									0							1	1	7/22/2024	1								0		NONE	N											
	009560058000	1824 W ENCHANT DR UNIT 144/TRACT 934 ; HANFORD, CA 93230		REPS4-5099	SFD	O									0							1	1	8/6/2024	1								0		NONE	N											
	009560030000	1638 N ARAGON ST UNIT 19/TRACT 934 ; HANFORD, CA 93230		REPS4-5101	SFD	O									0							1	1	8/13/2024	1								0		NONE	N											
	009560057000	1588 N ARAGON ST UNIT 142/TRACT 934 ; HANFORD, CA 93230		REPS4-5100	SFD	O									0							1	1	8/13/2024	1								0		NONE	N											
	009560031000	1614 N ARAGON ST UNIT 118/TRACT 934 ; HANFORD, CA 93230		REPS4-5102	SFD	O									0							1	1	8/13/2024	1								0		NONE	N											
	009560058000	1564 N ARAGON ST UNIT 143/TRACT 934 ; HANFORD, CA 93230		REPS4-5093	SFD	O									0							1	1	8/13/2024	1								0		NONE	N											
	009560070000	1573 N JADE LAKE HIL UNIT 327/TRACT 934 ; HANFORD, CA 93230		REPS4-5425	SFD	O									0							1	1	8/22/2024	1								0		NONE	N											
	009560030000	1637 N ARAGON ST UNIT 66/TRACT 934 ; HANFORD, CA 93230		REPS4-5421	SFD	O									0							1	1	8/22/2024	1								0		NONE	N											
	009560040000	1621 N ARAGON ST UNIT 69/TRACT 934 ; HANFORD, CA 93230		REPS4-5422	SFD	O									0							1	1	8/22/2024	1								0		NONE	N											
	009560030000	2138 W NAVAJO ST UNIT 16/TRACT 930 ; HANFORD, CA 93230		REPS4-4918	SFD	O									0							1	1	8/26/2024	1								0		NONE	N											
	009570004000	2136 N DEL RAY AVE UNIT 194/TRACT 928 ; HANFORD, CA 93230		REPS4-5832	SFD	O									0							1	1	9/10/2024	1								0		NONE	N											
	009570005000	2144 N DEL RAY AVE UNIT 193/TRACT 928 ; HANFORD, CA 93230		REPS4-5833	SFD	O									0							1	1	9/10/2024	1								0		NONE	N											
	009570003000	2148 N DEL RAY AVE UNIT 192/TRACT 928 ; HANFORD, CA 93230		REPS4-5831	SFD	O									0							1	1	9/10/2024	1								0		NONE	N											
	009560050000	1569 N JADE LAKE HIL UNIT 327/TRACT 934 ; HANFORD, CA 93230		REPS4-5423	SFD	O									0							1	1	9/12/2024	1								0		NONE	N											
	009560060000	1585 N JADE LAKE HIL UNIT 91/TRACT 934 ; HANFORD, CA 93230		REPS4-5424	SFD	O									0							1	1	9/12/2024	1								0		NONE	N											
	009560029000	1601 N JADE LAKE HIL UNIT 114/TRACT 934 ; HANFORD, CA 93230		REPS4-5418	SFD	O									0							1	1	9/12/2024	1								0		NONE	N											
	009560010000	1589 N JADE LAKE HIL UNIT 66/TRACT 934 ; HANFORD, CA 93230		REPS4-5419	SFD	O									0							1	1	9/12/2024	1								0		NONE	N											
	009560020000	1633 N JADE LAKE HIL UNIT 87/TRACT 934 ; HANFORD, CA 93230		REPS4-5420	SFD	O									0							1	1	9/12/2024	1								0		NONE	N											
	009560061000	1597 N JADE LAKE HIL UNIT 67/TRACT 934 ; HANFORD, CA 93230		REPS4-5502	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	009560080000	1641 N JADE LAKE HIL UNIT 64/TRACT 934 ; HANFORD, CA 93230		REPS4-5503	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	009560090000	2400 W NAVAJO ST UNIT 95/TRACT 934 ; HANFORD, CA 93230		REPS4-5504	SFD	O									0							1		9/19/2024	1								0		NONE	N											
	009560010000	2412 W NAVAJO ST UNIT 97/TRACT 934 ; HANFORD, CA 93230		REPS4-5506	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	009560012000	2448 W NAVAJO ST UNIT 98/TRACT 934 ; HANFORD, CA 93230		REPS4-5505	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	009560011000	1534 N MERIDIAN DR UNIT 139/TRACT 934 ; HANFORD, CA 93230		REPS4-5498	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	009560054000	1550 N MERIDIAN DR UNIT 140/TRACT 934 ; HANFORD, CA 93230		REPS4-5497	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	009560056000	1574 N MERIDIAN DR UNIT 141/TRACT 934 ; HANFORD, CA 93230		REPS4-5496	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	009560013000	2464 W NAVAJO ST UNIT 99/TRACT 934 ; HANFORD, CA 93230		REPS4-5507	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	009560015000	2448 W NAVAJO ST UNIT 100/TRACT 934 ; HANFORD, CA 93230		REPS4-5509	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	009560140000	2432 W NAVAJO ST UNIT 99/TRACT 934 ; HANFORD, CA 93230		REPS4-5508	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	009560060000	1538 N MERIDIAN DR UNIT 140/TRACT 934 ; HANFORD, CA 93230		REPS4-5500	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	009560061000	1521 N MERIDIAN DR UNIT 146/TRACT 934 ; HANFORD, CA 93230		REPS4-5501	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	009560063000	1537 N MERIDIAN DR UNIT 139/TRACT 934 ; HANFORD, CA 93230		REPS4-5499	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	014417072000	1515 N EVE AV ; HANFORD, CA 93230		REPS4-5479	SFD	O									0							1	1	9/19/2024	1								0		NONE	N											
	011610009000	1441 N ARAGON ST UNIT 67/TRACT 915 ; HANFORD, CA 93230		REPS4-5516	SFD	O									0							1	1	9/23/2024	1								0		NONE	N											
	011610008000	1501 N ARAGON ST UNIT 67/TRACT 915 ; HANFORD, CA 93230		REPS4-5517	SFD	O									0							1	1	9/23/2024	1								0		NONE	N											
	011610009000	1521 N ARAGON ST UNIT 67/TRACT 915 ; HANFORD, CA 93230		REPS4-5514	SFD	O									0							1	1	9/23/2024	1								0		NONE	N											
	011610005000	1561 N ARAGON ST UNIT 67/TRACT 915 ; HANFORD, CA 93230		REPS4-5524	SFD	O									0							1	1	9/23/2024	1								0		NONE	N											
	011610007000	1541 N ARAGON ST UNIT 66/TRACT 881 ; HANFORD, CA 93230		REPS4-5525	SFD	O									0							1	1	9/23/2024	1								0		NONE	N											
	011620050000	2424 W NAVAJO ST UNIT 10/TRACT 934 ; HANFORD, CA 93230		REPS4-5738	SFD	O									0							1	1	9/27/2024	1								0		NONE	N											
	009560016000	1508 N JADE LAKE HIL UNIT 87/TRACT 934 ; HANFORD, CA 93230		REPS4-5567	SFD	O									0							1	1	10/2/2024	1								0		NONE	N											
	009560060000	2424 W NAVAJO ST UNIT 87/TRACT 934 ; HANFORD, CA 93230		REPS4-5568	SFD	O									0							1	1	10/2/2024	1								0		NONE	N											
	009560027000	2580 W AMADOR DR UNIT 77/TRACT 934 ; HANFORD, CA 93230		REPS4-5569	SFD	O									0							1		10/2/2024	1								0		NONE	N											
	009560080000	2518 W AMADOR DR UNIT 87/TRACT 934 ; HANFORD, CA 93230		REPS4-5570	SFD	O									0							1	1	10/2/2024	1								0		NONE	N											
	009560084000	2510 W CORNELL ST UNIT 84/TRACT 934 ; HANFORD, CA 93230		REPS4-5572	SFD	O									0							1		10/2/2024	1								0		NONE	N											
	009560085000	2502 W CORNELL ST UNIT 85/TRACT 934 ; HANFORD, CA 93230		REPS4-5571	SFD	O									0							1	1	10/2/2024	1								0		NONE	N											
	009560090000	2542 W CORNELL ST UNIT 91/TRACT 934 ; HANFORD, CA 93230		REPS4-5573	SFD	O									0							1	1	10/2/2024	1								0		NONE	N											
	009560010000	2542 W CORNELL ST UNIT 10/TRACT 934 ; HANFORD, CA 93230		REPS4-5574	SFD	O									0							1	1	10/2/2024	1								0		NONE	N											
	009560051000	1488 N MERIDIAN DR UNIT 136/TRACT 934 ; HANFORD, CA 93230		REPS4-5566	SFD	O									0							1	1	10/2/2024	1								0		NONE	N											
	009560052000	1504 N MERIDIAN DR UNIT 137/TRACT 934 ; HANFORD, CA 93230		REPS4-5565	SFD	O									0							1	1	10/2/2024	1								0		NONE	N											
	009560062000	1567 N MERIDIAN DR UNIT 142/TRACT 934 ; HANFORD, CA 93230		REPS4-5564	SFD	O									0							1	1	10/2/2024	1								0		NONE	N											
	009560011000	2648 W MARYSE ST UNIT 91/TRACT 929 ; HANFORD, CA 93230		REPS4-5729	SFD	O									0							1	1	10/4/2024	1								0		NONE	N											
	009560079000	2518 W CORNELL ST UNIT 79/TRACT 934 ; HANFORD, CA 93230		REPS4-5771	SFD	O									0							1	1	10/16/2024	1								0		NONE	N											
	009560078000	2542 W CORNELL ST UNIT 78/TRACT 934 ; HANFORD, CA 93230		REPS4-5772	SFD	O									0							1		10/16/2024	1								0		NONE	N											
	009560080000	2563 W CORNELL ST UNIT 80/TRACT 934 ; HANFORD, CA 93230		REPS4-5773	SFD	O									0							1	1	10/16/2024	1								0		NONE	N											
	009560077000	2599 W CORNELL ST UNIT 77/TRACT 934 ; HANFORD, CA 93230		REPS4-5773	SFD	O									0							1	1	10/16/2024	1								0		NONE	N											
	011540048000	1642 N MERIDIAN DR UNIT 46/TRACT 902 ; HANFORD, CA 93230		REPS4-5935	SFD	O									0							1	1	10/16/2024	1								0		NONE	N											
	009560083000	2527 W CORNELL ST UNIT 81/TRACT 934 ; HANFORD, CA 93230		REPS4-5767	SFD	O									0							1	1	10/16/2024	1								0		NONE	N											
	009560082000	2539 W CORNELL ST UNIT 82/TRACT 934 ; HANFORD, CA 93230		REPS4-5768	SFD	O									0							1	1	10/16/2024	1								0		NONE	N											
	009560081000	2551 W CORNELL ST UNIT 83/TRACT 934 ; HANFORD, CA 93230		REPS4-5769	SFD	O									0							1		10/16/2024	1								0		NONE	N											
	011540048000	1442 N MERIDIAN DR UNIT 46/TRACT 902 ; HANFORD, CA 93230		REPS4-5933	SFD	O									0							1	1	10/16/2024	1								0		NONE	N											
	009560063000	1491 N MERIDIAN DR UNIT 144/TRACT 934 ; HANFORD, CA 93230		REPS4-5765	SFD	O									0							1	1	10/16/2024	1								0		NONE	N											
	009560050000	1475 N MERIDIAN DR UNIT 133/TRACT 934 ; HANFORD, CA 93230		REPS4-5763	SFD	O									0							1	1	10/16/2024	1								0		NONE	N											
	009560064000	1459 N MERIDIAN DR UNIT 134/TRACT 934 ; HANFORD, CA 93230		REPS4-5766	SFD	O									0							1	1	10/16/2024	1								0		NONE	N											
	011540047000	1443 N MERIDIAN DR UNIT 135/TRACT 934 ; HANFORD, CA 93230		REPS4-5934	SFD	O									0							1	1	10/16/2024	1								0		NONE	N											
	011540001000	1664 W GARNET ST UNIT 90/TRACT 902 ; HANFORD, CA 93230		REPS4-5930	SFD	O									0							1	1	10/16/2024	1								0		NONE	N											
	011610011000	2167 W SOUTH AV UNIT 11/TRACT 915 ; HANFORD, CA 93230		REPS4-5936	SFD	O									0							1	1	10/17/2024	1								0		NONE	N											
	011610012000	2143 W SOUTH AV UNIT 12/TRACT 915 ; HANFORD, CA 93230		REPS4-5938	SFD	O									0							1	1	10/17/2024	1								0		NONE	N											
	009570007000	2300 N DEL RAY AVE UNIT 149/TRACT 928 ; HANFORD, CA 93230		REPS4-5895	SFD	O									0							1	1	10/17/2024	1								0		NONE	N											
	011610013000	2131 W SOUTH AV UNIT 13/TRACT 915 ; HANFORD, CA 93230		REPS4-5940	SFD	O									0							1	1	10/17/2024	1								0		NONE	N											
	009570006000	2172 N DEL RAY AVE UNIT 196/TRACT 928 ; HANFORD, CA 93230		REPS4-5894	SFD	O									0							1	1	10/17/2024	1								0		NONE	N											
	009570008000	2188 N DEL RAY AVE UNIT 195/TRACT 928 ; HANFORD, CA 93230		REPS4-5896	SFD	O									0							1	1	10/17/2024	1								0		NONE	N											
	009570009000	2196 W VAN DOREN ST UNIT 199/TRACT 928 ; HANFORD, CA 93230		REPS4-5897	SFD	O									0							1	1	10/17/2024	1								0		NONE	N											
	011610015000	167 N ARAGON ST UNIT 915 ; HANFORD, CA 93230		REPS4-5941	SFD	O									0							1	1	10/17/2024	1								0		NONE	N											

Jurisdiction	Hanford	
Reporting Year	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2024 - 01/31/2032

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field

Cells in gray contain auto-calculation formulas

| | | |

Jurisdiction	Hanford		
Reporting Year	2024	(Jan. 1 - Dec. 31)	
Planning Period	6th Cycle	01/31/2024 - 01/31/2032	

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field

Cells in gray contain auto-calculation formulas

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Jurisdiction	Hanford		
Reporting Year	2024	(Jan. 1 - Dec. 31)	
Planning Period	6th Cycle	01/31/2024 - 01/31/2032	

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field

Cells in gray contain auto-calculation formulas

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Jurisdiction	Hanford	
Reporting Year	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2024 - 01/31/2032

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field

Cells in gray contain auto-calculation formulas

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Jurisdiction	Hanford		
Reporting Year	2024	(Jan. 1 - Dec. 31)	
Planning Period	6th Cycle	01/31/2024 - 01/31/2032	

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Housing Element Implementation

Note: "+" indicates an optional field

Cells in gray contain auto-calculation formulas

| | | |

Jurisdiction	Hanford
Reporting Year	2024 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle 01/31/2024 - 01/31/2032

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field

Cells in gray contain auto-calculation formulas

Jurisdiction	Hanford	
Reporting Year	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2024 - 01/31/2032

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.

Please contact HCD if your data is different than the material supplied here

Table B
Regional Housing Needs Allocation Progress
Permitted Units Issued by Affordability

		1	Projection Period	2									3	4
Income Level		**RHNA Allocation by Income Level**	**Projection Period - 06/30/2023-01/30/2024**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**Total Units to Date (all years)**	**Total Remaining RHNA by Income Level**
Very Low	Deed Restricted	1,369	-	-	-	-	-	-	-	-	-	-	8	**1,361**
	Non-Deed Restricted		3	5	-	-	-	-	-	-	-	-		
Low	Deed Restricted	993	-	-	-	-	-	-	-	-	-	-	6	**987**
	Non-Deed Restricted		-	6	-	-	-	-	-	-	-	-		
Moderate	Deed Restricted	1,066	-	-	-	-	-	-	-	-	-	-	46	**1,020**
	Non-Deed Restricted		18	28	-	-	-	-	-	-	-	-		
Above Moderate		2,119	121	152	-	-	-	-	-	-	-	-	273	**1,846**
Total RHNA		**5,547**												
Total Units			**142**	**191**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**333**	**5,214**

Progress toward extremely low-income housing need, as determined pursuant to Government Code 65583(a)(1).

	5		2024	2025	2026	2027	2028	2029	2030	2031	2032	6	7
	Extremely low-Income Need											**Total Units to Date**	**Total Units Remaining**
Extremely Low-Income Units*	685		-	-	-	-	-	-	-	-	-	-	**685**

*Extremely low-income housing need determined pursuant to Government Code 65583(a)(1). Value in Section 5 is default value, assumed to be half of the very low-income RHNA. May be overwritten.

Please Note: Table B does not currently contain data from Table F or Table F2 for prior years. You may login to the APR system to see Table B that contains this data.

Note: units serving extremely low-income households are included in the very low-income RHNA progress and must be reported as very low-income units in section 7 of Table A2. They must also be reported in the extremely low-income category (section 13) in Table A2 to be counted as progress toward meeting the extremely low-income housing need determined pursuant to Government Code 65583(a)(1).

Please note: For the last year of the 5th cycle, Table B will only include units that were permitted during the portion of the year that was in the 5th cycle. For the first year of the 6th cycle, Table B will only include units that were permitted since the start of the planning period. Projection Period units are in a separate column.

Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

VLI Deed Restricted
VLI Non Deed Restricted

Jurisdiction	Hanford	
Reporting Year	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2024 - 01/31/2032

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table C

Sites Identified or Rezoned to Accommodate Shortfall Housing Need and No Net-Loss Law

Project Identifier				Date of Rezone	RHNA Shortfall by Household Income Category				Rezone Type	Sites Description							
1				2	3				4	5	6	7	8		9	10	11
APN	Street Address	Project Name+	Local Jurisdiction Tracking ID+	Date of Rezone	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Rezone Type	Parcel Size (Acres)	General Plan Designation	Zoning	Minimum Density Allowed	Maximum Density Allowed	Realistic Capacity	Vacant/Nonvacant	Description of Existing Uses
Summary Row: Start Data Entry Below																	

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Jurisdiction	Hanford	
Reporting Year	2024	(Jan. 1 - Dec. 31)

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4
Name of Program	**Objective**	**Timeframe in H.E**	**Status of Program Implementation**
Housing Rehabilitation Program # of assisted Rehab Projects	In 2024 the objective is to faciliate at least **18** ERP projects	2024/2025	**Completed 20 ERP projects and currently have 4 ERP clients in the early stages of eligibility determination. The forecast for 2025/2026 is 7**
Preservation of At-Risk Affordable Housing	Preserve at-risk affordable housing.	2024/2025	**City staff will continue to monitor the status of publicly assisted affordable units on an ongoing basis, this is an ongoing endeavor.**
Adequate Sites	Ensure adequate sites are available for housing needs.	2024/2025	**Completed 20 ERP projects and currently have 4 ERP clients in the early stages of eligibility determination.**
Density Bonus Pram	Ensure publication and implementation regarding the assistance of affordable housing is established and in place.	2024/2025	**The City will continue to utilize the PUD process for those projects with site constraints.**

Planned Unit Development	Ensure planned unit development is adhered to.	2024/2025	**The City will continue to utilize the PUD process for those projects with site constraints.**
First-Time Homebuyer Program	In 2024, the objective is to house at least three (3) first-time homebuyers within the City of Hanford.	2024/2025	**The City housed six (6) first-time home buyers and is currently pending the release of the Home Sweet Home Grant Program. The City has a 34-person active wait list. 0 of the 0 have been pre-qualified. The forecast for 2025/2026 is 6.**
Section 8 Rental Assistance Program	Ensure any inquiries regarding the Section 8 Assistance Program are referred out to the appropriate parties.	2024/2025	**City staff will continue to promote and refer persons to the Section 8 Housing Voucher Program, Low Income Housing Program, Admin Farm Labor Housing Program, and other relevant housing programs that are administered by the Housing Authority of Kings County.**
Affordable Housing Assistance	Affordable Housing Assistance	2024/2025	**The City received funding from the PLHA Grant Program. The City currently has two affordable projects. 1.) Sunrise Motel Conversion of 22 single units and Northstar 72 units. Both projects are at the completion mark.**
Farmworker and Employee Housing	Provide support for farmworker and employee housing.	2024/2025	**The City makes the recommended outreach at the earliest time feasible. In addition staff refer out when deemed neccesary to outside agencies such as the Housing Authority of Kings County.**
Emergency Shelters & Transitional/Supportive Housing	Provide support and for emergency shelters and supportive housing.	2024/2025	**The City provides funding through public service contracts and collaborates closely with the Kings/Tulare Homeless Alliance, KCAO Homeless Services, and the Commission on Aging, as well as other city social service agencies, groups, and organizations. This service is ongoing.**
Housing for Persons with Disabilities	Provide support and referrals for persons with disabilities pertaining to housing.	2024/2025	**City staff continues to ensure conformance with applicable laws and codes for ADA compliance and make referrals to collaborative partners as deemed necessary. This is an ongoing endeavor.**
Promote Equal Housing Opportunities	Promote equal housing opportunities.	2024/2025	**The City has a partnership with CSET for Fair Housing education. A contract with CSET is in place for continued ongoing support and services regarding housing discrimination, fair housing outreach/education, and tenant/landlord rights and responsibilities within the Cities of Hanford and Porterville.**

Jurisdiction	Hanford
Reporting Period	2024 (Jan. 1 - Dec. 31)
Planning	6th Cycle 01/31/2024 - 01/31/2032

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

Table E
Commercial Development Bonus Approved pursuant to GC Section 65915.7

Project Identifier				Units Constructed as Part of Agreement				Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
1				2				3	4
APN	Street Address	Project Name+	Local Jurisdiction Tracking ID+	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
Summary Row: Start Data Entry Below									

Jurisdiction	Hanford	
Reporting Period	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2024 - 01/31/2032

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table F
Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)

Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c). Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be reported in Table A2 and not reported in Table F.

Activity Type	Units that Do Not Count Towards RHNA+ Listed for Informational Purposes Only				Units that Count Towards RHNA + Note - Because the statutory requirements severely limit what can be counted, please contact HCD at apr@hcd.ca.gov and we will unlock the form which enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c) of Government Code Section 65583.1+. For detailed reporting requirements, see the chcklist here:
	Extremely Low-Income+	Very Low-Income+	Low-Income+	TOTAL UNITS+	Extremely Low-Income+	Very Low-Income+	Low-Income+	TOTAL UNITS+	https://www.hcd.ca.gov/community-development/docs/adequate-sites-checklist.pdf
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Units									
Mobilehome Park Preservation									
Total Units by Income									

Jurisdiction	Hanford	
Reporting Period	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2024 - 01/31/2032

For up to 25 percent of a jurisdiction’s moderate-income regional housing need a

Project Identifier			
1			
Prior APN+	**Current APN**	**Street Address**	**Project Name+**
Summary Row: Start Data Entry Below			

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Above Moderate Income Units Converted to M

allocation, the planning agency may include the number of units in an ex
for the unit. Before adding information to this table, please ensure h

	Unit Types			
	2	3		
Local Jurisdiction Tracking ID	**Unit Category** (2 to 4,5+)	**Tenure R=Renter**	**Very Low-Income Deed Restricted**	**Very Low-Income Non Deed Restricted**
			0	0

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table F2
oderate Income Pursuant to Government Code section 65400.2

xisting multifamily building that were converted to deed-restricted rental housing for moderate-ir ousing developments meet the requirements described in Government Code 65400.2(b).

Affordability by Household Incomes After Conversion

				4
Low- Income Deed Restricted	**Low- Income Non Deed Restricted**	**Moderate-Income Deed Restricted**	**Moderate-Income Non Deed Restricted**	**Above Moderate-Income**
0	0	0	0	0

ıcome households by the imposition of affordability covenants and restrictions

Units credited toward Moderate Income RHNA		Notes
5		6
Total Moderate Income Units Converted from Above Moderate	**Date Converted**	**Notes**
0		

Jurisdiction	Hanford	
Reporting Period	2024	(Jan. 1 - Dec. 31)
Period	6th Cycle	01/31/2024 - 01/31/2032

element sites inventory contains a site which is or was owned by the reporting jurisdiction, and has been sold, leased, or otherwise disposed of during the reporting year.

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Table G
Locally Owned Lands Included in the Housing Element Sites Inventory that have been sold, leased, or otherwise disposed of

Project Identifier						
1				2	3	4
APN	Street Address	Project Name+	Local Jurisdiction Tracking ID+	Realistic Capacity Identified in the Housing Element	Entity to whom the site transferred	Intended Use for Site
Summary Row: Start Data Entry Below						

Jurisdiction	Hanford	**NOTE: This ta ALL surplus/e jurisdiction ov**
Reporting Period	2024	(Jan. 1 - Dec. 31)

ANNUAL ELEMENT PRO
Housing Element Imp

For Kings County jurisdictions, please format the

Table H
Locally Owned Sur

Parcel Identifier

1	2	3	4
APN	**Street Address/Intersection**	**Existing Use**	**Number of Units**
Summary Row: Start Data Entry Below			
018-242-042	SOUTH 11TH AVE BETWEEN IONA AVE & INDUSTRY AVE	Vacant	
008-192-011	ALONG KENSINGTON WAY, BETWEEN RICHARDSON WAY AND LELAND WAY	Vacant	
012-211-009	211 BALL PARK ALLEY, BETWEEN BROWN ST AND HARRIS ST	Vacant	
011-440-021 &-020	TWO PROPERTIES, SE CORNER OF HANFORD-ARMONA RD & 10 1/2 AVE	Vacant	
010-253-001	426 W LACEY BLVD	Commercial	
011-090-004	SW CORNER 12TH AVE & WOODLAND DR (LOTS A & B)	Vacant	
008-360-006	CORTNER ST, W OF HIDDEN VALLY PARK	Vacant	
012-053-005	218 N DOUTY ST	Commercial	
010-265-001 & -002	A PORTION OF THE PROPERTY LOCATED N OF EIGHTH ST, BETWEEN DOUTY & IRWIN STREETS ("THE BASTILLE")	Public Facilities	
012-041-017	THE CARNEGIE MUSEUM	Public Facilities	
011-490-001 THRU 004	IDLEWOOD WAY, W OF GREENBRIER DR	Residential	4
012-086-004	Hotel parking lot, SEC of Sixth & Redington Sts	Public Facilities	
010-265-001	113 COURT ST (only a portion of the entire parcel)	Public Facilities	

ble must contain an invenory of xcess lands the reporting wns	Note: "+" indicates an optional field Cells in grey contain auto-calculation formulas

GRESS REPORT
plementation

APN's as follows:999-999-999-999

plus Sites

Designation	Size	Notes
5	6	7
Surplus Designation	**Parcel Size (in acres)**	**Notes**
Surplus Land	0.29	
Surplus Land	0.23	
Surplus Land	0.172	
Surplus Land	0.78	
Surplus Land	2	FORMERLY GOODWILL. IN PROCESS OF BEING LEASED TO MSI
Surplus Land	1.245	
Surplus Land	18	TO BE REZONED TO OPEN SPACE
Surplus Land	0.41	MECHANICS BANK
Surplus Land	0	BUILDING & PATIO IN CIVIC PARK
Surplus Land	0.32	
Surplus Land	0.52	4 LOTS TO BE DEVELOPED AS AFFORDABLE HOUSING
Surplus Land	0.619	PUBLIC PARKING LOT
Surplus Land	2.63	OLD KINGS CO COURTHOUSE; PARCEL SIZE GIVEN IS FOR ENTIRE PARCEL; THE OLD COURTHOUSE IS ONLY A PORTION OF THE PARCEL

Jurisdiction	Hanford	
Reporting Period	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2024 - 01/31/2032

NOTE: STUDENT HOUSING WITH DENSITY BONUS ONLY. This table only needs to be completed if there were student housing projects WITH a density bonus approved pursuant to Government Code65915(b)(1)(F)

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

Note:

Cells in gre

Table J

Student housing development for lower income students for which was granted a density bonus pursuant to subparagraph (F) of paragraph (1) of subdivision (b) of S

Project Identifier				Project Type	Date	Units (Beds/Student Capacity) Approved						
1				2	3	4						
APN	Street Address	Project Name+	Local Jurisdiction Tracking ID+	Unit Category (SH - Student Housing)	Date	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income
Summary Row: Start Data Entry Below												

Jurisdiction	Hanford	
Reporting Period	2024	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	01/31/2024 - 01/31/2032

ANNU

Local governments are required to inform HCD about any local tenant preference ordinan
Code 7061 (SB 649, 2022, Cortese). Effective January 1, 2023, local governments adoptin
m

Does the Jurisdiction have a local tenant preference policy?	No
If the jurisdiction has a local tenant preference policy, provide a link to the jurisdiction's webpage containing authorizing local ordinance and supporting materials.	
Notes	

IAL ELEMENT PROGR

Table K
Tenant Preferenc

ce the local government maintains v
ıg a tenant preference are required
ıore than 90 days after the ordinanc

ESS REPORT

e Policy

when the jurisdiction submits their annual progress report on housing
to create a webpage on their internet website containing authorizing
ce becomes operational.

g approvals and production, per Government
local ordinance and supporting materials, no

Jurisdiction	Hanford
Reporting Year	2024

Please update the status of the proposed uses listed i

Total Award Amount	$

Task	$ Amount Awarded

Summary of entitlements, building permits, and certific

	Completed Enti
	In
Very Low	
Low	
Moderate	
Above Moderate	
Total Units	

	Building Per
	In

Very Low
Low
Moderate
Above Moderate
Total Units

Certificate of Oc
In
Very Low
Low
Moderate
Above Moderate
Total Units

(Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROG
Local Early Action Planning
(CCR Title 25 §6

n the entity's application for funding and the corresponding impact on housing within the regior

-	*Total award*

$ Cumulative Reimbursement Requested	

:ates of occupancy (auto-populated from Table A2)

tlement Issued by Affordability Summary	
come Level	Current Year
Deed Restricted	0
Non-Deed Restricted	0
Deed Restricted	0
Non-Deed Restricted	0
Deed Restricted	0
Non-Deed Restricted	0
	0
	0

mits Issued by Affordability Summary	
come Level	Current Year

Deed Restricted	0
Non-Deed Restricted	5
Deed Restricted	0
Non-Deed Restricted	6
Deed Restricted	0
Non-Deed Restricted	30
	169
	210

cupancy Issued by Affordability Summary	
come Level	**Current Year**
Deed Restricted	72
Non-Deed Restricted	0
Deed Restricted	3
Non-Deed Restricted	3
Deed Restricted	0
Non-Deed Restricted	45
	285
	408

RESS REPORT
(LEAP) Reporting
5202)

n or jurisdiction, as applicable, categorized based on the eligible uses specified in Sect

amount is auto-populated based on amounts entered in rows 15-26.

Task Status	Other Funding

tion 50515.02 or 50515.03, as applicable.

Notes

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** CONSENT CALENDAR

SUBJECT:
Approval of Historic Resources Permit HRA0017-25, a request by BMO Bank to install a new gate and fence at a secondary entrance facing the alley and perform very minor civil improvements. The property is designated as a noncontributing building within the Historic Overlay Zone. The project is located at 230 W. Seventh Street (APN 012-052-014).

RECOMMENDATION:

RECOMMENDATION

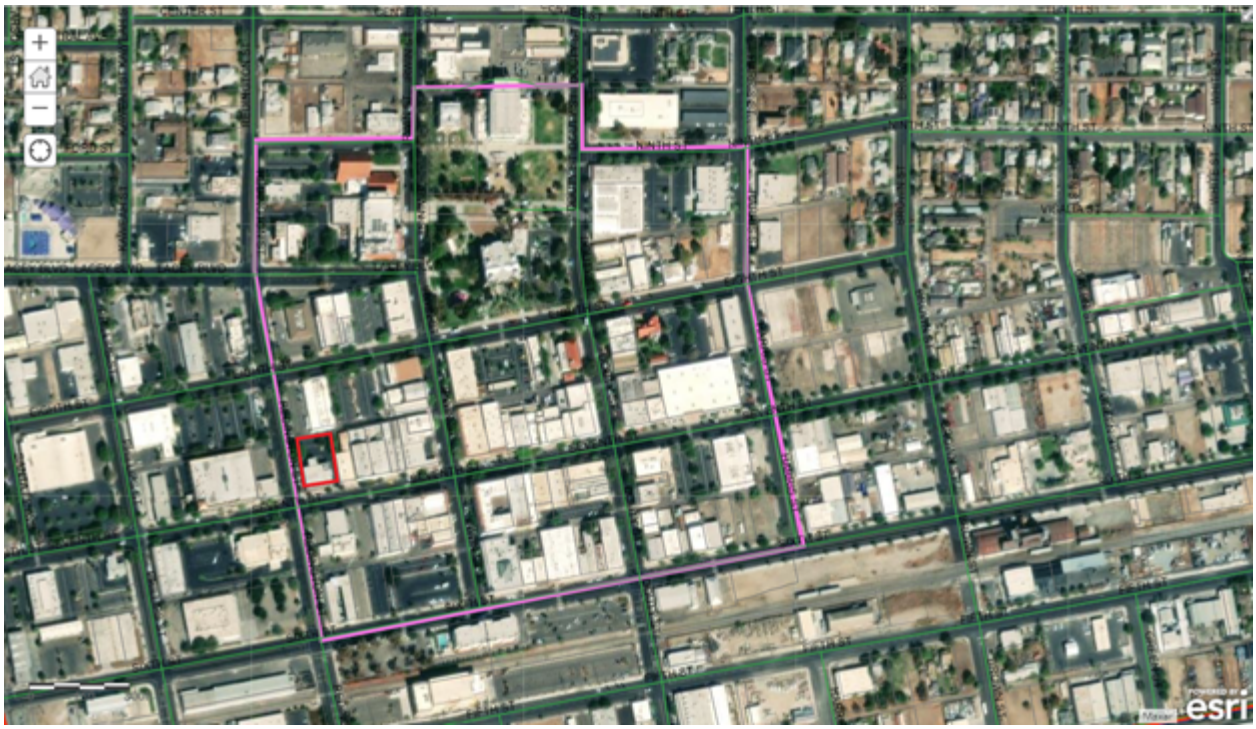
1. That the City Council, by motion, adopt Resolution 25-07-R conditionally approving Historic Resources Permit HRA0017-25.

RECOMMENDED MOTION

1. I move to adopt Resolution 25-07-R approving Historic Resources Permit HRA0017-25.

PROJECT DESCRIPTION

The property is located within the Historic Overlay Zone, shown below – outlined in red.



The property is designated as a noncontributing building in the Historic Overlay Zone, as shown on the Historic Overlay Zone Map – **Attachment 1**.

“Noncontributing building” means a structure within a historic district which, in its present condition, does not contribute to the sense of time and place of the immediate area and the district. “Noncontributing building” may include those buildings constructed after the time period featured in a historic district or buildings in which the historical characteristics have been irreparably modified. “Noncontributing building” may also include buildings which, while noncontributing at present, may become contributing through the application of appropriate design criteria.

In accordance with the Municipal Code Section 17.48, alterations to the exterior of a building located within the Historic Overlay Zone are required to be approved through a Historic Resources Permit, which must be approved by the City Council.

Section 17.48.040

No improvement or exterior architectural feature of any improvement shall be constructed or altered or enlarged which is located in the Historic Overlay District or identified as a historic site outside the District, unless a permit is issued pursuant to the terms of this chapter. The section shall not apply to any interior alteration which has no effect on the condition or appearance of any exterior architectural feature of an improvement. No structure listed on a State or National Register shall be moved or demolished, unless a permit is issued pursuant to the terms of this chapter.

Section 17.48.070

1. A historic resource permit shall be required for any alteration of the exterior features of a building within a designated historic district, or a designated historic building or site, or to construct a new building or improvements upon property within a designated historic district except as otherwise provided in this Chapter 17.48, the City Council shall determine whether a historic resources permit shall be issued. A permit shall not be required for ordinary

maintenance and repairs as defined in this section.

2. Permit Procedures. An application for a historic resource permit shall be made on a form prescribed by the Community Development Department and shall be accompanied by the fees established by resolution of the City Council. The application shall include the information required by Section 17.70.040 for site plan review, complete elevation drawings of the proposed alterations, samples of proposed colors and materials, color photographs of all sides of any existing improvement, building or structure on the site, and such other information as may be required by the Community Development Department. If applicable, the application shall include the information required by Chapter 17.80 (permit for conditional uses) and Chapter 17.82 (planned unit development).

Applications for permits requiring City Council approval shall be placed on the next regular meeting of the City Council. The City Council may approve, approve with conditions, or deny the permit.

Building Description

The building was constructed in 1982 as Valley Federal Savings and Loan. The structure was constructed with red brick along the exterior with a wood sided roof. The façade is rectangular in shape and its proportions were determined to be compatible with the adjacent historic buildings at the time of construction. Subsequent Historic Resources Permits have been granted for signage and the addition of an ATM. Historic Resources Permit No. 0015-24 was approved recently to construct exterior improvements, including a new ramp and step to the entryway door, accessible parking striping, landscape curbs with paving, and an ATM.

Proposed Modifications

The applicant is requesting to install a 10', 10" high black steel gate and 13', 9" high black steel fence at a secondary building entrance along the adjacent alley as well as perform minor civil improvements as shown in **Attachment 2**. The gate will open onto an existing sidewalk adjacent to the alley. The sidewalk will be repaired as needed to provide a level landing for the gate. Section 17.48.150(B)(9) states that "contemporary design for alterations and additions to existing buildings, structures or site shall not be discouraged when such alterations and additions do not destroy significant historical, architectural or cultural material and such design is compatible with the size, scale, color, materials and character of the property, neighborhood or environment." The proposed gate and fence would be a contemporary design characteristic for the site, but would not destroy any significant historical, architectural, or cultural material since the site is noncontributing to the Historic District. Additionally, there will be minimal visibility of the gate and fence from the street due to their location along the alley. The gate shall be compliant with all applicable Fire and Building Code requirements.

The proposal also includes filling a strip of land between the proposed fence and Seventh Street with decomposed granite. Minimal decomposed granite is acceptable as a landscaping material. Any use of decomposed granite shall complement the existing colors used in the area, either a color similar to the existing building or similar to the bark used in landscape strips in surrounding areas. Per Section 17.48.150(E)(1)(a), "exterior colors should harmonize with other colors on the same building and on the streetscape. Exterior colors should complement the colors of neighboring buildings and should be selected to be mutually supportive and beneficial to the overall historic character of the streetscape."

The exterior modifications proposed do not affect any significant historic attributes, since the

structure is noncontributing to the Historic District.

FINDINGS FOR APPROVAL

In accordance with Section 17.48 of the Hanford Municipal Code, staff recommends approval of Historic Resources Permit HRA0016-24 and that the approval of the historic resources permit will allow private investment in the Downtown area, allow the increase of economic and financial benefits to the City and its property owners and inhabitants, and make the following findings:

1. That the proposed rehabilitation of the façade will not impact the Historic Overlay Zone since the building is designated as a noncontributing structure.

2. That the proposed project will provide a complementary setting and environment in the Historic District.

3. That the proposal will promote and encourage continued private ownership and utilization of structures so that the objectives set forth in Section 17.48 can be attained.

4. That the request will not adversely affect the public health, safety, and general welfare of the citizens of Hanford.

RECOMMENDATION

The City Council may approve, approve with conditions, or deny the permit.

Staff recommends that the City Council adopt Resolution 25-07-R, approving Historic Resources Permit HRA0017-25, **subject to the following conditions**:

1. That the applicant adhere to the design criteria for the Historic Overlay Zone, set forth in Section 17.48 of the Hanford Municipal Code.

2. That approval of this project does not exempt compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, fees, or other City Ordinances.

3. That the alterations to the site be completed in accordance with the proposed changes. Future changes may be approved by the Community Development Director or forwarded to the City Council for review.

4. That the owner, occupant or other person in actual charge of a designated historic building or site, structure or building in an historic district shall keep in good repair all of the exterior portions of such site, improvement, building or structure, and all interior portions thereof whose maintenance is necessary to prevent the deterioration and decay of any exterior architectural feature.

5. That should the gate and fence be removed in the future, the holes left in the building and ground shall be patched to match the surrounding material in composition, design, color, texture and other visual qualities.

6. That any use of decomposed granite shall complement the existing colors used in the area, either a color similar to the existing building or similar to the bark used in landscape strips in

surrounding areas.

Applicant
Laurence Solis
535 Mission Street, 14th Floor
San Francisco, CA 94105

Property Owner
BancWest Corp
P O Box 5155
San Ramon, CA 94583

ATTACHMENTS:
1. Resolution No. 25-07-R
2. Attachment 1 - Historic Overlay Zone and Properties
3. Attachment 2 - Plans
4. Notice of Exemption No. 2025-09

RESOLUTION 25-07-R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD APPROVING HISTORIC RESOURCES PERMIT HRA0017-25, A REQUEST BY BMO BANK TO INSTALL A NEW GATE AND FENCE AT A SECONDARY ENTRANCE FACING THE ALLEY AND PERFORM VERY MINOR CIVIL IMPROVEMENTS. THE PROPERTY IS DESIGNATED AS A NONCONTRIBUTING BUILDING WITHIN THE HISTORIC OVERLAY ZONE. THE PROJECT IS LOCATED AT 230 W. SEVENTH STREET (APN 012-052-014).

At a regular meeting of the City Council of the City of Hanford duly called and held on March 18, 2025, at 7:00 p.m. in the Council Chambers of the Civic Auditorium, it was moved by Council Member _____, and seconded by Council Member _____, and duly carried, that the following resolution be adopted:

WHEREAS, an application, filed by Laurence Solis for Historic Resources Permit HRA0017-25, as shown in **Exhibit A**, was presented to the City Council; and

WHEREAS, the proposed project is located at 230 W. Seventh St. (APN 012-052-014); and

WHEREAS, the City Council of the City of Hanford, at a regular meeting on March 18, 2025, reviewed the request for Historic Resources Permit HRA0017-25; and

WHEREAS, Section 15301 of the California Environmental Quality Act Guidelines categorically exempts "Existing Facilities" from Environmental Review; and

WHEREAS, the City Council of the City of Hanford reviewed the application for the Historic Resources Permit HRA0017-25 and found that the application is consistent with Section 17.48 of the Hanford Municipal Code, that the approval of the historic resources permit will allow private investment in the Downtown area, allow the increase of economic and financial benefits to the City and its property owners and inhabitants, and make the following findings:

1. That the proposed rehabilitation of the façade will not impact the Historic Overlay Zone since the building is designated as a noncontributing structure.

2. That the proposed project will provide a complementary setting and environment in the Historic District.

3. That the proposal will promote and encourage continued private ownership and utilization of structures so that the objectives set forth in Section 17.48 can be attained.

4. That the request will not adversely affect the public health, safety, and general welfare of the citizens of Hanford.

THEREFORE, BE IT RESOLVED that the City Council of the City of Hanford hereby approves Historic Resources Permit HRA0017-25, subject to the following conditions:

1. That the applicant adhere to the design criteria for the Historic Overlay Zone, set forth in Section 17.48 of the Hanford Municipal Code.

2. That approval of this project does not exempt compliance with all applicable sections of the Zoning Ordinance, Public Works Improvement Standards, fees, or other City Ordinances.

3. That the alterations to the site be completed in accordance with the proposed changes. Future changes may be approved by the Community Development Director or forwarded to the City Council for review.

4. That the owner, occupant or other person in actual charge of a designated historic building or site, structure or building in an historic district shall keep in good repair all of the exterior portions of such site, improvement, building or structure, and all interior portions thereof whose maintenance is necessary to prevent the deterioration and decay of any exterior architectural feature.

5. That should the gate and fence be removed in the future, the holes left in the building and ground shall be patched to match the surrounding material in composition, design, color, texture and other visual qualities.

6. That any use of decomposed granite shall complement the existing colors used in the area, either a color similar to the existing building or similar to the bark used in landscape strips in surrounding areas.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the City Council of the City of Hanford hereby approves Historic Resources Permit HRA0017-25. Passed and adopted at a regular meeting of the City Council of the City of Hanford duly called and held on March 18, 2025, by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

APPROVED: _____
LOU MARTINEZ
MAYOR of the City of Hanford

ATTEST: _____
NATALIE CORRAL
CITY CLERK

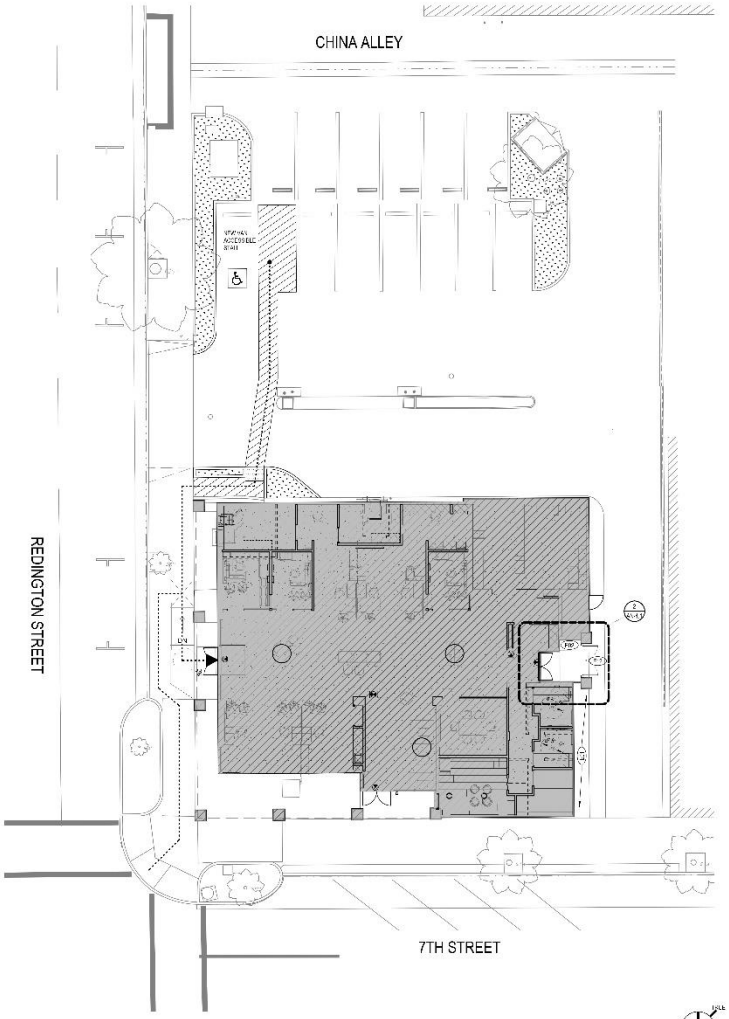
STATE OF CALIFORNIA)
COUNTY OF KINGS) ss
CITY OF HANFORD)

I, NATALIE CORRAL, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 18th day of March, 2025.

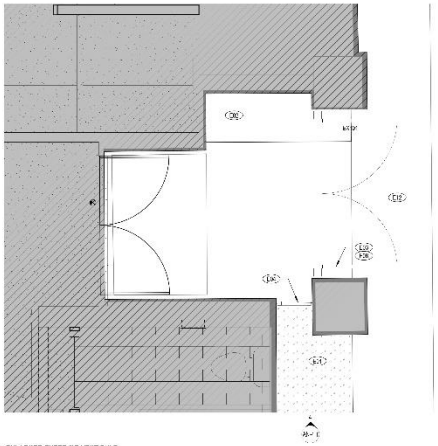
Date: _____

_____
NATALIE CORRAL
CITY CLERK

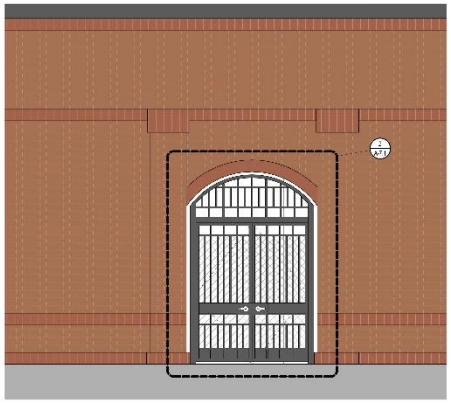
Exhibit A
Plans



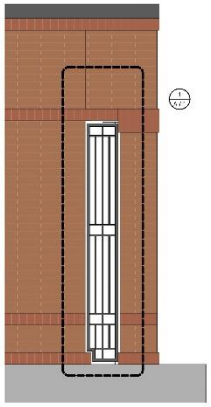
1 SITE PLAN
1" = 0'-0"



2 ENLARGED EXTERIOR VESTIBULE
1/2" = 1'-0"



3 EXTERIOR PARTIAL ELEVATION A
3/8" = 1'-0"



4 EXTERIOR PARTIAL ELEVATION B
3/8" = 1'-0"

GATE HARDWARE GROUP

ATTACHMENT GROUP	QUANT.	DESCRIPTION	MANUFACTURER	MODEL	FINISH	NOTES
			EXTERIOR GATE			
	1	HEAVY DUTY JUNCTION BOX	SHLAGE OR SIMILAR		BLACK	GATE TO BE UNLOCKED DURING BUSINESS HOURS AND RELOCKING IN THE EVENT OF BUSINESS TOTAL OCCUPANCY OVER 49 CLIENTS.
1	1	DUMMY TRIM	SHLAGE OR SIMILAR		BLACK	INACTIVE LEAF
	6	HEAVY DUTY BALL BEARING HINGES	SHLAGE OR SIMILAR		BLACK	
	2	EXIT DEVICE	VON DUPRIN OR SIMILAR	TURN (R) IDENTIFIERS ON ACTIVE LEAF (LEVER - ROKIT ONLY)	BLACK	
	2	CLOSER	LCN OR SIMILAR	4040T	BLACK	

SITE PLAN LEGEND

- BUILDING SITE ELEMENTS TO REMAIN
- NEW SITE IMPROVEMENTS - REFER TO CIVIL DRAWINGS FOR MORE INFORMATION
- EXISTING PROPERTY LINES
- ADDRESS # PATH OF TRAVEL
- LANDSCAPE
- TRIPP
- NEW INTERIOR PARTITIONS
- DOOR NUMBER
- RAMP DIRECTION/GRADIENT & RUN

PLAN NOTES

1. PROPERTY LINES, SITE TIES, EASEMENTS, DIMENSIONS, ELEVATIONS AND RELATED INFORMATION SHOWN ON THIS PLAN IS BASED ON DRAWINGS AND SURVEYS PREPARED BY OTHERS. THE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF SUCH INFORMATION.
2. REFER TO CIVIL DRAWINGS FOR GRADING, SLOPES, DRAINAGE, AND UTILITY INFORMATION.
3. PATCH AND REPAIR ANY EXISTING SIDEWALK, STREET, CURB, GUTTER, OR PAVEMENT AS NECESSARY AT STREET AND ALLEY.
4. EXTERIOR GATE AND FENCE TO BE DURABLE MATTE BLACK FINISH. COLOR: SW7069 IRON ORE.

KEYNOTES

KC	DESCRIPTION
KC1	NEW CMU WALL WITH METAL COPING TO MATCH EXISTING
KC2	NEW WALL TO MATCH EXISTING
KC3	HEAVY DUTY STEEL DOUBLE GATE, TRIP-ACTING WITH 7" MIN. OF CLEARANCE, REFER TO STRUCTURAL DRAWINGS FOR POST SUPPORT & FOUNDATION DETAILS
KC4	HEAVY DUTY STEEL RAIL, TRIP-ACTING WITH 7" MIN. OF CLEARANCE, REFER TO STRUCTURAL DRAWINGS FOR SUPPORT TO STRUCTURAL COLUMN
KC5	INSTALL BOLLARDS TO BE UNLOCKED DURING BUSINESS HOURS AND RELOCKING IN THE EVENT OF BUSINESS TOTAL OCCUPANCY OVER 49 CLIENTS. REFER TO CIVIL DRAWINGS FOR ADDITIONAL INFORMATION
KC6	EXISTING BOLLARDS TO BE REMOVED TO ACHIEVE 7" MINIMUM CLEARANCE FOR GATE SWING. SEE CIVIL DRAWINGS FOR FURTHER INFO

BMO

BMO 7TH STREET
HANFORD CALIFORNIA

230 W. 7TH STREET
HANFORD, CA 93230
HANFORD, CA 93230

LICENSED ARCHITECT
REGINALD L. SHELTON
C37053
Ren. 08/31/25
STATE OF CALIFORNIA

11	11	EXTERIOR GATE ISSUE FOR BID & PERMIT	07/18/2025
DELTA	ISSUE	DESCRIPTION	DATE

IA INTERIOR ARCHITECTS

SAN FRANCISCO
500 SANSOME STREET, 8TH FLOOR
SAN FRANCISCO, CA 94111
TEL 415-434-3306

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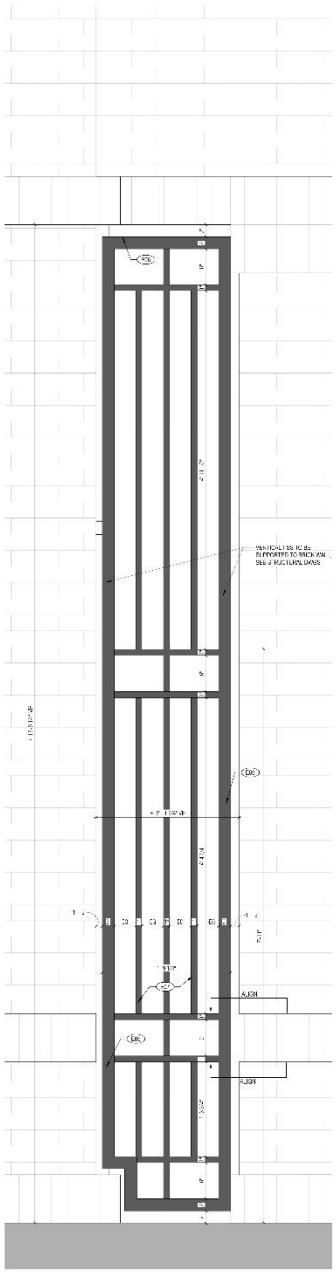
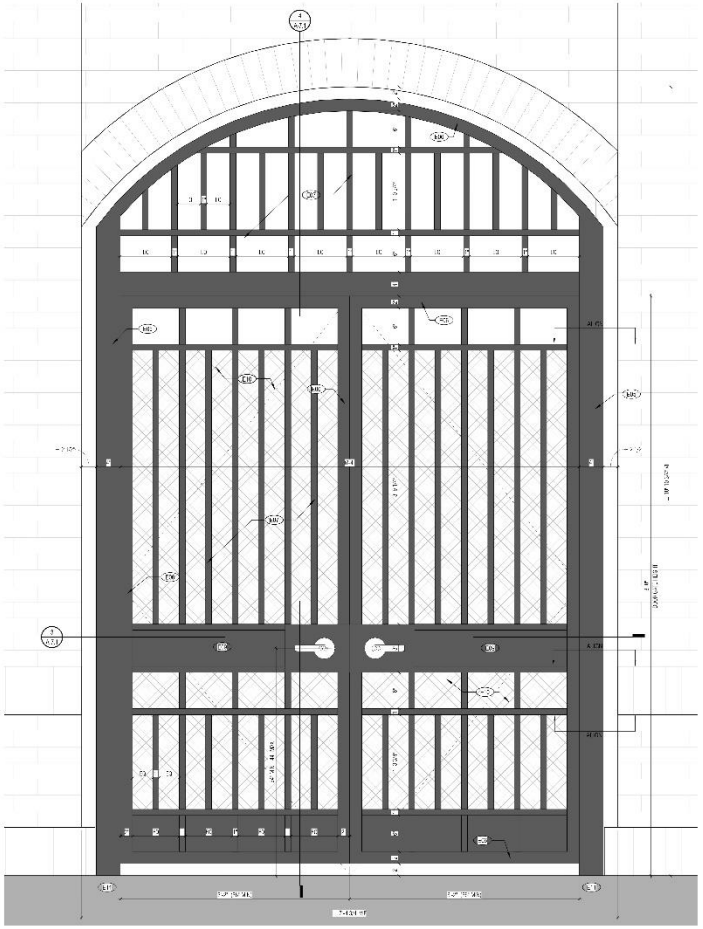
Drawn By: [illegible]
Job No.: [illegible] As indicated
Date

ARCHITECTURAL SITE PLAN & PARTIAL ELEVATIONS

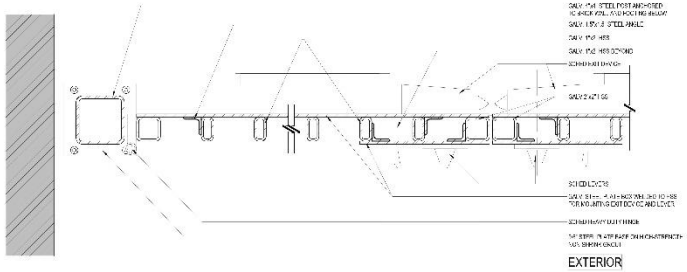
AN-4.1



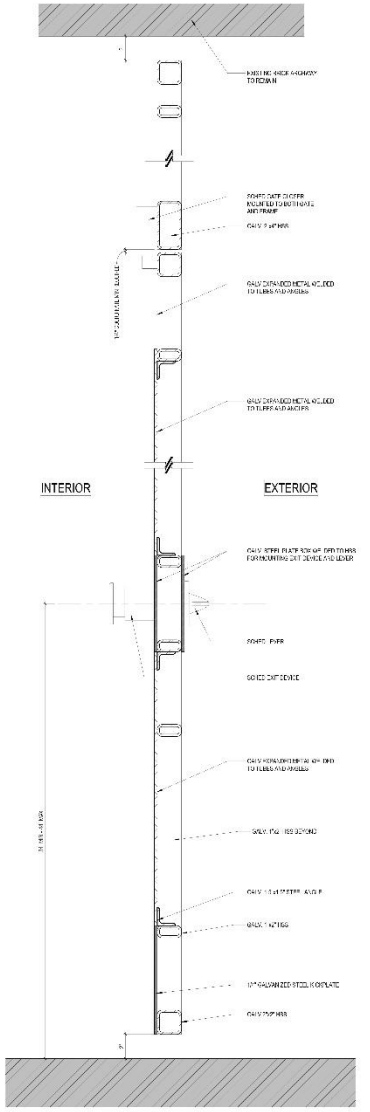
1 EXTERIOR PARTIAL ELEVATION B - Callout 1
1 1/2" = 1'-0"



2 EXTERIOR PARTIAL ELEVATION A - Callout 1
1 1/2" = 1'-0"



3 GATE PLAN DETAIL
3" = 1'-0"



4 GATE PLAN SECTION DETAIL
3" = 1'-0"

KEYNOTES

NO.	DESCRIPTION
EXT	4 x 4 x 1/4" METAL GALVANIZED STEEL POST ANCHORED TO MIRROR AND FOOTING SEE STRUCTURAL DRAWINGS
MC	2 x 2 x 1/4" GALVANIZED Steel Tube
MH	1 x 2 x 1/4" GALVANIZED Steel Tube
MS	1" GALVANIZED METAL PLATE SHIM - 2" C. U.N.O.
PIC	1" SQUARE GALVANIZED PERIMETER FRAME PLATE WELDED AND EMBEDDED 6" DEEP. TRIMS ADDED AS NEEDED TO SUPPORT DEMOLISHED METAL
CIT	CONCRETE FOOTING, SEE STRUCTURAL DRAWINGS

BMO

BMO 7TH STREET
HANFORD CALIFORNIA

230 W. 7TH STREET
HANFORD, CA 93230
HANFORD, CA 93230

LICENSED ARCHITECT
ROBERT L. SANDIDGE
C37063
Rev. 06/81/25
STATE OF CALIFORNIA

NO.	DATE	DESCRIPTION
1	11	EXTERIOR GATE ISSUE FOR BID & PERMIT

INTERIOR ARCHITECTS

SAN FRANCISCO
500 SANSOME STREET, 8TH FLOOR
SAN FRANCISCO, CA 94111
TEL 415-434-2365

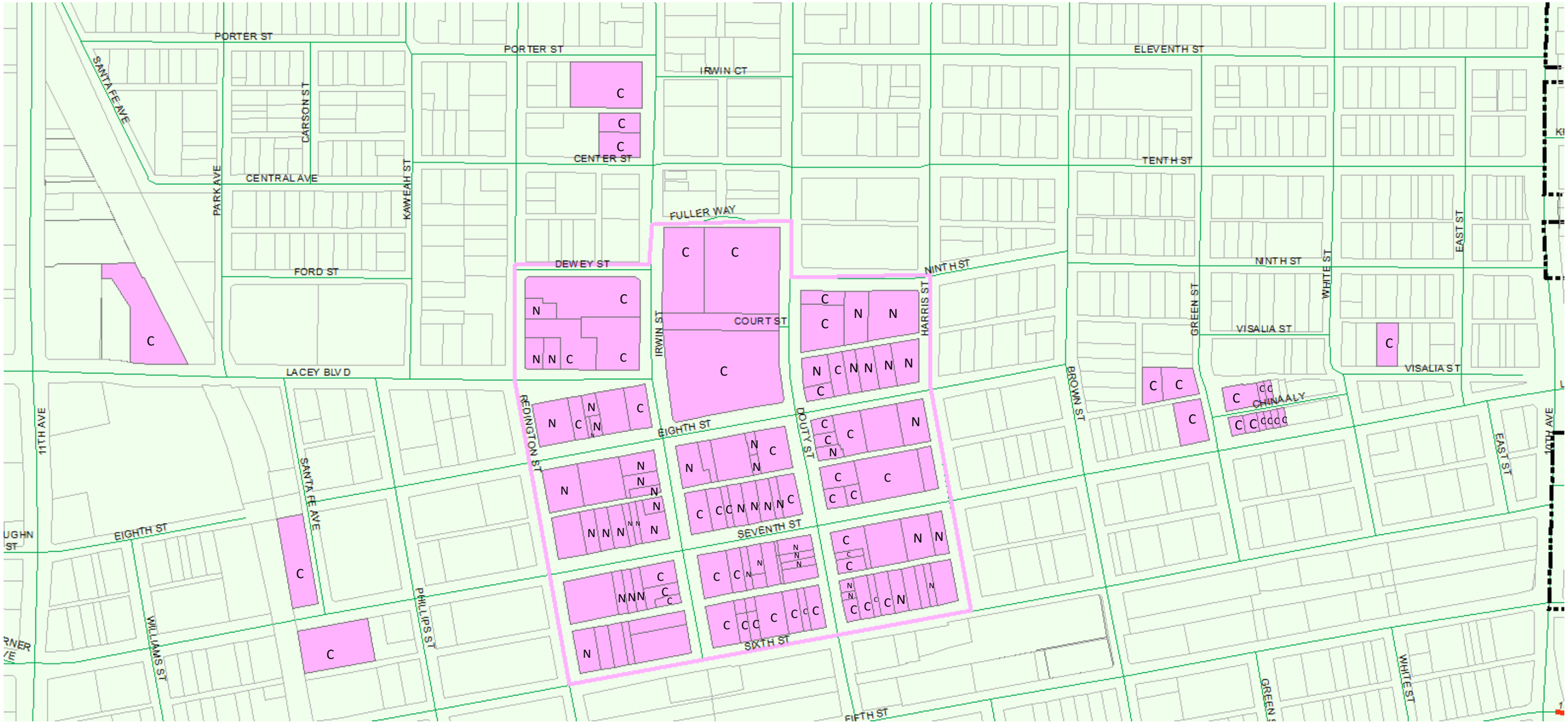
Owner Approval

Job No. Scale

GATE ELEVATIONS & DETAILS

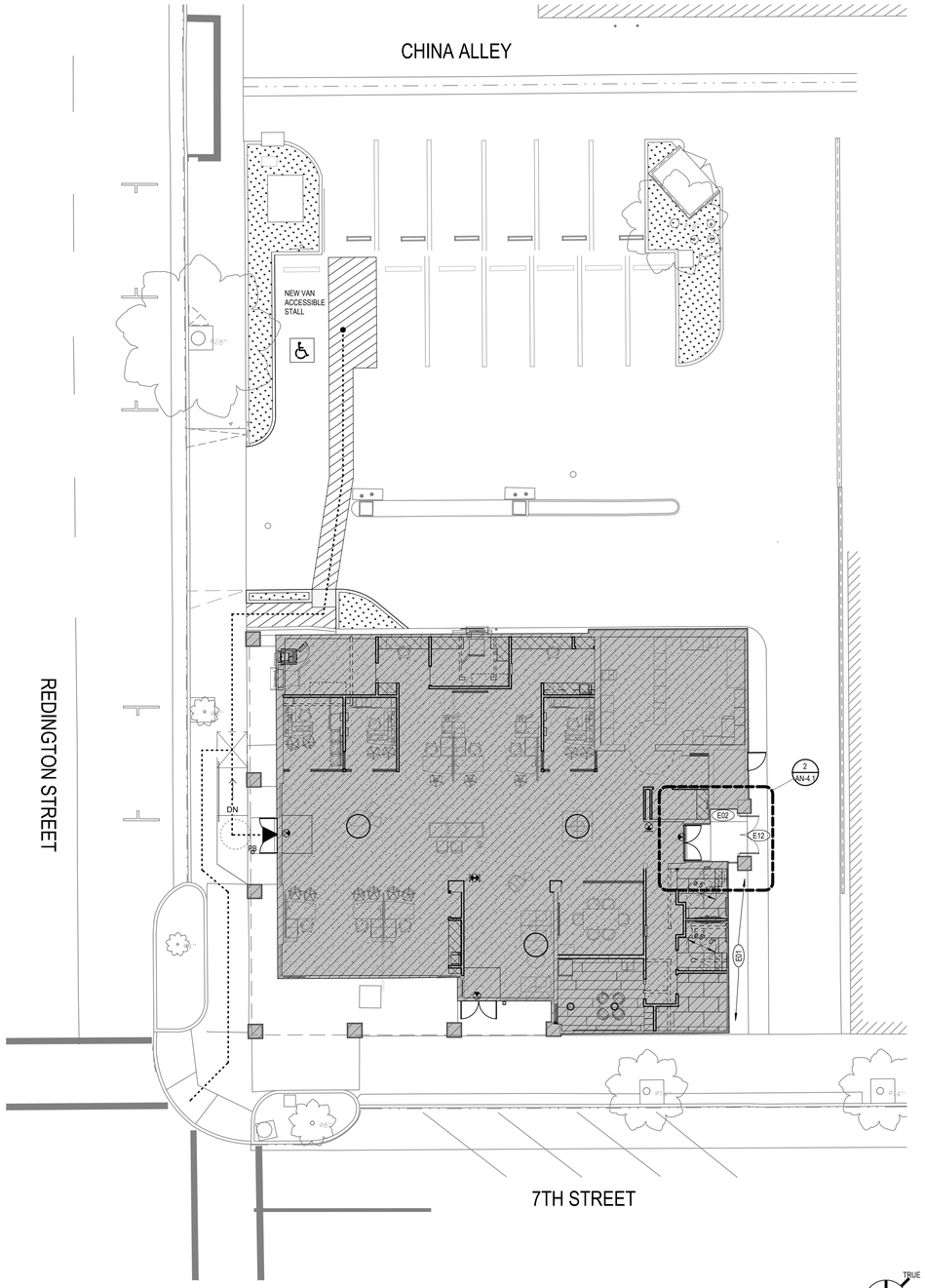
A-7.1

Historic Overlay Zone and Properties

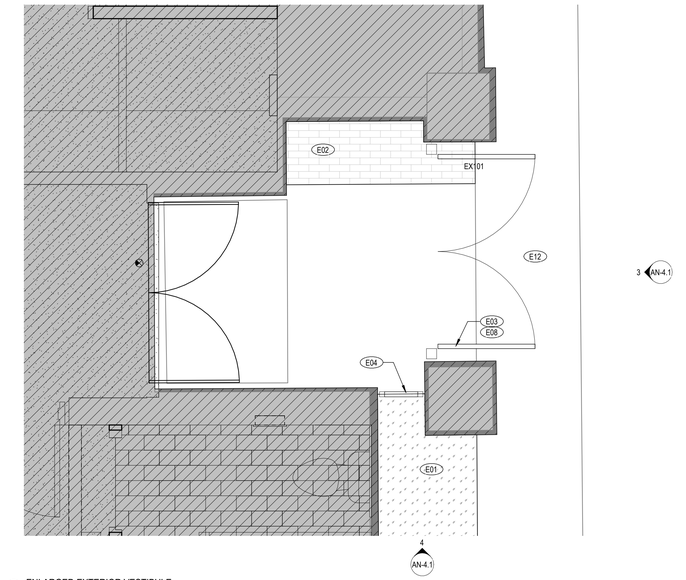


Legend

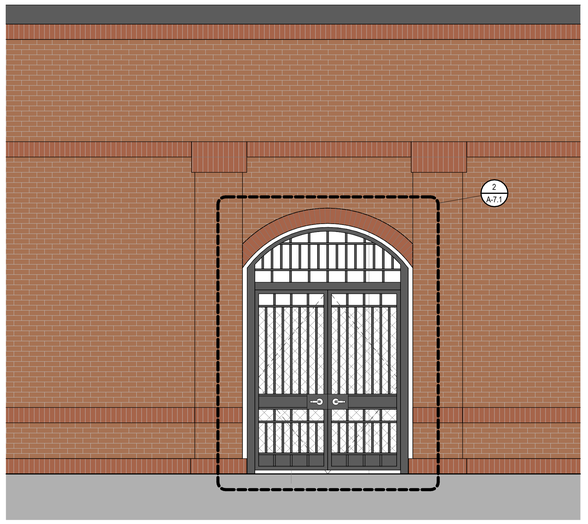
- Historic Overlay Zone
- Historic Properties
- C - Contributing Buildings
- N - Noncontributing Buildings



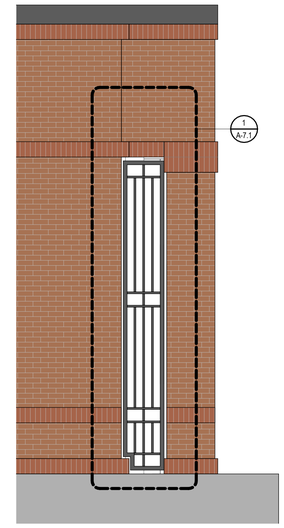
1 SITE PLAN
1" = 10'-0"



2 ENLARGED EXTERIOR VESTIBULE
1/2" = 1'-0"



3 EXTERIOR PARTIAL ELEVATION A
3/8" = 1'-0"



4 EXTERIOR PARTIAL ELEVATION B
3/8" = 1'-0"

GATE HARDWARE GROUP

HARDWARE GROUP	COUNT	DESCRIPTION	MANUFACTURER	MODEL	FINISH	NOTES
		EXTERIOR GATE				
1	1	HEAVY DUTY LOCKSET (ENTRY FUNCTION)	SHLAGE OR SIMILAR		BLACK	GATE TO BE UNLOCKED DURING BUSINESS HOURS AND FREE-ACTING IN THE DIRECTION OF EGRESS TRAVEL; COORDINATE KEEYING WITH CLIENT
	1	DUMMY LEVER	SHLAGE OR SIMILAR		BLACK	INACTIVE LEAF
	8	HEAVY DUTY BALL BEARING HINGES	SHUT IT BADASS OR SIMILAR		BLACK	
	2	EXIT DEVICE	VON DUPRIN OR SIMILAR	EL99L-RX (ENTRY/EXIT) ON ACTIVE LEAF; EL99EO-RX(EXIT ONLY)	BLACK	
	2	CLOSER	LCN OR SIMILAR	4040T	BLACK	

SITE PLAN LEGEND

- EXISTING SITE ELEMENTS TO REMAIN
- NEW SITE IMPROVEMENTS - REFER TO CIVIL DRAWINGS FOR MORE INFORMATION
- EXISTING PROPERTY LINES
- ACCESSIBLE PATH OF TRAVEL
- LANDSCAPE
- TREE
- NEW DETECTABLE WARNING SIGNS
- PB — DOOR ACTUATOR
- NEW DECOMPOSED GRANITE FILL

PLAN NOTES

1. PROPERTY LINES, UTILITIES, EASEMENTS, DIMENSIONS, ELEVATIONS AND RELATED INFORMATION SHOWN IS TAKEN FROM SITE SURVEY PREPARED BY OWNER'S CIVIL ENGINEER. ARCHITECT HAS RELIED ON THE ACCURACY AND COMPLETENESS OF THE INFORMATION SHOWN BUT DOES NOT ACCEPT RESPONSIBILITY FOR INFORMATION PROVIDED BY OTHERS.
2. REFER TO CIVIL ENGINEERING DRAWINGS FOR MORE INFORMATION ON IMPROVEMENTS ALONG THE EXTERIOR PORTION OF THE PATH OF TRAVEL TO THE ACCESSIBLE BUILDING ENTRANCE.
3. PATCH AND REPAIR ANY EXTERIOR BRICK AS NEEDED DURING CONSTRUCTION AND INSTALLATION OF FENCE AND GATE.
4. **EXTERIOR GATE AND FENCE TO BE DURABLE MATTE BLACK FINISH. COLOR: SW7069 IRON ORE** .

KEYNOTES

NO.	DESCRIPTION
E01	THIS OPEN AREA TO BE FILLED WITH DECOMPOSED GRANITE UP TO EXISTING SIDEWALK, SEE CIVIL DRAWINGS FOR FURTHER INFORMATION.
E02	THIS AREA TO BE FILLED WITH BRICK PAVERS. PATTERN AND FINISH TO MATCH EXISTING TO CREATE A SMOOTH FINISH WITH NO VISIBLE TRANSITION BETWEEN NEW AND EXISTING, SEE CIVIL DRAWINGS FOR FURTHER INFORMATION.
E03	HEAVY DUTY STEEL DOUBLE GATE, FREE-ACTING IN THE PATH OF EGRESS. REFER TO STRUCTURAL DRAWINGS FOR POST SUPPORTS INTO BRICK WALL/COLUM AND FOOTING BELOW.
E04	HEAVY DUTY STEEL FIXED FENCE. REFER TO STRUCTURAL DRAWINGS FOR SUPPORTS INTO BRICK WALL/COLUMN.
E08	GATE HARDWARE TO BE UNLOCKED DURING BUSINESS HOURS AND FREE-ACTING IN THE DIRECTION OF EGRESS TRAVEL.
E12	CONCRETE SIDEWALK TO BE REAPAIRED AS NEEDED TO PROVIDE A LEVELED LANDING FOR GATE EXIST, SEE CIVIL DRAWINGS FOR FURTHER INFO.

2/4/2025 10:54:41 AM 2/4/24

BMO

BMO 7TH STREET
HANFORD CALIFORNIA

230 W. 7TH STREET
HANFORD, CA 93230
HANFORD, CA 93230

LICENSED ARCHITECT
WORDNA L. SANDO
C37053
Ren. 05/31/25
DATE
FEB 14, 2025
STATE OF CALIFORNIA

DELTA	ISSUE	DESCRIPTION	DATE
11	11	EXTERIOR GATE ISSUE FOR BID & PERMIT	02/18/2025

INTERIOR ARCHITECTS

SAN FRANCISCO
500 SANSOME STREET, 8TH FLOOR
SAN FRANCISCO, CA 94111
TEL 415-434-3305

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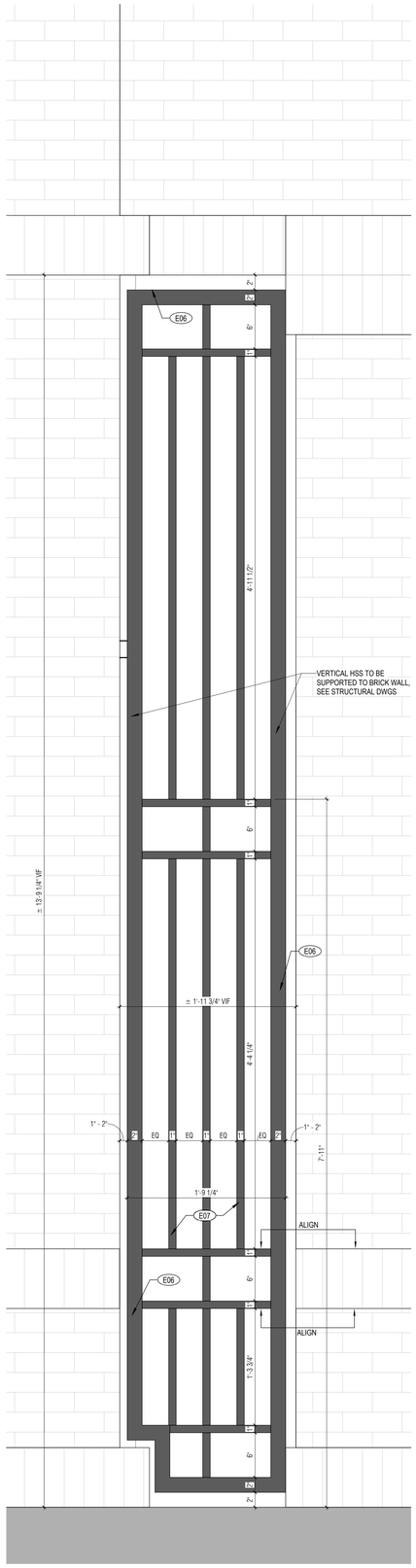
Owner Approval

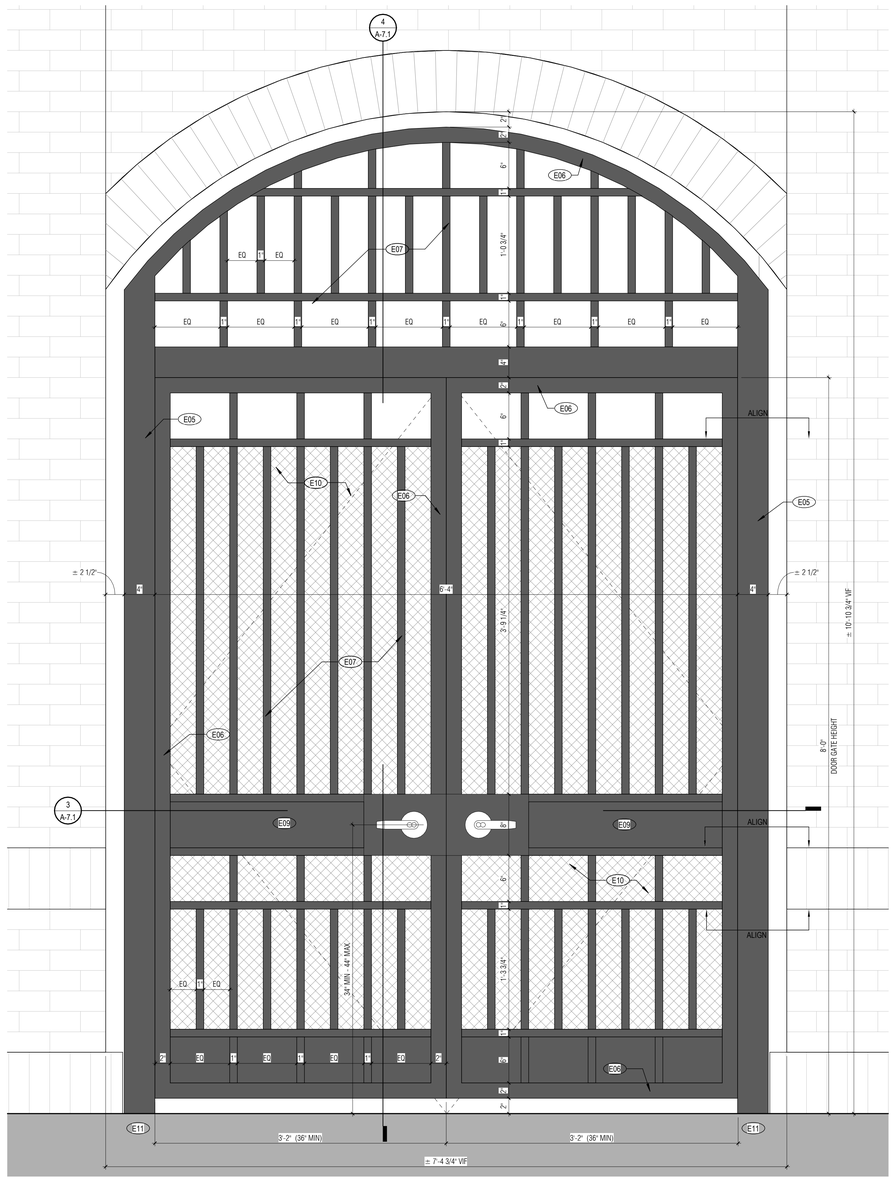
058MOH.0083.000 — Job No.
As indicated — Scale

ARCHITECTURAL SITE PLAN & PARTIAL ELEVATIONS

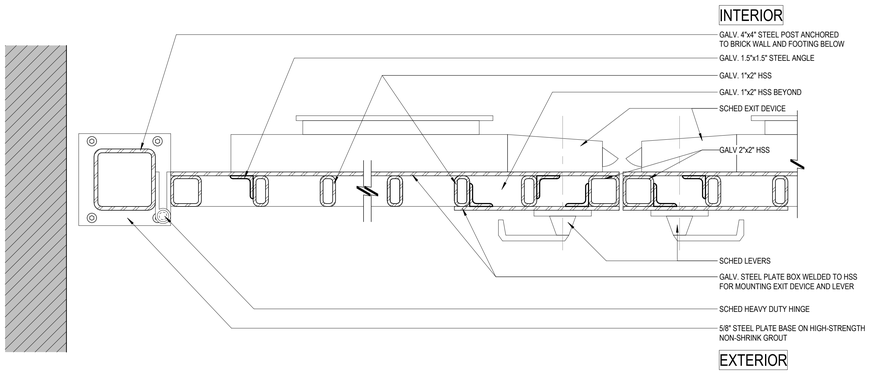
AN-4.1



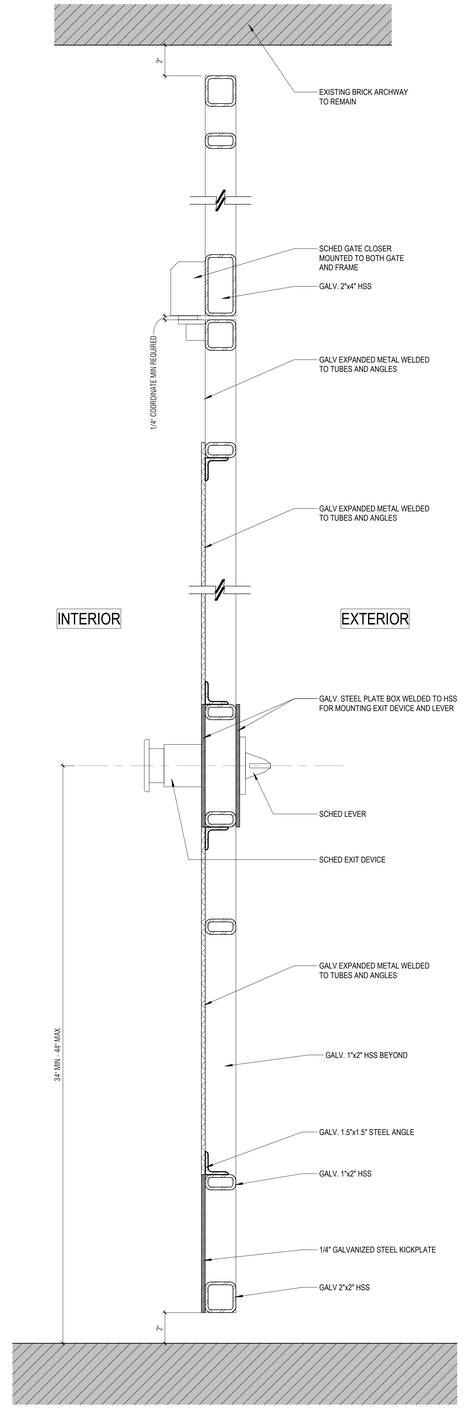
1 EXTERIOR PARTIAL ELEVATION B - Callout 1
1 1/2" = 1'-0"



2 EXTERIOR PARTIAL ELEVATION A - Callout 1
1 1/2" = 1'-0"



3 GATE PLAN DETAIL
3" = 1'-0"



4 GATE PLAN SECTION DETAIL
3" = 1'-0"

KEYNOTES

NO.	DESCRIPTION
E05	4" x 4" x 1/4" GALVANIZED STEEL POST ANCHORED TO BRICK AND FOOTING, SEE STRUCTURAL DRAWINGS.
E06	2" x 2" x 3/16" GALVANIZED STEEL TUBE.
E07	1" x 2" x 3/16" GALVANIZED STEEL TUBE.
E09	1/4" GALVANIZED METAL PLATE WELDED TO TUBES.
E10	1/2" NO.13 GALVANIZED EXPANDED METAL, FLATTENED WELDED TO BACK OF STEEL TUBES, ADD 1-1.5" x 1-1/2" x 3/16" ANGLES AS NEEDED TO SUPPORT EXPANDED METAL.
E11	CONCRETE FOOTING, SEE STRUCTURAL DRAWINGS.

BMO

BMO 7TH STREET
HANFORD CALIFORNIA

230 W. 7TH STREET
HANFORD, CA 93230
HANFORD, CA 93230

LICENSED ARCHITECT
VICTORIA L. SANDOVAL
C37053
Ren. 05/31/25
DATE
STATE OF CALIFORNIA

DELTA	ISSUE	DESCRIPTION	DATE
11	11	EXTERIOR GATE ISSUE FOR BID & PERMIT	02/18/2025

INTERIOR ARCHITECTS

SAN FRANCISCO
500 SANSOME STREET, 8TH FLOOR
SAN FRANCISCO, CA 94111
TEL 415-434-3305

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Owner Approval

05BMOH.0083.000 — Job No.
As indicated — Scale

GATE ELEVATIONS & DETAILS

A-7.1

Notice of Exemption 2025-09

To: ☐ Office of Planning and Research
P.O. Box 3044, Room 212
Sacramento, CA 95812-3044

☒ County Clerk
County of Kings
Kings County Government Center
Hanford, CA 93230

From: City of Hanford
317 North Douty Street
Hanford, CA 93230

Project Title: Historic Resources Permit HRA0017-25

Project Location – 230 W. Seventh Street (APN 012-052-014)

Project Location – City: Hanford **Project Location – County:** Kings County

Description of Nature, Purpose and Beneficiaries of Project: Approval of Historic Resources Permit HRA0017-25, a request by BMO Bank to install a new gate and fence at a secondary entrance facing the alley and perform very minor civil improvements. The property is designated as a noncontributing building within the Historic Overlay Zone.

Name of Public Agency Approving Project: City of Hanford, Planning Division

Name of Person or Agency Carrying Out Project/Project Applicant: Laurence Solis
Address: 535 Mission St., 14th Floor, San Francisco, CA 94105
Phone Number: (415) 305-6661

Exempt Status: **(check one)**

☐ Ministerial (Sec. 21080(b)(1); 15268);
☐ Declared Emergency (Sec. 21080(b)(3); 15269 (a));
☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
☒ Categorical Exemption: State type and section number: 15301 Existing Facilities
☐ Statutory Exemption. State code number:

Reasons why project is exempt:
The City of Hanford determined the project to be exempt from environmental review pursuant to Section 15301 of the California Environmental Quality Act (CEQA) Guidelines. Section 15301 states that Class 1 exemptions consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. This project involves the minor alteration of an existing private structure, involving negligible or no expansion.

Lead Agency
Contact Person: Mark Manha Area Code/ Telephone: (559) 585-2583

Signature: _____ Date: March 18, 2025 Title: Associate Planner

☒ Signed by Lead Agency Date received for filing at OPR: _____
☐ Signed by Applicant

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** CONSENT CALENDAR

SUBJECT:
Adoption of Resolution Nos. 25-10-R, 25-11-R, and 25-12-R pertaining to the establishment of Community Facilities Districts (CFDs) for the Billingsley Subdivision (Tract 937) and the Lunaria Subdivision (Tract 938).

RECOMMENDATION:

Recommendation:

1. Adopt Resolution No. 2025-10-R Declaring its intention to establish City of Hanford Community Facilities District No. 2025-1 (Public Safety Services) and to authorize the levy of a special tax therein to finance certain services.
2. Adopt Resolution No. 2025-11-R Declaring its intention to establish City of Hanford Community Facilities District No. 2025-2 (Public Maintenance Services) and to authorize the levy of a special tax therein to finance certain services.
3. Adopt Resolution 2025-12-R, A Resolution of the City Council of the City of Hanford Adopting a Statement of Goals and Policies for the Use of the Mello-Roos Community Facilities Act of 1982.

BACKGROUND:

Resolution No. 2025-10-R – Public Safety Services

Two residential projects, Billingsley Ranch (a 95-lot development) and Lunaria (a 457-lot development) are planned for construction within the City of Hanford. The projects are owned by D.R. Horton. The Billingsley Ranch project is generally located on the southwest corner of Hanford Armona Road and Aquifer Drive. The Lunaria project is generally located east of 10 ½ Avenue, south of Hanford Armona Road, and north of Houston Avenue.

The attached resolution will begin the proceedings to form Community Facilities District 2025-1 (Public Safety Services) (“CFD 2025-1”). The conditions of development of the projects require them to be part of a CFD to provide funding for the impact of new development on police and fire protection services.

To fund the impact of new development on the City’s public safety services, staff recommends that

the City Council consider establishing CFD 2025-1 (Public Safety Services), a Mello-Roos Community Facilities District, by adopting a Resolution of Intent to form the district, with the intention that future developments within the City of Hanford (the “City”) may annex into this district, at the City’s discretion. The special taxes collected from the property owners within the proposed CFD 2025-1 are to be used for partial funding of police and fire protection services due to the impact of the development of the property within the proposed CFD 2025-1. The boundary of the CFD includes the area within assessor’s parcel numbers 011-040-007-000, 011-440-014-000, and 011-440-015-000 as depicted on Exhibit A.

As part of the CFD formation process, the City contracted with Willdan Financial Services for the preparation of the necessary resolutions and balloting procedures for the formation.

The Resolution of Intention is the first step in the process of forming CFD 2025-1. The resolution also establishes May 6, 2025 as the public hearing date for the final consideration of forming CFD 2025-1. Once the formation is complete, and the election results are at least two-thirds approval, the property owners within the CFD will be required to pay annual special taxes for CFD 2025-1, beginning the fiscal year after they are issued a building permit, as itemized on their property tax bill, in accordance with the rate set forth in the Rate and Method of Apportionment of Special Tax.

Resolution No. 2025-11-R - Public Maintenance Services

On November 19, 2024, the City Council of the City of Hanford approved Final Map and Subdivision Agreement for Tract No. 937 (Billingsley Ranch). The Project will consist of a 95-lot residential development. The project includes pedestrian sidewalks; landscaping; and street and utility improvements. The Project is owned by D.R. Horton and is generally located on the southwest corner of Hanford Armona Road and Aquifer Drive.

The attached resolution will begin the proceedings to form Community Facilities District 2025-2 (Public Maintenance Services) (“CFD 2025-2”). The conditions of development of the Project require it to be part of a CFD to provide funding to offset the increased cost of public services created due to new development for landscaping maintenance, lighting maintenance, drainage maintenance, street maintenance, and park maintenance. The boundary of the CFD includes the area within assessor’s parcel number 011-040-007-000 as depicted on Exhibit A.

To fund the impact of new development on the City’s public services, staff recommends that the City Council consider establishing CFD 2025-2 (Public Maintenance Services), a Mello-Roos Community Facilities District, by adopting a Resolution of Intent to form the district, with the intention that future development within the City of Hanford (the “City”) may annex into this district, at the City’s discretion. The special taxes collected from the property owners within the proposed CFD 2025-2 are to be used for the funding of landscaping maintenance, lighting maintenance, drainage maintenance, street maintenance, and park maintenance.

As part of the CFD formation process, the City contracted with Willdan Financial Services for the preparation of the necessary resolutions and balloting procedures for the formation.

The Resolution of Intention is the first step in the process of forming CFD 2025-2. The resolution also establishes May 6, 2025 as the public hearing date for the final consideration of forming CFD 2025-2. Once the formation is complete, and the election results are at least two-thirds approval, the property owners of the development will be required to pay annual special taxes for CFD 2025-2, beginning

the fiscal year after they are issued a building permit, as itemized on their property tax bill, in accordance with the rate set forth in the Rate and Method of Apportionment of Special Tax.

Resolution No. 2025-12-R - Statement of Goals and Policies

Pursuant to California Government Code, the City of Hanford, shall consider and adopt local goals and policies concerning the use of the Mello-Roos Community Facilities Act of 1982 prior to the establishing a new community facilities district under the Act.

The Local Goals and Policies presented as Attachment A to the resolution attached to this Staff Report provide guidance for the City in proceedings to form a CFD, and in issuing bonds secured by special taxes under the Act. The Policies are intended to be general in nature; specific details will depend on the nature of each particular financing. The Policies are intended to comply with Section 53312.7(a) of the Government Code and are subject to amendment by the City Council at any time. In the event these Policies conflict with or are incompatible with any provisions of the Act, the provision of the Act shall control.

The Goals and Policies Concerning the use of the Mello-Roos Community Facilities Act of 1982 outlines the financing priorities of any proposed new CFD, the bond financing and credit quality of the CFD, the required disclosures by developers to prospective purchasers, general guidelines of proposed Rate and Method of Apportionments of any given CFD, aggregate tax burden limitations on property subject to CFD special taxes, the option of the City for retaining special consultants to prepare feasibility analysis prior to the formation of a CFD, the city proceedings to form a new CFD, bond financing terms, if any are required, exceptions to the policy, and the fiscal impact of forming a new CFD. Details of the aforementioned are contained in the Goals and Policies.

FISCAL IMPACT:

Resolution No. 2025-10-R

The City expects to collect an annual special tax of $164 plus annual CPI per detached dwelling unit within CFD 2025-1, beginning the fiscal year after they are issued a building permit, as itemized on their property tax bill, in accordance with the rate set forth in the Rate and Method of Apportionment of Special Tax. CFD 2025-1 will result in a new annual special tax of $90,528 for the initial five hundred and fifty-two (552) single family residential parcels, subject to annual inflationary adjustment, for the Billingsley Ranch and Lunaria projects.

Resolution No. 2025-11-R

The City expects to collect an annual special tax of $541 plus annual CPI per detached dwelling unit within CFD 2025-2, beginning the fiscal year after they are issued a building permit, as itemized on their property tax bill, in accordance with the rate set forth in the Rate and Method of Apportionment of Special Tax. CFD 2025-2 will result in a new annual special tax of $51,395 for ninety-five (95) single family residential parcels, subject to annual inflationary adjustment, for the Billingsley Ranch project.

Resolution No. 2025-12-R

The City expects to collect an annual special tax of $164 plus CPI per detached dwelling unit within

CFD 2025-1 (Public Safety Services), beginning the fiscal year after they are issued a building permit, as itemized on their property tax bill, in accordance with the rate set forth in the Rate and Method of Apportionment of Special Tax.

The City expects to collect an annual special tax of $541 plus CPI per detached dwelling unit within CFD 2025-2 (Public Maintenance Services), beginning the fiscal year after they are issued a building permit, as itemized on their property tax bill, in accordance with the rate set forth in the Rate and Method of Apportionment of Special Tax.

ATTACHMENTS:

1. Resolution 2025-10-R
2. Resolution 2025-11-R
3. Resolution 2025-12-R

RESOLUTION NO. 2025-10-R

A RESOLUTION OF THE CITY COUNCIL OF HANFORD DECLARING ITS INTENTION TO ESTABLISH CITY OF HANFORD COMMUNITY FACILITIES DISTRICT NO. 2025-1 (PUBLIC SAFETY SERVICES) AND TO AUTHORIZE THE LEVY OF A SPECIAL TAX THEREIN TO FINANCE CERTAIN SERVICES

At a regular meeting of the City Council of the City of Hanford duly called and held on March 18, 2025, at 7:00 pm in the Council Chambers of the Civic Auditorium, it was moved by council member_____, and seconded by Council Member_____, and duly carried, that the following resolution be adopted.

WHEREAS, the CITY COUNCIL of the CITY OF HANFORD, CALIFORNIA (the "City Council"), has determined that it is necessary and desirable to create a community facilities district pursuant to the terms and provisions of the "Mello-Roos Community Facilities Act of 1982", being Chapter 2.5, Part 1, Division 2, Title 5 of the Government Code of the State of California (the "Act"), as amended, for the purpose of financing the impact on police and fire protection services due to new development; and

WHEREAS, the Act authorizes the City Council to establish a community facilities district and to levy special taxes within the community facilities district; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hanford as follows:

Section 1. Recitals. The above recitals are all true and correct.

Section 2. Initiation of Proceedings. The City Council hereby declares its intention to conduct proceedings for the formation of a community facilities district pursuant to the provisions of the Act.

Section 3. Name of CFD. The proposed community facilities district shall be known and designated as "City of Hanford Community Facilities District No. 2025-1 (Public Safety Services)" (the "CFD").

Section 4. Boundaries of CFD. A description of the exterior boundaries of the territory proposed for inclusion in the CFD, including properties and parcels of land proposed to be subject to the levy of a special tax by the CFD, is as shown on the boundary map designated as "PROPOSED BOUNDARIES OF COMMUNITY FACILITIES DISTRICT NO. 2025-1 (PUBLIC SAFETY SERVICES)," which is on file in the office of the City Clerk and is attached hereto as Exhibit A and hereby incorporated by reference.

Section 5. Description of Services. It is the intention of this City Council to finance certain services described below (the "Services"). The City Council hereby finds that the Services are in addition to those provided in the territory within the CFD prior to the establishment of the CFD and that such Services will not supplant services already available within that territory. A general description of the services to be provided is as follows:

Police Services: includes the estimated and reasonable costs of providing police services, including but not limited to (i) the costs of contracting for police, (ii) the salaries and benefits of City staff, if the City directly provides police services, (iii) the expense related to equipment, apparatus, and supplies related to these services and authorized by the Act, and (iv) City overhead costs associated with providing such services within the City.

Fire Protection Services: includes the estimated and reasonable costs of providing fire protection services, including but not limited to (i) the costs of contracting for fire personnel, (ii) the salaries and benefits of City staff, if the City directly provides fire protection services, (iii) the expense related to equipment, apparatus, and supplies related to these services and authorized by the Act, and (iv) City overhead costs associated with providing such services within the City.

The cost of the Services shall include incidental expenses, including, but not limited to, the costs associated with forming the CFD, determination of the amount of the Special Taxes, collection of the Special Taxes, payment of the Special Taxes, and costs incurred in order to carry out the authorized purposes of the CFD.

All Services shall be provided by the City of Hanford, with its own forces or by contract with third parties, or any combination thereof, to be determined entirely by the City of Hanford.

Nothing in this description of Services or any Resolution of the City Council shall be construed as committing the City or the CFD to provide all of the authorized Services. The provision of Services shall be subject to the successful formation of the CFD and the availability of sufficient proceeds of special taxes within the CFD. The City may annually prioritize, at its discretion, the authorized Services that would be funded and the amount of the special tax proceeds that it will use for each Service.

Section 6. Special Tax. It is hereby further proposed that, except where the City Council, in its sole discretion, determines that funds are otherwise available to pay for the Services, a special tax sufficient to pay for such Services and related incidental expenses authorized by the Act (the "Special Tax" or "Special Taxes"), secured by recordation of a continuing lien against all non-exempt real property in the CFD, will be levied annually within the boundaries of the CFD. Under no circumstances will the Special Tax authorized to be levied within the CFD be increased as a consequence of delinquency or default by the owner of any other parcel or parcels used for private residential purposes and located within the CFD by more than 10 percent. For further particulars as to the rate and method of apportionment of the Special Tax proposed to be levied within the CFD, reference is made to the attached and incorporated Exhibit B, which sets forth in sufficient detail the rate and method of apportionment of the Special Tax among parcels of real property in the CFD (the "Rate and Method") to allow each landowner or resident within the CFD to clearly estimate the maximum amount that such person will have to pay for such Services. The City Council hereby determines the Rate and Method set forth in Exhibit B to be reasonable.

Section 7. The Special Taxes herein authorized, to the extent possible, shall be collected in the same manner as ad valorem property taxes and shall be subject to the same penalties, procedure, sale and lien priority in any case of delinquency as applicable for ad valorem taxes, or shall be collected in such other manner as may be provided by the City Council. Any Special Taxes that

may not be collected on the County tax roll shall be collected through a direct billing procedure by the City's Finance Director or duly appointed officer or agent of the City of Hanford, as appointed by the City Council.

Section 8. Public Hearing. Notice is given that on May 6, 2025, at the hour of 7:00 p.m. (or as soon thereafter as practical), in the regular meeting place of the City Council being the City Council Chambers, located at 400 N. Douty Street, Hanford, CA 93230, a public hearing will be held where this City Council will consider the establishment of the proposed CFD, the extent of the CFD, the furnishing of the Services within the CFD, and the proposed Rate and Method, and all other matters as set forth in this resolution of intention. At the above-mentioned time and place for public hearing any persons interested, including taxpayers, persons registered to vote within the CFD, and property owners, may appear and be heard. The testimony of all interested persons for or against the establishment of the CFD, the extent of the CFD, or the furnishing of the Services will be heard and considered. Any protests may be made orally or in writing. However, any protests pertaining to the regularity or sufficiency of the proceedings shall be in writing and clearly set forth the irregularities and defects to which the objection is made. All written protests shall be filed with the City Clerk of the City Council on or before the time fixed for the public hearing. Written protests may be withdrawn in writing at any time before the conclusion of the public hearing.

Section 9. If a written majority protest against the establishment of the CFD is filed (as determined in accordance with Section 53324 of the Act), the proceedings shall be abandoned. If such majority protest is limited to certain services or portions of the Special Tax, those services or that tax shall be eliminated by the City Council.

Section 10. The public hearing may be continued from time to time, but shall be completed within 30 days, except that if the City Council finds that the complexity of the CFD or the need for public participation requires additional time, the public hearing may be continued from time to time for a period not to exceed 6 months.

Section 11. At the public hearing, the City Council may modify this resolution by eliminating any of the Services, or by changing the method of apportionment of the special tax so as to reduce the maximum special tax for all or a portion of the owners of property within the CFD, or by removing any territory from the CFD. At the conclusion of the public hearing, the City Council may abandon these proceedings or may, after passing upon all protests, determine to proceed with establishing the CFD.

Section 12. Election. If, following the public hearing described in Section 8 above, the City Council determines to establish the CFD and proposes to levy the Special Tax within the CFD, the City Council shall then submit the levy of the Special Taxes to the qualified electors of the CFD. The vote shall be by the landowners of the CFD with each landowner or the authorized representative thereof, having one (1) vote for each acre or portion of an acre of land owned within the CFD.

Section 13. The election shall be conducted by the City Clerk, and shall be held on a date selected by the City Council in conformance with the provisions of Section 53326 of the California Government Code and pursuant to the provisions of the California Elections Code, insofar as they may be applicable. Pursuant to said Section 53326 the ballots for the election shall be distributed

to the qualified electors of the CFD by mail with return postage prepaid or by personal service, and the special election shall be conducted as a mail ballot election.

Section 14. A successful election relating to the Special Tax authorization shall, as applicable, establish the appropriations limit as authorized by Article XIIIB of the California Constitution as it is applicable to the CFD.

Section 15. Notice. Notice of the time and place of the public hearing shall be given by the City Clerk by causing a Notice of Public Hearing to be published in the legally designated newspaper of general circulation, such publication pursuant to Section 6061 of the Government Code, with such publication to be completed at least seven (7) days prior to the date set for the public hearing. In addition, notice of the time and place of said hearing shall also be given by first-class mail to each registered voter and to each landowner within the proposed CFD as prescribed by Section 53322.4 of said Act. Said notice shall be published at least seven (7) days [and mailed at least fifteen (15) days before the date of the hearing,] and shall contain the information required by said Section 53322 of the Act.

Section 16. Exempt Properties. Except as provided in Section 53340.1 of the Act and except for properties that a local agency is a landowner of within the meaning of subdivision (f) of Section 53317 of the Act, pursuant to Section 53340 of the California Government Code, properties of entities of the state, federal, and local governments shall be exempt from the levy of Special Taxes for the financing of the Services of the proposed CFD. Reference is hereby made to the Rate and Method for a description of other properties or entities that are expressly exempted from the levy of the Special Taxes.

Section 17. Necessity. The City Council finds that the proposed Services described in Section 5 hereof are necessary to meet increased demands placed upon the City as a result of new development occurring within the boundaries of the proposed CFD.

Section 18. Annexation of Territory. Other property may be annexed into the CFD pursuant to the provisions of the Act.

Section 19. Public Interest. Pursuant to Section 53329.5(c) of the Act, the City Council finds, in its opinion, the public interest will not be served by allowing property owners in the CFD to enter into a contract pursuant to Section 53329.5(a) of the Act.

Section 20. Advances. The City or CFD may accept advances of funds or work-in-kind from any source, including, but not limited to, private persons or private entities, and is authorized and directed to use such funds or that work-in-kind for any authorized purpose, including, but not limited to, paying any cost incurred by the City in creating the CFD. The City or CFD may enter into an agreement with the person or entity advancing the funds or work-in-kind, to repay all or a portion of the funds advanced, or to reimburse the person or entity for the value, or cost, whichever is less, of the work-in-kind, as determined by the City Council, with or without interest.

Section 21. Reports. A report (the "CFD Report") shall be prepared and presented to the City Council, containing a full and complete description of the public services proposed to be financed from the levy of special taxes, a general cost estimate setting forth costs of providing such services,

and further information regarding the implementation of the rate and method of apportionment of the special tax proposed to be levied. The Report, upon its preparation, shall be submitted to the City Council for review, and the Report shall be made a part of the record of the public hearing.

PASSED, ADOPTED AND APPROVED at a regular meeting of the City Council of the City of Hanford duly called and held on the ___day of _____, 2025, by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

_____
Lou Martinez
MAYOR of the City of Hanford

ATTEST:

_____
Natalie Corral
City Clerk

State of California)
County of Kings) ss
City of Hanford)

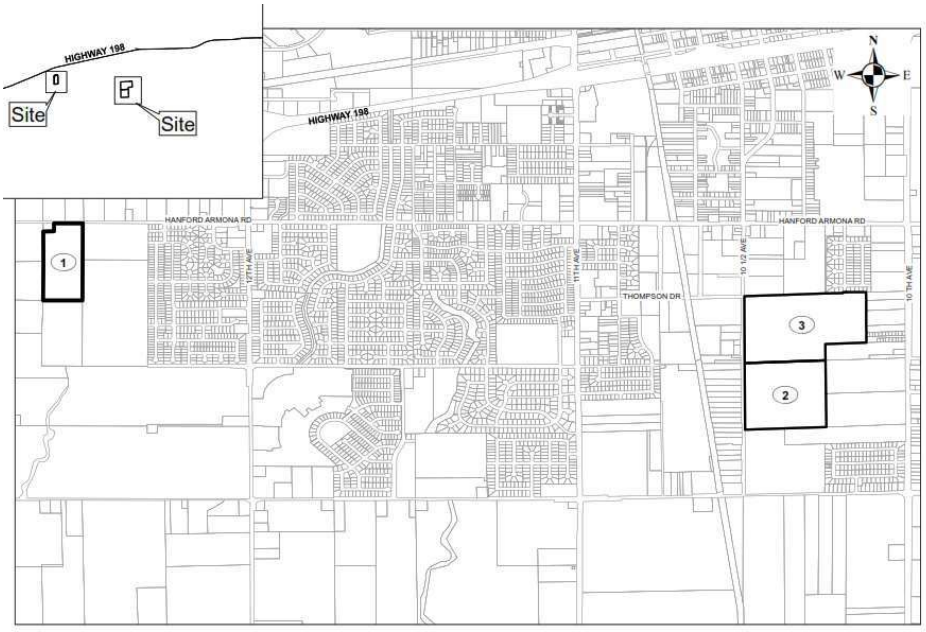
I, Natalie Corral, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the___day of _____, 2025.

Date: _____ City Clerk _____.

EXHIBIT A TO THE RESOLUTION
City of Hanford Community Facilities District No. 2025-1

(Public Safety Services)

Boundary Map



FILED IN THE OFFICE OF THE CITY CLERK THIS _____ DAY OF _____, 20____.

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING PROPOSED BOUNDARIES OF COMMUNITY FACILITIES DISTRICT 2025-1 (PUBLIC SAFETY SERVICES), CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF HANFORD AT A REGULAR MEETING, THEREOF, HELD ON THE _____ DAY OF _____, 20____, BY ITS RESOLUTION NO. _____.

_____
CITY CLERK
CITY OF HANFORD

FILED THIS _____ DAY OF _____, 20____, AT THE HOUR OF _____ O'CLOCK _____M. IN BOOK _____ PAGE(S) _____ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICT AND INSTRUMENT NO. _____ IN THE OFFICE OF THE COUNTY RECORDER IN THE COUNTY OF KINGS, STATE OF CALIFORNIA.

KRISTINE LEE, ASSESSOR/CLERK/RECORDER

_____
BY DEPUTY
COUNTY RECORDER
COUNTY OF KINGS
STATE OF CALIFORNIA

THE LINES AND DIMENSIONS OF EACH LOT OR PARCEL SHOWN ON THIS DIAGRAM SHALL BE THOSE LINES AND DIMENSIONS AS SHOWN ON THE KINGS COUNTY ASSESSOR'S MAPS FOR THOSE PARCELS LISTED.

THE KINGS COUNTY ASSESSOR'S MAP SHALL GOVERN FOR ALL DETAIL CONCERNING THE LINES AND DIMENSIONS OF SUCH LOTS OR PARCELS.

MAP REFERENCE NUMBER	ASSESSOR'S PARCEL NUMBER
1	011-040-007-000
2	011-440-014-000
3	011-440-015-000

Legend

PROPOSED CFD BOUNDARY

① Map Reference Number

EXHIBIT B TO THE RESOLUTION

City of Hanford Community Facilities District No. 2025-1
(Public Safety Services)
Rate and Method of Apportionment

A Special Tax of City of Hanford Community Facilities District No. 2025-1 (Public Safety Services) ("CFD") shall be levied on all Assessor's Parcels within the CFD and collected each Fiscal Year commencing in Fiscal Year 2025/26 in an amount determined by the Special Tax Administrator through the application of the rate and method of apportionment of the Special Tax set forth below. All of the real property in the CFD, unless exempted by law or by the provisions hereof, shall be taxed for the purposes, to the extent and in the manner herein provided.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Act" means the Mello-Roos Community Facilities Act of 1982, being Chapter 2.5, Part 1, Division 2 of Title 5 of the Government Code of the State of California, as amended.

"Administrative Expenses" means the following actual or reasonably estimated costs incurred by the City as administrator of the CFD, provided that such costs are directly related to administration of the CFD;costs to determine, levy and collect the Special Taxes, including an allocable share of the salaries and benefits of City employees, the fees of consultants, and legal counsel; the costs of collecting installments of the Special Taxes upon the general tax rolls, including any charges levied by County departments; and the preparation of required reports and any other costs required to administer the CFD in accordance with the Act, as determined by the City.

"Annual Escalation Factor" means the greater of (i) four percent (4%) or (ii) the annual percentage increase in the Consumer Price Index for All Urban Consumers for San Francisco-Oakland-San Jose Area as determined by the Bureau of Labor Statistics. If said index is discontinued, then an alternative index may be used as determined by the Special Tax Administrator.

"Assessor's Parcel" means a Lot or parcel of land shown on an Assessor's Parcel Map with a parcel number assigned by the Assessor of the County that corresponds to a number shown on the County Assessor's roll.

“Assessor's Parcel Map” means an official map of the Assessor of the County designating parcels by Assessor's Parcel number.

“Attached Residential” means an Assessor’s Parcel of Developed Property, within the CFD for which a Building Permit has been issued for purposes of constructing a residential structure or structures sharing common walls and/or common spaces, qualified as Attached Residential at the City’s discretion, consisting of two or more Dwelling Units, including, but not limited to duplexes, triplexes, and apartment units, as of June 30th preceding the Fiscal Year in which the Special Tax is being levied.

“Base Year” means Fiscal Year 2025/26.

“Building Permit” means a permit issued for new construction of a residential or non-residential structure following the formation of the CFD. For purposes of this definition, “Building Permit” shall not include permits issued solely for grading, utility improvements, or other such improvements that are constructed and installed and are not intended for human occupancy.

“CFD” means City of Hanford Community Facilities District No. 2025-1 (Public Safety Services).

“City” means the City of Hanford.

“City Clerk” means the City Clerk for the City or his or her designee.

"Commercial Property" means, in any Fiscal Year, all Developed Property for which a Building Permit was issued on or prior to June 30th preceding the Fiscal Year in which the Special Tax is being levied for a commercial establishment which includes, but is not limited to, retail stores, clothing stores, book stores, drug stores, professional services (i.e., barber shops, dry cleaners), non-warehouse public storage facilities, restaurants, supermarkets, hospitals, movie theaters, appliance and electronic stores, home supply stores, auto parts stores, and other businesses providing such products and services. The City shall make the determination as to whether a Parcel is Commercial Property.

“Council” means the City Council of the City, acting as the legislative body of the CFD.

“County” means the County of Kings, California.

“Detached Residential” means an Assessors’ Parcel of Developed Property within the CFD, for which a Building Permit has been issued for purposes of constructing a residential structure consisting of one single-family detached Dwelling Unit, including Mobile Homes, as of June 30th preceding the Fiscal Year in which the Special Tax is being levied.

“Developed Property” means, for Detached Residential, Attached Residential, an Assessor’s Parcel within the CFD for which a Building Permit was issued on or prior to June 30th preceding the Fiscal Year in which the Special Tax is being levied, based on the number of Dwelling Units or Building Square Footage, as applicable, per City or County records for that Assessor’s Parcel.

“Dwelling Unit” means each separate residential unit that comprises an independent facility capable of conveyance or rental separate from adjacent residential units, in which a person or persons may live, which comprises an independent facility and is not considered to be for non-residential use only, and as defined in the City of Hanford's Municipal Code.

“Exempt Property” means for each Fiscal Year, an Assessor's Parcel within the CFD not subject to the Special Tax. Exempt Property includes: (i) Public Property, (ii) Property Owner Association Property, (iii) Assessor’s Parcels with public or utility easements making impractical their utilization for other than the purposes set forth in the easement such as railroad parcels, roads and landscape lots, (iv) Undeveloped Property (v) property reasonably designated by the City or Special Tax Administrator as Exempt Property due to deed restrictions, conservation easement, or similar factors that may make development of such property impractical for human occupancy, and (vi) Welfare Exemption Property.

“Final Map” means an Assessor’s Parcel Map, a Final Subdivision Map, parcel map, condominium plan, or any other map functionally considered to be an equivalent development map that has been recorded in the Office of the County Recorder.

“Fire Protection Services Requirement” means for any Fiscal Year in which the Special Taxes are levied, the amount equal to the budgeted costs for providing fire protection services, including but not limited to (i) the costs of contracting for fire personnel, (ii) the salaries and benefits of City staff, if the City directly provides fire protection services, (iii) the expense related to equipment, apparatus, and supplies related to these services and authorized by the Act, and (iv) City overhead costs associated with providing such services within the CFD.

“Fiscal Year” means the period starting July 1 and ending on the following June 30.

"Industrial Property" means, in any Fiscal Year, all Developed Property for which a Building Permit was issued on or prior to June 30th preceding the Fiscal Year in which the Special Tax is being levied for construction of an industrial, manufacturing, or warehousing structure. The City shall make the determination as to whether a Parcel is Industrial Property.

"Institutional Property" means, in any Fiscal Year, all Developed Property for which a Building Permit was issued on or prior to June 30th preceding the Fiscal Year in which the Special Tax is being levied for construction of an institutional property, including but not limited to private schools, educational centers, child daycares, convalescent centers, hospice care centers, and

property used for religious purposes. The City shall make the determination as to whether a Parcel is Institutional Property.

"Land Use Class" means any of the classes listed in Table 1 and defined herein.

"Lot" means an individual legal lot created by an Assessor's Parcel Map or Final Map.

"Maximum Special Tax" means the maximum Special Tax, determined in accordance with Section C below, that can be levied by the CFD in any Fiscal Year on any Assessor's Parcel.

"Mixed-use" means a combination of residential land use and other designated land use.

"Mobile Home" means a vehicle designed and equipped for human habitation as defined by the California Health & Safety Code § 18008.

"Police Services Requirement" means, for any Fiscal Year in which the Special Taxes are levied, the amount equal to the budgeted costs for providing police services within, or associated with the CFD, including but not limited to (i) the costs of contracting for police, (ii) the salaries and benefits of City staff, if the City directly provides police services, (iii) the expense related to equipment, apparatus, and supplies related to these services and authorized by the Act, and (iv) City overhead costs associated with providing such services within the CFD.

"Property Owner Association Property" means, for each Fiscal Year, any property within the CFD that is owned by, or irrevocably dedicated as indicated in an instrument recorded with the County Recorder, to a property owner association, including any master or sub-association, which consists of property owned in common by owners of surrounding properties and it is intended for use for community purposes.

"Proportionately" means, for Developed Property, that the ratio of the actual Special Tax levied per Assessor's Parcel of Developed Property to the Maximum Special Tax per Assessor's Parcel of Developed Property is equal for all Assessor's Parcels of Developed Property. "Proportionately" means, for Undeveloped Property, that the ratio of the actual Special Tax levied per Assessor's Parcel of Undeveloped Property to the Maximum Special Tax per Assessor's Parcel of Undeveloped Property is equal for all Assessor's Parcels of Undeveloped Property.

"Public Property" means, in any Fiscal Year: (i) all Parcels within the boundaries of the CFD that are owned by or irrevocably offered for dedication to the federal government, the State of California, the City or any other public agency; provided, however, that Taxable City Property shall not be categorized as Public Property, and any property leased by a public agency to a private entity and subject to taxation under Section 53340.1 of the Act (as such section may be amended or replaced) shall be taxed and classified in accordance with its use; and (ii) all Parcels within the boundaries of the CFD that are encumbered by an unmanned utility easement making impractical its utilization for other than the purpose set forth in the easement.

"Reserve Fund" means a fund that shall be created and maintained for the CFD for each Fiscal Year to provide necessary cash flow to cover maintenance and operational cost overruns, and delinquencies in the payment of Special Taxes.

"Special Tax" means the Special Tax to be levied in each Fiscal Year on each Assessor's Parcel of Taxable Property to fund the Special Tax Requirement, and shall include Special Taxes levied or to be levied under Sections C and D, below.

"Special Tax Administrator" means an official of the City, or designee thereof, responsible for determining the Special Tax Requirement and providing for the levy and collection of the Special Taxes.

"Special Tax Requirement" means the sum of (i) Police Services Requirement, (ii) Fire Protection Services Requirement (iii) Administrative Expenses of the CFD, and (iv) and any amounts required to establish or replenish a Reserve Fund for that Fiscal Year.

"State" means the State of California.

"Taxable Property" means all Assessor's Parcels of Developed Property and Undeveloped Property within the CFD that are not Exempt from the Special Tax pursuant to law or as defined herein.

"Undeveloped Property" means, for each Fiscal Year, an Assessor's Parcel within the CFD for which a Building Permit has not been issued on or prior to June 30th preceding the Fiscal Year in which the Special Tax is being levied and is not classified as Exempt Property.

"Welfare Exemption Property" means, in any Fiscal Year, any Parcels that have received a welfare exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code and for which such welfare exemption is still in place.

B. ASSIGNMENT TO LAND USE CATEGORIES

For each Fiscal Year, commencing with Fiscal Year 2025/26, using the definitions above, each Assessor's Parcel within the CFD shall be classified as Taxable Property or Exempt Property. In addition, each Fiscal Year, beginning with Fiscal Year 2025/26, Taxable Property shall be further classified as Attached Residential, Detached Residential, Commercial Property, Industrial Property, Institutional Property, or Mixed-use Property.

C. MAXIMUM SPECIAL TAX RATE

1. *Developed Property*

Table 1
Maximum Special Tax for Developed Property
Community Facilities District No. 2025-1 (Public Safety Services)
Fiscal Year 2025/26

Land Use Class	Description	Maximum Special Tax
1	Detached Residential	$164 per Dwelling Unit
2	Attached Residential	$107 per Dwelling Unit
3	Commercial Property	$0.148 per square foot of Non-Residential Floor Area
4	Industrial	$0.191 per square foot of Non-Residential Floor Area
5	Institutional	$0.106 per square foot of Non-Residential Floor Area
6	Mixed-Use Property	Sum of Maximum Special Tax for each applicable Land Use Class

For each Fiscal Year following the Base Year, the Maximum Special Tax rates in Table 1 shall be increased by the Annual Escalation Factor. Additional Land Use Classes, and the corresponding Maximum Special Tax of each new Land Use Class, may be added to Table 1 as a result of future annexations or if future annexations involve a new Land Use Class.

2. ***Exempt Property***

No Special Tax shall be levied on Exempt Property as defined in Section A.

For each Fiscal Year, if the use or ownership of an Assessor's Parcel of Exempt Property changes so that such Assessor's Parcel is no longer classified as one of the uses set forth in Section A, therefore making such Assessor's Parcel no longer eligible to be classified as Exempt Property, such Assessor's Parcel shall be deemed to be Taxable Property and shall be taxed pursuant to the provisions of Section C.1. and the definitions herein.

D. METHOD OF APPORTIONMENT OF THE SPECIAL TAX

Commencing with Fiscal Year 2025/26, and for each subsequent Fiscal Year, the Special Tax Administrator shall calculate the Special Tax Requirement based on the definitions in Section A and levy the Special Tax as follows until the amount of the Special Tax levied equals the Special Tax Requirement:

The Special Tax shall be Proportionately levied each Fiscal Year on each Assessor's Parcel of Developed Property up to 100% of the applicable Maximum Special Tax. The applicable Maximum Special Tax shall be based on the Developed Property's classification as Detached Residential, Attached Residential, Commercial Property, Industrial Property, Institutional Property, or Mixed-use Property.

E. APPEALS

Any property owner who pays the Special Tax and believes that the amount of the Special Tax levied on their Assessor's Parcel is in error shall first consult with the Special Tax Administrator regarding such error. If following such consultation, the Special Tax Administrator determines that an error has occurred, the Special Tax Administrator may amend the amount of the Special Tax levied on such Assessor's Parcel. If following such consultation and action, if any, the landowner believes such error still exists, such person may file a written notice with the City Clerk of the City appealing the amount of the Special Tax levied on such Assessor's Parcel. Upon the receipt of any such written notice, the City Clerk shall forward a copy of such notice to the City Finance Director, who shall either (1) refer the matter to the City's existing hearing board or officer for administrative appeals; or (2) establish as part of the proceedings and administration of the CFD, a special three-member Review/Appeal Committee. The Review/Appeal Committee may establish such procedures, as it deems necessary to undertake the review of any such appeal. The hearing board or officer or Review/Appeal Committee shall interpret this Rate and Method of Apportionment and make determinations relative to the annual administration of the Special Tax and any property owner appeals, as herein specified. The decision of the hearing board or Review/Appeal Committee shall be final and binding to all persons.

F. MANNER OF COLLECTION

Special Taxes levied pursuant to Section D above shall be collected in the same manner and at the same time as ordinary ad valorem property taxes, provided however that (i) the CFD may directly bill the Special Tax, and (ii) the CFD may collect Special Taxes at a different time or in a different manner if necessary to meet the financial obligations of the CFD or as otherwise determined appropriate by the City Council.

G. TERM OF SPECIAL TAX

Taxable Property in the CFD shall remain subject to the Special Tax in perpetuity or until the City Council takes appropriate actions to terminate the Special Tax pursuant to the Act.

RESOLUTION NO. 2025-11-R

A RESOLUTION OF THE CITY COUNCIL OF HANFORD DECLARING ITS INTENTION TO ESTABLISH CITY OF HANFORD COMMUNITY FACILITIES DISTRICT NO. 2025-2 (PUBLIC MAINTENANCE SERVICES) AND TO AUTHORIZE THE LEVY OF A SPECIAL TAX THEREIN TO FINANCE CERTAIN MAINTENANCE SERVICES

At a regular meeting of the City Council of the City of Hanford duly called and held on March 18, 2025, at 7:00 pm in the Council Chambers of the Civic Auditorium, it was moved by council member_____, and seconded by Council Member_____, and duly carried, that the following resolution be adopted.

WHEREAS, the CITY COUNCIL of the CITY OF HANFORD, CALIFORNIA (the "City Council"), has determined that it is necessary and desirable to create a community facilities district pursuant to the terms and provisions of the "Mello-Roos Community Facilities Act of 1982", being Chapter 2.5, Part 1, Division 2, Title 5 of the Government Code of the State of California (the "Act"), as amended, for the purpose of financing landscaping and lighting maintenance, park maintenance, drainage maintenance and street maintenance; and

WHEREAS, the Act authorizes the City Council to establish a community facilities district and to levy special taxes within the community facilities district; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hanford as follows:

Section 1. Recitals. The above recitals are all true and correct.

Section 2. Initiation of Proceedings. The City Council hereby declares its intention to conduct proceedings for the formation of a community facilities district pursuant to the provisions of the Act.

Section 3. Name of CFD. The proposed community facilities district shall be known and designated as "City of Hanford Community Facilities District No. 2025-2 (Public Maintenance Services)" (the "CFD")

Section 4. Boundaries of CFD. A description of the exterior boundaries of the territory proposed for inclusion in the CFD, including properties and parcels of land proposed to be subject to the levy of a special tax by the CFD, is as shown on the boundary map designated as "PROPOSED BOUNDARIES OF COMMUNITY FACILITIES DISTRICT NO. 2025-2 (PUBLIC MAINTENANCE SERVICES)," which is on file in the office of the City Clerk and is attached hereto as Exhibit A and hereby incorporated by reference.

Section 5. Description of Services. It is the intention of this City Council to finance certain services described below (the "Services"). The City Council hereby finds that the Services are in addition to those provided in the territory within the CFD prior to the establishment of the CFD and that such Services will not supplant services already available within that territory. A general description of the services to be provided is as follows:

Landscaping and Lighting Maintenance: includes the labor, material, administration, personnel, equipment and utilities (i.e., water and power) necessary to maintain public landscaping and lighting improvements for, within, or associated with the CFD, including trees, turf, ground cover, shrubs, weed removal, irrigation systems, sidewalk, drainage facilities, lighting, signs, monuments, graffiti removal, walkways, and associated appurtenant facilities located within, or associated with, the CFD.

Park Maintenance: includes the estimated and reasonable costs of providing public park maintenance for, within, or associated with the City or the CFD, including but not limited to (i) the costs of contracting for park maintenance services, including trees, plant material, restrooms, irrigation systems, sidewalks, drainage facilities, weed control, lighting, and parking lot maintenance, (ii) the salaries and benefits of City staff, including maintenance staff, that directly provide park maintenance services, (iii) the expense related to equipment, apparatus, and supplies related to these services and authorized by the Act, (iv) utility costs such as water, sewer, lighting and power and (v) City overhead costs associated with providing such services.

Drainage Maintenance: includes the labor, material, testing, reporting, remediation, permitting, general administration, personnel, equipment and utilities necessary to maintain public drainage improvements for, within, or associated with the CFD, including drain inlets, filters, detention basin, storm drain pipeline, and associated appurtenant facilities located within, or associated with, the CFD.

Street Maintenance: includes the labor, material, administration, personnel, equipment and utilities necessary to maintain public streets, streetlights and associated appurtenant facilities for, within, or associated with the City or the CFD, including City overhead costs associated with providing such services within the CFD.

The cost of the Services shall include incidental expenses, including, but not limited to, the costs associated with forming the CFD, determination of the amount of the Special Taxes, collection of the Special Taxes, payment of the Special Taxes, and costs incurred in order to carry out the authorized purposes of the CFD.

All Services shall be provided by the City of Hanford, with its own forces or by contract with third parties, or any combination thereof, to be determined entirely by the City of Hanford.

Nothing in this description of Services or any Resolution of the City Council shall be construed as committing the City or the CFD to provide all of the authorized Services. The provision of Services shall be subject to the successful formation of the CFD and the availability of sufficient proceeds of special taxes within the CFD.

Section 6. Special Tax. It is hereby further proposed that, except where the City Council, in its sole discretion, determines that funds are otherwise available to pay for the Services, a special tax sufficient to pay for such Services and related

incidental expenses authorized by the Act (the "Special Tax" or "Special Taxes"), secured by recordation of a continuing lien against all non-exempt real property in the CFD, will be levied annually within the boundaries of the CFD. Under no circumstances will the Special Tax authorized to be levied within the CFD be increased as a consequence of delinquency or default by the owner of any other parcel or parcels used for private residential purposes and located within the CFD by more than 10 percent. For further particulars as to the rate and method of apportionment of the Special Tax proposed to be levied within the CFD, reference is made to the attached and incorporated Exhibit B, which sets forth in sufficient detail the rate and method of apportionment of the Special Tax among parcels of real property in the CFD (the "Rate and Method") to allow each landowner or resident within the CFD to clearly estimate the maximum amount that such person will have to pay for such Services. The City Council hereby determines the Rate and Method set forth in Exhibit B to be reasonable.

Section 7. The Special Taxes herein authorized, to the extent possible, shall be collected in the same manner as ad valorem property taxes and shall be subject to the same penalties, procedure, sale and lien priority in any case of delinquency as applicable for ad valorem taxes, or shall be collected in such other manner as may be provided by the City Council. Any Special Taxes that may not be collected on the County tax roll shall be collected through a direct billing procedure by the City's Finance Director or duly appointed officer or agent of the City of Hanford, as appointed by the City Council.

Section 8. Public Hearing. Notice is given that on May 6, 2025 at the hour of 7:00 p.m. (or as soon thereafter as practical), in the regular meeting place of the City Council being the City Council Chambers, located at 400 N. Douty Street, Hanford, CA 93230, a public hearing will be held where this City Council will consider the establishment of the proposed CFD, the extent of the CFD, the furnishing of the Services within the CFD, and the proposed Rate and Method, and all other matters as set forth in this resolution of intention. At the above-mentioned time and place for public hearing any persons interested, including taxpayers, persons registered to vote within the CFD, and property owners, may appear and be heard. The testimony of all interested persons for or against the establishment of the CFD, the extent of the CFD, or the furnishing of the Services will be heard and considered. Any protests may be made orally or in writing. However, any protests pertaining to the regularity or sufficiency of the proceedings shall be in writing and clearly set forth the irregularities and defects to which the objection is made. All written protests shall be filed with the City Clerk of the City Council on or before the time fixed for the public hearing. Written protests may be withdrawn in writing at any time before the conclusion of the public hearing.

Section 9. If a written majority protest against the establishment of the CFD is filed (as determined in accordance with Section 53324 of the Act), the proceedings shall be abandoned. If such majority protest is limited to certain services or portions of the Special Tax, those services or that tax shall be eliminated by the City Council.

Section 10. The public hearing may be continued from time to time, but shall be completed within 30 days, except that if the City Council finds that the complexity of the CFD or the need for public participation requires additional time, the public hearing may be continued from time to time for a period not to exceed 6 months.

Section 11. At the public hearing, the City Council may modify this resolution by eliminating any of the Services, or by changing the method of apportionment of the special tax so as to reduce the maximum special tax for all or a portion of the owners of property within the CFD, or by removing any territory from the CFD. At the conclusion of the public hearing, the City Council may abandon these proceedings or may, after passing upon all protests, determine to proceed with establishing the CFD.

Section 12. Election. If, following the public hearing described in Section 8 above, the City Council determines to establish the CFD and proposes to levy the Special Tax within the CFD, the City Council shall then submit the levy of the Special Taxes to the qualified electors of the CFD. The vote shall be by the landowners of the CFD with each landowner or the authorized representative thereof, having one (1) vote for each acre or portion of an acre of land owned within the CFD.

Section 13. The election shall be conducted by the City Clerk, and shall be held on a date selected by the City Council in conformance with the provisions of Section 53326 of the California Government Code and pursuant to the provisions of the California Elections Code, insofar as they may be applicable. Pursuant to said Section 53326 the ballots for the election shall be distributed to the qualified electors of the CFD by mail with return postage prepaid or by personal service, and the special election shall be conducted as a mail ballot election.

Section 14. A successful election relating to the Special Tax authorization shall, as applicable, establish the appropriations limit as authorized by Article XIIIB of the California Constitution as it is applicable to the CFD.

Section 15. Notice. Notice of the time and place of the public hearing shall be given by the City Clerk by causing a Notice of Public Hearing to be published in the legally designated newspaper of general circulation, such publication pursuant to Section 6061 of the Government Code, with such publication to be completed at least seven (7) days prior to the date set for the public hearing. In addition, notice of the time and place of said hearing shall also be given by first-class mail to each registered voter and to each landowner within the proposed CFD as prescribed by Section 53322.4 of said Act. Said notice shall be published at least seven (7) days [and mailed at least fifteen (15) days before the date of the hearing,] and shall contain the information required by said Section 53322 of the Act.

Section 16. Exempt Properties. Except as provided in Section 53340.1 of the Act and except for properties that a local agency is a landowner of within the meaning of subdivision (f) of Section 53317 of the Act, pursuant to Section 53340 of the California Government Code, properties of entities of the state, federal, and local governments shall be exempt from the levy of Special Taxes for the financing of the Services of the proposed CFD. Reference is hereby made to the Rate and Method for a description of other properties or entities that are expressly exempted from the levy of the Special Taxes.

Section 17. Necessity. The City Council finds that the proposed Services described in Section 5 hereof are necessary to meet increased demands placed upon the City as a result of new development occurring within the boundaries of the proposed CFD.

Section 18. Annexation of Territory. Other property may be annexed into the CFD pursuant to the provisions of the Act.

Section 19. Public Interest. Pursuant to Section 53329.5(c) of the Act, the City Council finds, in its opinion, the public interest will not be served by allowing property owners in the CFD to enter into a contract pursuant to Section 53329.5(a) of the Act.

Section 20. Advances. The City or CFD may accept advances of funds or work-in-kind from any source, including, but not limited to, private persons or private entities, and is authorized and directed to use such funds or that work-in-kind for any authorized purpose, including, but not limited to, paying any cost incurred by the City in creating the CFD. The City or CFD may enter into an agreement with the person or entity advancing the funds or work-in-kind, to repay all or a portion of the funds advanced, or to reimburse the person or entity for the value, or cost, whichever is less, of the work-in-kind, as determined by the City Council, with or without interest.

Section 21. Reports. A report (the "CFD Report") shall be prepared and presented to the City Council, containing a full and complete description of the public services proposed to be financed from the levy of special taxes, a general cost estimate setting forth costs of providing such services, and further information regarding the implementation of the rate and method of apportionment of the special tax proposed to be levied. The Report, upon its preparation, shall be submitted to the City Council for review, and the Report shall be made a part of the record of the public hearing.

PASSED, ADOPTED AND APPROVED at a regular meeting of the City Council of the City of Hanford duly called and held on the ___day of _____, 2025, by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

_____
Lou Martinez
MAYOR of the City of Hanford

ATTEST:

_____
Natalie Corral
City Clerk

State of California)
County of Kings) ss
City of Hanford)

I, Natalie Corral, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the____day of _____, 2025.

Date: _____ City Clerk _____.

EXHIBIT A TO THE RESOLUTION
City of Hanford Community Facilities District No. 2025-2

(Public Maintenance Services)

Boundary Map

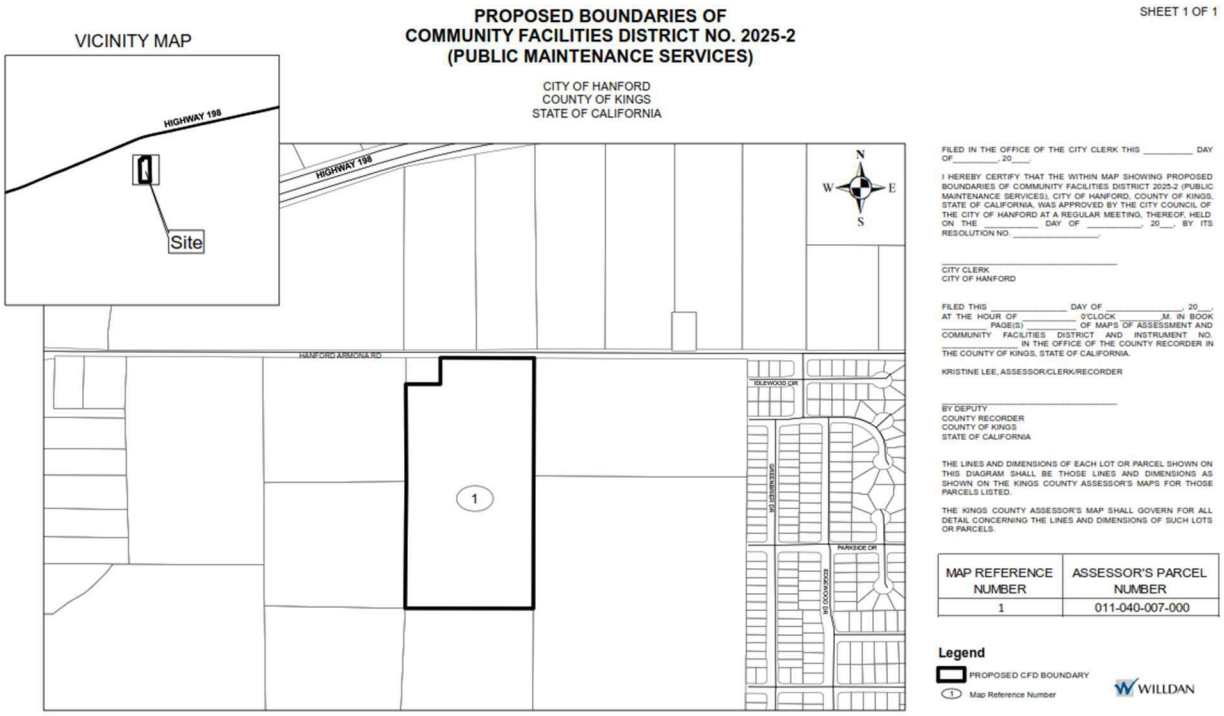


EXHIBIT B TO THE RESOLUTION

City of Hanford Community Facilities District No. 2025-2
(Public Maintenance Services)
Rate and Method of Apportionment

A Special Tax of City of Hanford Community Facilities District No. 2025-2 (Public Maintenance Services) ("CFD") shall be levied on all Assessor's Parcels within the CFD and collected each Fiscal Year commencing in Fiscal Year 2025/26 in an amount determined by the Special Tax Administrator through the application of the rate and method of apportionment of the Special Tax set forth below. All of the real property in the CFD, unless exempted by law or by the provisions hereof, shall be taxed for the purposes, to the extent and in the manner herein provided.

A. DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Act" means the Mello-Roos Community Facilities Act of 1982, being Chapter 2.5, Part 1, Division 2 of Title 5 of the Government Code of the State of California, as amended.

"Administrative Expenses" means the following actual or reasonably estimated costs incurred by the City as administrator of the CFD, provided that such costs are directly related to administration of the CFD: costs to determine, levy and collect the Special Taxes, including an allocable share of the salaries and benefits of City employees, the fees of consultants, and legal counsel; the costs of collecting installments of the Special Taxes upon the general tax rolls, including any charges levied by County departments; and the preparation of required reports and any other costs required to administer the CFD in accordance with the Act, as determined by the City.

"Annual Escalation Factor" means the greater of (i) four percent (4%) or (ii) the annual percentage increase in the Consumer Price Index for All Urban Consumers for San Francisco-Oakland-San Jose Area as determined by the Bureau of Labor Statistics. If said index is discontinued, then an alternative index may be used as determined by the Special Tax Administrator.

"Assessor's Parcel" means a Lot or parcel of land shown on an Assessor's Parcel Map with a parcel number assigned by the Assessor of the County that corresponds to a number shown on the County Assessor's roll.

"Assessor's Parcel Map" means an official map of the Assessor of the County designating parcels by Assessor's Parcel number.

"Attached Residential" means an Assessor's Parcel of Developed Property, within the CFD for which a Building Permit has been issued for purposes of constructing a residential structure or structures sharing common walls and/or common spaces, qualified as Attached Residential at the City's discretion, consisting of two or more Dwelling Units, including, but not limited to duplexes, triplexes, and apartment units, as of June 30th preceding the Fiscal Year in which the Special Tax is being levied.

"Base Year" means Fiscal Year 2025/26.

"Building Permit" means a permit issued for new construction of a residential or non-residential structure following the formation of the CFD. For purposes of this definition, "Building Permit" shall not include permits issued solely for grading, utility improvements, or other such improvements that are constructed and installed and are not intended for human occupancy.

"CFD" means City of Hanford Community Facilities District No. 2025-2 (Public Maintenance Services).

"City" means the City of Hanford.

"City Clerk" means the City Clerk for the City or his or her designee.

"Commercial Property" means, in any Fiscal Year, all Developed Property for which a Building Permit was issued on or prior to June 30th preceding the Fiscal Year in which the Special Tax is being levied for a commercial establishment which includes, but is not limited to, retail stores, clothing stores, book stores, drug stores, professional services (i.e., barber shops, dry cleaners), non-warehouse public storage facilities, restaurants, supermarkets, hospitals, movie theaters, appliance and electronic stores, home supply stores, auto parts stores, and other businesses providing such products and services. The City shall make the determination as to whether a Parcel is Commercial Property.

"Council" means the City Council of the City, acting as the legislative body of the CFD.

"County" means the County of Kings, California.

"Detached Residential" means an Assessors' Parcel of Developed Property within the CFD, for which a Building Permit has been issued for purposes of constructing a residential structure consisting of one single-family detached Dwelling Unit, including Mobile Homes, as of June 30th preceding the Fiscal Year in which the Special Tax is being levied.

"Developed Property" means, for Detached Residential, Attached Residential, an Assessor's Parcel within the CFD for which a Building Permit was issued on or prior to June 30th preceding the Fiscal Year in which the Special Tax is being levied, based on the number of Dwelling Units or Building Square Footage, as applicable, per City or County records for that Assessor's Parcel.

"Drainage Maintenance Requirement" means for any Fiscal Year in which the Special Taxes are levied, the amount equal to the budgeted costs for providing the labor, material, testing, reporting, remediation, permitting, general administration, personnel, equipment and utilities necessary to maintain public drainage improvements for, within, or associated with the CFD, including drain inlets, filters, detention basin, storm drain pipeline, and associated appurtenant facilities located within, or associated with, the CFD.

"Dwelling Unit" means each separate residential unit that comprises an independent facility capable of conveyance or rental separate from adjacent residential units, in which a person or persons may live, which comprises an independent facility and is not considered to be for non-residential use only, and as defined in the City of Hanford's Municipal Code.

"Exempt Property" means for each Fiscal Year, an Assessor's Parcel within the CFD not subject to the Special Tax. Exempt Property includes: (i) Public Property, (ii) Property Owner Association Property, (iii) Assessor's Parcels with public or utility easements making impractical their utilization for other than the purposes set forth in the easement such as railroad parcels, roads and landscape lots, (iv) property reasonably designated by the City or Special Tax Administrator as Exempt Property due to deed restrictions, conservation easement, or similar factors that may make development of such property impractical for human occupancy, and (v) Welfare Exemption Property.

"Final Map" means an Assessor's Parcel Map, a Final Subdivision Map, parcel map, condominium plan, or any other map functionally considered to be an equivalent development map that has been recorded in the Office of the County Recorder.

"Fiscal Year" means the period starting July 1 and ending on the following June 30.

"Industrial Property" means, in any Fiscal Year, all Developed Property for which a Building Permit was issued on or prior to June 30th preceding the Fiscal Year in which the Special Tax is being levied for construction of an industrial, manufacturing, or warehousing structure. The City shall make the determination as to whether a Parcel is Industrial Property.

"Institutional Property" means, in any Fiscal Year, all Developed Property for which a Building Permit was issued on or prior to June 30th preceding the Fiscal Year in which the Special Tax is being levied for construction of an institutional property, including but not limited to private schools, educational centers, child daycares, convalescent centers, hospice care centers, and

property used for religious purposes. The City shall make the determination as to whether a Parcel is Institutional Property.

"Landscaping and Lighting Maintenance Requirement" means for any Fiscal Year in which the Special Taxes are levied, the amount equal to the budgeted costs for providing landscaping and lighting maintenance within, or associated with the CFD, including the labor, material, administration, personnel, equipment and utilities (i.e., water and power) necessary to maintain public landscaping and lighting improvements for, within, or associated with the CFD, including trees, turf, ground cover, shrubs, weed removal, irrigation systems, sidewalk, drainage facilities, lighting, signs, monuments, graffiti removal, walkways, and associated appurtenant facilities located within, or associated with, the CFD.

"Land Use Class" means any of the classes listed in Table 1 and defined herein.

"Lot" means an individual legal lot created by an Assessor's Parcel Map or Final Map.

"Maximum Special Tax" means the maximum Special Tax, determined in accordance with Section C below, that can be levied by the CFD in any Fiscal Year on any Assessor's Parcel.

"Mobile Home" means a vehicle designed and equipped for human habitation as defined by the California Health & Safety Code § 18008.

"Park" means a public park, open space, trail, dog park dedicated to and/or managed by the City of Hanford.

"Park Maintenance Requirement" means, for any Fiscal Year in which the Special Taxes are levied, the amount equal to the budgeted costs for providing park maintenance services within, or associated with the City or the CFD, including but not limited to (i) the costs of contracting for park maintenance services, including trees, plant material, restrooms, irrigation systems, sidewalks, drainage facilities, weed control, lighting, and parking lot maintenance, (ii) the salaries and benefits of City staff, including maintenance staff, that directly provide park maintenance services, (iii) the expense related to equipment, apparatus, and supplies related to these services and authorized by the Act, (iv) utility costs such as water, sewer, lighting and power and (v) City overhead costs associated with providing such services.

"Property Owner Association Property" means, for each Fiscal Year, any property within the CFD that is owned by, or irrevocably dedicated as indicated in an instrument recorded with the County Recorder, to a property owner association, including any master or sub-association, which consists of property owned in common by owners of surrounding properties and it is intended for use for community purposes.

"Proportionately" means, for Developed Property, that the ratio of the actual Special Tax levied per Assessor's Parcel of Developed Property to the Maximum Special Tax per Assessor's Parcel

of Developed Property is equal for all Assessor's Parcels of Developed Property. "Proportionately" means, for Undeveloped Property, that the ratio of the actual Special Tax levied per Assessor's Parcel of Undeveloped Property to the Maximum Special Tax per Assessor's Parcel of Undeveloped Property is equal for all Assessor's Parcels of Undeveloped Property.

"Public Property" means, in any Fiscal Year: (i) all Parcels within the boundaries of the CFD that are owned by or irrevocably offered for dedication to the federal government, the State of California, the City or any other public agency; provided, however, that Taxable City Property shall not be categorized as Public Property, and any property leased by a public agency to a private entity and subject to taxation under Section 53340.1 of the Act (as such section may be amended or replaced) shall be taxed and classified in accordance with its use; and (ii) all Parcels within the boundaries of the CFD that are encumbered by an unmanned utility easement making impractical its utilization for other than the purpose set forth in the easement.

"Reserve Fund" means a fund that shall be created and maintained for the CFD for each Fiscal Year to provide necessary cash flow to cover maintenance and operational cost overruns, and delinquencies in the payment of Special Taxes.

"Special Tax" means the Special Tax to be levied in each Fiscal Year on each Assessor's Parcel of Taxable Property to fund the Special Tax Requirement, and shall include Special Taxes levied or to be levied under Sections C and D, below.

"Special Tax Administrator" means an official of the City, or designee thereof, responsible for determining the Special Tax Requirement and providing for the levy and collection of the Special Taxes.

"Special Tax Requirement" means the sum of (i) Streetscape and Landscape Maintenance Requirement, (ii) Administrative Expenses of the CFD, and (iii) and any amounts required to establish or replenish a Reserve Fund for that Fiscal Year.

"State" means the State of California.

"Street Maintenance Requirement" means, for any Fiscal Year in which the Special Taxes are levied, the amount equal to the budgeted costs for providing the labor, material, administration, personnel, equipment and utilities necessary to maintain public streets, streetlights and associated appurtenant facilities for, within, or associated with the CFD, including City overhead costs associated with providing such services within the CFD.

"Streetscape and Landscape Maintenance Requirement" means the sum of the Landscaping and Lighting Maintenance Requirement, the Park Maintenance Requirement, the Street Maintenance Requirement, and the Drainage Maintenance Requirement.

"Taxable Property" means all Assessor's Parcels of Developed Property and Undeveloped Property within the CFD that are not Exempt from the Special Tax pursuant to law or as defined herein.

"Undeveloped Property" means, for each Fiscal Year, an Assessor's Parcel within the CFD for which a Building Permit has not been issued on or prior to June 30th preceding the Fiscal Year in which the Special Tax is being levied and is not classified as Exempt Property.

"Welfare Exemption Property" means, in any Fiscal Year, any Parcels that have received a welfare exemption under subdivision (g) of Section 214 of the Revenue and Taxation Code and for which such welfare exemption is still in place.

B. ASSIGNMENT TO LAND USE CATEGORIES

For each Fiscal Year, commencing with Fiscal Year 2025/26, using the definitions above, each Assessor's Parcel within the CFD shall be classified as Taxable Property or Exempt Property. In addition, each Fiscal Year, beginning with Fiscal Year 2025/26, Taxable Property shall be further classified as Attached Residential, Detached Residential, Commercial Property, Industrial Property, Institutional Property, Mixed-use Property or Undeveloped Property.

C. MAXIMUM SPECIAL TAX RATE

1. *Taxable Property*

Table 1
Maximum Special Tax for Taxable Property
Community Facilities District No. 2025-2 (Public Maintenance Services)
Fiscal Year 2025/26

Land Use Class	Description	Maximum Special Tax
1	Detached Residential	$541 per Dwelling Unit
2	Attached Residential	$352 per Dwelling Unit
3	Commercial Property	$0.489 per square foot of Non-Residential Floor Area
4	Industrial Property	$0.629 per square foot of Non-Residential Floor Area
5	Institutional Property	$0.349 per square foot of Non-Residential Floor Area
6	Mixed-Use Property	Sum of Maximum Special Tax for each applicable Land Use Class
7	Undeveloped Property	$2,426 per Lot Acre

For each Fiscal Year following the Base Year, the Maximum Special Tax rates in Table 1 shall be increased by the Annual Escalation Factor. Additional Land Use Classes, and the corresponding Maximum Special Tax of each new Land Use Class, may be added to Table 1 as a result of future annexations or if future annexations involve a new Land Use Class.

2. *Exempt Property*

No Special Tax shall be levied on Exempt Property as defined in Section A.

For each Fiscal Year, if the use or ownership of an Assessor's Parcel of Exempt Property changes so that such Assessor's Parcel is no longer classified as one of the uses set forth in Section A, therefore making such Assessor's Parcel no longer eligible to be classified as Exempt Property, such Assessor's Parcel shall be deemed to be Taxable Property and shall be taxed pursuant to the provisions of Section C.1. and the definitions herein.

D. METHOD OF APPORTIONMENT OF THE SPECIAL TAX

Commencing Fiscal Year 2025/26, and for each subsequent Fiscal Year, the Special Tax Administrator shall calculate the Special Tax Requirement based on the definitions in Section A and levy the Special Tax as follows until the amount of the Special Tax levied equals the Special Tax Requirement:

Step 1: The Special Tax shall be Proportionately levied each Fiscal Year on each Assessor's Parcel of Developed Property up to 100% of the applicable Maximum Special Tax to meet the Special Tax Requirement. The applicable Maximum Special Tax shall be based on the Developed Property's classification as Detached Residential, Attached Residential, Commercial, Industrial, Institutional or Mixed-Use.

Step 2: If after applying the method of apportionment in Step 1, if additional funds are needed to satisfy the Special Tax Requirement, the Special Tax shall be Proportionately levied each Fiscal Year on each Assessor's Parcel of Undeveloped Property up to 100% of the applicable Maximum Special Tax to meet the remainder of the Special Tax Requirement needed.

E. APPEALS

Any landowner who pays the Special Tax and believes that the amount of the Special Tax levied on their Assessor's Parcel is in error shall first consult with the Special Tax Administrator regarding such error. If following such consultation, the Special Tax Administrator determines that an error has occurred, the Special Tax Administrator may amend the amount of the Special Tax levied on

such Assessor's Parcel. If following such consultation and action, if any, the landowner believes such error still exists, such person may file a written notice with the City Clerk of the City appealing the amount of the Special Tax levied on such Assessor's Parcel. Upon the receipt of any such written notice, the City Clerk shall forward a copy of such notice to the City Finance Director, who shall either (1) refer the matter to the City's existing hearing board or officer for administrative appeals; or (2) establish as part of the proceedings and administration of the CFD, a special three-member Review/Appeal Committee. The Review/Appeal Committee may establish such procedures, as it deems necessary to undertake the review of any such appeal. The hearing board or officer or Review/Appeal Committee shall interpret this Rate and Method of Apportionment and make determinations relative to the annual administration of the Special Tax and any landowner appeals, as herein specified. The decision of the hearing board or Review/Appeal Committee shall be final and binding to all persons.

F. MANNER OF COLLECTION

Special Taxes levied pursuant to Section D above shall be collected in the same manner and at the same time as ordinary ad valorem property taxes, provided however that (i) the CFD may directly bill the Special Tax, and (ii) the CFD may collect Special Taxes at a different time or in a different manner if necessary to meet the financial obligations of the CFD or as otherwise determined appropriate by the City Council.

G. TERM OF SPECIAL TAX

Taxable Property in the CFD shall remain subject to the Special Tax in perpetuity or until the City Council takes appropriate actions to terminate the Special Tax pursuant to the Act.

RESOLUTION NO. 2025-12-R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD ADOPTING A STATEMENT OF GOALS AND POLICIES FOR THE USE OF THE MELLO-ROOS COMMUNITY FACILITIES ACT OF 1982

At a regular meeting of the City Council of the City of Hanford, duly called and held on March 18, 2025, at 7:00 p.m., it was moved by Council Member _____, and seconded by Council Member _____, and duly carried that the following resolutions be adopted:

WHEREAS, the City Council of the City of Hanford proposes to undertake proceedings pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, commencing with Section 53311 of the California Government Code (the "Act"), to form a community facilities district; and

WHEREAS, Section 53312.7(a) of the California Government Code provides that a local agency may initiate proceedings to establish a community facilities district pursuant to the Act only if it has first considered and adopted local goals and policies concerning the use of the Act; and

WHEREAS, attached hereto as Attachment A is a compilation of such goals and policies (the "Goals and Policies") in accordance with the requirements of Government Code Section 53312.7(a); and

WHEREAS, this City Council desires to adopt the Goals and Policies as the City's local goals and policies concerning the use of the Act;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hanford as follows:

Section 1. The City Council hereby adopts the Goals and Policies as the City's local goals and policies concerning the use of the Act.

Section 2. The City Manager is hereby authorized and directed to take any actions and do any things which the City Manager may deem necessary or desirable in order to accomplish the purposes of this Resolution and all such actions previously undertaken by the City Manager are hereby ratified.

Section 3. Effective Date. This resolution shall take effect upon its adoption.

PASSED, ADOPTED AND APPROVED at a regular meeting of the City Council of the City of Hanford duly called and held on the 18th_day of March, 2025, by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

_____
Lou Martinez
Mayor of the City of Hanford

ATTEST:

_____

Natalie Corral
City Clerk

State of California)
County of Kings) ss
City of Hanford)

I, Natalie Corral, City Clerk of the City of Hanford, do hereby certify the foregoing Resolution was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the 18th day of March, 2025.

Date: _____ City Clerk _____.

ATTACHMENT A

CITY OF HANFORD
STATEMENT OF GOALS AND POLICIES CONCERNING USE OF THE MELLO-ROOS COMMUNITY FACILITIES ACT OF 1982

I. INTRODUCTION

Section 53312.7(a) of the California Government Code requires that pursuant to the Mello-Roos Community Facilities Act of 1982 (the "Act") the City of Hanford (the "City") consider and adopt local goals and policies concerning the use of the Act prior to the initiation of proceedings to establish a new community facilities district ("CFD") under the Act. The following goals and policies are intended to meet the minimum requirements of the Act, and may be amended or supplemented by the City Council of the City (the "City Council") at any time.

The City will consider developer-initiated applications requesting the formation of a CFD pursuant to the Act and the issuance of bonds to finance the construction and/or acquisition of eligible public facilities. At the City's discretion, and depending upon existing circumstances, in addition to the issuance of bonds to fund eligible public facilities, eligible community services may also be financed on an on-going basis through the levy of special taxes.

The City has adopted this document to set forth its goals and policies for the use of the Act pursuant to Section 53312.7 of the Act. In each and every circumstance, the decision as to whether or not the City will make use of the Act is a decision that will be made solely by the City. Nothing contained herein shall be construed as obligating the City to make use of the Act in any circumstance or as granting to any person any right to have the City make use of the Act in any circumstance.

II. GOALS

The City shall make the determination as to whether a proposed district shall proceed under the provisions of the Act. In selecting services and facilities to be financed, the City may finance any services or facilities permitted to be financed under the Act.

III. ELIGIBLE PUBLIC FACILITIES AND SERVICES

Generally, the improvements eligible to be financed by a CFD must have a useful life of at least five (5) years and must be owned by the City or another public agency. Subject to Section II hereof, the list of eligible public facilities include, but are not limited to, the types of facilities specified in Government Code section 53313.5, as it currently exists or may hereafter be amended.

The funding of public facilities to be owned and operated by public agencies other than the City shall be considered on a case-by-case basis. If the proposed financing is consistent with a public facilities financing plan approved by the City, or the proposed facilities are otherwise consistent with approved land use plans for the property, the City may consider entering into a joint

community facilities agreement or joint exercise of powers agreement in order to finance these facilities.

The City will consider on a case-by-case basis CFDs established for the provision of services eligible to be funded under the Act, including services to be provided by other public agencies. Eligible services are as specified in the Act, as it currently exists or may hereafter be amended.

IV. PRIORITIES FOR CFD FINANCING UNDER THE ACT

Priority for CFD financing shall be given to public facilities which: (a) are necessary for economic development, or (b) are otherwise incident to an economic development project. If appropriate, the City shall prepare a public facilities financing plan as a part of the specific plan or other land use document that identifies the public facilities required to serve a project, and the type of financing to be utilized for each facility. The eligibility of a facility for financing and the priority for the financing of facilities will be determined at the sole discretion of the City.

In general, none of the services authorized to be provided under the Act shall have priority over the others unless said services involve public health and safety which shall take priority. The eligibility of a service for financing and the priority for the financing of services will be determined at the sole discretion of the City.

V. CREDIT QUALITY REQUIREMENTS FOR CFD BOND ISSUES

It is the policy of the City to comply with all provisions of the Act including, but not limited to, Section 53345.8, as such Section may be amended from time to time. It is the goal of the City to conform, as nearly as practicable, to the California Debt and Investment Advisory Commission's Appraisal Standards for Land-Secured Financings, as such standards may be amended from time to time, provided, however, that this City Council may additionally amend such standards from time to time as it deems necessary and reasonable, in its own discretion, to provide needed public improvements within the City, while still accomplishing the goals set forth herein.

Unless otherwise specifically approved by the City Council as provided in Section 53345.8(b) or (c) of the Act, the district property value-to-lien ratio shall be at least three to one after calculating the value of the public facilities to be financed and considering any prior or pending special taxes or assessment liens. The City may require a higher value-to-lien ratio in its discretion, in consideration of current market and related conditions.

Property value may be based on either an appraisal or on assessed values as indicated on the County assessor's tax roll. The appraisal shall be based on standards promulgated by the State of California and otherwise determined applicable by City staff and consultants. The appraisal must be dated within three months of the date the bonds are issued.

Less than a three-to-one value to lien ratio (as described above), excessive tax delinquencies, a substantial amount of vacant land, or other factors may cause the City to disallow the sale of bonds or require credit enhancement prior to bond sale.

If the City requires letters of credit or other security, the credit enhancement shall be issued by an institution, in a form and upon terms and conditions satisfactory to the City. Any security required

to be provided by the applicant may be discharged by the City upon the opinion of a qualified appraiser, retained by the City, that a value-to-lien ratio of three to one has been attained per land use category, including any overlapping special assessment or special tax liens.

As an alternative to providing other security, the applicant may request that a portion of the bond proceeds be placed in escrow with a corporate agent in an amount sufficient to assure a value-to-lien ratio of at least three to one on the outstanding proceeds. The use of an escrow bond structure shall be in the sole discretion of the City.

The City may, at its option, require a financial feasibility report prior to the formation of the CFD if fifty percent or more of the land within the CFD is substantially undeveloped. The report shall be prepared by or at the direction of the City. All costs for preparing the report shall be borne by the applicant/developer. An estimate of the report cost shall be made prior to initiating the study and the applicant/developer shall deposit the cost prior to starting the report.

For new development, prior to the issuance of bonds, the applicant/developer must submit a financial plan which demonstrates to the City's satisfaction the applicant/developer's ability to pay all special taxes through build out of the project.

VI. DISCLOSURE REQUIREMENTS FOR PROSPECTIVE PROPERTY PURCHASERS

A. Disclosure Requirements for Developers. Developers who are selling lots or parcels that are within a CFD shall provide disclosure notice to prospective purchasers that comply with all of the requirements set forth in Section 53341.5 of the Government Code, as it now exists or may hereafter be amended. The disclosure notice must be provided to prospective purchasers of property at or prior to the time the contract or deposit receipt for the purchase of property is executed. Developers shall keep an executed copy of each disclosure document as evidence that disclosure has been provided to all purchasers of property within a CFD.

B. Disclosure Requirements for the Resale of Lots. Pursuant to Section 53340.2 of the Act, the City's Finance Department shall provide a notice of special taxes to sellers of property (other than developers), which will enable them to comply with their notice requirements under Section 1102.6 of the Civil Code. The City shall provide this notice within five working days of receiving a written request for the notice. A reasonable fee may be charged for providing the notice, not to exceed any maximum fee specified in the Act.

VII. EQUITY OF SPECIAL TAX FORMULAS AND MAXIMUM SPECIAL TAXES

The special tax formula shall be reasonable and equitable in allocating cost of public facilities and services to parcels within the CFD. Exemptions from the special tax may be given to parcels, which include but are not limited to, parcels which are publicly owned, are held by a property owners' association, are used for a public purpose such as open space or wetlands, are affected by public utility easements making impractical their utilization for other than the purposes set forth in the easements, or have insufficient value to support bonded indebtedness.

The maximum annual special tax, together with ad valorem property taxes, special assessments

and special taxes for an overlapping financing district, including such potential taxes and assessments relating to authorized but unissued debt of public entities other than the City and any other governmental taxes, fees, and charges secured by the property (collectively, the "Overlapping Debt Burden"), in relation to the expected assessed value of each parcel upon completion of the private improvements to the parcel is of great importance to the City in evaluating the proposed financing.

For residential parcels, the Overlapping Debt Burden shall not exceed two percent (2.0%) of the projected assessed value of each improved parcel within the district. As it pertains to commercial, industrial, or other parcels within the district, the City reserves the right to exceed the two percent (2.0%) limit if, in the City's sole discretion, it is fiscally prudent. The City, in its sole discretion, may allow an annual escalation factor on parcels within a district.

In the event that a CFD issues debt, the special tax formulas shall provide for minimum special tax levels which satisfy the following: (a) 110 percent debt service coverage for all CFD bonded indebtedness (or such lower percentage determined by City's financial advisor and underwriter to be fiscally prudent), (b) the reasonable and necessary annual administrative expenses of the CFD, and (c) amounts equal to the differences between expected earnings on any escrow fund and the interest payments due on bonds of the CFD. Additionally, the special tax formula may provide for the following: (a) any amounts required to establish or replenish any reserve fund established in association with the indebtedness of the CFD, (b) the accumulation of funds reasonably required for future debt service, (c) amounts equal to projected delinquencies of special tax payments, (d) the costs of remarketing, credit enhancement and liquidity facility fees, (e) the cost of services, (f) the cost of acquisition, construction, furnishing or equipping of facilities, (g) lease payments for existing or future facilities, (h) costs associated with the release of funds from an escrow account, and (i) any other costs or payments permitted by law. In structuring the special tax, projected annual interest earnings on bond reserve funds may not be included as revenue for purposes of the calculation.

The rate and method of apportionment of the special tax shall include a provision for a backup tax to protect against any changes in development that would result in insufficient special tax revenues to meet the debt service requirements of the district. Such backup tax shall be structured in such a manner that it shall not violate any provisions of the Act regarding cross-collateralization limitations for residential properties.

The City may retain a special tax consultant to prepare a report which: (a) recommends a special tax for the proposed CFD, and (b) evaluates the special tax proposed to determine its ability to adequately fund identified public facilities, City administrative costs, services (if applicable) and other related expenditures. Such analysis shall also address the resulting aggregate tax burden of all proposed special taxes plus existing special taxes, ad valorem taxes and assessments on the properties within the CFD.

VIII. APPRAISALS

Pursuant to the Act, property value may be based either on an appraisal or on full cash value as indicated on the County Assessor's tax roll. The definitions, standards and assumptions to be used for appraisals shall be determined by City on a case-by-case basis, with input from City consultants and CFD applicants, and by reference to relevant materials and information promulgated by the

State of California, including the Appraisal Standards for Land-Secured Financings prepared by the California Debt and Investment Advisory Commission. In any event, the value-to-lien ratio shall be determined based upon an appraisal by an independent Member Appraisal Institute ("M.A.I.") appraiser of the proposed CFD. The appraisal shall be coordinated by and under the direction of the City. All costs associated with the preparation of the appraisal report shall be paid by the entity requesting the establishment of the CFD through the advance deposit mechanism.

IX. CFD COST DEPOSITS AND REIMBURSEMENTS; APPLICATIONS

For applicant initiated CFDs the City shall not incur any non-reimbursable expenses for processing and administering CFDs. All City and consultant costs incurred in the evaluation of CFD applications and the establishment of CFDs will be paid by the entity requesting the establishment of the CFD by advance deposit which shall be in an amount not less than $15,000.00 for application processing and other preliminary costs. The City shall determine the actual amount of the initial advance deposit. If additional funds are needed to off-set costs and expenses incurred by the City, the City shall make written demand upon the applicant for such funds. If the applicant fails to make any deposit of additional funds for the proceedings, the City may suspend all proceedings until receipt of such additional deposit. Expenses not chargeable to the CFD shall be directly borne by the applicant. An applicant shall not be entitled to reimbursement from bond proceeds, if any, for any of the following:

- Administrative or overhead expenses, financial consultant or legal fees incurred by an applicant for the formation of a special district (this limitation does not apply to amounts advanced by the applicant to the City).
- Land-use planning and subdivision costs and environmental review costs related to such land use planning and subdivision.
- Environmental impact studies unless off-site and directly related to the project.
- Construction loan interest.
- Costs, including but not limited to, land acquisition costs incurred prior to entering into a reimbursement or acquisition agreement or the adoption of a resolution of intention to form the district.
- Attorney's fees related to the land use entitlement or subdivision process unless off-site and directly related to the project.
- On-site right-of-way and easements.
- Other overhead expenses incurred by the applicant/developer.

In the event a CFD is not formed due to City disapproval or abandonment, or due to applicant abandonment, or the CFD is formed and bonds are not issued for any reason or the expenditure of the special tax for ongoing City services is not authorized, the City will refund to applicant/developer any remaining unexpended and unobligated portion of advance deposits posted with the City, subject to the City's prior and full reimbursement of all its direct and indirect costs. If the applicant/developer's advance deposit to the City is not sufficient to reimburse the City for all of its direct and indirect costs, the City will require payment of the balance due by the applicant/developer for the difference. The City shall not accrue or pay any interest on any portion of the deposit refunded to the applicant or the costs and expenses reimbursed to the applicant. Neither the City nor the CFD shall be required to reimburse the applicant or property owner from any funds other than the proceeds of bonds issued by the CFD. Unless otherwise agreed to by the City, the City shall be entitled to pay any refund to the applicant/developer listed on the application form, irrespective of any changes in the ownership or composition of the applicant/developer.

In the event a district is formed for City services only, the applicant/developer shall be obligated to pay all expenses incurred by the City for the formation of the district. If a "service" district is not formed for any reason, the applicant/developer shall be entitled to any unused portion of the advance deposit.

X. APPLICATION PROCESS

The application form for a proposed CFD may be obtained from the City Clerk of the City. Completed applications shall be returned to the City Clerk and must be accompanied by a deposit in the amount determined by the City. A review committee, consisting of such City staff and consultants as determined by the City, will review the application for compliance with these goals and policies and will make a recommendation to the City Council as to whether or not to proceed with the proposed CFD.

The Council will either approve or deny the application. If approval is granted, the Council shall direct the City Manager to engage additional consultants, negotiate necessary contracts, and collect additional developer deposits, as necessary. The City Manager and City's financing team shall submit all necessary documents and reports needed for the Council to either terminate proceedings or take action to form the CFD, call the election and issue bonds.

XI. RESPONSIBLE DEPARTMENT

The City's Finance Department, which is located at 315 N. Douty St., Hanford, CA 93230 · (the "Finance Department"), is designated as the department of the City responsible for: (i) preparing the annual roll of special tax obligations with respect to any CFD; (ii) providing information to interested persons regarding the current and estimated future tax liability of owners or purchasers of real property subject to the special tax lien; and (iii) furnishing notices of special tax as required by applicable law.

Subject to the policies of the City, and as permitted by applicable law, the Finance Department may obtain the assistance of a qualified consultant to perform any of the duties set forth above, and to charge the cost of such consultant to the administrative costs of the CFD.

XII. USE OF CONSULTANTS

The City shall select all consultants as it deems necessary for the formation of the CFD or the issuance of bonds, including the underwriter(s), bond counsel, financial advisor, appraiser, absorption consultant, and the special tax consultant. Prior consent of the applicant shall not be required in the determination by the City of the consulting and financing team.

An applicant/developer may retain its own consultants for its own benefit, but will work through those consultants hired by the City. If the developer/applicant retains its own consultants, all costs associated therewith shall be borne by the developer/applicant, without reimbursement from bond proceeds unless otherwise agreed to by the City.

XIII. TRANSPARENCY AND NOTIFICATION

The City will take the following steps to ensure that prospective property purchasers are fully informed about their taxpaying obligations imposed under applicable laws:

1. Conduct all proceedings in the manner required by the Ralph M. Brown Act (Section 54950 and following of the California Government Code);
2. Cause a map of the boundaries of any proposed district to be recorded, pursuant to Section 3111 of the California Streets and Highways Code, in the Office of the Kings County Recorder within 15 days following the adoption of a resolution of intention to form that District, pursuant to Section 53321 of the Act;
3. It will give notice, pursuant to applicable laws, prior to holding any public hearing on the establishment of a district;
4. It will record a notice of special tax lien, in the form specified by Section 3114.5 of the California Streets and Highways Code, within 15 days of the City Council's determination that the requisite number of voters are in favor of the levy of a special tax in connection with a district. Such notice will include, among other information:
    i. A description of the rate, method of apportionment, and manner of collection of the authorized special tax;
    ii. Information about the conditions under which the obligation to pay the special tax may be prepaid and permanently satisfied and the lien of the special tax canceled;
    iii. The name(s) of the owner(s) and the assessor's tax parcel number(s) of the real property included within the community facilities district and not exempt from the special tax; and
    iv. The name, address and telephone number of the Finance Department, so that the Finance Department may be contacted to obtain further information concerning the current and estimated future tax liability of owners or purchasers of real property subject to the special tax lien.
5. It will, through the Finance Department, furnish a notice of special tax, in the form required by law to any individual requesting the notice or any owner of property subject to a special tax levied by the City within five working days of a request for such notice. The City may charge a reasonable fee for this service, not to exceed $10.00 or other amount established by the City Council.

XIV. EXCEPTIONS TO THESE POLICIES

The City may, in its discretion and to the extent permitted by law, waive any of the policies set forth herein in particular cases.

XV. MODIFICATION OF THESE POLICIES

The City Council reserves the right to modify or amend these Goals and Policies at any time and from time to time by resolution.

Certification

I, Natalie Corral, City Clerk of the City of Hanford, certify that this is a true and correct copy of the Goals and Policies for Mello-Roos Community Facilities District financings adopted on March 18, 2025 by Resolution No. 2025-__ of the City Council of the City of Hanford.

_____
Natalie Corral, City Clerk

Date:_____

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** CONSENT CALENDAR

SUBJECT:
Approval of a change order to increase Purchase Order 22500223, with Parts Authority, to a total of $70,000 to provide for the procurement of various parts and supplies necessary for servicing city-owned equipment. Additionally, Approval of the reallocation of $20,005 from Purchase Order 22500222 with Hanford Auto and Truck Parts, Inc. to fund these purchases.

RECOMMENDATION:

Recommendation: That the City Council, by motion, approve a change order to increase Purchase Order 22500223 with Parts Authority to $70,000 and approve the reallocation of $20,005 from Purchase Order 22500222 to fund the increase.

BACKGROUND:

The City of Hanford Municipal Code requires City Council approval for purchases exceeding $50,000.

Historically, Hanford Fleet Services has utilized three vendors to procure various parts and equipment necessary for maintaining city-owned vehicles and equipment. Due to rising costs and the recent acquisition of Hanson Merrill Corporation—one of Fleet Services' primary vendors—by Parts Authority, adjustments to procurement strategies are necessary.

Currently, Purchase Order 22500223 with Parts Authority is capped at $49,995, with a remaining balance of $10,827.36. After analyzing past expenditures and projected future needs, staff have determined that an increase in Purchase Order 22500223 is justified. This increase can be funded by reallocating $20,005 from Purchase Order 22500222.

FISCAL IMPACT:

Purchase Order 22500222 currently has a remaining balance of $24,205, which is sufficient to fully support the requested transfer.

ATTACHMENTS:
None

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** PUBLIC HEARING

SUBJECT:
A Public Hearing to receive public input on Annexation 161: A request to annex 88.89 acres into the City of Hanford from the Kings County jurisdiction. Prezone No. 0005-23: A request to prezone the land proposed to be annexed as R-L-5 Low-Density Residential, in accordance with the General Plan designation for the territory, Low-Density Residential. Vesting Tentative Tract 943 (Silicon Valley Ranch): A request, by Marc Frelier, to subdivide 75.02 acres proposed to be prezoned R-L-5 Low-Density Residential into 326 single-family residential lots, a 3.58-acre park, and three-acre storm basin. Focused Environmental Impact Report (EIR) State Clearinghouse Number (SCH) 2024060956: A request to certify the Final Focused Environmental Impact Report for the project and adopt a Statement of Overriding Considerations for the project's significant impact to Transportation/Traffic. The Project is located south of Hanford Armona Road, between 12th and 13th Avenues (APN 011-040-008, -010, and -027).

RECOMMENDATION:

Recommended Motions: That the City Council conduct a public hearing, receive public input and, by motion, move the following:

1. Adopt Resolution No. 25-07-R, certifying Focused EIR SCH #2024060956
2. Adopt Ordinance No. 25-02, approving Prezone No. 0005-23
3. Adopt Resolution No. 25-08-R, initiating proceedings for Annexation No. 161 and direct staff to file the appropriate application forms with the Local Agency Formation Commission (LAFCO) of Kings County.
4. Adopt Resolution No. 25-09-R, approving Vesting Tentative Tract 943.

BACKGROUND:

See Attached Report

FISCAL IMPACT:

None

ATTACHMENTS:

1. Resolution 25-07-R (EIR certification)
2. Ordinance 25-02
3. Resolution 25-08 (Annexation)
4. Resolution 25-09 (TT)
5. Annexation 161

6. TSM0008-23 (943)
7. Sphere of Influence
8. Plan for Services
9. Consent to Annex Form
10. Initial Study
11. Notice of Preparation
12. Attachment 8 - FEIR
13. Notice of Availability
14. Notice of Completion - Final EIR
15. Section 15091 Findings of Fact
16. Section 15093 Statement of Overriding Considerations

CITY OF HANFORD CITY COUNCIL
STAFF REPORT
Tuesday, March 18, 2025

PROJECT: **Annexation 161:** A request to annex 88.89 acres into the City of Hanford from the Kings County jurisdiction.

Prezone No. 0005-23: A request to prezone the land proposed to be annexed as R-L-5 Low-Density Residential, in accordance with the General Plan designation for the territory, Low-Density Residential.

Vesting Tentative Tract 943 (Silicon Valley Ranch): A request, by Marc Frelier, to subdivide 75.02 acres proposed to be prezoned R-L-5 Low-Density Residential into 326 single-family residential lots, a 3.58-acre park, and three-acre storm basin.

Focused Environmental Impact Report (EIR) State Clearinghouse Number (SCH) 2024060956: A request to certify the Final Focused Environmental Impact Report for the project and adopt a Statement of Overriding Considerations for the project's significant impact to Transportation/Traffic.

Location: The Project is located south of Hanford Armona Road, between 12th and 13th Avenues (APN 011-040-008, -010, and -027).

PLANNER: Gabrielle Myers, Senior Planner

STAFF RECOMMENDATION

Staff recommends that the City Council:

1. Adopt Resolution No. 25-07-R, certifying Focused EIR SCH #2024060956.
2. Adopt Ordinance No. 25-02, approving Prezone No. 0005-23.
3. Adopt Resolution No. 25-08-R, initiating proceedings for Annexation No. 161 and direct staff to file the appropriate application forms with the Local Agency Formation Commission (LAFCO) of Kings County.
4. Adopt Resolution No. 25-09-R, approving Vesting Tentative Tract 943.

RECOMMENDED MOTION

I move to:

1. Adopt Resolution No. 25-07-R, certifying Focused EIR SCH #2024060956.
2. Adopt Ordinance No. 25-02, approving Prezone No. 0005-23.
3. Adopt Resolution No. 25-08-R, initiating proceedings for Annexation No. 161 and direct staff to file the appropriate application forms with the Local Agency Formation Commission (LAFCO) of Kings County.

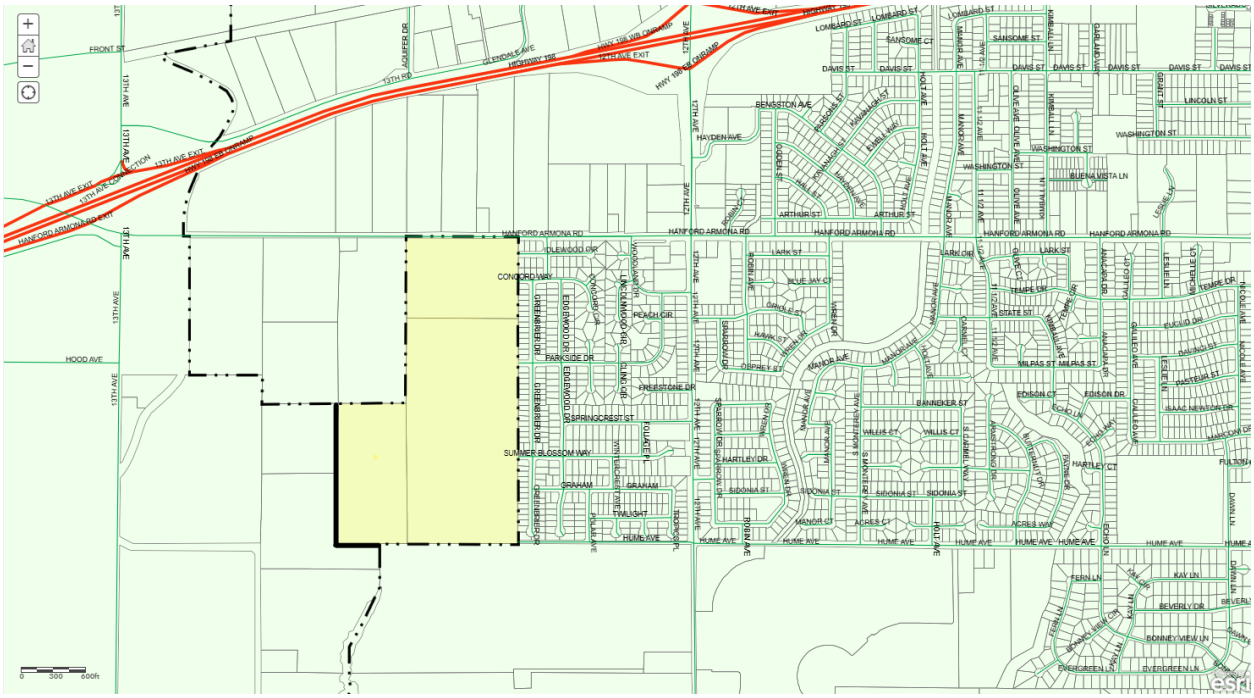
4. Adopt Resolution No. 25-09-R, approving Vesting Tentative Tract 943.

PROJECT DESCRIPTION

Annexation 161

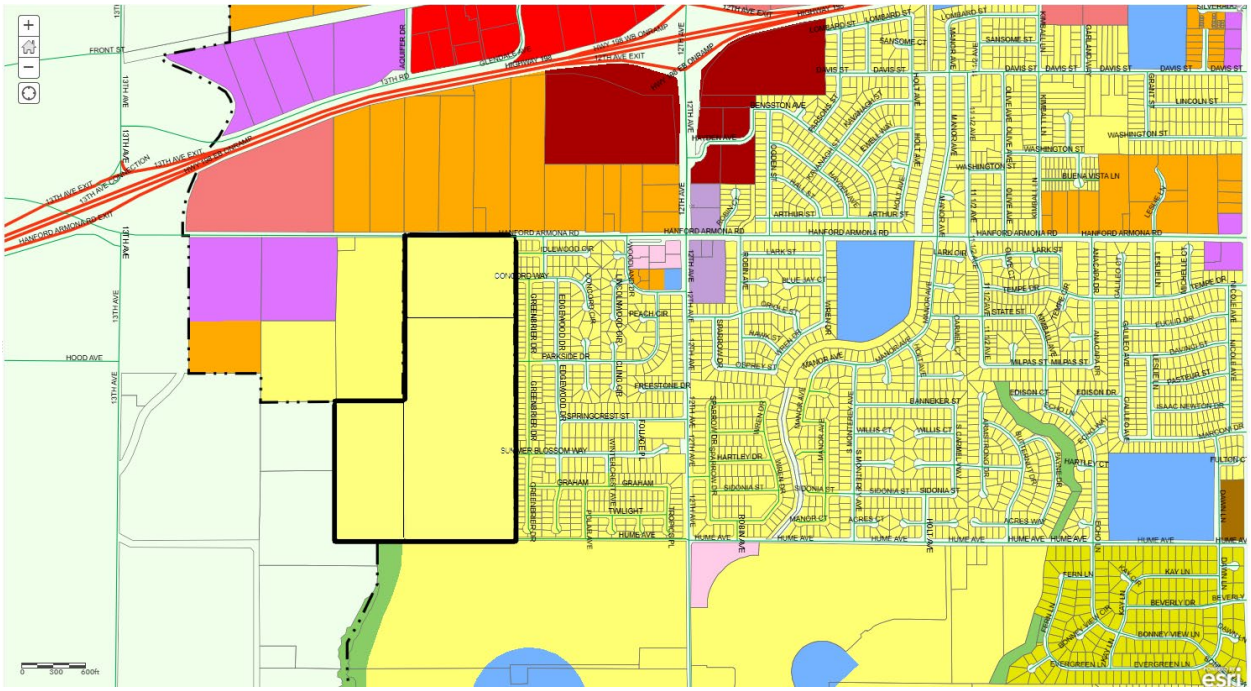
Annexation 161 is a request to annex 88.89 acres into the City of Hanford from the Kings County jurisdiction. See Figure 1 and **Attachment 1.**

Figure 1:
Proposed Annexation Area (shown in yellow)



Prezone No. 0005-23 is a request to prezone the land proposed to be annexed as R-L-5 Low-Density Residential, in accordance with the General Plan designation for the territory, Low-Density Residential. See Figure 2, below.

Figure 2: Prezone No. 0005-23
R-L-5 Low-Density Residential (outlined in bold)



Tentative Tract 943 (Silicon Valley Ranch) is a request, by Marc Frelier, to subdivide 75.02 acres proposed to be prezoned R-L-5 Low-Density Residential into 326 single-family residential lots, a 3.58-acre park, and three-acre storm basin over three phases.

Vesting Tentative Tract 943 – Attached as **Attachment 2.**

BACKGROUND INFORMATION

Project Location

The Project is located south of Hanford Armona Road, between 12th and 13th Avenues (APN 011 040-008, -010, and -027). See Figure 3, below.

Figure 3: Project Location

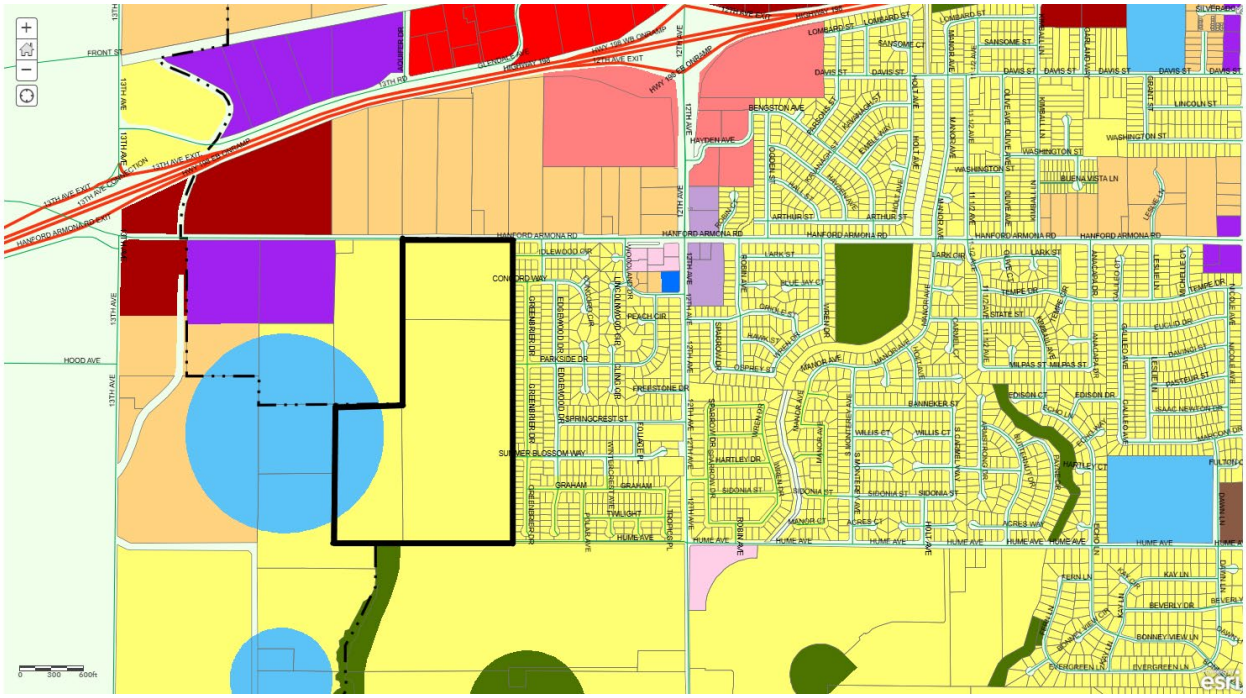
Existing Land Use

The lot is vacant.

General Plan and Zoning Designation

The site is designated by the General Plan as Low-Density Residential with a Future Educational Facility overlay.

Figure 4: General Plan Designation



Low-Density Residential Designation

In accordance with the General Plan, the expected density range for Low-Density Residential is two to 10 units per gross acre, with an expected average of four units per gross acre. According to Land Use Policy L31, the purpose of the Low-Density Residential land use designation is to provide mainly single-family development on lot sizes typically found in urban settings. Typical uses in the Low-Density Residential land use designation include residential uses in a variety of single-family lot types. Duplexes, second dwelling units, and home occupations can also be allowed when made compatible with the residential nature of the neighborhood, according to Policy L32.

"Floating" Educational Facility Designation

In accordance with the General Plan Policy L1000, where a site is not yet developed, the land use designation is allowed to "float" on the Land Use Map within the one-mile square section in which it is located. Locations along collector streets are preferred for new elementary schools.

During the consultation process, the local school districts were contacted and did not require use of this site as a school facility. The City's role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities, in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting

and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focuses on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan, along with other plans, standards, and codes, to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area.

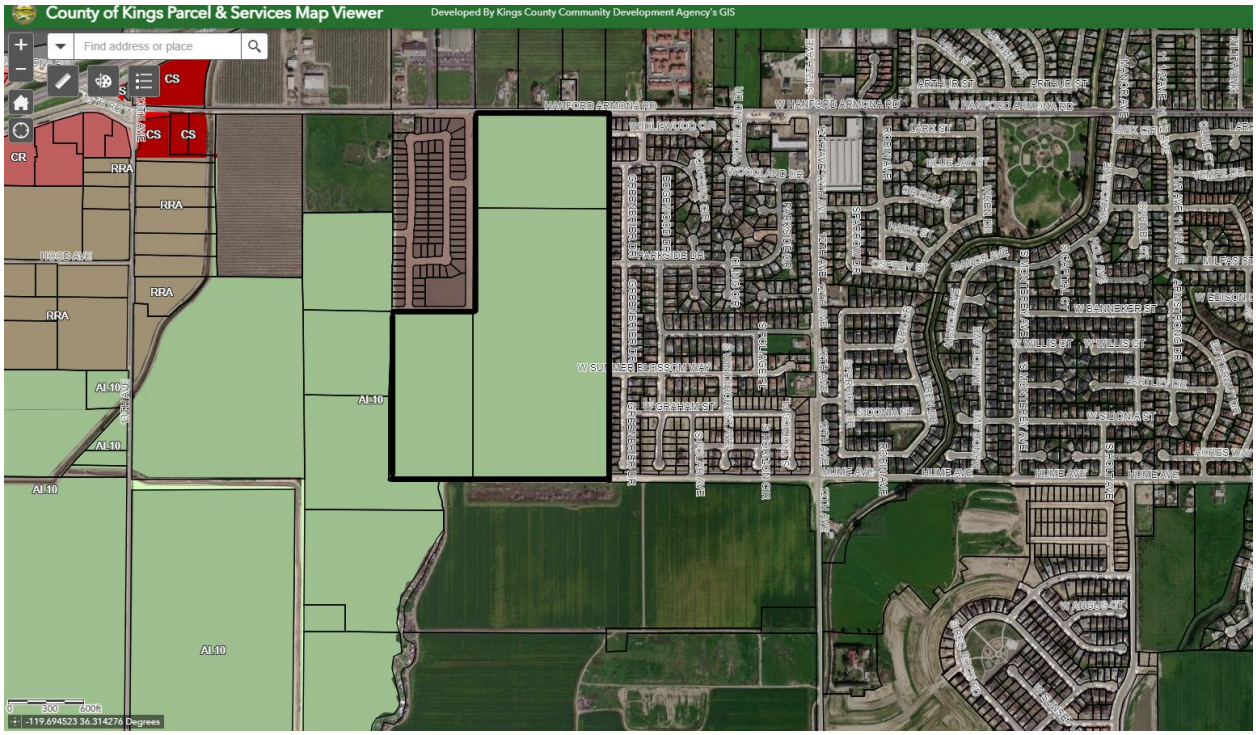
Educational services needed for the development of the Project will be provided by the Hanford Elementary School District (HESD) and Hanford Joint Union High School District (HJUHSD). Payment of fees to a school district is considered mitigation for project impacts on school facilities (Government Code Section 65996(a)). Therefore, the project applicant would be required to pay the statutory fees to accommodate the impact of project-generated student.

Zoning

Current

The property is currently in the Kings County Jurisdiction and zoned AL-10 Limited Agriculture.

Figure 5: Current Zoning



The property is proposed to be prezoned R-L-5 Low-Density Residential, 5,000 square-foot minimum lot size, in accordance with the General Plan Designation for the property. See Figure 2.

Adjacent Land Use and Zoning

	Land Use	Zoning	General Plan Designation
North:	Large Lot Single-Family Residential	City R-M	Medium-Density Residential
South:	Vacant; Planned for future single-family residential (Tentative Tract 909 Live Oak West)	City R-L-5 and PF	Low-Density Residential and Open Space
East:	Single-Family Residential	R-L-5	Low-Density Residential
West:	Planned Single-Family Residential (Tract 927 and 940) and Vacant	County AL-10; City R-L-5	Low-Density Residential

Planning Commission – February 25, 2025

The project was presented to the Planning Commission of the City of Hanford on February 25, 2025.

Staff noted updated Public Works comments, which replaced the Public Works comments within Resolution 2025-03.

Following the opening of the public hearing and presentation by staff, the Planning Commissions had the following questions:

1. Question from Commission Curtis regarding the maintenance of the neighborhood park within the subdivision.

    a. Staff clarified the neighborhood park would be included in the Community Facility District (CFD) and maintained that way.

2. Comments from Chair Ham related to street names – noted the tentative tract map showed a ‘Parkside Drive and a Parkside Street’

    a. Staff indicated the comment would be passed on to the Building Official, who is responsible for ensuring streets follow the City’s naming policy. This is verified prior to the recordation of the Final Map.

3. Comment from Chair Ham related to street name – Noted there is an Elane Drive off Grangeville Boulevard and shown within the subdivision.

    a. Staff indicated the comment would be passed on to the Building Official, who is responsible for ensuring streets follow the City’s naming policy. This is verified prior to the recordation of the Final Map.

4. Question from Chair Ham regarding when Aquifer Drive would connect to Hanford Armona Road
    a) Staff responded by providing the Engineering Condition of Approval, “Aquifer Drive shall be developed as a Major Collector street with an 84 foot right of way width in conformance with City Std. ST-17 and ST-23 and a traffic index of 8. Developer shall be required to construct the remaining width of right of way on the east side of Aquifer Drive from Spring Crest to Hanford Armona Road. North of the project boundary, curb and gutter as well as the curb return at the southeast corner of Hanford Armona Road and Aquifer Drive shall be installed. Sidewalk can be deferred until such time as the Not A Part parcel is developed.”

Following questions from Commissioners, the Public Comment portion of the Public Hearing was opened.

Favor:

1. Alex Dwiggins (QK) – introduced Mark Frelier (applicant) and Jaymie Brauer (EIR consultant); concurs with staff recommendations. Noted he generally agreed with staff recommendation and amended conditions of approvals from Public Works, however still noted a concern regarding the lift station and reimbursement, noted the lift station should be eligible for reimbursement since it will benefit the development south.

Opposition: None

Following the close of the Public Comment portion of the Public Hearing, motions were made to approve the following:

1. Adopt Resolution No. 2025-01, recommending certification of Focused EIR SCH #2024060956 to the City Council.

2. Adopt Resolution 2025-02, recommending approval of Prezone No. 0005-23 to the City Council.

3. Find that the proposed Annexation No. 161 is consistent with the Hanford General Plan Policies L15 and L17 and forward Annexation No. 161 to the City Council, with a recommendation that an application be made to the Local Agency Formation Commission (LAFCO) of Kings County.

4. Adopt Resolution 2025-03, as amended, recommending approval of Vesting Tentative Tract 943 to the City Council.

All items were unanimously approved, 5,0.

PROJECT EVALUATION

Annexation No. 161

Annexation 161 is a request to annex 88.89 acres into the City of Hanford from the Kings County jurisdiction. See Figure 1 and **Attachment 1.**

Annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full

range of City services. The annexation process can serve as an interim growth management tool, by limiting annexation to only the land that is needed for growth at the time.

The Hanford Planning Commission is charged with reviewing proposed annexation and making a finding of consistency with the Hanford General Plan to forward to the City Council. The Planning Commission found Annexation 161 consistent with the Hanford General Plan Policy L15 and L17.

Policy L15 Initiation of Annexations

Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:

1. The land is within the Primary Sphere of Influence.

   Analysis: The property proposed to be annexed is within the City's Primary Sphere of Influence, as shown in **Attachment 3.**

2. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed, or will be adequate at the time that development occurs.

   Analysis: A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage.

   Sewer Improvements

   The developer's engineer will provide a sanitary sewer master plan with calculations for the entire subdivision that coincides with the Live Oak West Sanitary Sewer Master Plans prior to recording a subdivision final map for the development. Consideration shall be given for future areas of development located adjacent to proposed subdivision per the City Sanitary Sewer Master Plan.

   A minimum 15-inch diameter sanitary sewer main is required to be installed within Aquifer Drive between Spring Crest Drive and Hume Avenue, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

   The developer is required to install a sanitary sewer lift station, per the Live Oak West Sanitary Sewer Master Plan, to be located at the southwest corner of Hume Avenue and Aquifer Drive.

   A 6-inch diameter sanitary sewer force main is required to be installed within Hume Avenue from the sanitary sewer lift station west of Aquifer Drive along development frontage and connecting to an existing gravity manhole at the east project boundary, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

   Storm Drainage Improvements

   The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision prior to recording a subdivision final map for the development. The developer will complete construction of the storm drain basin within the first phase of the subdivision. The basin is required to be designed in conformance with

the City of Hanford's Storm Drainage Design Criteria specifications and is required to include a six (6) ft. minimum high ornamental, masonry block fence with continuous footing along the Aquifer Drive and Hume Avenue frontages, a 24' wide drive approach per City Standard Detail CO-41 and access gates per City Standard Detail GE-26. A chain-link fence with continuous footing per City Standard Detail GE-23 shall be constructed along non street basin boundaries. The developer is required to comply with the State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System

The developer's engineer is required to provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of development. Consideration shall be given for future areas of development located adjacent to proposed subdivision, as shown on the city Water Master Plan. A minimum 18-inch diameter water main and appurtenances, will be extended along property frontage within Aquifer Avenue. The applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04. A minimum 12-inch diameter water main and appurtenances will be extended along the property frontage within Hume Avenue. Applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04.

All existing water wells will be abandoned, in conformance with State of California Department of Health Standards.

Fire and Police

Fire and police services are adequate to service the area to be annexed. Impacts to fire and police services will be mitigated through payment of impact fees.

School

Educational services needed for the development of the Project will be provided by the Hanford Elementary School District (HESD) and Hanford Joint Union High School District (HJUHSD). Payment of fees to a school district is considered mitigation for project impacts on school facilities (Government Code Section 65996(a)). Therefore, the project applicant would be required to pay the statutory fees to accommodate the impact of project-generated student.

Notice of the proposed project was sent to the interested agencies for pre-consultation and normal consultation. A response was received by the Hanford Joint Union High School District stating, "This area is within our most impacted school boundary."

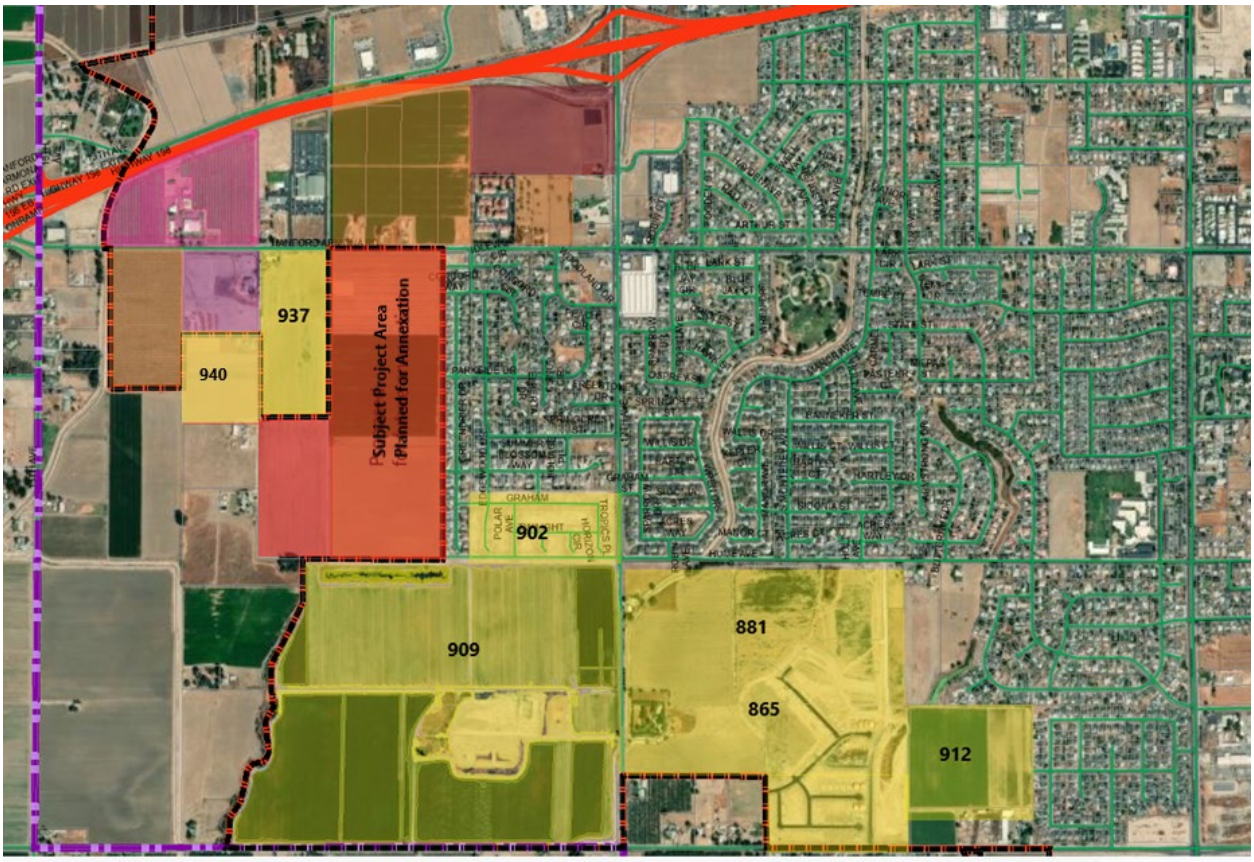
The City's role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities, in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focuses on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General

Plan, along with other plans, standards, and codes, to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area.

3. Land for development within the City limits is insufficient to meet the current land use needs.

   Analysis: The applicant is proposing a 75.02-acre single-family residential development in the southwest planning area. Available land for new development within the Low-Density Residential land use designation is limited in the southwest planning area of the City. The majority of the properties designated for Low-Density Residential development have been developed or entitled, as shown in Figure 6, below. The proposal is considered an implementation of the General Plan.

Figure 6: Entitled Properties



4. The territory to be annexed is contiguous to existing developed areas.

   Analysis: The territory to be annexed is directly contiguous to the current City limits to the north, south, and east.

Policy L17 Plan for Services

Prepare and make publicly available a written Plan for Services that describes how urban services will be provided prior to initiating an annexation.

Analysis: A written Plan for Services is attached **(Attachment 4)**.

Favorable Factors for Annexation

Favorable and unfavorable factors for annexation have been adopted by LAFCO. The existence of favorable or unfavorable factors should not decide approval or denial; however, a substantial number of favorable or unfavorable factors may determine approval or denial of the proposal.

1. The proposed area is close to urban development and municipal-type services and would enhance its potential for full development.

   Analysis: The proposed area is close to the existing City limits and is a logical extension of the City. The annexation area can be served by municipal-type services. The annexation area is designated as Low-Density Residential by the General Plan and is necessary to accommodate growth within the City of Hanford. The development proposed for the annexation area is consistent with the General Plan.

2. The proposed annexation conforms to the adopted General Plan.

   Analysis: The annexation area is proposed to be developed as a single-family residential subdivision. The subdivision is consistent with the General Plan designation, Low-Density Residential. The annexation is consistent with the General Plan Section 3.2.4, which states, “Annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services.” The annexation area is also consistent with Policy L15 and L17 of the General Plan, as analyzed above.

3. The proposed area is consistent with the sphere of influence.

   Analysis: The property proposed to be annexed is within the City’s Primary Sphere of Influence, as shown in **Attachment 3.**

4. The proposed annexation comes with 100% consent of all landowners.

   Analysis: There are three parcels proposed to be annexed. The annexation comes with 100% consent the property owners. The signed annexation application is attached – **Attachment 5.**

Vesting Tentative Tract 943

Tentative Tract 943 (Silicon Valley Ranch) is a request, by Marc Frelier, to subdivide 75.02 acres proposed to be prezoned R-L-5 Low-Density Residential into 326 single-family residential lots, a 3.58-acre park, and three-acre storm basin over three phases.

See proposed subdivision – **Attachment 2.**

APN(s): 011-040-008, 011-040-010, and 011-040-027

Total Area: 75.02 acres

Number of Dwelling Units: 326 single-family residential dwelling units

Units per acre: 4.35 units per gross acre

Potential population increase: 3.67 persons per household x 82 households = 1,196 persons

Conformance with the R-L-5 Low-Density Residential Zoning

17.10.030 Lot area.

Smallest	Largest	Required in R-L-5
5,000 sq. ft.	12,590	5,000 sq. ft.

In the R-L-5 Low-Density Residential zone district, the minimum lot size shall be 5,000 square feet, except as prescribed in Section 17.10.100, which allows lot area between 3,600 square feet and 4,999 square feet.

Analysis: The minimum lot size provided in Tentative Tract 943 is 5,000 square feet.

17.10.040. Lot dimensions

Lot Frontage

In the R-L-5 Low-Density Residential zone district, the minimum lot frontage shall be 40 feet.

Analysis: There is a minimum of 40 feet of lot frontage provided for all lots within the subdivision.

Lot Width

In the R-L-5 Low-Density Residential zone district, there shall be a minimum lot width of 50 feet for interior lots and 60 feet for corner lots.

Analysis: All interior lots are a minimum of 50 feet wide and each corner lot is a minimum of 60 feet wide, which is within the allowable minimum lot width.

Lot Depth

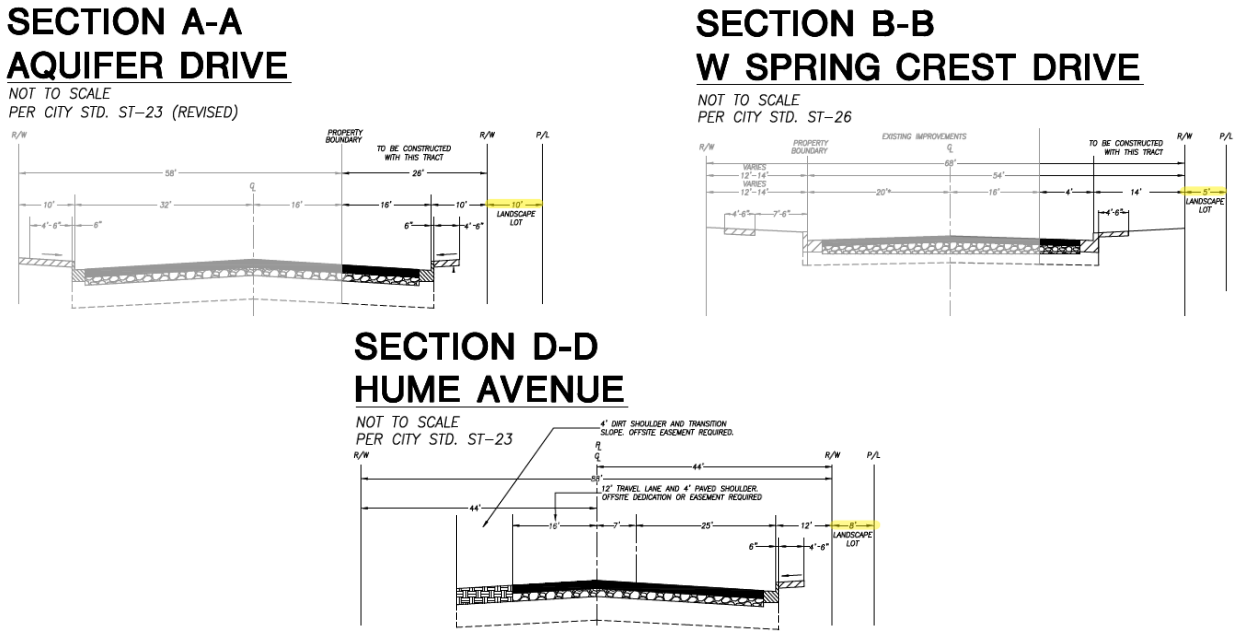
In the R-L-5 Low-Density Residential zone district, the lot depth shall be a minimum of 90 feet.

Analysis: The majority of lots in the subdivision are upward of 100 feet deep; no lot is less than 90 feet deep.

Lots developed adjacent to an arterial or collector street are to be designed as walled or fenced back-on or side-on lots with a minimum five and maximum 10 foot wide landscape easement continuous and adjacent to the street right-of-way line. The minimum lot dimensions are to be exclusive of the landscape easement area. The wall or fence shall be located in the landscape easement area adjacent to the easement line.

Analysis: Hume Avenue is an arterial road, which borders the proposed subdivision to the south. Aquifer and Springcrest Drives are designated collectors within the subdivision. Lots backing onto the adjacent arterial and collector streets are separated by a five- to 10-foot landscape lot, as required.

Figure 7: Landscape Lots



Density

In accordance with the General Plan, the expected density range for Low-Density Residential is two to 10 units per cross acre, with an expected average of four units per gross acre.

Analysis: The density provided for Tentative Tract 943 is 4.35 units per gross acre, which is within the allowable and expected density range for Low-Density Residential.

17.10.050 Dwelling Units per Lot

In the R-L-5 Low-Density Residential zone district, not more than one dwelling unit shall be allowed on each lot, unless approved as an accessory dwelling unit in accordance with Section 17.60.030 (accessory dwelling unit standards) and as permitted by State law.

Analysis: The lots are planned for single-family residential use. Second dwelling units would be permissible, subject to the conditions set forth in 17.60.030 of the Hanford Municipal Code and State law.

17.10.060. Coverage

In the R-L-5 Low-Density Residential zone district, the maximum coverage of a lot shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.

Analysis: As a condition of approval of the subdivision, all building setbacks, accessory structure limitations, and off-street parking requirements shall be observed. The setback and off-street parking requirements will be verified upon application for building permits of the single-family residences.

17.10.070 Building Setback Areas

In the R-L-5 Low-Density Residential zone district, no structure shall be placed within a building setback area.

Front

The front building setback area shall be 15 feet from the front lot line for livable building space and 20 feet for garages, carports, and other non-livable building space.

Rear

The rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot then the rear building setback shall be 20 feet. The rear building setback area shall be increased by 10 feet for buildings over one story high.

Side

The side building setback area shall be five feet from an interior side lot line and 10 feet from a street side property line. Where there is a landscape easement with a wall or fence on the street side of the lot the side yard setback area shall be measured from the easement area instead of the side lot line.

Analysis: As a condition of approval of the subdivision, all building setbacks requirements shall be observed. The setback requirements will be verified upon application for building permits of the single-family residences.

17.10.080. Distances between structures.

In the R-L-5 Low-Density Residential zone district the minimum distance between structures shall be 10 feet, except as provided by the building code.

Analysis: As a condition of approval of the subdivision, distance requirements between structures shall be observed. The separation requirements will be verified upon application for building permits.

17.10.090. Height of structures.

In the R-L-5 Low-Density Residential, the maximum structure height shall be 35 feet.
Analysis: As a condition of approval of the subdivision, height requirements shall be observed. Height limitations will be verified upon application for building permits.

17.10.110. Driveways.

In the R-L-5 Low-Density Residential zone district, the width of a driveway and any paved area shall not cumulatively exceed 40% of the width of the lot's street frontage on which the driveway

and any paved area faces. In the case of "L" or "U" shaped driveways or other configurations besides perpendicular driveways the paved area of these driveways shall not exceed 50% of the front building setback area. On key lots, the driveway shall be located on the side of the lot which is not adjacent to the rear lot line of the adjacent reverse corner lot.

Analysis: As a condition of approval of the subdivision, driveway requirements shall be observed. Driveway locations and paved surface coverage will be verified upon application for building permits.

17.10.120 Accessory Structures

In the R-L-5 Low-Density Residential zone district, accessory structures may be located within a required rear or side building setback area, subject to all of the following requirements:

A. The floor area shall be a maximum 120 square feet.
B. The walls shall be at least three feet from rear and side lot lines.
C. The roof eaves shall be at least two feet from rear and side lot lines.
D. The accessory structure shall be separated from other structures by a minimum of 10 feet.
E. The plate line height shall be a maximum seven feet high.
F. The roof pitch shall be a maximum 4:12.
G. The roof ridge peak height shall be a maximum of 10 feet.

Analysis: The requirements pertaining to accessory structures are communicated to the public, however, the majority of these structures are exempt from building permits and enforced through Code Compliance.

17.10.130 Other Setback Standards

In the R-L-5 Low-Density Residential zone district, the following setbacks shall also apply:

A. Mechanical equipment shall be located a minimum of five feet from a side lot line that adjoins a neighboring side lot line.
B. Garages or carports opening onto an alley shall be set back 25 feet from the far side of the alley, provided that the structure, including roof overhang, shall not extend into the alley right-of-way.
C. Above or below ground swimming pools shall be set back five feet from all lot lines.
D. Decks, balconies, and other types of platforms with a floor height over two feet high shall be set back five feet from the rear and interior side lot lines and 10 feet from the street side lot line.
E. Garages and carports opening on the street side lot line of a corner lot shall be set back 20 feet from the street side lot line.

Analysis: As a condition of approval of the subdivision, all building setbacks requirements shall be observed. The setback requirements will be verified upon application for building permits.

17.10.140. Off-street parking.

<u>Off-Street Parking Requirements:</u>

Off-street parking and off-street loading facilities shall be provided on the site for each use as prescribed in Chapter 17.54.

In the R-L-5 Low-Density Residential zone district, single-family dwellings shall provide a minimum of one covered and one uncovered parking space. Other uses shall provide parking as prescribed in Chapter 17.54. Required parking spaces may not be provided in any front, side, or rear building setback area. Except for driveways allowed in the front building setback area, all additional parking for residential uses shall be to the rear or side of the dwelling. No parking shall occur in the front or street side building setback areas.

Recreational Vehicles:

No recreation vehicle, including without limitation camping trailer, boat trailer, utility trailer, boat, pickup camper, motor home, dune buggy, or similar vehicle/trailer shall be stored or parked, except within an enclosed side or rear yard or within a garage or carport except if a side or rear yard is not accessible due to existing legal permanent structures, a recreational vehicle or trailer may be parked in a driveway or adjacent to a driveway if it does not create a nuisance or safety problem as determined by the Community Development Director. All recreational vehicles or trailers parked in a location visible from the street are to be clean and maintained so as not to detract from the neighborhood. Also, see Chapter 10.76 of the Hanford Municipal Code. No recreational vehicle or trailer shall be used as a residence.

Vehicles Incapable of Movement Under Their Own Power

All motor vehicles incapable of movement under their own power, other than in cases of emergency, shall be stored in an entirely enclosed space, garage, or carport. Vehicles with custom fitted covers may be stored in an open area when it does not create a nuisance or safety problem as determined by the Community Development Director, cause complaints from neighbors or violate any section of this code.

Repair of vehicles owned by the resident of the property and storage of parts shall be within an enclosed garage or carport, if no garage exists. Repair of vehicles not owned by the resident of the property is prohibited. Vehicle repair and storage of parts are prohibited in a driveway and the front or street side building setback areas. I. Garages and carports are to be primarily used for the parking of four-wheeled vehicles. The use of garages or carports for general storage, recreation activities or other uses that prevent the use of the garage or carport for the parking of at least one four-wheeled vehicle is prohibited.

Analysis: The above requirements pertaining to off-street parking, recreational vehicles, vehicles incapable of movement under their own power, and repair of vehicles appear as conditions of approval of the resolution for the subdivision.

17.10.150. Usable open space.

In the R-L-5 Low-Density Residential zone district, each lot shall provide for a usable open space area of a minimum 400 square feet that is a minimum 15 feet wide.
Analysis: The required open space is generally provided within the required rear-yard setback area. As a condition of approval of the subdivision, open space requirements shall be observed. The open space requirements will be verified upon application for building permits for the single-family residence.

17.10.160. Landscaping.

In the R-L-5 Low-Density Residential zone district, the following landscape standards shall apply:

A. Landscaping shall be provided for each use as prescribed in Chapter 17.52, Landscape Standards.
B. Except for driveways and approved parking areas all yard areas and setback areas visible from the street(s) shall be landscaped with live plant materials and ornamentation common to the Hanford area or up to 100% of the yard and setback area may be landscaped with artificial turf and other permeable surfaces.
C. Required landscaping is to be installed within six months after occupancy of the residence, apartment or office and continually maintained pursuant to Chapter 17.52.
D. Landscaped areas are not to be used or converted to parking areas or any other use which results in the damage or removal of the landscaping. However, the widening of an existing paved driveway perpendicular to the street is permitted if the total width of the existing paving and the new paving does not exceed 40% of the lot frontage along the street.
E. In order to provide a tree lined street in the residential zone districts, the following requirements shall be provided in the required parkway:
    1. Two street trees, a minimum 15 gallon size, shall be planted on all lots 6,000 square feet or greater. One of the two front yard trees must be planted 12 feet (no greater or no less) from the face of the front lot line street curb.
    2. One street tree, or two street trees on corner lots, a minimum 15 gallon size, shall be planted on all lots less than 6,000 square feet. The tree shall be planted in the parkway. If there is no parkway the tree shall be planted four feet behind the sidewalk, or if there is no sidewalk then four feet behind the street curb.
    3. There shall be two additional street trees, a minimum 15 gallon size, planted on all corner lots in the parkway adjacent to the street side lot line.
F. Front yard landscaping. If front yard landscaping is provided by the builder, a prototype landscape plan is required when a building permit is requested to show that the trees will be planted as stated above. The front yard landscaping is to be installed within 30 days from final building inspection approval. If front yard landscaping is not provided by the builder a fee of $50 for each required tree shall be collected when a building permit is requested. When the house is occupied, the builder, within 30 days, is required to plant one fifteen (15) gallon tree at the 12 foot setback line from the street curb. If the homeowner plants the remaining three trees as described above within one year of occupancy, the homeowner will be reimbursed the $50 per tree up to three trees. The builder will be reimbursed the $50 for the required tree at the 12 foot line.

Analysis: As a condition of approval of the subdivision, landscaping requirements shall be observed. The landscaping requirements will be verified upon application for landscape permits for the single-family residence.

17.10.170. Screening, Fences, and Walls.

Fences and walls shall be provided on the site for each use in accordance with Section 17.50.120.

Analysis: As a condition of approval of the subdivision, wall placement shall be observed and will be verified where a building permit is required.

17.10.180. Signs.

Signs placed in the R-L zones shall be subject to the requirements and standards prescribed in Chapter 17.56.

Analysis: Signage within single-family residential zones is generally limited to temporary signs (political signs), and subject to the requirements of Chapter 17.56.

17.10.190. General Provisions and Standards.

Structures and the use of structures or land shall be subject to the requirements and standards prescribed in Chapter 17.50.

Conclusion: All requirements of the R-L-5 Low-Density Residential zone district are satisfied in the proposed subdivision or will be satisfied by conditions of approval for future building permits.

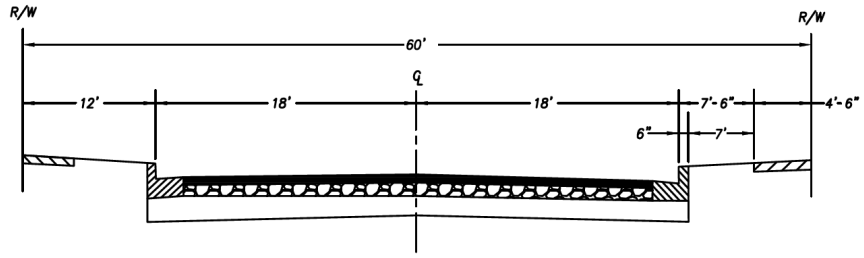
Subdivisions Improvements

Street Improvements:

All streets within the subdivision will be developed to residential street standards (City standard ST-33 cul-de-sacs and ST-32 residential through streets), except the following:

SECTION C-C
INTERIOR STREETS

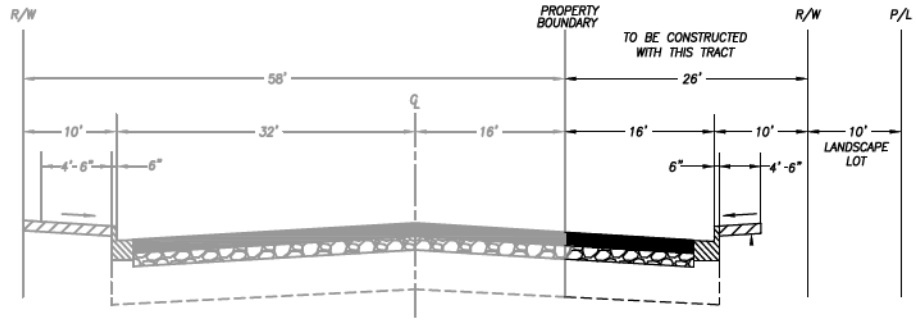
NOT TO SCALE
PER CITY STD. ST–32



b) Aquifer Drive will be developed as a Major Collector street with an 84-foot right-of-way width in conformance with City Std. ST-17 and ST-23 and a traffic index of 8. The Developer is required to construct the remaining width of right of way on the east side of Aquifer Drive from Spring Crest to Hanford Armona Road and along both east and west boundary of property being developed south of Spring Crest Drive to Hume Avenue. North of the project boundary, curb and gutter as well as the curb return at the southeast corner of Hanford Armona Road and Aquifer Drive, is required to be installed. Sidewalk is permitted to be deferred until such time as the “Not A Part” parcel is developed.

SECTION A-A
AQUIFER DRIVE

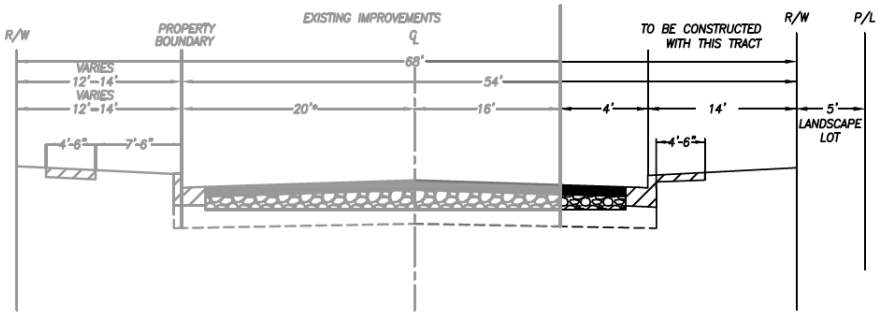
NOT TO SCALE
PER CITY STD. ST–23 (REVISED)



c) Spring Crest Drive will be developed as a Minor Collector street with a 68-foot-width in conformance with City Standard Detail ST-17 and ST-26 with a traffic index of 6. The developer will be required to construct the remaining width of right of way on the south side of Spring Crest Drive from the west boundary of the development to Aquifer Drive.

SECTION B-B
W SPRING CREST DRIVE

NOT TO SCALE
PER CITY STD. ST–26



d) Hume Avenue will be developed as a Major Collector street with an 88-foot right-of-way width in conformance with City Standard Detail ST-17 and ST-23, modified to allow for additional park strip behind curb with a traffic index of 8. The Developer will only be required to construct two-thirds (2/3) road width along project frontage. The eastbound lane will include a 12-foot travel lane with a four-foot paved shoulder and a four-foot unpaved shoulder containing a swale. If Tract 943 develops prior to Live Oak North Tract 909, the striping for Hume Avenue shall consist of matching the centerline striping, as installed with Live Oak North Tract 902. If Live Oak North Tract 909 develops Hume Avenue prior to Tract 943, then striping shall be removed and a 14 foot continuous left turn lane shall be installed from Aquifer Drive to 12th Avenue.

3. The development is subject to a transportation mitigation impact fee, as required by City Ordinance No. 90-09 and any revisions thereof. The developer shall be entitled to a credit against subject development fee for improvements constructed by developer within Hume Avenue and Aquifer Drive, consisting of 22 feet of asphalt pavement section, as measured from centerline of road.

Backup Parkway Improvements

The developer will design and construct the following improvements along Hume Avenue, Spring Crest Drive and Aquifer Drive frontages of proposed subdivision.

a) A six (6) ft. minimum high ornamental, masonry block fence with continuous footing. Wall shall be treated with an anti-graffiti repellent.

b) A 4 ½ ft. wide sidewalk per City Standard Detail CO-14.

c) Soil preparation, automatic irrigation and landscaping.

d) Landscape plans for right-of-way and 12 ft. wide landscape easement area along Hume Avenue property frontage from the back of curb to the block wall.

Sewer Improvements

The developer's engineer will provide a sanitary sewer master plan with calculations for the entire subdivision that coincides with the Live Oak West Sanitary Sewer Master Plans prior to recording a subdivision final map for the development. Consideration shall be given for future areas of development located adjacent to proposed subdivision per the City Sanitary Sewer Master Plan.

A minimum 15-inch diameter sanitary sewer main is required to be installed within Aquifer Drive between Spring Crest Drive and Hume Avenue, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

The developer is required to install a sanitary sewer lift station, per the Live Oak West Sanitary Sewer Master Plan, to be located at the southwest corner of Hume Avenue and Aquifer Drive.

A 6-inch diameter sanitary sewer force main is required to be installed within Hume Avenue from the sanitary sewer lift station west of Aquifer Drive along development frontage and connecting to an existing gravity manhole at the east project boundary, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

Storm Drainage Improvements

The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision prior to recording a subdivision final map for the development. The developer will complete construction of the storm drain basin within the first phase of the subdivision. The basin is required to be designed in conformance with the City of Hanford's Storm Drainage Design Criteria specifications and is required to include a six (6) ft. minimum high ornamental, masonry block fence with continuous footing along the Aquifer Drive and Hume Avenue frontages, a 24' wide drive approach per City Standard Detail CO-41 and access gates per City Standard Detail GE-26. A chain-link fence with continuous footing per City Standard Detail GE-23 shall be constructed along non street basin boundaries. The developer is required

to comply with the State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System

The developer's engineer is required to provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of development. Consideration shall be given for future areas of development located adjacent to proposed subdivision, as shown on the city Water Master Plan. A minimum 18-inch diameter water main and appurtenances, will be extended along property frontage within Aquifer Avenue. The applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04. A minimum 12-inch diameter water main and appurtenances will be extended along the property frontage within Hume Avenue. Applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04.

All existing water wells will be abandoned, in conformance with State of California Department of Health Standards.

Easements and Dedications

All easements will be designated on the final subdivision map, as required by the utility companies and where needed for providing service to streetlights and landscape improvements, as designated by the City Public Utilities and Engineering Division.

1. A 20-foot easement established south of the centerline of Hume Avenue is required to be dedicated to the city for the purposes of street right-of-way.

2. An easement for storm drainage purposes is required to be dedicated to the City, where necessary, to facilitate installation of storm drainage facilities connecting the portion of the development located on the west side of Aquifer Drive to the proposed storm drainage basin located on the east side of Aquifer Drive.

3. All easements for irrigation ditches and/or irrigation pipelines will be legally abandoned or relocated to the satisfaction of the City Engineer prior to acceptance of the subdivision improvements.

4. An easement for sanitary sewer along the south side of Hume Avenue for gravity sewer pipeline, sewer lift station and force main is required to be dedicated to the city. This dedication requirement is contingent on whether Tract 943 develops before Live Oak West Tract 909.

5. All proposed landscape/public utility easements, as shown on the tentative map, are required to be dedicated to the City and be included on the subdivision final map.

Assessment District

The developer will enter into an agreement with the City for the formation of a community facilities district tax assessment district for the maintenance of landscaping, decorative block wall/ fencing, roadways, streetlights, curb and gutter, sidewalk, signage, storm drain system and basin and emergency services.

Neighborhood Park.

Goal O9: Parks provided at a combined ratio of 3.5 acres per 1,000 residents.

Utilizing Quimby Act, park space for new development shall be provided at a ratio of 3 acres per 1,000 residents.

In accordance with the Quimby Act, open space shall be provided at a ratio of three acres per 1,000 residents. Using the assumption that the average household is 3.67 persons (based on current census data for Kings County), the projected number of residents for the subdivision is 1,196 persons, a minimum of 3.8 acres of park space is required for the subdivision.

Calculation:

326 units x 3.67 persons per household = 1196 persons

1196 residents ÷ 1,000 = 1.196

1.196x 3 acres = 3.58 acres of park space required

The applicant proposes a 3.58-acre park within Phase I of the subdivision. As a condition of approval of a final subdivision map or parcel map, the subdivider shall dedicate land, pay a fee in lieu thereof, or both, at the option of the city, for park or recreational purposes, at the time and according to the standards and formula contained in this title. The land, fees, or combinations thereof, are to be used only for the purpose of providing park or recreational facilities to serve the subdivision.

The park is a neighborhood park and features eyes-on-park development, as houses face the park from all sides, which is consistent with General Plan Policy O64.

Policy O64 Park Visibility:

Parks shall be designed to promote a safe and clean environment for recreation. New neighborhoods shall be designed so that common side and rear residential property lines with parks are minimized and visibility of parks from public streets is maximized.

Analysis: There are residential streets surrounding the park. Visibility is achieved from lots facing and siding onto the streets surrounding the park.

Figure 8:
Park Visibility

Green = Lots facing the park

Restricted Access:

A one-foot reservation strip will be established at the end or sides of the roads abutting unsubdivided property and indicated on the subdivision final map. All access will be restricted from the Hume Avenue, Aquifer Drive and Spring Crest Drive right-of-way for lots backing or siding onto said rights-of-way. A restricted access designation will be depicted on all recorded final maps. The developer is required to construct a barricade, to City standards, at the end of each future through streets.

Figure 9: Location of Restricted Access (shown in red)

FINDINGS FOR APPROVAL

Annexation No. 161

The Hanford Planning Commission is charged with reviewing the proposed annexation and making a finding of consistency with the Hanford General Plan to forward to the City Council.

The Planning Commission found Annexation 161 consistent with the Hanford General Plan Policy L15 and L17.

Policy L15 Initiation of Annexations

Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:

1. The land is within the Primary Sphere of Influence.

   Analysis: The property proposed to be annexed is within the City's Primary Sphere of Influence, as shown in **Attachment 3.**

2. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed, or will be adequate at the time that development occurs.

   Analysis: The capacity of water, sewer, fire, school, and police services is adequate to service the area to be annexed at the time development occurs.

   A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage, based on the proposed development of the annexation area.

   Sewer Improvements

   The developer's engineer will provide a sanitary sewer master plan with calculations for the entire subdivision that coincides with the Live Oak West Sanitary Sewer Master Plans prior to recording a subdivision final map for the development. Consideration shall be given for future areas of development located adjacent to proposed subdivision per the City Sanitary Sewer Master Plan.

   A minimum 15-inch diameter sanitary sewer main is required to be installed within Aquifer Drive between Spring Crest Drive and Hume Avenue, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

   The developer is required to install a sanitary sewer lift station, per the Live Oak West Sanitary Sewer Master Plan, to be located at the southwest corner of Hume Avenue and Aquifer Drive.

   A 6-inch diameter sanitary sewer force main is required to be installed within Hume Avenue from the sanitary sewer lift station west of Aquifer Drive along development frontage and connecting to an existing gravity manhole at the east project boundary, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

   Storm Drainage Improvements

   The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision prior to recording a subdivision final map for the development. The developer will complete construction of the storm drain basin within the first phase of the subdivision. The basin is required to be designed in conformance with the City of Hanford's Storm Drainage Design Criteria specifications and is required to include a six (6) ft. minimum high ornamental, masonry block fence with continuous footing along the Aquifer Drive and Hume Avenue frontages, a 24' wide drive approach per City Standard Detail CO-41 and access gates per City Standard Detail GE-26. A chain-link fence with continuous footing per City Standard Detail GE-23 shall be constructed along non street basin boundaries. The developer is required to comply with the State of

California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System

The developer's engineer is required to provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of development. Consideration shall be given for future areas of development located adjacent to proposed subdivision, as shown on the city Water Master Plan. A minimum 18-inch diameter water main and appurtenances, will be extended along property frontage within Aquifer Avenue. The applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04. A minimum 12-inch diameter water main and appurtenances will be extended along the property frontage within Hume Avenue. Applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04.

All existing water wells will be abandoned, in conformance with State of California Department of Health Standards.

Fire and Police

Fire and police services are adequate to service the area to be annexed. Impacts to fire and police services will be mitigated through payment of impact fees.

School

Educational services needed for the development of the Project will be provided by the Hanford Elementary School District (HESD) and Hanford Joint Union High School District (HJUHSD). Payment of fees to a school district is considered mitigation for project impacts on school facilities (Government Code Section 65996(a)). Therefore, the project applicant would be required to pay the statutory fees to accommodate the impact of project-generated student.

Notice of the proposed project was sent to the interested agencies for pre-consultation and normal consultation. A response was received by the Hanford Joint Union High School District stating, "This area is within our most impacted school boundary."

The City's role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities, in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focuses on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan, along with other plans, standards, and codes, to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area.

3. Land for development within the City limits is insufficient to meet the current land use needs.

Analysis: The applicant is proposing a 75.02-acre single-family residential development in the southwest planning area. Available land for new development within the Low-Density Residential land use designation is limited in the southwest planning area of the City. The majority of the properties designated for Low-Density Residential development have been developed or entitled, as shown in Figure 6. The proposal is considered an implementation of the General Plan.

4. The territory to be annexed is contiguous to existing developed areas.

   Analysis: The territory to be annexed is directly contiguous to the current City limits to the north, south, and east.

Policy L17 Plan for Services

Prepare and make publicly available a written Plan for Services that describes how urban services will be provided prior to initiating an annexation.

Analysis: A Plan for Services has been prepared by Engineering for Water, Sanitary Sewer, and Storm Drainage, based on the proposed development of the annexation area - **Attachment 4.**

Favorable Factors for Annexation

Favorable and unfavorable factors for annexation have been adopted by LAFCO. The existence of favorable or unfavorable factors should not decide approval or denial; however, a substantial number of favorable or unfavorable factors may determine approval or denial of the proposal.

1. The proposed area is close to urban development and municipal-type services and would enhance its potential for full development.

   Analysis: The proposed area is close to the existing City limits and is a logical extension of the City. The annexation area can be served by municipal-type services. The annexation area is designated as Low-Density Residential by the General Plan and is necessary to accommodate growth within the City of Hanford. The development proposed for the annexation area is consistent with the General Plan.

2. The proposed annexation conforms to the adopted General Plan.

   Analysis: The annexation area is proposed to be developed as a single-family residential subdivision. The subdivision is consistent with the General Plan designation, Low-Density Residential. The annexation is consistent with the General Plan Section 3.2.4, which states, “Annexation of land into Hanford allows previously undeveloped land to become available for development and allows the City of Hanford to provide the territory that is annexed with its full range of City services.” The annexation area is also consistent with Policy L15 and L17 of the General Plan, as analyzed above.

3. The proposed area is consistent with the sphere of influence.

   Analysis: The property proposed to be annexed is within the City’s Primary Sphere of Influence, as shown in **Attachment 3.**

4. The proposed annexation comes with 100% consent of all landowners.

Analysis: There are three parcels proposed to be annexed. The annexation comes with 100% consent the property owners. The signed annexation application is attached – **Attachment 5.**

Prezone No. 0005-23

In accordance with the Hanford Municipal Code Section 17.86.030, before a zone change may be approved, all of the following findings shall be made by the reviewing authority:

1. That the amendment is internally consistent with the goals, objectives, and policies of the General Plan and the Municipal Code.

   Analysis: That Prezone No. 0005-23 is internally consistent with the goals, objectives, and policies of the General Plan, specifically consistent with Land Use Policies L15 and L17. The development proposed in the annexation area, under Vesting Tentative Tract 943, conforms with all regulations pertaining to the R-L-5 Low-Density Residential zone district.

2. That the amendment would not be detrimental to the public health, safety, or welfare of the community.

   ANALYSIS: That this application has been reviewed by County departments, utility companies, City Fire Department, City Building Department, and other involved departments. Any mitigation required for public health and safety were applied to the proposal and required in the mitigation monitoring and reporting program.

3. That the amendment would maintain the appropriate balance of land uses within the City.

   Analysis: That jobs-housing balance is achieved by increasing opportunities for people to work and live in close proximity. The ratio is expressed as the number of jobs divided by the number of housing units. The jobs-housing balance is a general tool for analyzing where people work, where they live, and how effectively they can travel between the two. In the planning area, the existing jobs-housing balance ratio in 2013-2014 was 1.17. It is estimated that the implementation of the General Plan would increase the jobs-housing balance by 0.45 to 1.62, which would make the planning area a jobs-rich area. The prezone is considered an implementation of the General Plan, which designates the project site as Low-Density Residential with a “floating” Future Educational Facility designation, not required for this location.

4. That the anticipated land uses on the subject site would be compatible with existing and future surrounding uses.

   Analysis: That the anticipated land uses on the subject site are low-density residential, as proposed under Tentative Tract 943, which is compatible with planned single-family residential developments in the surrounding area (see Figure 6).

Tentative Tract Map 943:

Pursuant to Section 16.04.010 of the Hanford Subdivision Ordinance, Section 66474 of the Subdivision Map Act, and Hanford’s Zoning Ordinance, the following findings can be made by the discretionary body:

1. Consistency Finding:

   ANALYSIS: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

2. Design Finding:

   ANALYSIS: That the design and improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

3. Type of Development Finding:

   ANALYSIS: That the site is physically suitable for the single-family residential development proposed under Tentative Tract 943. The lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District. All parcels have adequate street frontage on a public street and meet the minimum depth and width required for the district.

4. Density Finding:

   ANALYSIS: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and 10 units per acre, with an expected average of four units per gross acre. The project has a density of 4.35 dwelling units per gross acre.

5. Environmental Finding:

   ANALYSIS: That a focused environmental impact report was prepared for the project. On the basis of the Focused EIR, the City of Hanford, as the Lead Agency, has determined the project described above would have a significant effect on the environment based relating to the project's transportation/traffic impacts and recommended a Statement of Overriding Considerations be adopted for the project's significant impact.

6. Public Health Finding:

   ANALYSIS: That the design of the subdivision and type of improvements are not likely to cause serious health problems. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent for Tentative Tract 943 to interested agencies, including the County Health Department, Public Works

Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval and the mitigation monitoring and reporting program.

7. Improvements and Access Findings:

ANALYSIS: That the design of the subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision. All easements will be designated on the final subdivision map, as required by the utility companies and where needed for providing service to streetlights and landscape improvements, as designated by the City Public Utilities and Engineering Division. Additional easements are required, as follows:

a) A 20-foot easement established south of the centerline of Hume Avenue is required to be dedicated to the city for the purposes of street right-of-way.

b) An easement for storm drainage purposes is required to be dedicated to the City, where necessary, to facilitate installation of storm drainage facilities connecting the portion of the development located on the west side of Aquifer Drive to the proposed storm drainage basin located on the east side of Aquifer Drive.

c) All easements for irrigation ditches and/or irrigation pipelines will be legally abandoned or relocated to the satisfaction of the City Engineer prior to acceptance of the subdivision improvements.

d) An easement for sanitary sewer along the south side of Hume Avenue for gravity sewer pipeline, sewer lift station and force main is required to be dedicated to the city. This dedication requirement is contingent on whether Tract 943 develops before Live Oak West Tract 909.

e) All proposed landscape/public utility easements, as shown on the tentative map, are required to be dedicated to the City and be included on the subdivision final map.

ENVIRONMENTAL ASSESSMENT

The City of Hanford is the Lead Agency for the purposes of compliance with the California Environmental Quality Act (CEQA). A focused environmental impact report has been prepared for the project, State Clearinghouse No. 2024060956, in accordance with the Guidelines for Implementation of the California Environmental Quality Act. The Final Focused EIR, herein incorporated by reference, have analyzed the potential impacts of the proposed project.

Initial Study – **Attachment 6**

An initial study was prepared for the project and determined there to be No Impact or a Less than Significant Impact to the following categories:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources

- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Potentially Significant and Unavoidable Impacts were identified for the project's Land Use and Transportation and Traffic Impact.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
LAND USE AND PLANNING				
Would the Project:				
b. Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

Impact #3.4.11b – Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Land Use and Planning section of the focused EIR will evaluate the consistency of the proposed project with City General Plan policies, zoning regulations, and LAFCo policies adopted for the purpose of avoiding or mitigating an environmental impact, pursuant to Appendix G of CEQA Guidelines in the EIR.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
TRANSPORTATION AND TRAFFIC				
Would the Project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?	☒	☐	☐	☐

Discussion

Impact #3.4.17a – Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The subject Project site is located south of Hanford Armona Road between Greenbrier Driver to the east and 13th Avenue to the west. The Project could potentially significantly impact the local circulation system and level of service at nearby intersections. A Traffic Impact Analysis will be prepared and impacts to the circulation system will be analyzed in the EIR.

Impact #3.4.17b – Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

CEQA Guidelines Section 15064.3 subdivision (b) was adopted in December 2018 by the California Natural Resources Agency. These revisions to the CEQA Guidelines criteria for determining the significance of transportation impacts shift the focus from driver delay to a reduction of vehicular greenhouse gas emissions through the creation of multimodal vehicle trips. Vehicle miles traveled (VMT) is a measure of the total number of miles driven for various purposes and is sometimes expressed as an average per trip or per person.

In the case of this Project, the anticipated VMT impacts could potentially exceed established significance thresholds. As such, an in-depth VMT analysis is required and will be further analyzed in the EIR.

Notice of Preparation of Draft Focused Environmental Impact Report (30-day review period)

On June 21, 2024 the City of Hanford provided a Notice of Preparation of the Focused EIR, advising the public, interested parties and agencies that the City of Hanford, as lead agency,

would be preparing a focused environmental impact report for the proposed Silicon Valley Ranch Residential Project. A 30-day comment period was open from June 21 through July 22, 2024.

See Notice of Preparation – **Attachment 7.**

During the Notice of Preparation Period, comments were received from:

1. The Department of Toxic Substances Control – Received July 9, 2024

Reponses to the comments received are incorporated into the Draft Environmental Impact Report and attached – **Attachment 8.**

Scoping Meeting

A scoping session was held on July 8, 2024 at 5:00 p.m. in the Training Room (319 N Douty Street, Hanford, CA 93230) of City Hall. No comments were received during that meeting.

Notice of Availability of Draft Focused Environmental Impact Report (45-day review period)

Following the initial 30-day comment period, a Draft Focused Environmental Impact was prepared and made available to the public, nearby residents, property owners, responsible agencies, and other interested parties for a 45-day review and comment period from November 25 to January 9, 2025.

See Notice of Availability – **Attachment 9.**

Internal staff comments were requested to be addressed regarding Vehicles Miles Traveled, Housing Opportunities assumptions, the Finding of Fact, and Statement of Overriding Considerations, as such, changes were made between the draft and final EIR and a notice of intent to certify the Final Environmental Impact Report was circulated for an additional 10-days from February 14 to February 24th. No additional comments were received.

See Notice of Intent to Certify – **Attachment 10.**

Table 1-1
Summary of Significant Impacts of the Project

Resources	Project Impacts	Cumulative Impacts
Land Use Impact 4.1	As evaluated in detail in Table 4.1-2, the Project is consistent with the goals and policies of the City of Hanford General Plan and Kings County General Plan. The Project is consistent with both Kings County and City of Hanford General Plan policy.	Potential land use impacts require evaluation on a case-by-case basis because of the interactive effects of a specific development and its immediate environment. Other projects being proposed in the area would similarly be analyzed for consistency with the pertinent City General Plan and Kings County General Plan goals and policies.

Resources	Project Impacts	Cumulative Impacts
	Therefore, impacts are considered ***less than significant***	Therefore, as proposed the Project would be consistent with the goals and policies of the City's General Plan and would therefore not contribute to a cumulatively considerable impact regarding land use. Cumulative impacts are ***less than significant***.
Transportation and Traffic Impact 4.1	The Project will impact the 12th Avenue and Hanford Armona Road intersection. It is recommended that the existing eastbound right turn lane will change to an eastbound through and right turn lane. Implementation of MM 4.2-1 would allow the studied intersection to operate at an acceptable LOS under City LOS standards and reduce impacts to ***less than significant.***	Cumulative impacts are assessed with the proposed Project and the 12 projects located within a one-half mile of the Project site as identified by the City of Hanford. Eleven of the 12 projects are entitled and either under construction or are anticipated to be under construction in the future. The projects that are entitled are included in and are consistent with the General Plan. Therefore, they are included in the KCAG travel demand model. The growth rates used to determine future traffic volumes would therefore reflect traffic from these projects. Cumulative impacts related to LOS would be ***less than significant with mitigation measures incorporated.***
Transportation and Traffic Impact 4.2	Due to the Project's location, it was determined that Vehicle Miles Travelled (VMT) would exceed the City of Hanford's adopted VMT per capita threshold. No applicable and feasible mitigation measures were identified to reduce VMT below thresholds. Therefore, impacts are considered ***significant and unavoidable.***	Because the proposed Project is determined to have a significant and unavoidable impact by exceeding VMT thresholds on a project level, the cumulative impacts would also be considered ***significant and unavoidable***.

As previously identified, impacts to Transportation and Traffic were found to be significant and unavoidable. As discussed in the Final Focused EIR, mitigation measures were considered to reduce the level of significance to the highest extent possible, however, impacts remain significant and unavoidable. A Statement of Overriding Considerations is required when impacts remain significant and unavoidable.

Therefore, included in the recommendation to adopt Resolution No. 2025-01, recommending certification of Focused EIR SCH #2024060956 to the City Council, is a request to recommend approval of the Findings of Fact, Section 15091 for the findings related to significant environmental impacts – **Attachment 11**, and the Statement of Overriding Considerations, Section 15093 – **Attachment 12.**

PUBLIC COMMENTS

Notice of the public hearing and notice of the Focused Environmental Impact Report was noticed in the Hanford Sentinel on November 21, 2024 and mailed to property owners within 300 feet of the project site on November 20, 2024. No public comments were received during that period.

The Notice of Intent to Certify the Final EIR was noticed in the Hanford Sentinel for 10-days from February 14 to February 24, 2025 and mailed to property owners within 300 feet of the project site on February 13, 2025.

Notice of the Public Hearing before the City Council was noticed in the Hanford Sentinel for 10-days from March 7, 2025 to March 17, 2025 and mailed to property owners within 300 feet of the project site on March 6, 2025. No additional comments have been received, as of the date of preparation of this staff report.

RECOMMENDATION

Staff recommends that the City Council:

1. Adopt Resolution No. 25-07-R, certifying Focused EIR SCH #2024060956.

2. Adopt Ordinance No. 25-02, approving Prezone No. 0005-23.

3. Adopt Resolution No. 25-08-R, initiating proceedings for Annexation No. 161 and direct staff to file the appropriate application forms with the Local Agency Formation Commission (LAFCO) of Kings County.

4. Adopt Resolution No. 25-09-R, approving Vesting Tentative Tract 943.

Owner:
Philip Boyce
Silicon Valley Ranch
20900 Boyce Lane
Saratoga, CA 95070

Applicant:
Marc Frelier – Silicon Valley Ranch, LLC
20900 Boyce Lane
Saratoga, CA 95070

Consulting Firm –Environmental
QK Inc. – Jaymie L. Brauer
5080 California Avenue, Suite 220
Bakersfield, CA 93309

Consulting Firm –Engineering
QK Inc. – Alex Dwiggins
609 N. Irwin Street
Hanford, CA 93230

RESOLUTION 25-07-R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD CERTIFYING THE FINAL FOCUSED ENVIRONMENTAL IMPACT REPORT PREPARED FOR SILICON VALLEY RANCH RESIDENTIAL PROJECT TO THE CITY COUNCIL OF THE CITY OF HANFORD. THE PROJECT IS LOCATED SOUTH OF HANFORD-ARMONA ROAD, BETWEEN 12TH AND 13TH AVENUES (APN 011-040-008, -010, AND -027).

STATE CLEARINGHOUSE #2024060956

WHEREAS, pursuant to the requirements of the California Environmental Quality Act (CEQA), the City of Hanford prepared an initial study for the Silicon Valley Ranch Residential Project, Annexation 161, Prezone No. 0005-23, and Vesting Tentative Tract 943**;** and

WHEREAS, pursuant to the requirements of CEQA, the City of Hanford prepared a Notice of Preparation (NOP), which was sent to the State Clearinghouse to solicit statewide agency participation in determining the scope of the Draft Focused Environmental Impact Report (Draft Focused EIR); and

WHEREAS, the NOP was released for a 30-day period, during which the NOP was also posted at the State Clearinghouse, CEQANet, and the City of Hanford's website; and

WHEREAS, the City of Hanford prepared written responses to all comments received during the Notice of Preparation Phase and prepared a Draft Focused EIR which was completed in accordance with CEQA and was distributed to the commenting agencies and individuals on November 22, 2024; and

WHEREAS, a Final Focused EIR was prepared, which addressed any comments received during the public review period of the Draft EIR, and a Notice of Intent to Certify the Final EIR was distributed publicly on February 14, 2025; and

WHEREAS, the Final Focused Environmental Impact Report consisted of the Initial Study, Draft Focused EIR and revisions of or additions to, the Draft Focused EIR, the written comments, responses to comments by the City of Hanford to significant environmental points raised in the review and consultation process, errata to the foregoing and other information added by the City of Hanford as specified in the EIR; and

WHEREAS, the Planning Commission held a public hearing on the proposed project and Final Focused EIR on February 25, 2025 and took public comment; and

WHEREAS, the Planning Commission of the City of Hanford has reviewed and considered the Final Focused EIR prepared for the Silicon Valley Ranch Residential Project, in its entirety on February 25, 2025, took public comment and recommended that the City Council certify the Final EIR by adopting Resolution 2025-01; and

WHEREAS, no additional public comments have been received since the public hearing by the Planning Commission and prior to the proceeding to consider this Resolution; and

WHEREAS, the City Council of the City of Hanford has reviewed and considered the Final Focused EIR prepared for the Silicon Valley Ranch Residential Project, in its entirety, and has determined that it reflects the independent judgment of the City of Hanford; and

WHEREAS, the City of Hanford is required under CEQA to adopt all feasible mitigation measures or feasible project alternatives that can substantially lessen or avoid any significant project related effects; and

WHEREAS, the Project's effect on Transportation and Traffic remains significant and unavoidable with mitigation incorporation, the Mitigation Monitoring and Reporting Program is attached – **Exhibit A**; and

WHEREAS, because mitigation measures were determined not to be feasible and would not substantially lessen the or avoid all significant effects on the environment that will result from the project, the Planning Commission must consider the alternatives set forth in the Final Focused EIR that will have a lessened impact on the environment than the proposed project; and

WHEREAS, the Planning Commission and City Council have determined that for the reasons set forth in the Final Focused EIR, the project is the preferred alternative and that the other alternatives considered are not feasible, do not lessen the impact, or they fail to meet the objectives of the project; and

WHEREAS, because the identified significant environmental effects that may result from the proposed project, CEQA requires that the City Council adopt a Statement of Overriding Considerations for those unavoidable effects; and

WHEREAS, the City Council of the City of Hanford determined that it is appropriate to certify the Final Focused EIR and to adopt the Findings of Fact (CEQA 15091) and Statement of Overriding Consideration (CEQA 15093), pursuant to the requirements of CEQA; and

WHEREAS, as required by CEQA, the City Council adopts the Finding of Fact and Statement of Overriding Consideration, due to the Final Focused EIR's identification of significant and unavoidable effects to Transportation and Traffic; and

NOW, THEREFORE, BE IT RESOLVED, that the City Council finds that the Silicon Valley Ranch Residential Project, Final Focused Environmental Impact Report, SCH# 2024060956, was prepared in compliance with the California Environmental Quality Act.

BE IT FURTHER RESOLVED, that the City Council certifies Final Focused Environmental Impact Report, SCH# 2024060956, prepared for the Silicon Valley Ranch Residential Project, based on the Findings of Fact contained in **Exhibit B,** hereto, the following specific findings and the evidence in the record:

1. That full and fair public hearings have been held on the Final Focused Environmental Impact Report and the Planning Commission having considered all comments received thereon, said Final Focused Environmental Impact Report is hereby determined to be adequate and complete; and said Focused Environmental Impact Report, SCH#2024060956 is hereby incorporated herein by reference.

2. That the City Council hereby determines that the Final Focused Environmental Impact Report, SCH SCH#2024060956 has been prepared in compliance with the California Environmental Quality Act (CEQA) and the state and local environmental guidelines and regulations, that is has independently reviewed and analyzed the information contained

therein, including the written comments received during the EIR review period and the oral comments received at the public hearing; and that the Final Focused EIR represents the independent judgment of the City of Hanford, as the Lead Agency for the project.

3. That the City Council hereby make the following findings of fact attached to this resolution as **Exhibit B,** which includes a Statement of Overriding Considerations, attached as **Exhibit C,** with respect to the unavoidable significant effect on the environmental resulting from the project, as identified in the Final Focused Environmental Impact Report, SCH#2024060956 with the stipulation that all the information in these findings is intended as a summary of the full administrative record supporting the Final Focused Environmental Impact Report.

BE IT FURTHER RESOLVED that the City Council of the City of Hanford adopts the Statement of Overriding Considerations for the project contained in **Exhibit C.** In adoption of the Statement of Overriding Consideration, the City Council hereby finds that the Project has eliminated, or substantially lessened all significant effects on the environmental where feasible, and finds that the remaining significant unavoidable impacts resulting from the project are acceptable in light of the environmental, economic, social or other considerations set forth herein because the benefits of the project outweigh the significant and adverse effects to Transportation/Traffic as identified in the Final Focused Environmental Impact Report:

1. **Accommodates the Need for Housing.** At buildout, the Project proposes to construct approximately 326 dwelling units. As discussed in EIR Section 4.1 Land Use and Planning Table 4,1-2 the Project is consistent with the applicable City General Plan Goals and Policies. As noted in Section 6.4- Alternatives Considered and Evaluated -, the Project would help the City achieve its need to accommodate residential growth. It would also (a) address the City's current and projected housing needs by providing a range of single-family residences; (b) meet any of the General Plan policies or objectives related to meeting the housing needs of all citizens, or provide; (c) provide residential housing opportunities for a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels that are visually attractive and accommodate the future housing demand in Hanford; (d) establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand; (e) provide infrastructure that meets the City standards and is integrated with existing and planned facilities and connections; and (f) develop a project that meets City standards by implementing a logical phasing plan for development of public infrastructure improvements.

   The Project aligns with the City's General Plan, specifically with the policies within the Urban Form, Land Use, and Design Element, such as Goal L1, to promote a well-planned community that grows in an organized fashion, Goal L3, limiting urban sprawl, Goal L4 Adequate land available to meet housing needs for all citizens through the year 2035, Goal L6 , which encourages the City to support development with a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels, L7 that promotes the City's SOI to be coterminous to the Planned Area Boundary, L18 that new development is compatible with existing and surrounding neighborhoods, L27 that encourages mixing of residential densities and lot sizes within neighborhoods . As noted,

the Project would help fulfill the goals and housing objectives of the City and implement the projected population growth of the City and surrounding area .

2. **Provides Orderly Expansion and Consistent with General Plan and Zoning Ordinance.** The proposed Project provides new development in an orderly manner and is coordinated with the General Plan Policy L15 regarding the criteria needed to initiate annexation of land into the City boundary, Policy L24 that ensures new residential developments have the sufficient urban infrastructure and public facilities needed, and Goal L32, to improve Hanford's quality of life through use of practical design principles and standards. The Project proposes to eliminate several dead end roads by the development of new through streets, and will connect the dead-end roads along the eastern boundary so that residents have another access to Hanford Armona Road, which allows for a more efficient traffic flow in that area of the City. In addition, the proposed Project provides a safe and efficient street system that links all Project areas and allows for the movement of both vehicle and non-vehicle traffic. The Project will be required to use and expand upon the existing local road system and contribute to certain transportation improvements that will help to develop the orderly development of the roadway system in the area.

   Further, per the 2016 Island Study prepared by LAFCO the Project would fill in an undeveloped island of county land surrounded by development and will build the infrastructure to connect to the City's existing infrastructure of roads, water, sewage and drainage. As analyzed in the EIR, the City concurs that it can support the proposed residential development without significant impacts to public services or facilities.

3. **Provides More Efficient Use of Land and Existing Resources.** The property was previously farmed with animal feed and fodder such as wheat, milo and corn. The last two years only had enough water for a portion of the property and the crops grown, corn and milo, which are considered low-income crops generating a small net income. Permanent crops such as almonds, pistachios, vineyard and olives were no longer viable due to reduced water availability**.** The property owner states that surface water supplied by the local water district can no longer reach the property due to adjacent developments. This left only underground water available for agriculture, which the property owner stated was too expensive.

   The General Plan identifies the Project parcel as within the Planned Area Boundary and is designated Low Density Residential. The parcels to the north are designated as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City anticipates future non-agricultural development in this area. Chapter 5.2 of the City of Hanford General Plan contains several goals and policies for agricultural resources. Goal 1 strives for the conservation and long-term protection of agricultural resources and soils located outside of the Planned Area Boundary. Policy 4 under Goal 1 states "retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion**."**

4. **Will Provide Additional Economic Benefits.** Farming the site required less than two workers for the entire year, as noted by the property owner. The economic benefit and revenue were marginal to the City and County.

   The Project will result in creating affordable housing at lower market rates, in addition to providing good paying construction jobs. According to available data, the median home price in the City is approximately $217,260. The typical annual property tax rate is 1.08%, and tax bills run at approximately $2,159 annually, which is below the national median of $2,690.[1] To be conservative, using a median home cost of $217,260 and a tax rate of 1.08% the tax revenue per home is anticipated to be $2,346/year or $760,236 of tax revenue paid annually at full buildout of the Project.

BE IT FURTHER RESOLVED that the City Council of the City of Hanford hereby determines that the Focused EIR prepared for the Silicon Valley Ranch Project is adequate and complete, pursuant to the requirements of the California Environmental Quality Act and so certifies it.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford, held on the 18th day of March, 2025, by the following vote:

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford held on the 18th day of March 2025 by the following vote:

AYES:	Council Member	_____
		_____
		_____
		_____
		_____
NOES:	Council Member	_____
ABSTAIN:	Council Member	_____
ABSENT:	Council Member	_____

[1] Ownwell- Hanford California Property Taxes: https://www.ownwell.com/trends/california/kings-county/hanford

_____

MAYOR

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

I, **Natalie Corral,** City Clerk of the City of Hanford, do hereby certify that the foregoing Resolution was duly passed and adopted by the City Council of the City of Hanford at a regular meeting thereof held on the 18th day of March, 2025.

Dated: _____

_____

City Clerk

Exhibit A

Mitigation Monitoring and Reporting Program

Mitigation Monitoring Program					
Impact	**Mitigation Measure**	**Time Frame for Implementation**	**Responsible Monitoring Agency**	**Date**	**Initials**
	Aesthetics				
	No Mitigation required.				
	Agriculture and Forest Resources				
	No Mitigation required.				
	Air Quality				
	No Mitigation required.				
	Biological Resources				
	No Mitigation required.				
	Cultural Resources				
	No Mitigation required.				
	Energy				
	No Mitigation required.				
	Geology and Soils				
	No Mitigation required.				
	Greenhouse Gas Emissions				
	No Mitigation required.				
	Hazardous Materials				
	No Mitigation required.				
	Hydrology and Water Quality				
	No Mitigation required.				
	Land Use and Planning				
	No Mitigation required.				
	Mineral Resources				
	No Mitigation required.				
	Noise				
	No Mitigation required.				
	Population and Housing				

Mitigation Monitoring Program					
Impact	**Mitigation Measure**	**Time Frame for Implementation**	**Responsible Monitoring Agency**	**Date**	**Initials**
	No Mitigation required.				
	Public Services				
	No Mitigation required.				
	Recreation				
	No Mitigation required.				
	Traffic and Transportation				
#1	**MM 4.17-1:** The Project proponent or developer shall be required to pay their fair share costs for the needed improvements. This includes changing the 12th Avenue and Hanford Armona Road intersection eastbound right turn lane to an eastbound through lane and a right turn lane. The fair share cost for the improvement is calculated at 18.94% and shall be collected by the City of Hanford at the appropriate time.	Prior to issuance of building permit	Project Proponent/Lead Agency		
		A. The Lead Agency shall determine total improvement cost of intersections and provide it to the Project proponent. B. The Project Proponent shall pay their equitable share of the cost for intersection improvements as indicated in the Mitigation Measure and the Traffic Study prior to the issuance of building permits.			
	Tribal Cultural Resources				
	No Mitigation required.				
	Utilities and Service Systems				
	No Mitigation required.				
	Wildfire				
	No Mitigation required.				

Exhibit B

Findings of Fact

FINDINGS OF FACT IN SUPPORT OF FINDINGS
RELATED TO SIGNIFICANT ENVIRONMENTAL IMPACTS

State CEQA Guidelines Section 15091

for

Silicon Valley Ranch Residential Development (Tract No. 943) Project

Final Environmental Impact Report
SCH# 2024060956

Lead Agency: City of Hanford

SECTION I. INTRODUCTION

The following findings of fact are based in part on the information contained in the draft and final Environmental Impact Report (EIR) for the Silicon Valley Ranch Residential Development Project (Project) as well as additional facts found in the complete record of proceedings. The final focused EIR is hereby incorporated by reference and is available for review at the City of Hanford (City), City of Hanford Community Development Department, 317 N Douty St, Hanford, CA 93230.

SECTION II. FINDINGS REGARDING THE POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

The City issued a notice of preparation of a draft focused EIR on June 21, 2024. Based on the initial study, technical studies and Notice of Preparation, a determination was made that the final focused EIR would contain a comprehensive analysis of environmental issues not screened out during the Notice of Preparation. With respect to all impacts identified as "less than significant" or as having "no impact" in the final focused EIR, the Planning Commission finds that those impacts have been described accurately and are less than significant or have no impact. Despite concluding that certain impacts would be less than significant or would have no impact, the final focused EIR nonetheless incorporates mitigation measures in the form of complying with the goals, policies, and implementation measures of the City of Hanford General Plan or other adopted regulations. The Planning Commission finds that these effects are less than significant or have no impact before and after implementation of these mitigation measures.

In addition, one impact in the final focused EIR was found to be "significant and unavoidable." The Planning Commission finds that this impact has been described accurately and is significant and unavoidable.

LAND USE AND PLANNING

A. Environmental Effects of the Project Found to Have No Impact on the Environment or Have a Less Than Significant Impact on the Environment.

The Project could cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Impact 4.2-1)

The City of Hanford General Plan establishes land use policies and regulations that are applicable to the Project. In addition to the City of Hanford General Plan, applicable policies and regulations of the Kings County General Plan and Kings County LAFCo were identified as they pertain to annexations of land.

The Project site has a General Plan designation of Low Density Residential and would be prezoned R-L-5. Per the City General Plan zoning matrix, the R-L-5 zone district is compatible with the General Plan designation. Approval of the tentative map subject to the provisions of the City of Hanford municipal code would allow subdivision of the Project area into lot sizes consistent with the R-L-5 zone district. Pursuant to Table 17.08.020, the proposed development of single-family dwellings throughout the subdivided Project area is permitted uses under the R-L-5 zone district.

The Project is consistent with the goals and policies of the City of Hanford General Plan and Kings County General Plan. Therefore, the Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigation an environmental effect. Impacts of the Project are less than significant, and no mitigation is required.

B. Environmental Effects of the Project that Are Potentially Significant, but that Can Be Mitigated to Less Than Significant Levels.

The Project would not have any environmental effects on land use and planning that are potentially significant and that can be mitigated to less than significant levels.

C. Effects of the Project that Cannot Be Mitigated to a Level Less Than Significant.

The Project would not have any environmental effects on land use and planning that cannot be mitigated to a less than significant level.

Findings

The proposed Project would not have any potentially significant environmental effects related to land use and planning. No mitigation would be required, and impacts are less than significant.

Level of Significance

Impacts would be less than significant.

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the project to avoid or substantially lessen significant impacts. However, impacts related to land use and planning would be less than significant, and no mitigation measures are required.

D. Cumulative Environmental Effects of the Proposed Project that Would Have a Less Than Significant Impact on the Environment.

As discussed in the Cumulative Project List section of the draft EIR, 12 similar projects are proposed within a one and a half-mile radius of the proposed Project, the geographic scope being the City of Hanford General Plan planning area. The Project and future development are required to be consistent with the City of Hanford General Plan and other applicable planning documents. Cumulative projects requiring additional

consideration including rezones, General Plan Amendments, and annexation would require approval by the County. Consistency with the City's applicable General Plan policies and Zoning Ordinance (and any other applicable planning documents) would ensure compliance and orderly development of the proposed Project and other related cumulative projects. Additionally, all cumulative projects are subject to environmental review and compliance with all federal, State, and local policies and plans. As such, the proposed Project's incremental contribution to the less than significant cumulative impacts would not be cumulatively considerable Cumulative impacts related to land use and planning would result in a less than significant impact on the environment.

E. Cumulative Environmental Effects of the Proposed Project that Would Have a Significant Impact on the Environment.

The Project would not have any cumulative effects on land use and planning that would have a significant impact.

Findings

The proposed Project would not have any potentially cumulative significant environmental effects related to land use and planning. No mitigation would be required and impacts are less than significant.

Level of Significance

Impacts would be cumulatively less than significant.

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the project to avoid or substantially lessen significant impacts. However, cumulative impacts would be less than significant, and no mitigation measures are required.

TRANSPORTATION AND TRAFFIC

A. Environmental Effects of the Project Found to Have No Impact on the Environment or Have a Less Than Significant Impact on the Environment.

B. Environmental Effects of the Project that Are Potentially Significant, but that Can Be Mitigated to Less Than Significant Levels.

*The Project could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (Impact 4.2-1)***.**

The Hanford General Plan has policies related to traffic systems. The General Plan has established LOS E as the acceptable level on streets and intersections within the area bounded by State Route (SR) 198, 10th Avenue, 11th Avenue, and Florinda Avenue, and a peak hour LOS D on all other streets and intersections within the Planned Growth Boundary. The County of Kings has established LOS D as the acceptable level of traffic congestion on County roads. Since the study facilities for this Project lie outside of the SR 198, 10th Avenue, 11th Avenue, and Florinda Avenue boundary, the LOS D threshold was utilized to evaluate the potential significance of LOS impacts to the City of Hanford roadway facilities and the County of Kings facilities.

As noted in the Traffic Impact Study (TIS) prepared for the Project, signal warrant criteria was met for the 13th Avenue and Hanford Armona Road intersection, which is included in the City's traffic impact fee program. However, it is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered to determine whether signals are truly justified. Pursuant to General Plan Policy T36, the Project proponent will be required to pay traffic development impact fees. The provision of an intersection signalization would be determined by the City of Hanford. Improvement costs for signalization are within the purview of traffic development impact fees as required in Policy T36, therefore eventual signalization of the intersection by the City would address the LOS deficiency caused by General Plan buildout (2044) and Project development (2044+Project).

For the 12th Avenue and Hanford Armona Road intersection, the TIS recommends improvements be made to the eastbound roadway to include changing the existing eastbound right turn lane (EBR) to an eastbound through and right turn lane (EBTR). The Project proponent would be required to pay their fair share cost for the needed improvement to ensure that the intersection by the year 2044, operates at an acceptable LOS (Ruettgers and Schuler Civil Engineers, 2024). The inclusion of fair share cost payment as determined in the TIS is recommended as a Mitigation Measure and is included as MM 4.2-1. Implementation of MM 4.2-1 would allow the intersection studied to operate at an acceptable LOS under City LOS standards and reduce impacts to less than significant.

Mitigation Measures

MM 4.2-1: The Project proponent or developer shall be required to pay their fair share of costs for the improvements needed. This includes changing the 12th Avenue and Hanford Armona Road intersection eastbound right turn lane to an eastbound through lane and a right turn lane.

The fair share cost for the improvement is calculated at 18.94% and shall be collected by the City of Hanford at the appropriate time

Level of Significance

Impacts would be ***less than significant with implementation of mitigation measures***.

Finding

The proposed Project would not have any potentially significant environmental effects related to LOS and the impacts that the Project may have on the surrounding roadway network. With implementation of Mitigation Measure MM 4.2-1 would reduce impacts to less than significant.

Brief Explanation of the Rational for Finding

CEQA requires that all feasible and reasonable mitigation be applied to the project to avoid or substantially lessen significant impacts related to General Plan policies related to LOS. Implementation of Mitigation Measure MM 4.2-1 as described above, would reduce impacts to a less than significant level.

C. Effects of the Project that Cannot Be Mitigated to a Level Less Than Significant.

Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) (Impact 4.2-2)

Land use developments meeting one or more of the screening criteria contained in the VMT Guidelines are presumed to create a less than significant transportation impact and no further VMT analysis is required. These criteria relate to project type, size, location, proximity to transit, and trip-making potential. The Project does not meet any of the screening criteria. Therefore, a detailed VMT analysis was prepared for the Project (Ruettgers and Schuler Civil Engineers, 2024).

An analysis of Project VMT was conducted in accordance with the *VMT Thresholds and Implementation Guidelines*, City of Hanford, dated November 2022 (VMT Guidelines). The analysis involved comparing an estimate of VMT attributable to the project to a threshold VMT and assessing whether project VMT would result in a significant transportation impact under the California Environmental Quality Act (CEQA). For projects that are not screened out, a quantitative analysis of VMT impacts must be prepared and compared against the adopted VMT thresholds of significance. According to the VMT Guidelines, residential developments that generate more than 8.99 daily VMT for residential VMT per capita would be considered to have a significant transportation impact.

Based on the VMT analysis included in the TIS, the Project would result in 9.61 VMT per capita and exceeds the 8.99 VMT per capita threshold. As a result, it is recommended that the Project implement VMT mitigation measures for the residential component to reduce VMT per capita. In order to reduce VMTs, a project must decrease the number of vehicle miles travels to and from the Project site. For land development projects, VMT mitigation focuses on measures that reduce the number and/or length of single-occupant vehicle trips generated by the project.

The VMT Guidelines cite the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers*, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction. Below are quantitative measures contained in the CAPCOA Handbook for residential projects in suburban areas. Measure identifiers are shown within parentheses, and italicized text addresses the applicability of each measure to the Project.

- Increase residential density to a level higher than the national average (T-1)

  Applicable, but not feasible*: The residential density for the project is 6.5 dwelling units/acre (326 single-family homes/50 acres of developable land). As stated in the CAPCOA Handbook, the national average is 9.1 dwelling units/acre and includes apartments, townhomes and condominiums in addition to detached single-family housing.*

  Below is the VMT reduction formula in the CAPCOA Handbook for this measure (-0.22 = VMT elasticity factor).

  VMT reduction = [(project du/acre – 9.1 du/acre) / 9.1 du/acre] x (-0.22)

  Assuming no change in the amount of developable land, the project would need at least 455 dwelling units to reach the national average and be credited for any reduction in project VMT. Moreover, the project would require a total of 590 dwelling units to mitigate the impact of project VMT to a less than significant level. Such an increase in project residential density (approximately 80 percent) would not be feasible.

  Per the General Plan and the allowable density in the zone district, an increase in density is not feasible without a zone change and General Plan Amendment to increase residential density beyond what is allowed.

- Provide easy access to high-quality public transit (T-3)
  Not applicable: *Because the project does not meet implementation requirements. Project must be located within 0.5 miles of a high frequency transit station (either rail or bus rapid transit with headways of less than 15 minutes).*

- Integrate affordable and below market rate housing (T-4)
  Not applicable*: Because the project does not meet implementation requirements. Project must be a multifamily residential development permanently dedicated as affordable housing for lower income families. This project is not a low income housing project, therefore it is not applicable and the VTM analysis applies*

- Provide electric vehicle charging infrastructure (T-14)
  Not applicable to single-family residential projects*: Mitigation potential available only to developments with buildings that have designated parking areas (e.g., commercial, educational, retail and multifamily housing).*

- Limit residential parking supply (T-15)
  Not applicable: *The measure is ineffective in locations where unrestricted street parking or other off-street parking is available and has adequate capacity to accommodate project-related vehicle parking demand.*

- Unbundle residential parking costs from property costs (T-16)
  Not applicable*: There are no residential parking costs associated with the project.*

As noted, the measures listed above are found to be infeasible (Ruettgers and Schuler Civil Engineers, 2024). There are no applicable and feasible mitigation measures available to reduce VMT below the adopted City and County thresholds. Other valley cities have adopted VTM thresholds and applicable mitigation measures. Kings County and the City have not adopted mitigation measures or other measures to implement or guidance to create feasible mitigation. Therefore, the Project is expected to result in a significant transportation impact under CEQA

Mitigation Measures
No mitigation measures

Level of Significance

Impacts would be ***significant and unavoidable***

Finding

As noted above, there are no feasible and applicable mitigation measures that would be able to reduce VMT for the Project under City adopted thresholds. Therefore, impacts are considered significant and unavoidable**.**

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the Project to reduce impacts. However, no mitigation measures were identified that are feasible and applicable to the Project that would reduce VMT under the City adopted thresholds.

D. Cumulative Environmental Effects of the Proposed Project that Would Have a Less Than Significant Impact on the Environment.

There are no cumulative impacts related to transportation and traffic would result in a less than significant impact on the environment.

E. Cumulative Environmental Effects of the Proposed Project that Would Have a Significant Impact on the Environment.

Significant Effect

The Project would conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b). In combination with other approved or reasonably foreseeable projects, cumulative impacts to VMT would also be significant and unavoidable.

Description of Significant Impact

The Project's VMT would exceed the City's adopted VMT per capita thresholds.

Finding

There are no feasible and applicable mitigation measures that would be able to reduce VMT for the Project under City adopted thresholds. Other valley cities have adopted VTM thresholds and applicable mitigation measures. Kings County and the City have not adopted mitigation measures or other measures to implement or guidance to create feasible mitigation. Measures such as purchasing bicycles for home buyers, adding bike lanes and new bus routes have either not been accepted by the City, or are shown to be an effective way to reduce VTM. Therefore, impacts are considered significant and unavoidable. This impact is overridden by Project benefits as set forth in the statement of overriding considerations. There are no other feasible mitigation measures or changes to the Project that would reduce this impact to a less than significant level

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the Project to reduce impacts. However, no mitigation measures were identified that are feasible and applicable to the Project that would reduce VMT under the City adopted thresholds.

SECTION III. FINDINGS REGARDING CONSIDERATIONS, WHICH MAKE CERTAIN ALTERNATIVES, ANALYZED IN THE FINAL ENVIRONMENTAL IMPACT REPORT INFEASIBLE.

The following findings and brief explanation of the rationale for the findings regarding Project alternatives identified in the EIR are set forth to comply with the requirements of Section 15091(s)(3) of the *CEQA Guidelines*.

The consideration of alternatives is an integral component of the CEQA process. The selection and evaluation of a reasonable range of alternatives provides the public and decision-makers with information on ways to avoid or lessen environmental impacts created by a Project. When selecting alternatives for

evaluation, CEQA requires alternatives that meet most of the basic objectives of the Project, while avoiding or substantially lessening the Project's significant effects. Thus, the objective of the Project was considered by this board in evaluating the alternatives. This objective is to build and operate an economically viable and competitive development with a mix of commercial and residential uses in compliance with applicable laws and regulations, optimally utilizing the available land resource, and while minimizing any environmental impacts to the extent feasible. Thus, objectives for the Project were considered in evaluating the alternatives.

The Project has the following objectives:

- Provide a variety of housing opportunities with a range of styles, sizes, and values that will be designed to satisfy existing and future demand for quality housing in the area.
- Provide a sense of community and walkability within the development through the use of street patterns, parks/open space areas, landscaping, and other Project amenities.
- Create a successful and financially feasible Project by meeting the housing needs of the area.
- Provide a residential development that assists the City in meeting its housing goals and objectives.

The alternatives considered in this EIR include two land use alternatives, a reduced construction alternative, and the No-Project Alternative. CEQA requires that alternatives that have been considered but rejected by the lead agency be addressed in the EIR. This portion of the EIR is also to determine which alternative is considered to be environmentally superior. This evaluation is to be based on which alternatives have the fewest unmitigated impacts and this comparison is to be made even for alternatives that may not completely fulfill all of the Project objectives. For the purpose of this evaluation, the following impacts were determined to be unmitigable after implementation of the mitigations recommended in the EIR.

Significant Impacts Listed

- Transportation and Traffic – The project and the project in conjunction with cumulative projects would **c**onflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b).

All other impacts can be mitigated to a relative level of insignificance through the implementation of the mitigation measures. Mitigation measures that reduced these impacts to a level below the Thresholds of Significance are detailed in the EIR.

Alternative A- No Project Alternative

Under the No Project Alternative, the Project area would remain unchanged and there would be no residential units or parks constructed. Under the No Project Alternative, the Project area would remain unchanged and there would be no residential units or parks constructed. The No Project Alternative would keep the site as agriculture and remain under the jurisdiction of Kings County. As no change would occur, the Project site would continue to be consistent with the Kings County General Plan land use designation and zoning of Limited Agriculture, 10 acres (AL10). The No Project Alternative would not: (a) address the City's current and projected housing needs by providing a range of single-family residences; (b) meet any of the General Plan policies or objectives related to meeting the housing needs of all citizens, or provide; (c) provide residential housing opportunities for a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels that are visually attractive and accommodate the future housing demand in Hanford; (d) establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand; (e) provide infrastructure that meets the City standards and is integrated with existing and planned facilities and connections; and (f) develop a project that meets City standards by implementing a logical phasing plan for development of public infrastructure improvements.

With regard to transportation impacts, the No Project Alternative would result in no new trips generated. The No Project Alternative would reduce the significant and unavoidable impact relating to VMT; however, none of the General Plan goals and objectives for new housing in the City would be met.

Alternative B- Reduced Project Alternative

This alternative would decrease the number of single-family residential houses from 326 to 242. As described in this draft EIR, the proposal to approve the tentative tract map, annex the site into the City, and prezoning the site to R-L-5 would remain the same. A similar outcome to the proposed Project would occur with regard to County and City General Plan consistency. The annexation would meet County and LAFCo objectives in addition to providing planned City expansion within their SOI. This alternative will meet all Project objectives but would have a reduced positive effect of assisting the City in meeting the City's housing needs. Under this Alternative**,** overall VMT for the Project would decrease; however, per capita VMT impacts would remain *significant and unavoidable*.

With regard to City LOS thresholds, overall trip generation would be reduced, resulting in lessened impacts on studied intersections. However, this reduction is still likely to exceed LOS thresholds cumulatively, and require mitigation as indicated in this draft EIR to improve the impacted intersection of 12th Avenue and Hanford Armona Road. Impacts regarding LOS would continue to be *less than significant with mitigation incorporated*.

Alternative C- Multi-Family Alternative

This alternative would replace the proposed single-family residential with multi-family apartments at a density of at least 14.5 dwelling units per gross acre (1,088 units). The Project site is currently designated by the General Plan for low-density residential and prezoned R-L-5. The proposed Project request would be modified to include a General Plan Amendment and a Zone Change to Medium Density Residential (R-M) to allow multi-family apartments. With regard to the addition of a General Plan Amendment, consistency findings with General Plan goals and policies would be necessary to determine if the proposed Medium Density Residential land use would comply. Although it is not guaranteed that the multifamily housing would be rented at rates to meet the criteria as very low or low incoming housing, if such units were constructed and rented at those rates, they would help the City meet the housing requirements for new very low or low income housing in the City under the Housing Element of the City General Plan.

Under Alternative C, the overall density increase could result in higher trips generated, which in turn, may cause impacts to LOS and VMT. It has been theorized that residents who live in very low or low income housing tend to utilize mass transit. Although it is unknown, if the multifamily housing met the criteria for very low or low income housing, LOS might not increase with the use in mass transit. However, if the multifamily units were considered as moderate or above moderate income units, the Project could generate a rise in vehicle trips due to an increased number of residents originating from the Project site, and would result in higher utilization of intersections in the vicinity of the site. Therefore, depending on the income category of the multifamily housing units, Alternative C could decrease LOS impacts or could negatively impact LOS for the studied intersections and would potentially require additional mitigation/improvements to intersections to meet LOS standards.

In regard to VMT, the City of Hanford has adopted VMT Thresholds and Implementation Guidelines, which was utilized for the proposed Project to determine impacts, as noted in the TIS prepared for the Project (Ruettgers and Schuler Civil Engineers, 2024). With regard to the adopted screening criteria and VMT thresholds, Alternative C does not meet the screening criteria and could generate more than 1,000 average daily trips, is not located within 0.5 miles of a transit priority area and is not located within an area where existing VMT per capita is low. The City's VMT Guidelines cite the Handbook for Analyzing Greenhouse

Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for measures with quantitative methods for estimating VMT reduction.

It was found in CAPCOA Handbook that an increase in density over the national average (9.1 dwelling units per acre) can result in a VMT reduction. Assuming no change in the amount of developable land, the Project would need at least 455 dwelling units to reach the national average and be credited for any reduction in project VMT. Moreover, the project would require a total of 590 dwelling units to mitigate the impact of project VMT to a less-than-significant level. (Ruettgers and Schuler Civil Engineers, 2024). As Alternative C proposes a density larger than the national average, it can be seen that a reduction in Project VMT would occur. Therefore, VMT under Alternative C would result in a less than significant impact.

Alterative D- Different Site Alternative

This alternative would relocate the Project to a different site in order to be located nearer to corridor mixed use where a mix of commercial and office uses would be available in addition to be located closer to major transit corridors. This alternative would place the Project on the east side of the City, bounded by Lacey Boulevard to the south, 9 1/4 Avenue to the west, SR 43 to the west, and Grangeville Boulevard to the north. This alternative will meet all Project objectives and would assist the City in meeting its housing needs.

Additionally, Alternative D would result in similar conditions as the proposed Project, consistency findings with Kings County and LAFCo for annexation, and General Plan conformity with the City can be made. With regard to LOS standards, the alternative site would require an analysis of intersections in the vicinity of the site and the comparisons of future conditions at the chosen intersections. It can be assumed that under Alternative D, impacts to LOS at intersections could occur similar to the proposed Project. Dependent on the LOS grade found as a result of Project implementation, mitigation measures for intersection improvements and the use of transportation impact fees per General Plan policy would be applicable to Alternative D and therefore result in similar impacts as the proposed Project.

Under Alternative D, overall VMT per capita for the Project would still exceed City VMT thresholds as the majority of the site is located within a high VMT area and cannot be screened out using the City's screening thresholds, the VMT Guidelines cite the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction (Ruettgers and Schuler Civil Engineers, 2024), in addition to no changes made to the Project lot count. Therefore, per capita, VMT would remain similar to the proposed Project as there are no other factors including proximity to high-quality transit corridors that could provide VMT reductions. Impacts would continue to be significant and unavoidable. In addition, the applicant does not currently own either of these properties and it is not known if the current owners are willing to sell these properties. As noted, <u>available land for new development within the Low-Density Residential land use designation is limited in the southwest planning area of the City. The majority of the properties designated for Low-Density Residential development have been developed or entitled, as shown in Figure 4.1-1, below. The proposed Project is considered implementation of the General Plan.</u>.

Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6(e)(2) of the CEQA Guidelines requires that an

environmentally superior alternative be designated, and states, "[I]f the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." In Chapter 6-Alternatives, Table 6-1 displays the environmental impacts of alternatives to the Project in terms of the impact areas that were analyzed in this Draft EIR in Chapter 4, Environmental Impact Analysis. As shown, No Project is environmentally superior, but does not meet any of the objectives of the Project or the City. The Multi-Family Alternative could be considered the environmentally superior alternative if the criteria for very low or low income units was met, LOS impacts would not increase with the increased density of units. while fulfilling most of the objectives of the proposed Project.

Selection of an environmentally superior alternative is based on an evaluation of the extent to which the alternatives reduce or eliminate the significant impacts associated with the Project on a comparison of the remaining environmental impacts of each alternative. In conducting this comparative evaluation, it can be difficult to make a determination of relative significance because some categories are relatively more or less important and cannot be simply summed. In some cases, these categories do not create a picture of the nuances of the alternatives.

Finding: The Planning Commission finds that the No Project alternative is the environmentally superior alternative, but that the No Project Alternative would be less desirable than the Project because it would not achieve any of the City General Plan policies or goals for new housing or any Project objectives.

Facts Supporting the Finding: The EIR contains facts and analyses supporting the Finding, some of which are set forth here. The No Project Alternative would not help the City to meet General Plan goals and policies for new housing in the City. The Alternative would not fulfill the objectives of the Project. Demand for residential development would be met by other projects that may have greater impacts than the proposed Project. Moreover, employment opportunities would not be generated for construction workers in Handford or Kings County. In short, the No Project Alternative does not meet overall Project objectives.

Environmentally Superior" Build Alternative"

Where, as here, the environmentally superior alternative is the" No Project Alternative", the State CEQA Guidelines require the identification of an environmentally superior alternative from among the remaining alternatives. (CEQA Guidelines, Section 15126.6(e)(2).)

Finding: The Planning Commission evaluated the Project and Alternatives A, B, C and D to the Project, and finds that Alternative C is the environmentally superior alternative. Alternative C – Multi-Family would reduce significant and unavoidable environmental impacts relating to VMT while fulfilling most of the objectives of the proposed Project. However, as discussed in the Section 6.4- Alternatives Considered and Evaluated of the EIR, while Alternative C could incrementally reduce LOS and VMT impacts of the Project, it possibly would not reduce significant and unavoidable impacts of the Project to below a level of significance. Moreover, it may not be economically feasible to implement, thereby impeding the ability to meet the Project objectives set forth by the applicant.

Exhibit C

Statement of Overriding Considerations

STATEMENT OF OVERRIDING CONSIDERATIONS

State CEQA Guidelines Section 15093

for

Silicon Valley Ranch Residential Development (Tract No. 943) Project

Final Environmental Impact Report
(SCH# 2024060956)

Lead Agency: City of Hanford

The California Environmental Quality Act (CEQA) allows a public agency to balance the benefits of a proposed Project against its significant unavoidable adverse impacts in determining whether to approve the Project. Section 15093 of the CEQA Guidelines states:

> CEQA requires the decision making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed Project against its unavoidable environmental risks when determining whether to approve the Project. If the specific economic, legal, social, technological, or other benefits of a proposed Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

As discussed in more detail in the final EIR and CEQA Findings of Fact (Section 15091), the Project will result in environmental impacts related to Vehicle Miles Traveled (VMT), which cannot be feasibly mitigated by the implementation of mitigation measures, will remain significant and unavoidable adverse impacts. These significant unavoidable impacts are summarized below and constitute those impacts for which this Statement of Overriding Considerations is made. These impacts are summarized below and constitute those impacts for which this statement of overriding considerations is made.

Significant and Unavoidable Impacts

1. Transportation and Traffic The Project's Vehicle Miles Travelled (VMT) and Cumulative VMT would exceed the City's VMT thresholds and is considered significant and unavoidable**.**

CEQA requires that all feasible and reasonable mitigation be applied to the Project to reduce impacts. However, no mitigation measures were identified that are feasible and applicable to the Project that would reduce VMT under the City adopted thresholds. The Project would conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b). In addition, in combination with other approved or reasonably foreseeable projects, cumulative impacts to VMT would also be significant and unavoidable.

Findings

The City Planning Commission (Commission) finds and determines in recommending approval of the development of the Project that it has considered the identified means of lessening or avoiding the Project's significant effects. The Commission further finds and determines that the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits of the project, as discussed below, outweigh its unavoidable adverse environmental effects. Therefore, this Commission

finds and determines in recommending approval that such benefits override, outweigh, and make "acceptable" any such remaining environmental impacts of the project (CEQA Guidelines Section 15092 (a) and (b)).

The following benefits and considerations outweigh such significant and unavoidable adverse environmental impacts. All of these benefits and considerations are based on the facts set forth in the findings, the final focused EIR, and the record of proceedings for the project. Each of these benefits and considerations constitutes a separate and independent basis that justifies approval of the project, so that if a court were to set aside the determination that any particular benefit or consideration justifies project approval, the Commission would stand by its determination that the remaining benefits or considerations are sufficient to justify and substantiate project approval.

Facts in Support of Statement of Overriding Considerations

The objective of the Project is to build and operate an economically viable and competitive development with residential uses in compliance with applicable laws and regulations, optimally utilizing the available land resource, and while minimizing any environmental impacts to the extent feasible.

Each benefit set forth below constitutes an overriding consideration warranting approval of the project, independent of the other benefits, and the City Council determines that the adverse environmental impacts of the project are "acceptable" if any of these benefits would be realized. The project would provide benefits as follows:

1. **Accommodates the Need for Housing.** At buildout, the Project proposes to construct approximately 326 dwelling units. As discussed in EIR Section 4.1 Land Use and Planning Table 4,1-2 the Project is consistent with the applicable City General Plan Goals and Policies. As noted in Section 6.4- Alternatives Considered and Evaluated -, the Project would help the City achieve its need to accommodate residential growth. It would also (a) address the City's current and projected housing needs by providing a range of single-family residences; (b) meet any of the General Plan policies or objectives related to meeting the housing needs of all citizens, or provide; (c) provide residential housing opportunities for a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels that are visually attractive and accommodate the future housing demand in Hanford; (d) establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand; (e) provide infrastructure that meets the City standards and is integrated with existing and planned facilities and connections; and (f) develop a project that meets City standards by implementing a logical phasing plan for development of public infrastructure improvements.

   The Project aligns with the City's General Plan, specifically with the policies within the Urban Form, Land Use, and Design Element, such as Goal L1, to promote a well-planned community that grows in an organized fashion, Goal L3, limiting urban sprawl, Goal L4 Adequate land available to meet housing needs for all citizens through the year 2035, Goal L6 , which encourages the City to support development with a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels, L7 that promotes the City's SOI to be coterminous to the Planned Area Boundary, L18 that new development is compatible with existing and surrounding neighborhoods, L27 that encourages mixing of residential densities and lot sizes within neighborhoods . As noted, the Project would help fulfill the goals and housing objectives of the City and implement the projected population growth of the City and surrounding area .

2. **Provides Orderly Expansion and Consistent with General Plan and Zoning Ordinance.** The proposed Project provides new development in an orderly manner and is coordinated with the

General Plan Policy L15 regarding the criteria needed to initiate annexation of land into the City boundary, Policy L24 that ensures new residential developments have the sufficient urban infrastructure and public facilities needed, and Goal L32, to improve Hanford's quality of life through use of practical design principles and standards. The Project proposes to eliminate several dead end roads by the development of new through streets, and will connect the dead-end roads along the eastern boundary so that residents have another access to Hanford Armona Road, which allows for a more efficient traffic flow in that area of the City. In addition, the proposed Project provides a safe and efficient street system that links all Project areas and allows for the movement of both vehicle and non-vehicle traffic. The Project will be required to use and expand upon the existing local road system and contribute to certain transportation improvements that will help to develop the orderly development of the roadway system in the area.

Further, per the 2016 Island Study prepared by LAFCO the Project would fill in an undeveloped island of county land surrounded by development and will build the infrastructure to connect to the City's existing infrastructure of roads, water, sewage and drainage. As analyzed in the EIR, the City concurs that it can support the proposed residential development without significant impacts to public services or facilities.

3. **Provides More Efficient Use of Land and Existing Resources.** The property was previously farmed with animal feed and fodder such as wheat, milo and corn. The last two years only had enough water for a portion of the property and the crops grown, corn and milo, which are considered low-income crops generating a small net income. Permanent crops such as almonds, pistachios, vineyard and olives were no longer viable due to reduced water availability**.** The property owner states that surface water supplied by the local water district can no longer reach the property due to adjacent developments. This left only underground water available for agriculture, which the property owner stated was too expensive.

   The General Plan identifies the Project parcel as within the Planned Area Boundary and is designated Low Density Residential. The parcels to the north are designated as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City anticipates future non-agricultural development in this area. Chapter 5.2 of the City of Hanford General Plan contains several goals and policies for agricultural resources. Goal 1 strives for the conservation and long-term protection of agricultural resources and soils located outside of the Planned Area Boundary. Policy 4 under Goal 1 states "retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion**."**

4. **Will Provide Additional Economic Benefits.** Farming the site required less than two workers for the entire year, as noted by the property owner. The economic benefit and revenue were marginal to the City and County.

   The Project will result in creating affordable housing at lower market rates, in addition to providing good paying construction jobs. According to available data, the median home price in the City is approximately $217,260. The typical annual property tax rate is 1.08%, and tax bills run at approximately $2,159 annually, which is below the national median of $2,690.[1] To be conservative, using a median home cost of $217,260 and a tax rate of 1.08% the tax revenue per home is anticipated to be $2,346/year or $760,236 of tax revenue paid annually at full buildout of the Project.

[1] Ownwell- Hanford California Property Taxes: https://www.ownwell.com/trends/california/kings-county/hanford

Conclusion

As the CEQA Lead Agency for the proposed action, the City has reviewed the project description for the Project and the FEIR and fully understands the Project proposed by the applicant. Based on the entire record before the Commission, and having considered the unavoidable adverse impacts of the Project, the Commission hereby determines that all feasible mitigation has been adopted to reduce the potentially significant impacts identified in the FEIR, and that no additional feasible mitigation is available to further reduce significant impacts.

The Commission finds that economic, social, technological, and other considerations of the Project outweigh the unavoidable adverse impacts described above. Further the Commission finds that each of the separate benefits of the Project is hereby determined to be, in itself and independent of the other Project benefits, a basis for overriding all unavoidable environmental impacts identified in the FEIR and in the CEQA Findings. In making this finding, the Commission has balanced the benefits of the Project against its unavoidable environmental impacts and has indicated its willingness to accept those risks

ORDINANCE NO. 25-02
PREZONE NO. 0005-23

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HANFORD PREZONING CERTAIN PROPERTY ADJACENT TO THE CITY OF HANFORD FROM COUNTY ZONING AL-10 LIMITED AGRICULTURE TO R-L-5 LOW-DENSITY RESIDENTIAL, IN ACCORDANCE WITH THE GENERAL PLAN. THE PROJECT IS LOCATED SOUTH OF HANFORD ARMONA ROAD, BETWEEN 12TH AND 13TH AVENUES (APNS 011-040-008, -010, AND -027).

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

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

Annexation 161 filed by Silicon Valley Ranch, LLC

FROM: County zoning of AL-10 Limited Agriculture
TO: City zoning R-L-5 Low-Density Residential

On property described as follows:

Portions of the Northeast and Northwest Quarters of Section 3, Township 19 South, Range 21 East, MDB&M, in the State of California, County of Kings described as follows:

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

Thence along the existing city limits the following courses:

1. South 89° 23'35" East along the North line of last said Qua11er, a distance of l,057.40 feet to the Northwest corner of County Tract 876 as depicted on a map recorded in Book 24 at Page 88 of Licensed Surveyors' Plats in the Office of the Kings County Recorder;
2. South 00°33'03" West, along the West line of last said Tract, a distance of 2,866.68 feet to a point on the South line of said Northeast Quarter;
3. North 89°32'03" West along said South line of said Northeast Quarter, a distance of I 051.03 feet to the Center Quarter Corner of said Section 3;

4. North 89° 32'22" West along the South line of said Northwest Quarter a distance of 26l.40 feet to an angle point in the city limits of the City of Hanford per LAFCO Resolution No. 05-1 7 as depicted on a map recorded in Book 21, at page 66 of Licensed Surveyors' Plats in the Office of the Kings County Recorder;

Thence leaving the existing city limits of the City of Hanford the following courses:

5. Continuing along said South line of the Northwest Quarter, North 89° 32'22" West a distance of 397.32 feet to the southwest corner of Parcel 2 as shown on a map recorded in Book 5 at Page 72 of Parcel Maps of Licensed Surveyors' Plats in the Office of the Kings County Recorder;
6. No1th 00° 44' 57" East, along the west line of last said Parcel 2 a distance of 646. 9 I feet to and angle point in said west line of said Parcel 2;
7. Continuing along the West line of said Parcel 2, North 02 °14'30" East, a distance of 656.86 feet to the Northwest corner of said Parcel 2, also being a point on the existing city limits of the City of Hanford;

Thence along the existing city limits the following courses:

8. South 89° 38'44" East along the North line of said Parcel 2 a distance of 634.20 feet to the Northeast corner of said Parcel 2, also being a point on the west line of said Northeast Quarter;
9. Thence North 00°25 '25" East, along last said West line, a distance of 1,564.66 feet to the Point of Beginning

Containing 88.89 Acres more or less, as depicted in attached **Exhibit A**; and

Section 2: The Council does hereby find as a fact that this Ordinance has been recommended for passage by the Planning Commission of the City of Hanford after public hearing before the Planning Commission after notice required by Section 17.70.100 of the Hanford Municipal Code and Government Code Section 65854. The City Council finds that the Final Environmental Impact Report (SCH #2024060956) is approved, in conformance with the California Environmental Quality Act. The City Council hereby finds that the prezoning is required to achieve the objectives of the zoning regulations as set forth in Section 17.06.010 of the Hanford Municipal Code, and that this Ordinance has been introduced by the City Council after public hearing held on the 18th day of March, 2025 at 7:00 p.m. of said day after notice required under the provisions of Section 65856 of the Government Code.

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

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

APPROVED

_____

ATTEST: **MAYOR** of the City of Hanford

_____

Natalie Corral
CITY CLERK

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

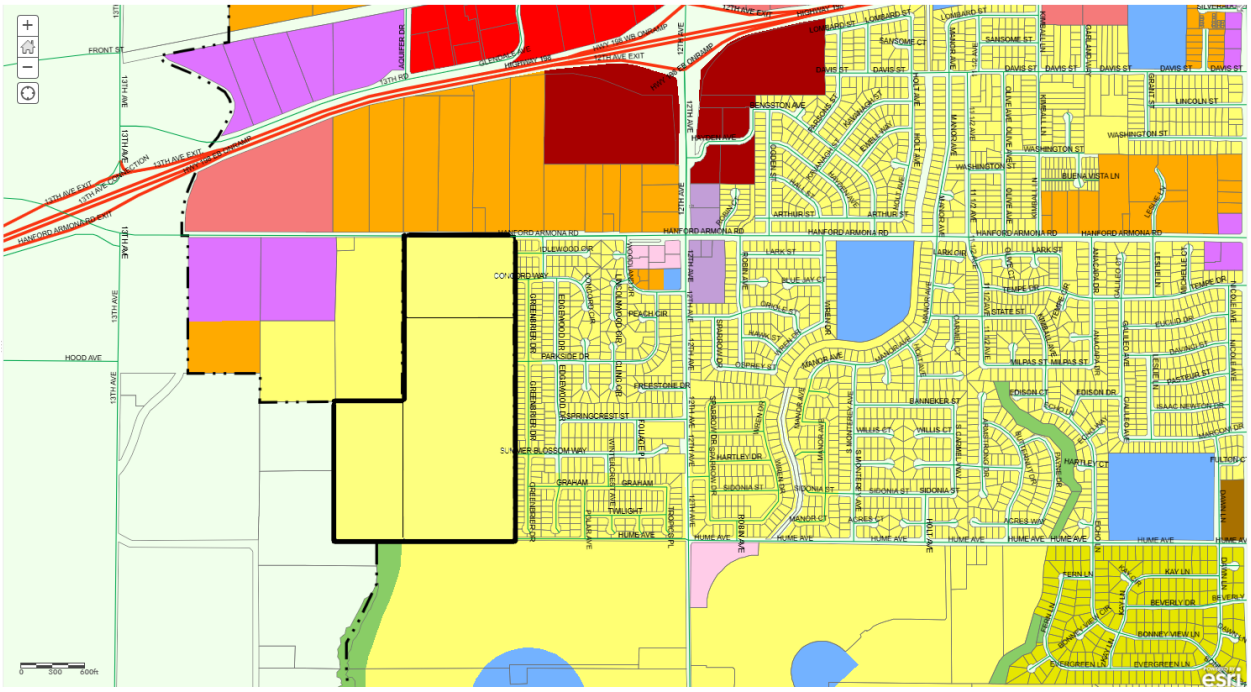
I, NATALIE CORRAL, City Clerk of the City of Hanford, do hereby certify the foregoing ordinance was duly introduced at a regular meeting of the City Council of the City of Hanford on the 18th day of March 2025 and it was duly passed and adopted at a regular meeting of the City Council of the City of Hanford held on the _____ day of _____, 2025.

Dated: _____ _____

Natalie Corral
City Clerk

Exhibit A
Prezone No. 0005-23

Prezone 0005-23
Proposed: R-L-5 Low-Density Residential (property outlined in bold)



RESOLUTION NO. 25-08-R

A RESOLUTION OF APPLICATION BY THE CITY OF HANFORD REQUESTING THE LOCAL AGENCY FORMATION COMMISSION TO INITIATE PROCEEDINGS FOR ANNEXATION NO. 161, A REQUEST TO ANNEX APPROXIMATELY 88.89 ACRES OF UNINCORPORATED KINGS COUNTY LAND INTO THE CITY OF HANFORD FOR PROPERTY LOCATED SOUTH OF HANFORD ARMONA ROAD, BETWEEN 12TH AND 13TH AVENUES (APNS 011-040-008, -010, AND 027)

RESOLVED by the City Council of the City of Hanford on March 18, 2025, that

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

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

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

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

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

Agency	**Nature of Change**
City of Hanford	Annexation

WHEREAS, the territory proposed to be annexed is uninhabited, and a map and description of the boundaries of the territory are attached hereto as **Exhibits A** (annexation map) and **B** (legal description) and by this reference incorporated herein, and,

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

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

1. That the annexation area be prezoned R-L-5 Low-Density Residential, in accordance with the General Plan.

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

WHEREAS, the Final Environmental Impact Report and all notices related thereto were prepared in compliance with the California Environmental Quality Act ("CEQA") and the City of Hanford Municipal Code and Policies; and

WHEREAS, on the basis of the application, the documentation and information provided in the staff report and the evidence and testimony submitted at the public hearing, and the Environmental Impact Report prepared for the Silicon Valley Ranch Residential Project, the City Council of the City of Hanford hereby makes findings in accordance with Section 15091 of the CEQA Guidelines and as specifically articulated in an appendix to the Final EIR and incorporated herein by this reference; and

WHEREAS, the Final Environmental Impact Report also identified unavoidable significant adverse impacts regarding, Transportation and Traffic; and

WHEREAS, Section 15093 of the CEQA Guidelines requires the City to balance the benefits of the Project against its unavoidable environmental impacts in determining whether or not to approve the Project; and

WHEREAS, the City Council certified the Final Environmental Impact Report, which included findings and a statement of overriding considerations for the unavoidable significant environmental impacts identified by the Final Environmental Impact Report; and,

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Hanford finds the project to be consistent with the Final Environmental Impact Report (FEIR) (SCH 2024060956) associated with the Silicon Valley Ranch Residential Project, and for which said FEIR was certified precedent to its consideration of the annexation, consistent with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies.

NOW, THEREFORE, BE IT RESOLVED, this Resolution of Application is hereby adopted and approved by the City Council of the City of Hanford and the Local Agency Formation Commission of

Kings County is hereby requested to take proceedings of the annexation of territory as authorized in the manner provided by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford held on the 18th day of March 2025 by the following vote:

AYES: Council Member _____

_____

_____

_____

_____

NOES: Council Member _____

ABSTAIN: Council Member _____

ABSENT: Council Member _____

_____

MAYOR

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

I, **Natalie Corral,** City Clerk of the City of Hanford, do hereby certify that the foregoing Resolution was duly passed and adopted by the City Council of the City of Hanford at a regular meeting thereof held on the 18th day of March, 2025.

Dated: _____

_____

City Clerk

Exhibit A

Annexation Map

SUBJECT TO REVISION

MAP OF TERRITORY ANNEXED TO THE CITY OF HANFORD

AND DETACHED FROM THE KINGS RIVER CONSERVATION DISTRICT AND THE EXCELSIOR-KINGS RIVER RESOURCE CONSERVATION DISTRICT, CITY OF HANFORD REORGANIZATION NO. ____.

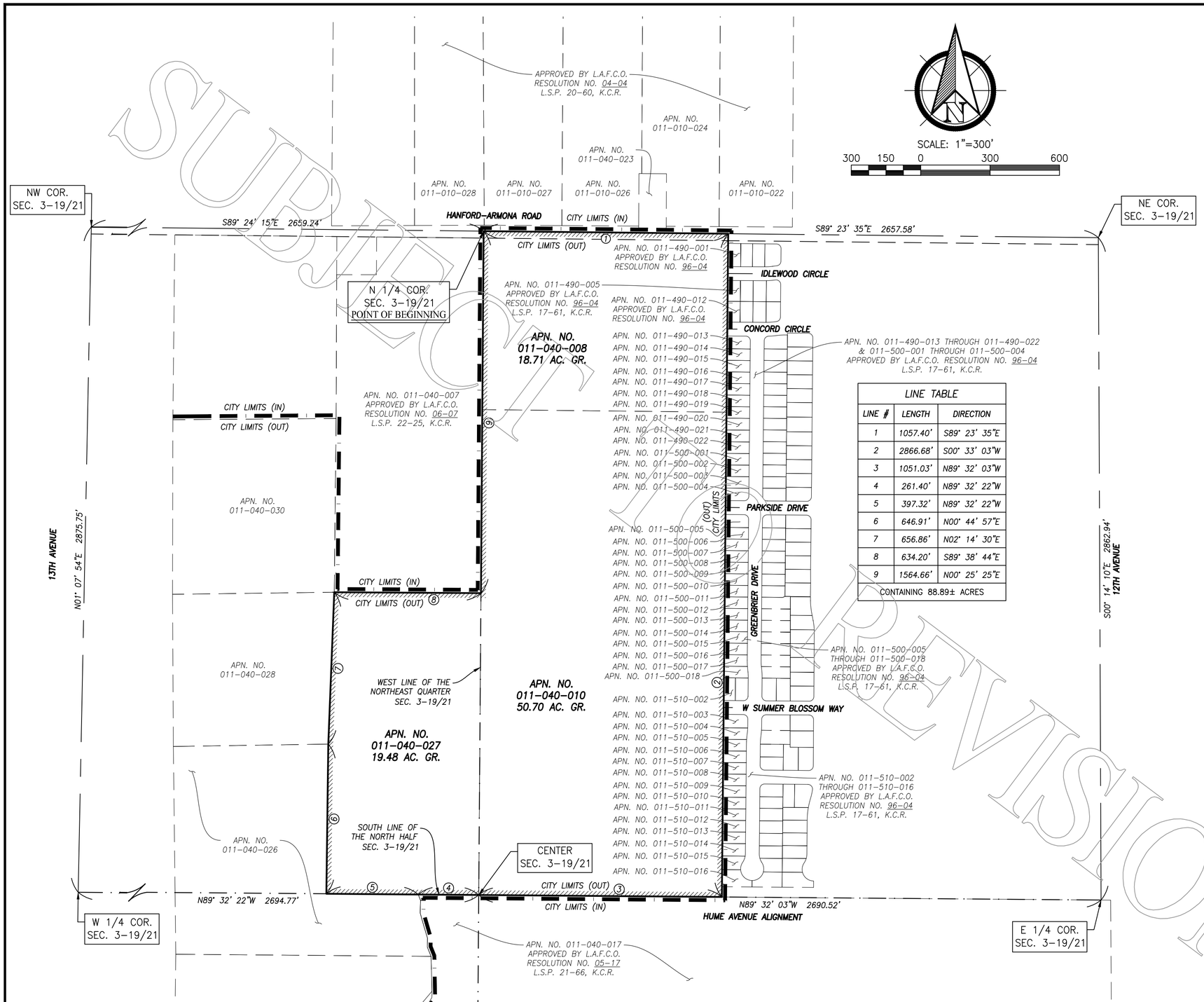
THIS MAP WAS PREPARED BY ME ON _____,
AND IS BASED UPON RECORD DATA AND LAFCO RESOLUTION NO. _____, DATED _____.

PRELIMINARY

JOHN A. ZUMWALT, R.C.E. 21489

REGISTERED PROFESSIONAL ENGINEER
JOHN A. ZUMWALT
21489
CIVIL
STATE OF CALIFORNIA

SCALE: 1"=300'
300 150 0 300 600



LINE TABLE		
LINE #	LENGTH	DIRECTION
1	1057.40'	S89° 23' 35"E
2	2866.68'	S00° 33' 03"W
3	1051.03'	N89° 32' 03"W
4	261.40'	N89° 32' 22"W
5	397.32'	N89° 32' 22"W
6	646.91'	N00° 44' 57"E
7	656.86'	N02° 14' 30"E
8	634.20'	S89° 38' 44"E
9	1564.66'	N00° 25' 25"E
CONTAINING 88.89± ACRES		

LEGEND

CITY LIMITS

BOUNDARY OF PROPERTIES TO BE ANNEXED

(1) COURSE SEGMENT NUMBER

CERTIFICATION OF COMPLETION

RECORDED AS DOCUMENT NO. _____

FEE _____
DOCUMENT NO. _____

RECORDED AT THE REQUEST OF THE LOCAL AGENCY FORMATION COMMISSION OF KINGS COUNTY.

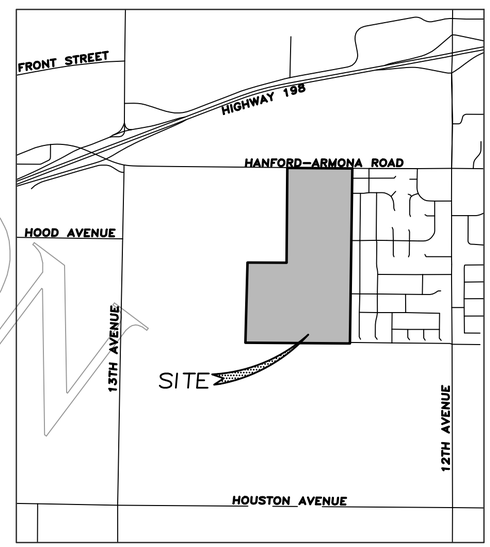
AT _____ MINUTES PAST _____ O'CLOCK _____, M.,
_____, 20____ IN VOLUME _____ OF LICENSED SURVEYORS' PLATS, PAGE _____, KINGS COUNTY, STATE OF CALIFORNIA.

KRISTINE LEE
COUNTY RECORDER

BY: _____
DEPUTY

VICINITY MAP

Not to Scale



ZUMWALT HANSEN INC.
A QK Company

609 N. IRWIN ST. HANFORD, CA. 93230 PH. (559) 582-1056 FILE NO. 220056 ONE SHEET ONLY

L:\Projects\2022\220056\ACAD\Final Map\220056 ANNEX.dwg, 8/8/2022 9:53:03 AM, Plotted by MBO

Exhibit B

Legal Description

ANNEXATION NO. 161
ANNEXATION TO THE CITY OF HANFORD
GEOGRAPHICAL DESCRIPTION

Portions of the Northeast and Northwest Quarters of Section 3, Township 19 South, Range 21 East, MDB&M, in the State of California, County of Kings described as follows:

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

Thence along the existing city limits the following courses:

1. South 89°23'35" East along the North line of last said Quarter, a distance of 1,057.40 feet to the Northwest corner of County Tract 876 as depicted on a map recorded in Book 24 at Page 88 of Licensed Surveyors' Plats in the Office of the Kings County Recorder;
2. South 00°33'03" West, along the West line of last said Tract, a distance of 2,866.68 feet to a point on the South line of said Northeast Quarter;
3. North 89°32'03" West along said South line of said Northeast Quarter, a distance of 1051.03 feet to the Center Quarter Corner of said Section 3;
4. North 89°32'22" West along the South line of said Northwest Quarter a distance of 261.40 feet to an angle point in the city limits of the City of Hanford per LAFCO Resolution No. 05-17 as depicted on a map recorded in Book 21, at page 66 of Licensed Surveyors' Plats in the Office of the Kings County Recorder;

Thence leaving the existing city limits of the City of Hanford the following courses:

5. Continuing along said South line of the Northwest Quarter, North 89°32'22" West a distance of 397.32 feet to the southwest corner of Parcel 2 as shown on a map recorded in Book 5 at Page 72 of Parcel Maps of Licensed Surveyors' Plats in the Office of the Kings County Recorder;
6. North 00°44'57" East, along the west line of last said Parcel 2 a distance of 646.91 feet to and angle point in said west line of said Parcel 2;
7. Continuing along the West line of said Parcel 2, North 02°14'30" East, a distance of 656.86 feet to the Northwest corner of said Parcel 2, also being a point on the existing city limits of the City of Hanford;

Thence along the existing city limits the following courses:

8. South 89°38'44" East along the North line of said Parcel 2 a distance of 634.20 feet to the Northeast corner of said Parcel 2, also being a point on the west line of said Northeast Quarter;
9. Thence North 00°25'25" East, along last said West line, a distance of 1,564.66 feet to the Point of Beginning

Containing 88.89 Acres more or less.

DRAFT

RESOLUTION 25-09-R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HANFORD APPROVING VESTING TENTATIVE TRACT 943, A REQUEST, BY SILICON VALLEY RANCH, LLC, TO SUBDIVIDE 75.02 ACRES PROPOSED TO BE PREZONED R-L-5 LOW-DENSITY RESIDENTIAL INTO 326 SINGLE-FAMILY RESIDENTIAL LOTS, A 3.58-ACRE PARK, AND THREE-ACRE STORM BASIN. THE PROJECT IS LOCATED SOUTH OF HANFORD ARMONA ROAD, BETWEEN 12TH AND 13TH AVENUES (APN 011-040-008, -010, AND -027).

At a regular meeting of the City Council of the City of Hanford duly called and held on March 18, 2025 by motion of Councilmember _____ , and seconded by Councilmember _ _____, and duly carried, the following resolution was adopted:

WHEREAS, Vesting Tentative Subdivision Map No. 943, filed by Marc Freiler on behalf of Silicon Valley Ranch, LLC, a request to subdivide 75.02 acres, proposed to be prezoned R-L-5 Low-Density Residential into 326 single-family residential lots, a 3.58-acre park, and three-acre storm basin, as shown in **Exhibit A,** has been reviewed by the City Council of the City of Hanford, in accordance with the Subdivision Map Act and Title 16 of the Hanford Municipal Code; and

WHEREAS, the City Council has carefully considered recommendations and testimony presented at the public hearing of March 18, 2025, and

WHEREAS, all affected public utility companies, various governmental department agencies, staff, and the City Council, have given careful consideration to this tentative subdivision map and have made recommendations thereon; and

WHEREAS, the Final Environmental Impact Report and all notices related thereto were prepared in compliance with the California Environmental Quality Act ("CEQA") and the City of Hanford Municipal Code and Policies; and

WHEREAS, on the basis of the application, the documentation and information provided in the staff report and the evidence and testimony submitted at the public hearing, and the

Environmental Impact Report prepared for the Silicon Valley Ranch Residential Project, the City Council of the City of Hanford hereby makes findings in accordance with Section 15091 of the CEQA Guidelines and as specifically articulated in an appendix to the Final EIR and incorporated herein by this reference; and

WHEREAS, the Project's effect on Transportation and Traffic remains significant and unavoidable with mitigation incorporation, the Mitigation Monitoring and Reporting Program is attached – **Exhibit B**; and

WHEREAS, Section 15093 of the CEQA Guidelines requires the City to balance the benefits of the Project against its unavoidable environmental impacts in determining whether or not to approve the Project; and

WHEREAS, the City Council certified the Final Environmental Impact Report, which included findings and a statement of overriding considerations for the unavoidable significant environmental impacts identified by the Final Environmental Impact Report; and,

WHEREAS, the City Council has made the following findings, pursuant to Section 16.04.010 of the Hanford Subdivision Ordinance, Section 66474 of the Subdivision Map Act and Hanford's Zoning Ordinance:

1. Consistency Finding:

   ANALYSIS: That a consistency finding can be made, because the proposed subdivision map is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

2. Design Finding:

ANALYSIS: That the design and improvement of the subdivision is consistent with the State Subdivision Map Act, General Plan, Zoning Ordinance, and Subdivision Ordinance. The subdivision is consistent with the General Plan Designation for the property, Low-Density Residential. All requirements of the R-L-5 Low-Density Residential zone district are met for lot size, frontage, width, and depth. Compliance with the regulations set forth in the Hanford Municipal Code for the R-L-5 Low-Density Residential zone district will be a condition of approval for the subdivision.

3. Type of Development Finding:

ANALYSIS: That the site is physically suitable for the single-family residential development proposed under Tentative Tract 943. The lots proposed meet the minimum lot size of the R-L-5 Low-Density Residential Zone District. All parcels have adequate street frontage on a public street and meet the minimum depth and width required for the district.

4. Density Finding:

ANALYSIS: That a density finding can be made, because the site is physically suitable for the proposed density of development. The General Plan prescribes a density range between two and 10 units per acre, with an expected average of four units per gross acre. The project has a density of 4.35 dwelling units per gross acre.

5. Environmental Finding:

ANALYSIS: That a focused environmental impact report was prepared for the project. On the basis of the Focused EIR, the City of Hanford, as the Lead Agency, has determined the project described above would have a significant effect on the environment based relating

to the project's transportation/traffic impacts and recommended a Statement of Overriding Considerations be adopted for the project's significant impact.

6. Public Health Finding:

ANALYSIS: That the design of the subdivision and type of improvements are not likely to cause serious health problems. The City of Hanford Building Division is responsible for ensuring that future construction of the site follows adopted building codes, thus reducing exposures to accidents to the general public. Consultation was sent for Tentative Tract 943 to interested agencies, including the County Health Department, Public Works Department, Fire Department, and Building Division. Any improvements or mitigations required for public health and safety were applied to the proposal and required in the conditions of approval and the mitigation monitoring and reporting program.

7. Improvements and Access Findings:

ANALYSIS: That the design of the subdivision and type of improvements will not conflict with easements acquired by the public at large for access through or use of the property within the proposed subdivision. All easements will be designated on the final subdivision map, as required by the utility companies and where needed for providing service to streetlights and landscape improvements, as designated by the City Public Utilities and Engineering Division. Additional easements are required, as follows:

a) A 20-foot easement established south of the centerline of Hume Avenue is required to be dedicated to the city for the purposes of street right-of-way.

b) An easement for storm drainage purposes is required to be dedicated to the City, where necessary, to facilitate installation of storm drainage facilities connecting the portion of the development located on the west side of Aquifer Drive to the proposed storm drainage basin located on the east side of Aquifer Drive.

c) All easements for irrigation ditches and/or irrigation pipelines will be legally abandoned or relocated to the satisfaction of the City Engineer prior to acceptance of the subdivision improvements.

d) An easement for sanitary sewer along the south side of Hume Avenue for gravity sewer pipeline, sewer lift station and force main is required to be dedicated to the city. This dedication requirement is contingent on whether Tract 943 develops before Live Oak West Tract 909.

e) All proposed landscape/public utility easements, as shown on the tentative map, are required to be dedicated to the City and be included on the subdivision final map.

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Hanford finds the project to be consistent with the Final Environmental Impact Report (FEIR) (SCH 2024060956) associated with the Silicon Valley Ranch Residential Project, and for which said FEIR was certified precedent to its consideration of the annexation, consistent with the California Environmental Quality Act (CEQA) and the City of Hanford Municipal Code and Policies.

THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Hanford hereby approves Vesting Tentative Tract 943, subject to the conditions of approval, attached as **Exhibit C,** and the following:

That this tentative subdivision map becomes null and void after 24 months has elapsed from the date of approval, if the above conditions have not been satisfied or bonded for, and a final map recorded. A time extension may be granted by the approving body upon written request by the applicant. The time extension, if approved, will be subject to the improvement standards and fees in effect at the time the time the extension for the tentative subdivision map is granted.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Hanford held on the 18th day of March 2025 by the following vote:

AYES: Council Member

_____

_____

_____

_____

_____

NOES: Council Member

_____

ABSTAIN: Council Member

_____

ABSENT: Council Member

_____

_____

MAYOR

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

I, **Natalie Corral,** City Clerk of the City of Hanford, do hereby certify that the foregoing Resolution was duly passed and adopted by the City Council of the City of Hanford at a regular meeting thereof held on the 18th day of March, 2025.

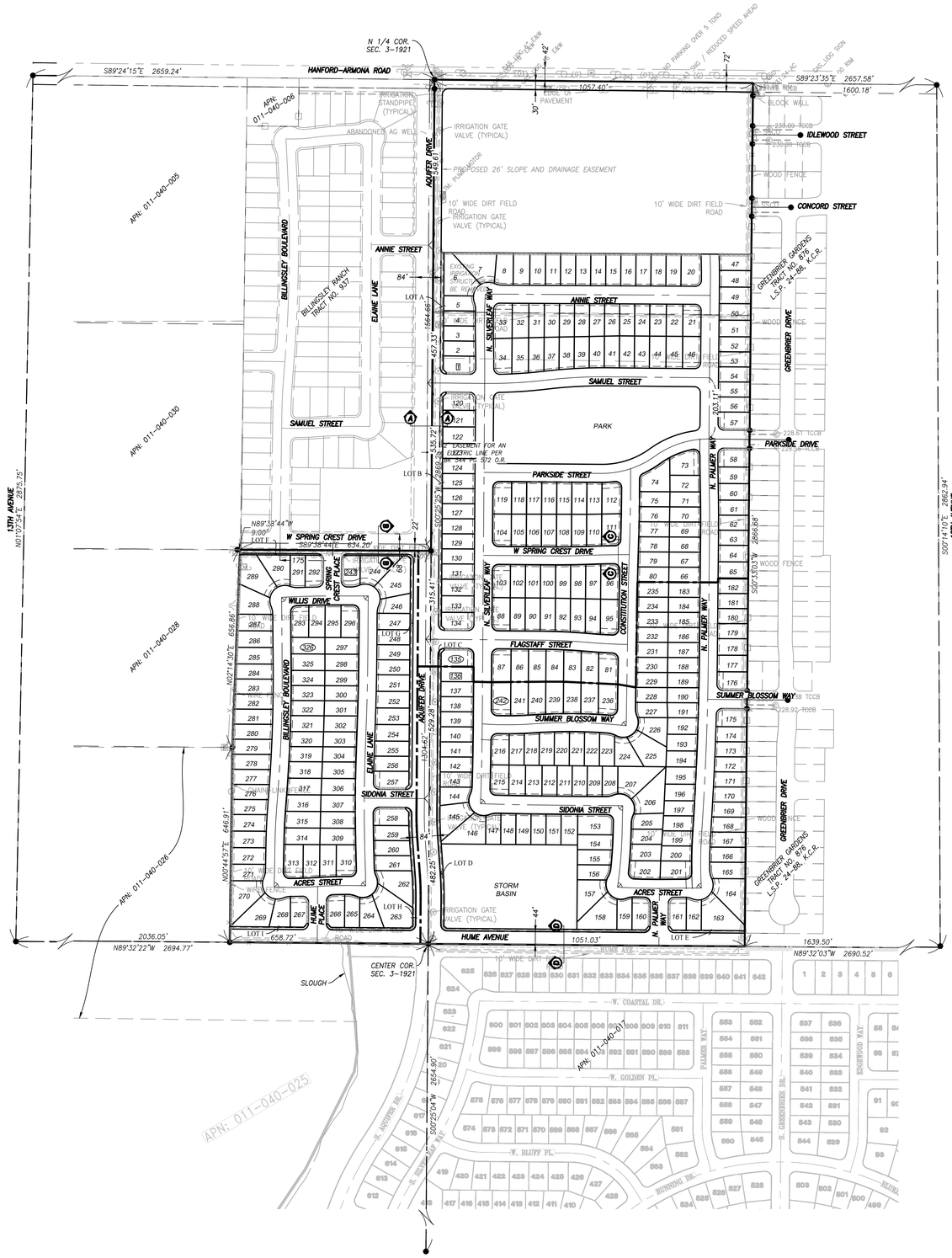
Dated: _____

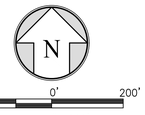
_____

City Clerk

Exhibit A:

Vesting Tentative Tract 943





SCALE: 1"= 200'

VESTING TENTATIVE
SUBDIVISION MAP TRACT #943
SILICON VALLEY RANCH

A PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER & A PORTION OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE & MERIDIAN, IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA.

APPLICANT/OWNER:
SILICON VALLEY RANCH, LLC
PHIL R. BOYCE
20900 BOYCE LANE
SARATOGA, CA 95070
408-867-3737

ZUMWALT HANSEN INC.
A QK Company
609 N. IRWIN STREET
HANFORD, CA 93230
TEL: (559) 582-8898
WWW.QKINC.COM

LOT INFORMATION

PHASE I LOTS:	*135*
PHASE II LOTS:	*107*
PHASE III LOTS:	*84*
TOTAL LOTS:	*326*

AREA

PHASE I GROSS:	*31.84±AC*
PHASE II GROSS:	*24.85±AC*
PHASE III GROSS:	*18.33±AC*
TOTAL SITE:	*75.02±AC*
INTERIOR STREET DEDICATION	*17.48±AC*
PHASE I:	*8.85±AC*
PHASE II:	*4.58±AC*
PHASE III:	*4.05±AC*
EXTERIOR STREET DEDICATION:	*4.91±AC*
PHASE I:	*1.19±AC*
PHASE II:	*2.46±AC*
PHASE III:	*1.26±AC*
TOTAL STREET DEDICATION:	*22.39±AC*
STORM BASIN DEDICATION:	*3.00AC*
PARK:	*3.58AC*
LANDSCAPE DEDICATION:	
PHASE I: LOTS A-C	*0.28±AC*
PHASE II: LOTS D-E	*0.38±AC*
PHASE III: LOTS F-I	*0.43±AC*
TOTAL LANDSCAPE DEDICATION:	*1.09±AC*

LEGAL DESCRIPTION

PARCEL 1: 011-040-008 AND 011-040-010
ALL THAT PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF; DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH ALONG THE WEST LINE THEREOF A DISTANCE OF 43.26 CHAINS, MORE OR LESS, TO THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE EAST ALONG THE SOUTH LINE OF SAID QUARTER SECTION; 15.64 CHAINS TO THE CENTER OF A WATER DITCH; THENCE NORTHERLY ALONG THE CENTER LINE OF SAID WATER DITCH 43.26 CHAINS TO A POINT IN THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE WEST ALONG SAID NORTH LINE A DISTANCE OF 16.25 CHAINS, MORE OR LESS, TO THE POINT OF BEGINNING.
PARCEL 2: 011-040-027
THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF KINGS, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS PARCEL 2 OF PARCEL MAP RECORDED IN BOOK 5, PAGE 72, OF PARCEL MAP RECORDED IN BOOK 5, PAGE 72 OF PARCEL MAPS, KINGS COUNTY RECORDS.

LEGEND

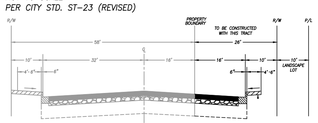
AC	ASPHALT PAVING	EM	ELECTRIC METER
BW	BACK OF WALK		EXISTING STREET LIGHT
CRN	ASPAHLT CROWN		FIRE HYDRANT
EP	EDGE OF PAVEMENT		GATE POST
FL	FLOW LINE		GUY POLE
GDP	GUARD POST		IRRIGATION AG WELL
GV	GAS VALVE	(P)	IRRIGATION STANDPIPE
INV	INVERT	(V)	IRRIGATION VALVE
OG	ORIGINAL GROUND		TOPO
SSCO	SANITARY SEWER CLEANOUT		SANITARY SEWER CLEANOUT
SW	SIDEWALK	(S)	SANITARY SEWER MANHOLE
TC	TOP OF CURB		SIGN
TP	TELEPHONE POLE	(C)	S.D. CATCH BASIN MANHOLE
WBO	WATER BLOW-OFF	(D)	STORM DRAIN MANHOLE
	EXISTING ELECTRIC LINE (OVERHEAD)	T	TELEPHONE CHRISTY BOX
	EXISTING GAS LINE		TELEPHONE PEDESTAL
	EXISTING WOOD FENCE		TRANSFORMER POLE
	EXISTING CHAINLINK FENCE		UTILITY POLE
	EXISTING POST & WIRE FENCE	W	WATER METER
	EXISTING AC SURFACING		WATER VALVE
	EXISTING CONCRETE SURFACE		
	NO REAR OR SIDE ACCESS		
	BENCHMARK		
	DOWN GUY		

NOTES

1. *DATE OF PREPARATION: MARCH 21, 2024*
2. *GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL*
3. *CITY ZONING: R-L-5*
4. *ALL DISTANCES SHOWN ARE IN FEET & DECIMALS THEREOF AND ARE APPROXIMATE*
5. *OFFSITE STREETS = 4.91 AC; ONSITE STREETS = 17.48 AC; LOTS = 46.06 AC; PARK & BASIN = 6.58 AC*
6. *EXISTING LAND USE: AG*
7. *PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL (100% OF SITE)*
8. *NATURAL GAS BY: THE GAS COMPANY*
9. *TELEPHONE BY: AT&T*
10. *POWER BY: SOUTHERN CALIFORNIA EDISON CO*
11. *CABLE T.V. BY: COMCAST*
12. *DOMESTIC WATER BY: CITY OF HANFORD*
13. *SEWAGE DISPOSAL BY: CITY OF HANFORD*
14. *REFUSE COLLECTION BY: CITY OF HANFORD*
15. *DRAINAGE: SITE BASIN*
16. *STORM DRAIN BASIN (PHASE I)*

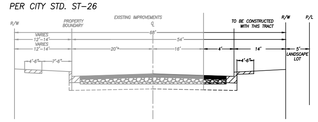
SECTION A-A
AQUIFER DRIVE

NOT TO SCALE
PER CITY STD. ST-23 (REVISED)



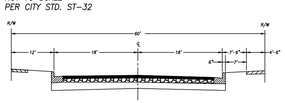
SECTION B-B
W SPRING CREST DRIVE

NOT TO SCALE
PER CITY STD. ST-26



SECTION C-C
INTERIOR STREETS

NOT TO SCALE
PER CITY STD. ST-32



SECTION D-D
HUME AVENUE

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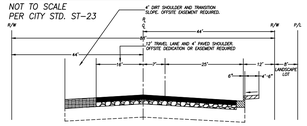
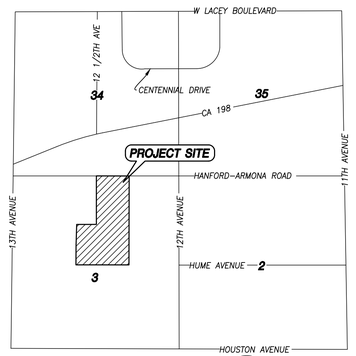
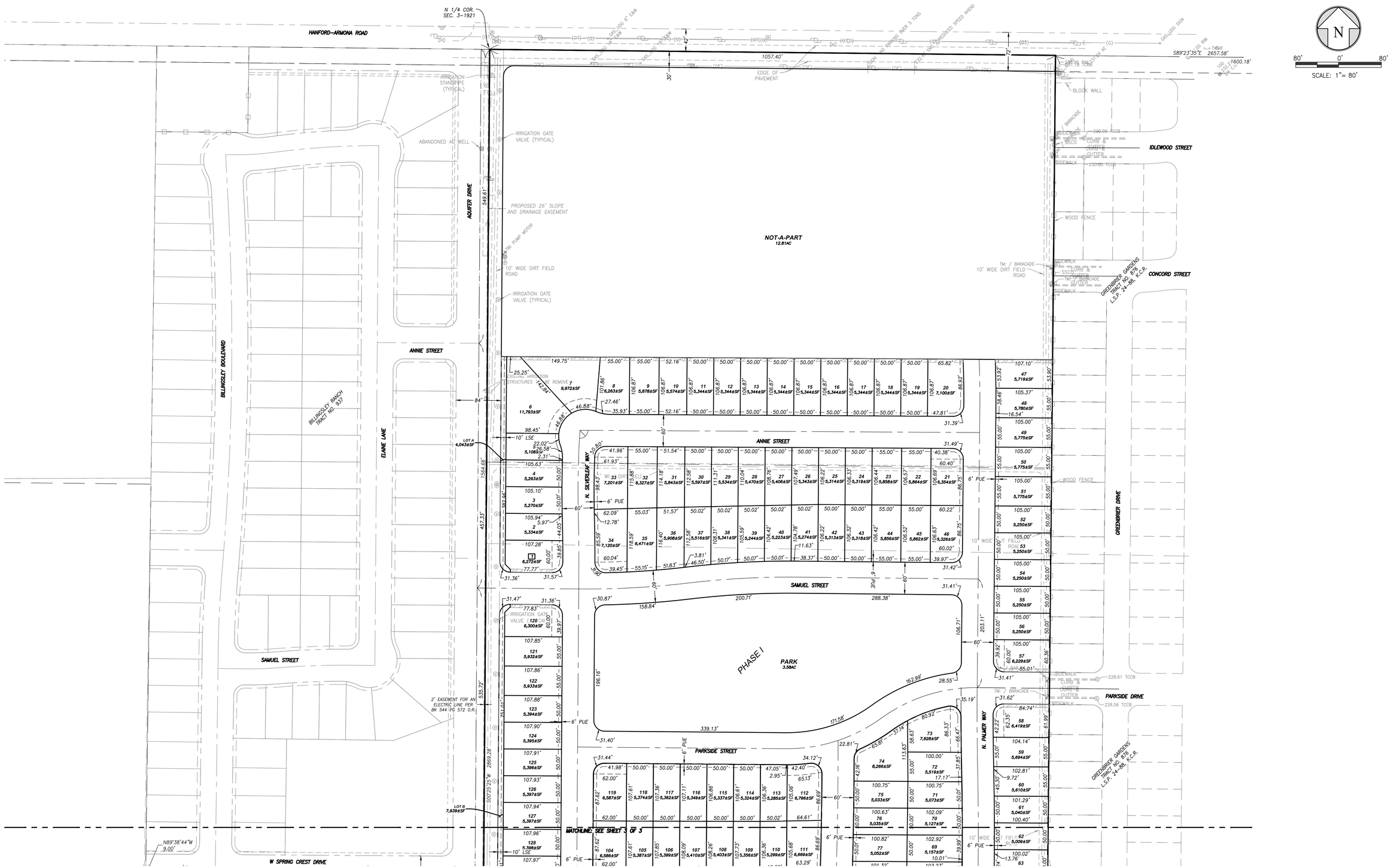
PER CITY STD. ST-23





LOCATION MAP

NOT TO SCALE


N 1/4 COR. SEC. 3-1921
HANFORD-ARMONA ROAD
S89°23'35"E 2657.58'
1057.40'
EDGE OF PAVEMENT
IRRIGATION STANDPIPE (TYPICAL)
ABANDONED AG WELL
IRRIGATION GATE VALVE (TYPICAL)
PROPOSED 26' SLOPE AND DRAINAGE EASEMENT
10' WIDE DIRT FIELD ROAD
AQUIFER DRIVE
549.61'
NOT-A-PART
12.81AC
BLOCK WALL
IDLEWOOD STREET
WOOD FENCE
CONCORD STREET
GREENBRIER GARDENS TRACT NO. 676 L.S.P. 14-88, K.C.R.
ANNIE STREET
BILLINGSLEY BOULEVARD
BILLINGSLEY RANCH TRACT NO. 937
ELAINE LANE
SAMUEL STREET
N. SILVERLEAF WAY
N. PALMER WAY
PHASE I
PARK
3.58AC
PARKSIDE STREET
PARKSIDE DRIVE
GREENBRIER DRIVE
2' EASEMENT FOR AN ELECTRIC LINE PER BK 544 PG 572 O.R.
W SPRING CREST DRIVE
N89°38'44"W 9.00'
MATCHLINE: SEE SHEET 3 OF 3
SCALE: 1"= 80'

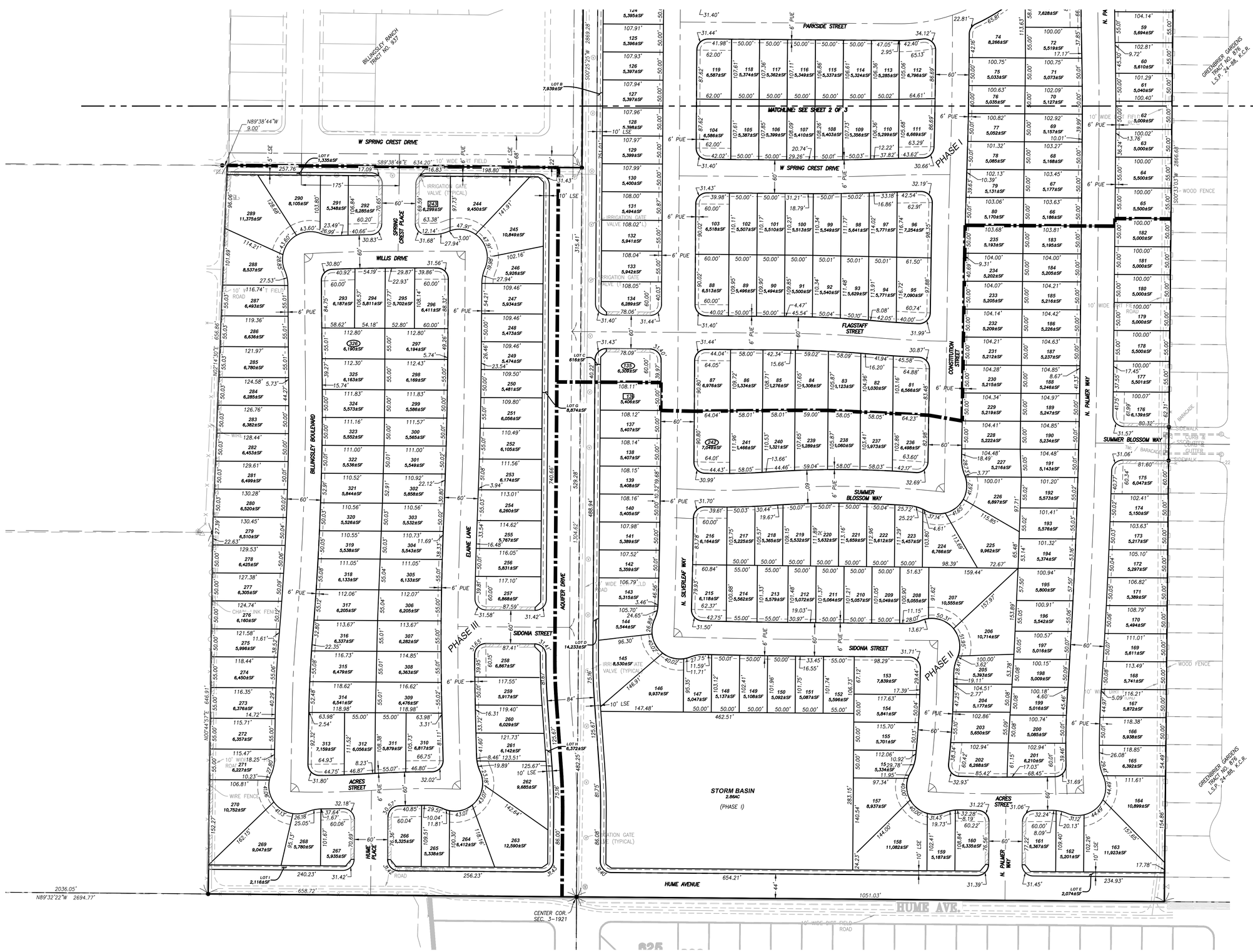

N
80' 0' 80'
SCALE: 1"= 80'
BILLINGSLEY RANCH TRACT NO. 937
GREENBRIER GARDENS TRACT NO. 876 L.S.R. 24-88, K.C.R.
W SPRING CREST DRIVE
SPRING CREST PLACE
WILLIS DRIVE
BILLINGSLEY BOULEVARD
ELAINE LANE
AQUIFER DRIVE
HUME PLACE
ACRES STREET
SIDONIA STREET
PARKSIDE STREET
FLAGSTAFF STREET
CONSTITUTION STREET
SUMMER BLOSSOM WAY
N. SILVERLEAF WAY
N. PALMER WAY
HUME AVENUE
PHASE I
PHASE II
PHASE III
STORM BASIN
2.66AC
(PHASE I)
MATCHLINE: SEE SHEET 2 OF 3
IRRIGATION GATE VALVE (TYPICAL)
6' PUE
5' LSE
10' LSE
10' WIDE DIRT FIELD ROAD
CHAIN LINK FENCE
WOOD FENCE
WIRE FENCE
BARRICADE
SIDEWALK
CURB & GUTTER
CENTER COR. SEC. 3-1921
2036.05'
N89°32'22"W 2694.77'
N00°44'57"E 646.91'
S00°25'25"W 2869.28'
S00°13'03"W 2866.68'
HUME AVE.

Exhibit B:

Mitigation Monitoring and Reporting Program

Mitigation Monitoring Program					
Impact	**Mitigation Measure**	**Time Frame for Implementation**	**Responsible Monitoring Agency**	**Date**	**Initials**
	Aesthetics				
	No Mitigation required.				
	Agriculture and Forest Resources				
	No Mitigation required.				
	Air Quality				
	No Mitigation required.				
	Biological Resources				
	No Mitigation required.				
	Cultural Resources				
	No Mitigation required.				
	Energy				
	No Mitigation required.				
	Geology and Soils				
	No Mitigation required.				
	Greenhouse Gas Emissions				
	No Mitigation required.				
	Hazardous Materials				
	No Mitigation required.				
	Hydrology and Water Quality				
	No Mitigation required.				
	Land Use and Planning				
	No Mitigation required.				
	Mineral Resources				
	No Mitigation required.				
	Noise				
	No Mitigation required.				
	Population and Housing				

Mitigation Monitoring Program					
Impact	**Mitigation Measure**	**Time Frame for Implementation**	**Responsible Monitoring Agency**	**Date**	**Initials**
	No Mitigation required.				
	Public Services				
	No Mitigation required.				
	Recreation				
	No Mitigation required.				
	Traffic and Transportation				
#1	**MM 4.17-1:** The Project proponent or developer shall be required to pay their fair share costs for the needed improvements. This includes changing the 12th Avenue and Hanford Armona Road intersection eastbound right turn lane to an eastbound through lane and a right turn lane. The fair share cost for the improvement is calculated at 18.94% and shall be collected by the City of Hanford at the appropriate time.	Prior to issuance of building permit	Project Proponent/Lead Agency		
		A. The Lead Agency shall determine total improvement cost of intersections and provide it to the Project proponent. B. The Project Proponent shall pay their equitable share of the cost for intersection improvements as indicated in the Mitigation Measure and the Traffic Study prior to the issuance of building permits.			
	Tribal Cultural Resources				
	No Mitigation required.				
	Utilities and Service Systems				
	No Mitigation required.				
	Wildfire				
	No Mitigation required.				

Exhibit C:

Conditions of Approval

PLANNING DIVISION
SITE PLAN REVIEW COMMENTS

TENTATIVE TRACT NO. 943
CONTACT: Gabrielle Myers, Senior Planner: (559) 585-2578

General Plan Designation: Low-Density Residential

Zoning: R-L-5 Low-Density Residential

Other Special Districts: N/A

Entitlements Required:

1. Annexation – the property is currently in the Kings County Jurisdiction

2. Prezone – the property is designated as Low-Density Residential in the General Plan, prezone proposed R-L-5 Low-Density Residential

Planning Division Recommendation ☒ Revise and Proceed ☐ Resubmit

General Requirements:

☒ That the applicant hereby agrees to hold the City of Hanford and all of its departments, officers, agents, and employees free and harmless of and from all claims of any kind or nature arising out of or by reason of the approval of this project.

☒ That approval of this project does not exempt compliance with all applicable sections of the Uniform Fire and Building Codes, Zoning Ordinance, Public Works Improvement Standards, and other City Ordinances.

☒ That the final map be submitted to the City Engineer and Community Development Department for compliance with the Tentative Subdivision Map approval prior to recording the final map.

☒ That all conditions of approval listed in this resolution by the City of Hanford be contained in the line drawing submitted for building permits.

☒ That in accordance with Title 16 of the Hanford Municipal Code, all conditions of this subdivision listed herein, and contained in subsequent improvement agreements, excluding the landscape district, must be completed and accepted for maintenance by the City Council prior to the final building inspection and occupancy permits being issued for the first house in the subdivision.

☒ That Vesting Tentative Tract 943 be developed consistent with the approved tentative tract map, attached as **Exhibit A.**

☒ That the tentative tract is subject to the mitigations cited in the Mitigation Monitoring and Reporting Program, attached as **Exhibit B.**

Right-to-Farm:

☒ Notwithstanding any other provision in this Chapter, agricultural operations are the principal and favored use of land in the areas of Kings County designated “Agricultural” in the Kings County General Plan and included in the agricultural zone districts of the Kings County zoning ordinance. In order to implement Policy LU 8.2 and Program LU 8.2-A of the city of Hanford General Plan, there is hereby adopted in the city of Hanford a policy to (1) protect agricultural land, operations, and facilities from conflicting use due to the encroachment of incompatible, non-agricultural uses of the land in agricultural areas of the county, and (2) to advise developers, owners, and subsequent purchasers of property in the city of Hanford within one (1) mile of the city’s urban limit line of the inherent potential inconveniences and discomforts often associated with agricultural activities and operations, including, but not limited to, equipment and animal noise; farming activities conducted on a 24-hour a day, 7-days a week basis; odors from manure, fertilizers, pesticides, chemicals, or other sources; the aerial and ground application of chemicals and seeds; dust; flies and other insects; and smoke from agriculture operations.

☒ That no lawfully established and otherwise lawful agricultural activity, operation, or facility, or appurtenances thereto, conducted or maintained for commercial agricultural purposes in a manner consistent with proper and accepted customs and standards as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, including, but not limited to, the encroachment of non-agricultural uses such as residences.

☒ In order to carry out the goals and policies of the city of Hanford General Plan, and the provisions of this chapter, the following notices and disclosures shall be required:

☒ All approvals for improvement or development of property including without limitation application for rezonings, land divisions, zoning permits, and residential building permits, on property in the city of Hanford within one (1) mile of the city’s urban limit line, shall include a condition that notice and disclosure of this agricultural land use policy be given by the applicant, or the owner if different from the applicant. The applicant, or owner if different from the applicant, shall also acknowledge the contents of the notice and disclosure, which includes a description of the property the notice and disclosure pertains to, in the Official Records of the Kings County Recorder, and recorded at the applicant’s own expense.

Zoning:

☒ That all requirements of the R-L-5 Low-Density Residential district shall apply.

Dwelling Units per Lot (Section 17.10.050)

☒ That not more than one dwelling unit shall be allowed on each lot, unless approved as an accessory use to an allowed or approved conditional use, or approved as an accessory dwelling unit, in accordance with Section 17.60.030 of the Hanford Municipal Code.

Coverage (Section 17.10.060)

☒ That the maximum overage shall be determined by the combined building setback requirements, accessory structure limitations, and off-street parking requirements.

Building Setback Area (Section 17.10.070)

☒ That no structure shall be placed within a building setback area.

☒ The front building setback area shall be 15 feet from the front lot line for livable space and 20 feet for garages, carports, and other non-livable building space.

☒ That the rear building setback shall be 15 feet from the rear lot line, except where there is a landscape easement with a wall or fence on the rear of the lot, then the rear building setback shall be 20 feet.

  ☒ The rear building setback area shall be increased by 10 feet for buildings over one-story high.

☒ That where there is a landscape easement with a wall or fence on the street side of the lot the side yard setback area shall be measured from the easement area instead of the side lot line.

Distance between Structures (Section 17.10.080)

☒ The minimum distance between structures shall be 10 feet, except as provided by the building code.

Height of Structures (Section 17.10.090)

☒ The maximum structure height shall be 35 feet.

Driveways (Section 17.10.110)

☒ That the width of a driveway and any paved area shall not cumulatively exceed 40% of the width of the lot's street frontage on which the driveway and any paved area faces. In the case of "L" or "U" shaped driveways or other configurations besides perpendicular driveways, the paved area of these driveways shall not exceed 50% of the front building setback area.

☒ That on corner lots, the driveway shall be located on the side of the lot adjacent to the interior lot line.

☒ That on key lots, the driveway shall be located on the side of the lot, which is not adjacent to the rear lot line of the adjacent reverse corner lot.

Usable Open Space (Section 17.10.150)

☒ That each lot shall provide for a usable open space area of a minimum 400 square feet that is a minimum 15 feet wide.

Landscaping (Section 17.10.160)

☒ That landscaping be provided in accordance with Section 17.52 Landscape Standards of the Hanford Municipal Code.

☒ That except for driveways and approved parking areas all yard areas and setback areas visible from the street shall be landscaped with live plant materials and ornamentation common to the Hanford area or up to 100% of the yard and setback area may be landscaped with artificial turf and other permeable surfaces.

☒ That two street trees, a minimum 15 gallon size, shall be planted on all lots 6,000 square feet or greater. One of the two shall be planted 12 feet (no greater or no less) from the face of the font lot line street curb.

☒ That one street tree, a minimum 15 gallon size, shall be planted on all lots less than 6,000 square feet. The tree shall be planted in the parkway. If there is no parkway, the tree shall be planted four feet behind the sidewalk.

☒ That there shall be two additional street trees, a minimum 15 gallon size, planted on all corner lots in the parkway adjacent to the street side lot line.

☒ That all species of trees shall be selected from a list approved by the City Parks and Recreation Commission.

☒ That each lot owner within Tentative Tract 943 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s).

☒ For corner lots, the lot owner shall care for and maintain the parkway trees and land area along the street-side of their lot. The parkway is defined as that land area located between the street curb and the public sidewalk.

Noise:

☒ That construction equipment is muffled and construction activities be limited to the hours between 7:00 a.m. to 10:00 p.m., Monday through Friday, unless the construction is within the enclosed structure or approved by the Community Development Department.

☒ That noise from fixed mechanical equipment, when measured at the property line, meets the standard of the Hanford Noise Element.

Rooftop Equipment HMC Section 17.50.100

☒ That all elevator housing and mechanical equipment located on the roof of any building shall be screened from adjacent views and contained within a completely enclosed penthouse or portion of the same building having walls and roofs with construction and appearance similar to the building.

Outdoor Lighting Standards HMC Section 17.50.140

☒ That all lights and light fixtures, except public street lights, shall be located, aimed or shielded so as to minimize light trespassing across property boundaries or skyward.

☒ That no lights or light fixtures shall flash, revolve, blink or otherwise resemble a traffic control signal or operate in such a fashion to create a hazard for passing traffic.

☒ That building mounted lighting fixtures shall be attached only to the walls of the building. The top of a light fixture attached to a building wall shall not be higher than the top of the building parapet or the top of the roof eave, whichever is lower.

☒ That canopy ceiling light fixtures shall be recessed or the sides of the lens area shall be shielded in order to eliminate emission of horizontal light.

☒ That mercury vapor lamps shall be a fully shielded fixture with all light directed on-site.

☒ That freestanding light fixtures shall not exceed eighteen (18) feet in height measured from the top of a light fixture to the adjacent grade at the base of the support for that light fixture.

Tents, Tarps, and Other Coverings (Section 17.50.130)

☒ That no front or side building setback area shall be covered by tents, tarps, cloth, fabric, or a wood or metal covering or structure except for the following:

- ☒ Standard window and door awnings
- ☒ Ornamental covers, such as a sidewalk or entry awning trellis, or other similar improvement intended as an improved passageway or for aesthetic purposes providing architectural integrity with the building to which it is attached. Supports shall be ninety (90) percent open and shall not be enclosed.

Dust Control:

☒ That the appropriate dust-control practices of the San Joaquin Valley Air Pollution Control District shall be implemented.

☒ That the any necessary permits be obtained through the San Joaquin Valley Air Pollution Control District.

BUILDING DIVISION
TT 943
Contact Building Official: Tom Webb (559) 585-2584
Concerning questions that you may have on the conditions listed below:

Soils:

1. That a preliminary soils report, prepared by a qualified soil's engineer, be provided to the Engineering and Building Departments prior to approval of Subdivision Improvement Plans.

2. That a final soils report, prepared by a qualified soils engineer, be provided to the Engineering Department and Building Division prior to acceptance of the subdivision improvements by the City or issuance of building permits or whichever comes first.

3. That the developer retains the design engineer to inspect and verify that grading within the subdivision was constructed as per the approved design, and a copy of the report be provided to the Building Division prior to building permit issuance.

Street Names and Addresses:

1. That street addresses for each lot, as provided by the Building Division, be included on the subdivision final map.

2. That street names, as shown on the tentative subdivision map, be included on the subdivision final maps.

3. That all single family dwellings within the subdivision have illuminated address numbers 2-¼ inches high or be within an illuminated area with 3-½ inch high address numbers installed on the front most part of the building leading to the entrance. In either case the address numbers shall be of contrasting colors with the background.

4. That all landscaping requires permits and must meet requirements at time of installation.

5. That a map must be provided to show existing streets names of surrounding subdivisions that have City maintained streets.

City of Hanford Fire Department

Fire Prevention and Community Risk Reduction Division

Fire Marshal

Nikkie Chamberland

City Of Hanford Fire Department Plan Review

Approval of all projects does not exempt compliance with all applicable sections of the adopted Fire Codes and local city ordinances. All fire protection systems must be installed and operational prior to occupying the building. All permits shall be issued and paid for prior to scheduling any inspections with the fire department. Please contact the building department for the submittal process. To schedule an inspection please contact the building department at 559-585-2580

The scope of work shall be clearly stated on all the plans submitted for the permit. All deferred submittals shall be listed on the building plan page. All deferred submittals are required to be submitted within 30 days of building permit issuance.

Plan review number: TSM0009-23

Address: 12405 Hanford Armona Road, Hanford, CA 93230

Plan Reviewer: Nikkie Chamberland

Date: 9-30-2024

The following are comments that are applicable and pertain to the plans submitted: This project must comply with the latest California Fire Code.

- Project shall meet the minimum fire flow requirements per Appendix B & C of the CFC 2022; Provide the fire flows within one year
- New and existing residences that have an automatic sprinkler system, proposed accessory dwelling units shall have an automatic sprinkler system. A separate fire department permit will be required.
- Fire Riser Room:
    1. a separate room that contains the Fire Riser shall contain one man door, the room shall be a 2-hour rated room with adequate spacing to perform

maintenance, riser room shall be properly labeled with 4" lettering with contrasting background and a knox box shall be installed to contain the riser room key, fire sprinkler coverage required, emergency lighting and illuminated lighting required. The riser shall be interconnected with the fire alarm

- When a sprinkler system is required with more than 21 heads, the system shall be monitored by a central monitoring station. Fire alarm and fire detection systems required by Chapter 9 of CFC, CBC, shall be installed per NFPA 72.
- Knox FDC Locking Caps are required on all Fire Department Connections.
  A fire department access road is required for facilities that are protected by fire sprinklers and are more than 400 feet away; on-site fire hydrants and mains shall be provided where required by the AHJ. Provide a letter of certification from a licensed soil engineer on non-paved all-weather roads that provide fire access, which shall support a 40,000-lb fire apparatus at a minimum.
- All dead-end access roads of more than 150 must provide an approved turnaround or hammerhead and comply with city standards.
- All access roads shall not be less than 20 ft wide and 13 ft 6 inches
- Access road turning radius for fire apparatus/
    1. Inside turn: 20ft 10 inch
    2. Curb to Curb: 37 ft 3 inches
    3. Wall to Wal: 42 ft

- Temporary or permanent fire department access roads shall be constructed in accordance with City Standards ST-36. All weather access roads shall be in place prior to any combustible construction being brought onto the premises unless approved by the fire department.

- Additional Hydrants may be required, all hydrants shall be installed and accepted prior to combustibles being dropped on site. All hydrants shall be protected by bollards Hydrant spacing shall be as follows CFC 2022 Appendix C;
    1. Residential area- 500ft
    2. Commercial area-300ft
    3. A hydrant will be required within 50' of the Fire Department connection.
    4. Provide a turning template on Plan Review

- No traffic calming devices shall be installed without the Fire Department's approval
- Areas identified as "**Fire lanes**" must be identified as such per requirements set forth in the California Vehicle Code Section 22500.1.

    1. **Access roads 20-26 feet in width:** Fire lanes shall be on both sides of the fire apparatus access roads.
    2. **Access roads 26 to less than 32 feet in width**: Fire lanes shall be on one side of the fire apparatus access roads.
    3. **Access roads 32 feet in width or more:** No fire lanes required.
    4. **Markings shall include "No Parking- Fire Lane**"
- Locked gates installed across fire department access roads:

1. **Manual gates** with a chain lock require a **Knox Padlock** to be installed on them, or a **Knox Box** shall be installed on the exterior of the gate and a key to the lock on the gate must be placed in the Knox Box. **(See www.knoxbox.com for current models)**
2. **Electric Gates** shall be equipped with an electric **Knox Key Switch,** at the gate location.
3. In case of a loss of power, electrically operated gates shall have a means of backup power or shall default in the open position for immediate fire department access.
4. At no time shall the width of the fire department access road be reduced below **20 feet wide through or at any gates** along the fire department's emergency access roads due to protruding objects from gate supports, frames, signs, access booths, curbs, etc.
5. Provide a Knox Box for all structures and gates. In accordance with the 2019 CFC 506.1. Hanford Fire Department shall approve the location.
6. Ordering Knox Box products can be done directly at www.knoxbox.com. Click to choose your local fire department agency, enter "Hanford Fire Dept", and a list of products will populate for you to order.

- All address numbers shall be installed onto the building and shall be visible from the frontage street. The color of the address numbers shall be in a contrasting color to the building.
  Size of Address Numbers:

  1. Downtown area (existing buildings): 4 inch numbers
  2. Buildings 20 ft. or less from the street: 6-inch numbers
  3. Buildings 21- to 40-ft. from the street: 8-inch numbers
  4. Buildings more than 40 ft. from the street: 12-inch numbers
- Operational Fire Permit is Required

- Fire permits are required for all underground fire lines, overhead sprinklers, and fire alarms. These are all separate permits and will be charged accordingly. All deferred submittals shall be submitted, stamped, and approved prior to combustible on site.

- Refer to the 2022 California Fire Code in governing codes

PUBLIC WORKS DEPARTMENT

Contact Assistant Engineers: Steve Coodey or Robert Buchanan
Concerning questions that you may have on the conditions listed below:

Tentative Tract 943- Silicon Valley Ranch

Maps and Plans:

1. That the developer submit to the City Engineer a set of construction plans on 24" x 36" sheets for all required improvements. Plans shall be prepared by a registered civil engineer, and shall include a drainage and utility plan identifying sizes and location of sanitary sewer, storm drainage and water mains, curbs, gutters, sidewalks, masonry wall, street improvements and other infrastructure required for development. All plans shall be approved by the City Engineer and all other involved agencies before the release of the building permits.

2. That the developer shall submit to the City Engineer a set of construction plans on 24" X 36" size sheets for all required improvements. The plans shall be prepared by a licensed civil engineer and shall include a site plan showing all on-site and off-site improvements, including but not limited to, sanitary sewer, storm drainage, and water system infrastructure, refuse enclosure locations, public street & parking lot improvements, landscape & irrigation systems and all other improvements as required by the project conditions of approval and the City of Hanford Standards and Specifications. Improvement plans shall include all City of Hanford Construction Standard Detail's pertinent to the project. Plans must be approved by the City of Hanford and any other affected agencies before issuance of building or encroachment permits.

Easements:

1. That easements be designated on the recorded final map as required by the utility companies and where needed for providing service to streetlights as designated by the City of Hanford Engineering Department.

2. That a 20 foot easement established south of the centerline of Hume Avenue shall be dedicated to the city for the purposes of street right of way.

3. That an easement for storm drainage purposes be dedicated to the City where necessary to facilitate installation of storm drainage facilities connecting the portion of the development located on the west side of Aquifer Drive to the proposed storm drainage basin located on the east side of Aquifer Drive.

4. That all easements for irrigation ditches and/or irrigation pipelines be legally abandoned or relocated to the satisfaction of the City Engineer prior to acceptance of the subdivision improvements.

5. That an easement for sanitary sewer along the south side of Hume Avenue for gravity sewer pipeline, sewer lift station and force main shall be dedicated to the city. This dedication requirement is contingent on whether Tract 943 develops before Live Oak West Tract 909.

6. That all proposed landscape/public utility easements as shown on the tentative map be dedicated to the City and be included on the subdivision final map.

Dedications:

1. That all proposed streets and street extensions as shown on the tentative map be dedicated to the City, as public right-of-way, and any alterations of existing utilities be the responsibility of the developer.

2. That developer dedicate to the City, additional street right of way along the east side of Aquifer Drive, between Hanford Armona Road and the southerly ultimate alignment of W. Spring Crest Drive property frontage to facilitate an overall street right of way width of 84 feet in conformance with City Standard Detail ST-23 ("Major Collector Street").

3. That the developer dedicate to the City, full right of way between the southerly ultimate alignment of W. Spring Crest Drive and Hume Avenue, a width of 84 feet to establish the extension of Aquifer Drive in conformance with City Standard Detail ST-23 ("Major Collector Street"). Aquifer shall include offset as shown on the tentative map to align with the approved tentative map for Live Oak West Tract 909.

4. That the developer dedicate to the City, additional street right of way along the south alignment of W. Spring Crest Drive property frontage to facilitate an overall street right of way width of 68 feet in conformance with City Standard Detail ST-26 ("Minor Collector Street").

5. That the developer dedicate to the City, street right of way along the Hume Avenue property frontage to facilitate an overall street right of way width of 88 feet in conformance with City Standard Detail ST-23 modified for additional parkway strip equaling 12 feet for a total street right of way of 88 feet.

6. That developer dedicate to the City, the proposed onsite drainage basin for Tract 943 drainage purposes.

7. That the developer shall dedicate the park land to the City.

Park Improvements:

1. The applicant proposes a 3.58-acre park which shall be fully developed with Phase I of the subdivision.

2. That all park facility improvements shall conform to PUD master plan requirements and City Standards and Specifications. Developer shall retain the services of a landscape architect to design all park facility improvements. Improvements shall include, but not be limited to, installation of concrete walking path, covered picnic areas, decorative security lighting, drinking fountains, park benches and trash receptacles, landscaping and irrigation systems, play feature picnic table(s). Park improvements shall be constructed concurrent with the first phase of the development.

3. Park improvement reimbursement will not exceed Park Impact Fees for all phases combined.

Street Improvements:

1. That the improvements consisting of sanitary sewers, storm sewers, water mains, concrete curbs, gutters, sidewalks, street lights, street subgrading and surfacing, signage and striping and all other improvements be installed in accordance with Chapter 16.24 “Improvements” of the Hanford Municipal Code, and this resolution pertaining to subdivision improvements in effect at the time of filing the tentative map.

2. That all streets within the subdivision shall be developed to residential street standards (City standard ST-33 cul-de-sacs and ST-32 residential through streets), except the following:

    a) Aquifer Drive shall be developed as a Major Collector street with an 84 foot right of way width in conformance with City Std. ST-17 and ST-23 and a traffic index of 8. Developer shall be required to construct the remaining width of right of way on the east side of Aquifer Drive from Spring Crest to Hanford Armona Road. North of the project boundary, curb and gutter as well as the curb return at the southeast corner of Hanford Armona Road and Aquifer Drive shall be installed. Sidewalk can be deferred until such time as the Not A Part parcel is developed.

    b) Develop Aquifer Drive full width right of way (84 feet) street improvements in conformance with City Standard ST-17 and ST-23 along both east and west boundary of property being developed south of Spring Crest Drive to Hume Avenue. With a traffic index of 8.

    c) Spring Crest Drive shall be developed as a Minor Collector street with a 68 foot width in conformance with City Standard Detail ST-17 and ST-26 with a traffic index of 6. Developer shall be required to construct the remaining width of right of way on the south side of Spring Crest Drive from the west boundary of the development to Aquifer Drive.

    d) Hume Avenue shall be developed as a Major Collector street with an 88 foot right of way width in conformance with City Standard Detail ST-17 and ST-23, modified to allow for additional park strip behind curb with a traffic index of 8. Developer will only be required to construct two-thirds (2/3) road width along project frontage. The eastbound lane shall include

a 12 foot travel lane with a 4 foot paved shoulder and a 4 foot unpaved shoulder containing a swale. If Tract 943 develops prior to Live Oak West Tract 909, the striping for Hume Avenue shall consist of matching the centerline striping as installed with Live Oak North Tract 902. If Live Oak West Tract 909 develops Hume Avenue prior to Tract 943, then striping shall be removed and a 14 foot continuous left turn lane shall be installed from Aquifer Drive to 12th Avenue.

3. That streetlights be installed throughout subdivision in conformance with City standard GE-56. Streetlights shall be located as designated by City Engineer.

4. That the development is subject to a transportation mitigation impact fee as required by City Ordinance No. 90-09 and any revisions thereof. Developer shall be entitled to a credit against subject development fee for improvements constructed by developer within Hume Avenue and Aquifer Drive, consisting of 22 feet of asphalt pavement section as measured from centerline of road. Reimbursement are paid according to the City of Hanford Development Impact Fee Study dated September 2019.

Backup Parkway Improvements:

1. That the developer shall design and construct the following improvements along Hume Avenue, Spring Crest Drive and Aquifer Drive frontages of proposed subdivision.

   a. A six (6) ft. minimum high ornamental, masonry block fence with continuous footing. Wall shall be treated with an anti-graffiti repellent.

   b. A 4 ½ ft. wide sidewalk per City Standard Detail CO-14.

   c. Soil preparation, automatic irrigation and landscaping.

   d. Landscape plans for right-of-way and 12 ft. wide landscape easement area along Hume Avenue property frontage from the back of curb to the block wall.

2. The species of tree and plants are to be selected from a list approved by the City Street Tree Commission.

3. That the design location of the masonry wall and landscape plans shall be approved by the Community Development Department and City Engineering Department prior to recording a subdivision final map. And the approval of block wall and landscape improvements shall be submitted with initial submittal of project improvement plans.

4. All above ground pedestals and other utility boxes shall be located between back of sidewalk and masonry wall/fence.

Existing Wells:

1. That all existing wells on the property be abandoned in accordance with State of California standards.

Restricted Access:

1. That a one-foot reservation strip be established at the end or sides of the roads abutting unsubdivided property and indicated on the subdivision final map.

2. That all access be restricted from the Hume Avenue, Aquifer Drive and Spring Crest Drive right-of-way for lots backing or siding onto said rights-of-way. A restricted access designation shall be depicted on all recorded final maps.

3. That the developer construct a barricade to City standards at the end of each future through streets.

Sewer Improvements:

1. That the developer's engineer provide a sanitary sewer master plan complete with calculations for the entire subdivision that coincides with the Live Oak West Sanitary Sewer Master Plans for City review and approval prior to recording a subdivision final map for the first phase of development. Consideration shall be given for future areas of development located adjacent to proposed subdivision per the City Sanitary Sewer Master Plan.

2. That a minimum 8-inch diameter sanitary sewer main be installed within Aquifer Drive between Spring Crest Drive and Hume Avenue.

3. That in the event that the subdivision is constructed prior to the Live Oak West Tract 909 subdivision, developer shall install a sanitary sewer lift station per the Live Oak West Tract 909 Sanitary Sewer Master Plan, located at the southwest corner of Hume Avenue and Aquifer Drive.

4. That developer shall install a 12 inch sewer main in Hume Avenue from the west development boundary to Aquifer Drive. Applicant shall be entitled to a reimbursement for over sizing in accordance with City Municipal Code Section 13.08, or any revisions thereof.

5. That a 6-inch diameter sanitary sewer force main be installed within Hume Avenue from the sanitary sewer lift station west of Aquifer Drive along development frontage and connecting to an existing gravity manhole located near the east project boundary.

6. That developer is entitled to a reimbursement for the completion of the sanitary sewer lift station in accordance with City Municipal Code section 13.08 and in conformance with the City of Hanford Development Impact Fee Study dated September of 2019. The development will be eligible for reimbursement for lift station

costs beyond the proportional need of the development. Developer to provide calculations to the City for their portion of reimbursement.

7. That developer is entitled to a reimbursement agreement in accordance with City Municipal Code section 13.08 for sanitary sewer main improvements constructed within Hume Avenue, which also provides a benefit to others. Costs for sanitary sewer main improvements installed within Hume Avenue, if applicable, shall be per the City of Hanford Development Impact Fee Study document dated September of 2019. Reimbursement cost shall be per the Fee Study at time of acceptance.

Storm Drainage Improvements:

1. That the developer's engineer provide a storm drainage master plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of development.

2. That the developer is required to complete construction of the storm drain basin with the first phase of the subdivision. The basin shall be designed in conformance with the City of Hanford's Storm Drainage Design Criteria specifications and shall include a six (6) ft. minimum high ornamental, masonry block fence with continuous footing along the Aquifer Drive and Hume Avenue frontages, a 24' wide drive approach per City Standard Detail CO-41 and access gates per City Standard Detail GE-26. A chain-link fence with continuous footing per City Standard Detail GE-23 shall be constructed along non street fronting basin boundaries.

3. That developer is required to comply with the State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System:

1. That the developer's engineer provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of development. Consideration shall be given for future areas of development located adjacent to proposed subdivision, as shown on the city Water Master Plan.

2. That a minimum 18 inch diameter water main and appurtenances, be extended along property frontage within Aquifer Drive. Applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04.

3. That a minimum 12 inch diameter water main and appurtenances, be extended along property frontage within Hume Avenue. Applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04.

4. That all existing water wells be abandoned in conformance with State of California Department of Health Standards.

Assessment District:

1. That the developer enters into an agreement for the formation of a Community Facilities District (CFD) for the maintenance of landscaping, decorative block wall/ fencing, roadways, streetlights, curb and gutter, sidewalk, signage, storm drain system and basin and emergency services.

2. That prior to funds of the tax assessment district being obtained, the developer will be responsible for the maintenance of all items listed above.

Special Requirements:

1. That a right-to-farm provision be recorded with the recording of the final subdivision map to insure that future residents of the homes in the subdivision are aware of the adjacent agricultural uses and their right to continue to operate.

2. That each lot owner within Tract No. 943 shall care for and maintain the trees and lawn area located in the parkway in front of their lot(s). For corner lots, the lot owner shall also care for and maintain the parkway trees and lawn area along the street side of their lot. All species of trees shall be selected from a list approved by the City Street Tree Commission. The parkway is defined as that land area located between the street curb and the public sidewalk.

3. That the tree(s) and lawn area are to be properly pruned, mowed, sprayed, watered and fertilized on a regular on-going basis in order to preserve the health and life of the tree(s) and lawn area.

4. That should the tree(s) and lawn area become damaged, severely pruned, neglected, removed or die, the lot owner shall replace said tree(s) and lawn area within thirty (30) days after the date of written notice from the City of Hanford. The tree(s) shall be replaced with a 15 gal. size tree of the same species that was originally planted. The lawn area shall be replaced with lawn. Rocks, bark, ground cover, plants or paving are not allowed in the parkway

5. That the "NOTICE, DISCLOSURE, ACKNOWLEDGMENT AND AGREEMENT OF CONTINUED CARE AND MAINTENANCE BY LOT OWNER OF THE TREES AND LAWN AREA PLANTED IN THE PARKWAY" be recorded concurrent with the recording of the subdivision final map to insure that future residents of homes in the subdivision are aware of the obligation to maintain the landscaping within the park strip. Each lot owner is to be provided a copy of said Notice, Disclosure, Acknowledgement, and Agreement, attached as in Exhibit B.

Impact Fees:

1. That development is subject to a Police Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.

2. That development is subject to a Fire Development Impact Fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.

3. That development is subject to a Park Development Impact Fee as required by City Ordinance No. 90-10 and any revisions thereof. Fee payable with each building permit.

4. That development is subject to a Transportation mitigation impact fee as required by City Ordinance No. 90-09 and any revisions thereof. Fee payable with each building permit.

5. That the development is subject to a Wastewater System Development Impact fee as required by City Ordinance No. 98-14, and any revisions thereof. Fee payable with each building permit.

6. That development is **NOT** subject to a Storm Drainage Development Impact fee, as required by City Ordinance No. 98-14, and any revisions thereof. The development will be constructing a storm basin.

7. That development is subject to a Water System Development Impact Fee as required by City Ordinance No. 98-14 or any revisions thereof. Fee payable with each building permit.

8. That development is subject to a Sanitary Sewer area of benefit assessment fee in accordance with City Ordinance No. 92-03 and any revisions thereof. Subject fee shall be paid prior to recording a subdivision final map.

SUBJECT TO REVISION

MAP OF TERRITORY ANNEXED TO THE CITY OF HANFORD

AND DETACHED FROM THE KINGS RIVER CONSERVATION DISTRICT AND THE EXCELSIOR-KINGS RIVER RESOURCE CONSERVATION DISTRICT, CITY OF HANFORD REORGANIZATION NO. ____.

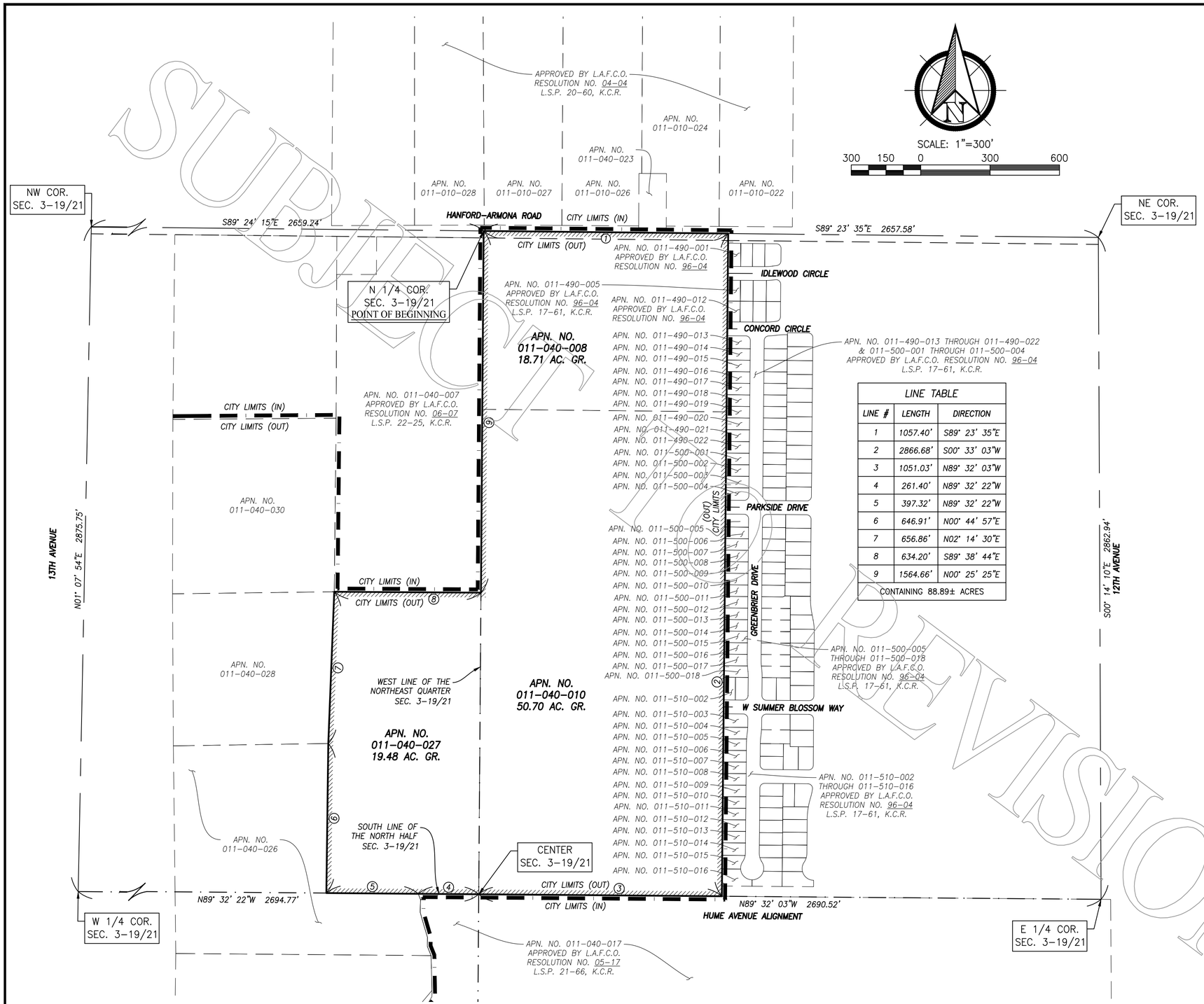
THIS MAP WAS PREPARED BY ME ON _____,
AND IS BASED UPON RECORD DATA AND LAFCO RESOLUTION NO. _____, DATED _____.

PRELIMINARY

JOHN A. ZUMWALT, R.C.E. 21489

REGISTERED PROFESSIONAL ENGINEER
JOHN A. ZUMWALT
21489
CIVIL
STATE OF CALIFORNIA

SCALE: 1"=300'
300 150 0 300 600



LINE TABLE		
LINE #	LENGTH	DIRECTION
1	1057.40'	S89° 23' 35"E
2	2866.68'	S00° 33' 03"W
3	1051.03'	N89° 32' 03"W
4	261.40'	N89° 32' 22"W
5	397.32'	N89° 32' 22"W
6	646.91'	N00° 44' 57"E
7	656.86'	N02° 14' 30"E
8	634.20'	S89° 38' 44"E
9	1564.66'	N00° 25' 25"E
CONTAINING 88.89± ACRES		

LEGEND

CITY LIMITS

BOUNDARY OF PROPERTIES TO BE ANNEXED

(1) COURSE SEGMENT NUMBER

CERTIFICATION OF COMPLETION

RECORDED AS DOCUMENT NO. _____

FEE _____
DOCUMENT NO. _____

RECORDED AT THE REQUEST OF THE LOCAL AGENCY FORMATION COMMISSION OF KINGS COUNTY.

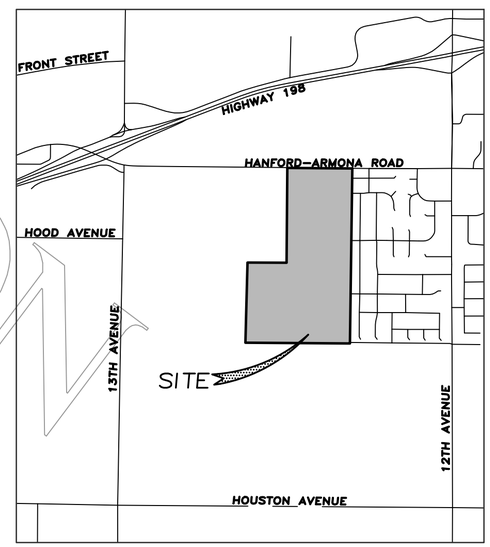
AT _____ MINUTES PAST _____ O'CLOCK _____, M.,
_____, 20____ IN VOLUME _____ OF LICENSED SURVEYORS' PLATS, PAGE _____, KINGS COUNTY, STATE OF CALIFORNIA.

KRISTINE LEE
COUNTY RECORDER

BY: _____
DEPUTY

VICINITY MAP

Not to Scale



ZUMWALT HANSEN INC.
A QK Company

609 N. IRWIN ST. HANFORD, CA. 93230 PH. (559) 582-1056 FILE NO. 220056 ONE SHEET ONLY

L:\Projects\2022\220056\ACAD\Final Map\220056 ANNEX.dwg, 8/8/2022 9:53:03 AM, Plotted by MBO

ANNEXATION NO. 161
ANNEXATION TO THE CITY OF HANFORD
GEOGRAPHICAL DESCRIPTION

Portions of the Northeast and Northwest Quarters of Section 3, Township 19 South, Range 21 East, MDB&M, in the State of California, County of Kings described as follows:

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

Thence along the existing city limits the following courses:

1. South 89°23'35" East along the North line of last said Quarter, a distance of 1,057.40 feet to the Northwest corner of County Tract 876 as depicted on a map recorded in Book 24 at Page 88 of Licensed Surveyors' Plats in the Office of the Kings County Recorder;
2. South 00°33'03" West, along the West line of last said Tract, a distance of 2,866.68 feet to a point on the South line of said Northeast Quarter;
3. North 89°32'03" West along said South line of said Northeast Quarter, a distance of 1051.03 feet to the Center Quarter Corner of said Section 3;
4. North 89°32'22" West along the South line of said Northwest Quarter a distance of 261.40 feet to an angle point in the city limits of the City of Hanford per LAFCO Resolution No. 05-17 as depicted on a map recorded in Book 21, at page 66 of Licensed Surveyors' Plats in the Office of the Kings County Recorder;

Thence leaving the existing city limits of the City of Hanford the following courses:

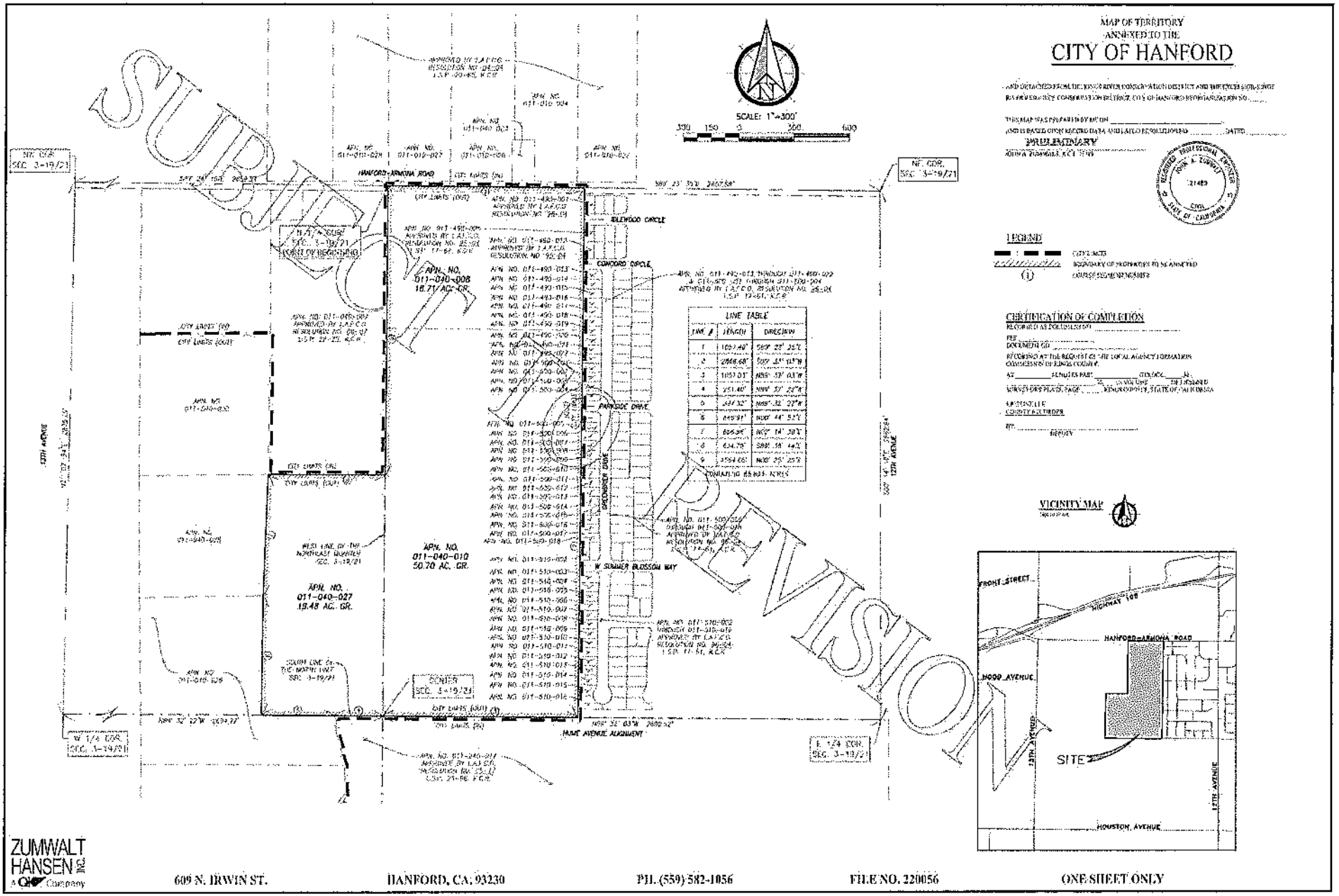
5. Continuing along said South line of the Northwest Quarter, North 89°32'22" West a distance of 397.32 feet to the southwest corner of Parcel 2 as shown on a map recorded in Book 5 at Page 72 of Parcel Maps of Licensed Surveyors' Plats in the Office of the Kings County Recorder;
6. North 00°44'57" East, along the west line of last said Parcel 2 a distance of 646.91 feet to and angle point in said west line of said Parcel 2;
7. Continuing along the West line of said Parcel 2, North 02°14'30" East, a distance of 656.86 feet to the Northwest corner of said Parcel 2, also being a point on the existing city limits of the City of Hanford;

Thence along the existing city limits the following courses:

8. South 89°38'44" East along the North line of said Parcel 2 a distance of 634.20 feet to the Northeast corner of said Parcel 2, also being a point on the west line of said Northeast Quarter;
9. Thence North 00°25'25" East, along last said West line, a distance of 1,564.66 feet to the Point of Beginning

Containing 88.89 Acres more or less.

DRAFT



ZUMWALT HANSEN INC. A QK Company

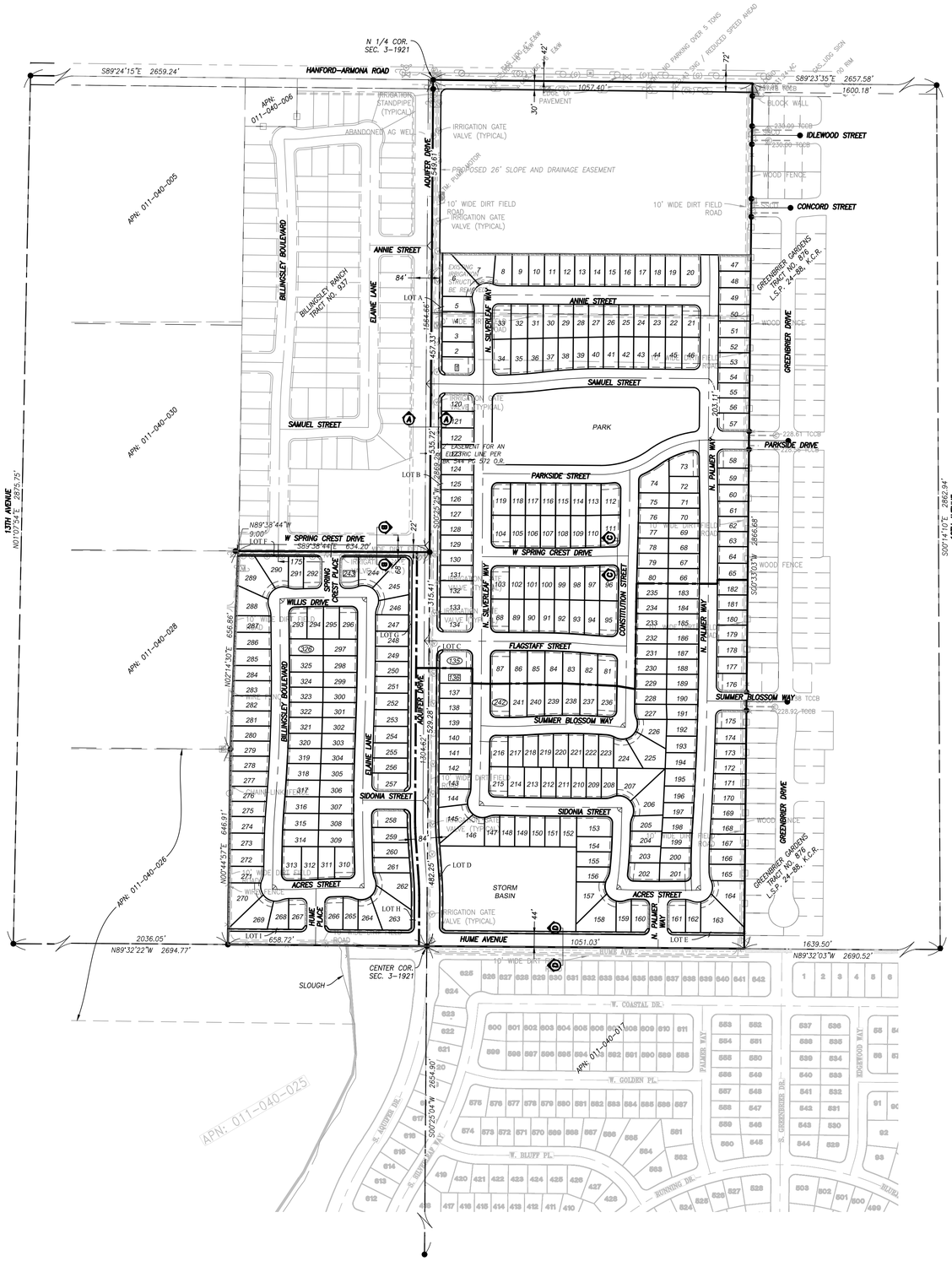
609 N. IRWIN ST. HANFORD, CA. 93230 PH. (559) 582-1056 FILE NO. 220056 ONE SHEET ONLY

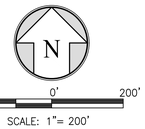
VESTING TENTATIVE
SUBDIVISION MAP TRACT #943
SILICON VALLEY RANCH

A PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER & A PORTION OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE & MERIDIAN, IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA.

APPLICANT/OWNER:
SILICON VALLEY RANCH, LLC
PHIL R. BOYCE
20900 BOYCE LANE
SARATOGA, CA 95070
408-867-3737

ZUMWALT HANSEN INC.
A QK Company
609 N. IRWIN STREET
HANFORD, CA 93230
TEL: (559) 582-8898
WWW.QKINC.COM





SCALE: 1"= 200'

LOT INFORMATION

PHASE I LOTS:	*135*
PHASE II LOTS:	*107*
PHASE III LOTS:	*84*
TOTAL LOTS:	*326*

AREA

PHASE I GROSS:	*31.84±AC*
PHASE II GROSS:	*24.85±AC*
PHASE III GROSS:	*18.33±AC*
TOTAL SITE:	*75.02±AC*
INTERIOR STREET DEDICATION	*17.48±AC*
PHASE I:	*8.85±AC*
PHASE II:	*4.58±AC*
PHASE III:	*4.05±AC*
EXTERIOR STREET DEDICATION:	*4.91±AC*
PHASE I:	*1.19±AC*
PHASE II:	*2.46±AC*
PHASE III:	*1.26±AC*
TOTAL STREET DEDICATION:	*22.39±AC*
STORM BASIN DEDICATION:	*3.00AC*
PARK:	*3.58AC*
LANDSCAPE DEDICATION:	
PHASE I: LOTS A-C	*0.28±AC*
PHASE II: LOTS D-E	*0.38±AC*
PHASE III: LOTS F-I	*0.43±AC*
TOTAL LANDSCAPE DEDICATION:	*1.09±AC*

LEGAL DESCRIPTION

PARCEL 1: 011-040-008 AND 011-040-010
ALL THAT PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF; DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH ALONG THE WEST LINE THEREOF A DISTANCE OF 43.26 CHAINS, MORE OR LESS, TO THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE EAST ALONG THE SOUTH LINE OF SAID QUARTER SECTION; 15.64 CHAINS TO THE CENTER OF A WATER DITCH; THENCE NORTHERLY ALONG THE CENTER LINE OF SAID WATER DITCH 43.26 CHAINS TO A POINT IN THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE WEST ALONG SAID NORTH LINE A DISTANCE OF 16.25 CHAINS, MORE OR LESS, TO THE POINT OF BEGINNING.
PARCEL 2: 011-040-027
THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF KINGS, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS PARCEL 2 OF PARCEL MAP RECORDED IN BOOK 5, PAGE 72, OF PARCEL MAP RECORDED IN BOOK 5, PAGE 72 OF PARCEL MAPS, KINGS COUNTY RECORDS.

LEGEND

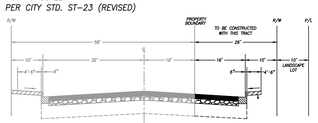
AC	ASPHALT PAVING	EM	ELECTRIC METER
BW	BACK OF WALK		EXISTING STREET LIGHT
CRN	ASPAHLT CROWN		FIRE HYDRANT
EP	EDGE OF PAVEMENT		GATE POST
FL	FLOW LINE		GUY POLE
GDP	GUARD POST		IRRIGATION AG WELL
GV	GAS VALVE	(P)	IRRIGATION STANDPIPE
INV	INVERT	(V)	IRRIGATION VALVE
OG	ORIGINAL GROUND		TOPO
SSCO	SANITARY SEWER CLEANOUT		SANITARY SEWER CLEANOUT
SW	SIDEWALK	(S)	SANITARY SEWER MANHOLE
TC	TOP OF CURB		SIGN
TP	TELEPHONE POLE	©	S.D. CATCH BASIN MANHOLE
WBO	WATER BLOW-OFF	(D)	STORM DRAIN MANHOLE
	EXISTING ELECTRIC LINE (OVERHEAD)	T	TELEPHONE CHRISTY BOX
	EXISTING GAS LINE		TELEPHONE PEDESTAL
	EXISTING WOOD FENCE		TRANSFORMER POLE
	EXISTING CHAINLINK FENCE		UTILITY POLE
	EXISTING POST & WIRE FENCE	W	WATER METER
	EXISTING AC SURFACING		WATER VALVE
	EXISTING CONCRETE SURFACE		
	NO REAR OR SIDE ACCESS		
	BENCHMARK		
	DOWN GUY		

NOTES

1. *DATE OF PREPARATION: MARCH 21, 2024*
2. *GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL*
3. *CITY ZONING: R-L-5*
4. *ALL DISTANCES SHOWN ARE IN FEET & DECIMALS THEREOF AND ARE APPROXIMATE*
5. *OFFSITE STREETS = 4.91 AC; ONSITE STREETS = 17.48 AC; LOTS = 46.06 AC; PARK & BASIN = 6.58 AC*
6. *EXISTING LAND USE: AG*
7. *PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL (100% OF SITE)*
8. *NATURAL GAS BY: THE GAS COMPANY*
9. *TELEPHONE BY: AT&T*
10. *POWER BY: SOUTHERN CALIFORNIA EDISON CO*
11. *CABLE T.V. BY: COMCAST*
12. *DOMESTIC WATER BY: CITY OF HANFORD*
13. *SEWAGE DISPOSAL BY: CITY OF HANFORD*
14. *REFUSE COLLECTION BY: CITY OF HANFORD*
15. *DRAINAGE: SITE BASIN*
16. *STORM DRAIN BASIN (PHASE I)*

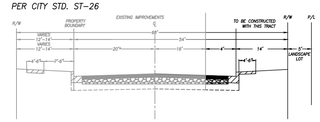
SECTION A-A
AQUIFER DRIVE

NOT TO SCALE
PER CITY STD. ST-23 (REVISED)



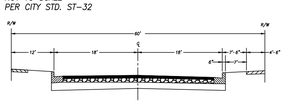
SECTION B-B
W SPRING CREST DRIVE

NOT TO SCALE
PER CITY STD. ST-26



SECTION C-C
INTERIOR STREETS

NOT TO SCALE
PER CITY STD. ST-32



SECTION D-D
HUME AVENUE

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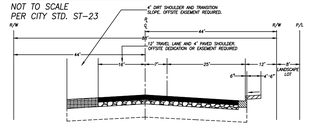
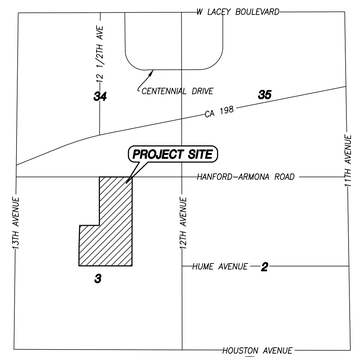
PER CITY STD. ST-23





LOCATION MAP

NOT TO SCALE

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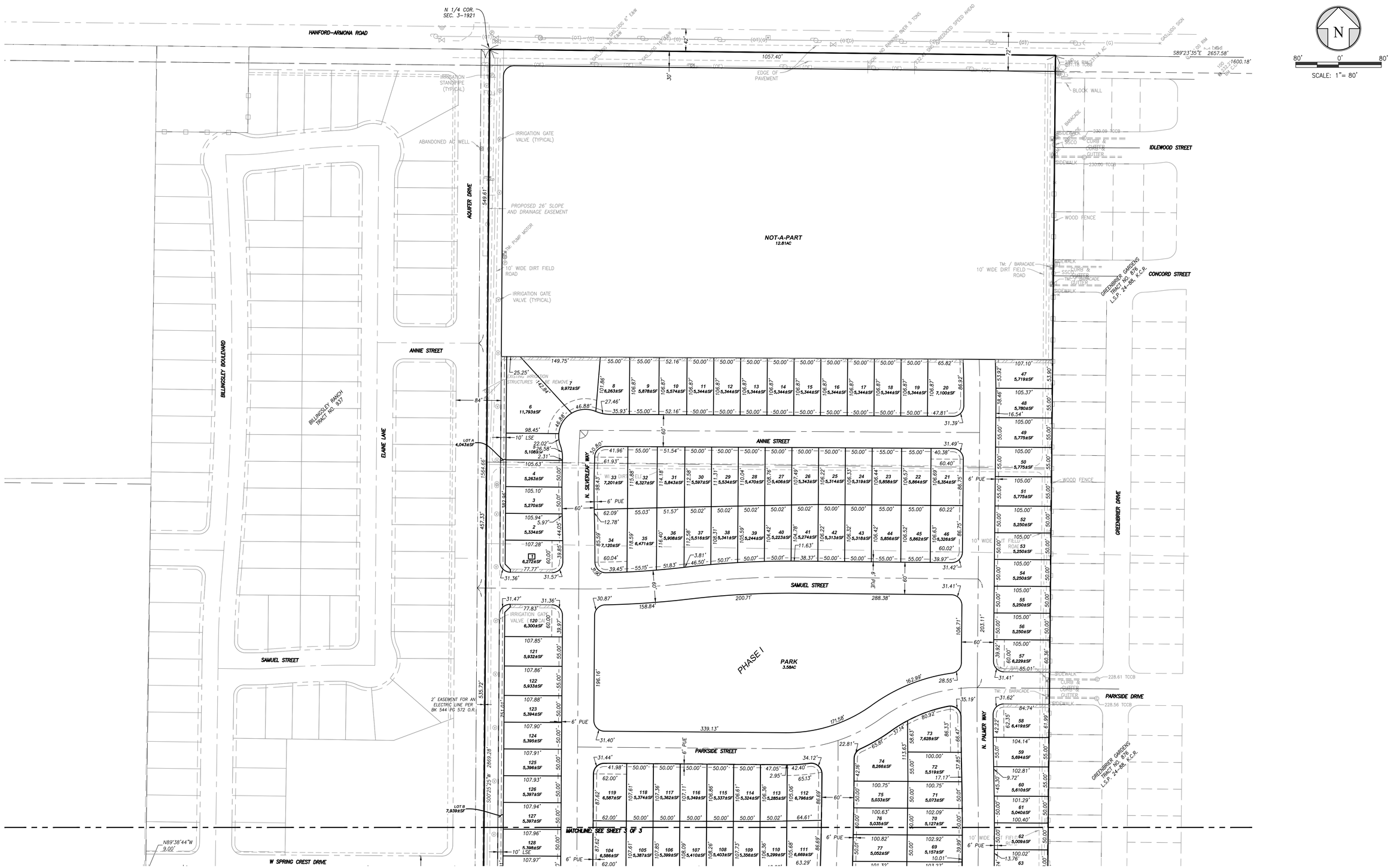

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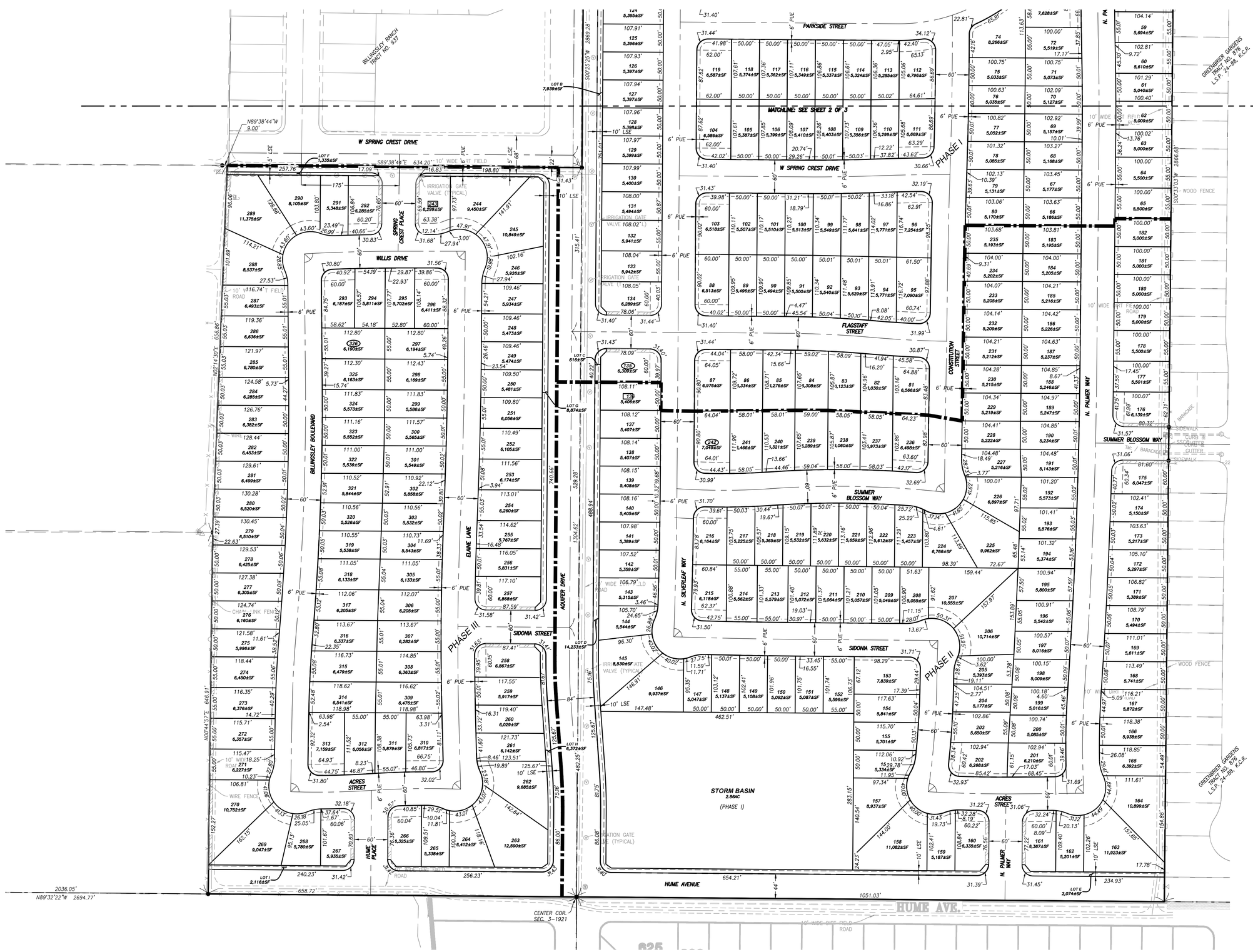

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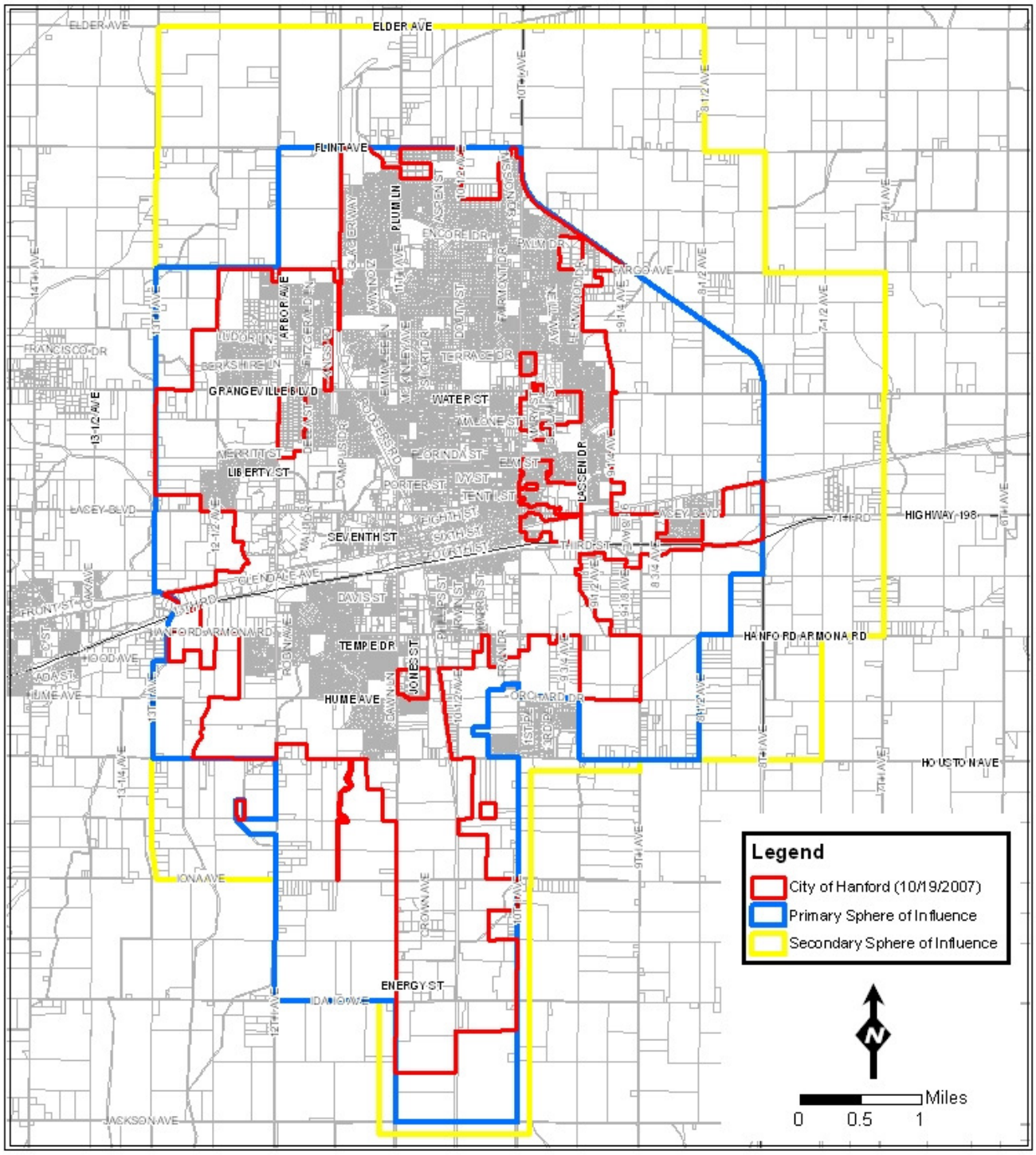
Exhibit C
CITY OF HANFORD
2008 SPHERE OF INFLUENCE



Plan for Services of the Proposed Annexation Area - 161

Sewer Improvements

The developer's engineer will provide a sanitary sewer master plan with calculations for the entire subdivision that coincides with the Live Oak West Sanitary Sewer Master Plans prior to recording a subdivision final map for the development. Consideration shall be given for future areas of development located adjacent to proposed subdivision per the City Sanitary Sewer Master Plan.

A minimum 15-inch diameter sanitary sewer main is required to be installed within Aquifer Drive between Spring Crest Drive and Hume Avenue, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

The developer is required to install a sanitary sewer lift station, per the Live Oak West Sanitary Sewer Master Plan, to be located at the southwest corner of Hume Avenue and Aquifer Drive.

A 6-inch diameter sanitary sewer force main is required to be installed within Hume Avenue from the sanitary sewer lift station west of Aquifer Drive along development frontage and connecting to an existing gravity manhole at the east project boundary, subject to reimbursement for oversizing, in accordance with the Municipal Code Section 13.08.

Storm Drainage Improvements

The developer's engineer will provide a storm drainage master plan, complete with calculations for the entire subdivision prior to recording a subdivision final map for the development. The developer will complete construction of the storm drain basin within the first phase of the subdivision. The basin is required to be designed in conformance with the City of Hanford's Storm Drainage Design Criteria specifications and is required to include a six (6) ft. minimum high ornamental, masonry block fence with continuous footing along the Aquifer Drive and Hume Avenue frontages, a 24' wide drive approach per City Standard Detail CO-41 and access gates per City Standard Detail GE-26. A chain-link fence with continuous footing per City Standard Detail GE-23 shall be constructed along non street basin boundaries. The developer is required to comply with the State of California Water Resources Control Board requirements specifically related to the National Pollution Elimination System Permit process.

Water System

The developer's engineer is required to provide a Water System Master Plan complete with calculations for the entire subdivision for City review and approval prior to recording a subdivision final map for the first phase of development. Consideration shall be given for future areas of development located adjacent to proposed subdivision, as shown on the city Water Master Plan. A minimum 18-inch diameter water main and appurtenances, will be extended along property frontage within Aquifer Avenue. The applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04. A minimum 12-inch diameter water main and appurtenances will be extended along the property frontage within Hume Avenue. Applicant shall be entitled to a refund for water main oversizing in accordance with City Municipal Code Section 13.04.

All existing water wells will be abandoned, in conformance with State of California Department of Health Standards.

Fire and Police

Fire and police services are adequate to service the area to be annexed. Impacts to fire and police services will be mitigated through payment of impact fees.

School

Educational services needed for the development of the Project will be provided by the Hanford Elementary School District (HESD) and Hanford Joint Union High School District (HJUHSD). Payment of fees to a school district is considered mitigation for project impacts on school facilities (Government Code Section 65996(a)). Therefore, the project applicant would be required to pay the statutory fees to accommodate the impact of project-generated student.

Notice of the proposed project was sent to the interested agencies for pre-consultation and normal consultation. A response was received by the Hanford Joint Union High School District stating, “This area is within our most impacted school boundary.”

The City’s role in development and managing school sites and programs is limited. The various school districts truly govern where a new school site would be located and when it would be necessary to construct or expand facilities, in order to adequately accommodate population growth. Elected governing school boards are responsible for budgeting and decision-making and the State Department of Education establishes school site and construction standards. The General Plan provides policy which focuses on collaboration with school districts in determining new school locations and utilizing school facilities for general public needs. School districts would be able to utilize the General Plan, along with other plans, standards, and codes, to establish new school sites and to make decisions on school amenities and cohesiveness with the surrounding area.

City of Hanford

Community Development Department
317 North Douty Street
Hanford, CA 93230
Office (559) 585-2580
FAX (559) 583-1633
Website: www.cityofhanfordca.com
TDD/TYY, Dial 711

CONSENT FOR ANNEXATION INTO THE CITY OF HANFORD

Attach one form per property

The undersigned hereby consents to have the property identified below annexed to the City of Hanford, without notice and hearing. Use additional pages if necessary.

1. Phillip R. Boyce — Phil R Boyce
   Name (printed) — Signature

2. Silicon Valley Ranch, LLC
   Name (printed) — Signature

Address of Property — Assessor's Parcel Number

I have signed this consent as:

(a) ☐ the owner of the subject property **and** a registered voter residing therein;

(b) ☐ a registered voter residing therein;

(c) ☑ the owner of subject property

1/2/2025
Date Signed

DRAFT NOTICE OF PREPARATION/INITIAL STUDY FOR A FOCUSED ENVIRONMENTAL IMPACT REPORT

CITY OF HANFORD

SILICON VALLEY RANCH RESIDENTIAL SUBDIVISION PROJECT

JUNE 2024

DRAFT NOTICE OF PREPARATION/INITIAL STUDY FOR A FOCUSED ENVIRONMENTAL IMPACT REPORT

SILICON VALLEY RANCH RESIDENTIAL SUBDIVISION PROJECT

Prepared for:

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NOTICE OF PREPARATION/INITIAL STUDY FOR A FOCUSED ENVIRONMENTAL IMPACT REPORT

Notice is hereby given that the City of Hanford will be the Lead Agency and will prepare a focused Environmental Impact Report (EIR) for the proposed Silicon Valley Ranch Residential Subdivision Project (Project). An Initial Study has been prepared along with this Notice of Preparation (NOP), which scopes out environmental topics for further review. The focused EIR will address the potential physical environmental effects of the proposed projects that have not been scoped out, as outlined in the California Environmental Quality Act (CEQA). The City is requesting comments on the scope and content of this focused EIR.

A scoping session will be held on July 8, 2024 at City Hall, in the Training Room, 319 N. Douty Street, Hanford, CA 93230. The scoping session, which is part of the focused EIR process, is the time when the City solicits input from the public and agencies on specific topics they believe should be addressed in the environmental analysis. The scoping process is designed to enable the City to determine the scope and content of the focused EIR, identify the range of actions, and identify potentially significant environmental effects, alternatives, and mitigation measures to be analyzed in the focused EIR.

Project Location

The Project is located within the Sphere of Influence for the City of Hanford and is anticipated for annexation. The Project is adjacent to Hanford Armona Road to the north, between Greenbrier Drive to the east and 13th Avenue to the west, and encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027). The Project site is located within the Hanford USGS Quad, Section 3, Township 19S, Range 21E, Mount Diablo Base and Meridian (MDB&M).

Project Description

The Project proposes to construct a 326-lot residential subdivision within the City of Hanford Sphere of Influence. The Project will be annexed into the City under separate application. An approximately 12.5-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment.

The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a three-acre retention basin. Lots will range between 5,000 to 6,000 square feet and would be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

Approvals include:

- Approval of Tentative Tract Map #943

- Prezoning – Because the project site does not currently have a City of Hanford zoning designation, prezoning of the site is required. The project site would be prezoned to the R-L-5 zone.
- Site Plan Review – The Project will require approval of an SPR
- Annexation into the city limits by Kings County Local Agency Formation Commission (LAFCo)

Construction:

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and would include the following:

- Excavators/earth-moving equipment
- Depending on foundation system, auger rig, or pile-driving rig
- All-terrain forklifts
- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks of flat beds)
- Small tools (generators, light plants, compactors, air compressors)

As mandated by the California Environmental Quality Act (CEQA), the public review period for this document was 30 days (CEQA Section 15073[b]). The public review period began on June 21, 2024 and ended on July 22, 2024. For further information, please contact Gabrielle de Silva Myers, 317 N. Douty Street, Hanford, CA 93230, (559) 585-2500.

Mailing Address and Phone Number of Contact Person

Gabrielle de Silva Myers, Senior Planner
City Hall
317 N. Douty Street
Hanford, CA 93230
(559) 585-2500

Findings

As Lead Agency, the City of Hanford finds that the Project will have a significant effect on the environment. The Environmental Checklist (CEQA Guidelines Appendix G) or Initial Study (IS) (see *Section 3 - Environmental Checklist*) has identified one or more potentially significant effects on the environment. Pursuant to CEQA Guidelines Section 115064 (a)(1), an Environmental Impact Report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed Project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less-than-significant levels.

The City of Hanford has determined that preparation of a focused Environmental Impact Report for the Project is necessary.

SECTION 1 - INTRODUCTION

1.1 - Overview

Silicon Valley Ranch, LLC. (the Applicant) proposes to develop approximately 88.9 acres to create residential lots and appurtenant infrastructure consistent with the City of Hanford General Plan Designation Low Density Residential and prezone District R-L-5.

1.2 - California Environmental Quality Act

The City of Hanford is the Lead Agency for this Project pursuant to the CEQA Guidelines (Public Resources Code Section 15000 et seq.). The Environmental Checklist (CEQA Guidelines Appendix G) or Initial Study (IS) (see *Section 3 – Initial Study*) provides an analysis that examines the potential environmental effects of the construction and operation of the Project. Section 15063 of the CEQA Guidelines requires the Lead Agency to prepare an IS to determine whether a discretionary project will have a significant effect on the environment. A Mitigated Negative Declaration (MND) is appropriate when an IS has been prepared, and a determination can be made that no significant environmental effects will occur because revisions to the Project have been made or mitigation measures will be implemented that reduce all potentially significant impacts to less-than-significant levels. Section 15064 (a)(1) states that an Environmental Impact Report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed Project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less-than-significant levels. A Negative Declaration (ND) may be prepared instead if the Lead Agency finds that there is no substantial evidence in light of the whole record that the project may have a significant effect on the environment. An ND is a written statement describing the reasons why the proposed Project, not otherwise exempt from CEQA, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, an ND or MND shall be prepared for a project subject to CEQA when either:

- The IS shows there is no substantial evidence in light of the whole record before the agency that the proposed Project may have a significant effect on the environment; or
- The IS identified potentially significant effects, but:
  - Revisions in the project plans or proposals made by or agreed to by the Applicant before the proposed MND and IS are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and
  - There is no substantial evidence in light of the whole record before the agency that the proposed Project as revised may have a significant effect on the environment.

Based on the IS, the Lead Agency has determined that the environmental review for the proposed application can potentially result in a significant impact and requires that a focused EIR be prepared.

1.3 - Impact Terminology

The following terminology is used to describe the level of significance of impacts.

- A finding of "no impact" is appropriate if the analysis concludes that the Project would not affect a topic area in any way.
- An impact is considered "less than significant" if the analysis concludes that it would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered "less than significant with mitigation incorporated" if the analysis concludes that it would cause no substantial adverse change to the environment with the inclusion of environmental commitments that have been agreed to by the Applicant.
- An impact is considered "potentially significant" if the analysis concludes that it could have a substantial adverse effect on the environment.

1.4 - Document Organization and Contents

The content and format of this IS/MND is designed to meet the requirements of CEQA. The report contains the following sections:

- *Section 1 – Introduction:* This section provides an overview of CEQA requirements, intended uses of the IS/MND, document organization, and a list of regulations that have been incorporated by reference.

- *Section 2 – Project Description:* This section describes the Project and provides data on the site's location.

- *Section 3 – Environmental Checklist:* This section contains the evaluation of 21 different environmental resource factors contained in Appendix G of the CEQA Guidelines. Each environmental resource factor is analyzed to determine whether the proposed Project would have an impact. One of four findings is made: no impact, less-than-significant impact, less than significant with mitigation, or significant and unavoidable. If the evaluation results in a finding of significant and unavoidable for any of the 21 environmental resource factors, then an Environmental Impact Report will be required.

- *Section 4 – List of Preparers:* This section identifies the individuals who prepared the IS.

- *Section 5 – Bibliography:* This section contains a full list of references that were used in the preparation of this IS.

1.5 - Incorporated by Reference

The following documents and/or regulations are incorporated into this IS/MND by reference:

- City of Hanford 2035 General Plan (2017)
- City of Hanford 2016-2024 Adopted Housing Element
- City of Hanford Urban Water Management Plan
- City of Hanford Water Information (2021)
- City of Hanford Recycling & Green Waste
- Cal Recycle (2022)
- Hanford Emergency Management Plan
- Kings County Airport Land Use Compatibility Plan
- Hanford Municipal Code
- California Building Code Title 24
- Kings County Safety Element

SECTION 2 - PROJECT DESCRIPTION

2.1 - Introduction

Silicon Valley Ranch, LLC (the Applicant) proposes to develop approximately 88.9 acres to create a 326-lot residential subdivision and the associated appurtenant infrastructure consistent with the City of Hanford General Plan Designation Low Density Residential and prezone District R-L-5.

2.2 - Project Location

The Project is located in the Hanford city limits in the City's southwestern portion. south of Hanford Armona Road, in the sphere of influence of the City of Hanford. The project encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027) and is bordered by undeveloped and rural residential lands on the west and south; a church and undeveloped land to the north; and residential uses to the east. Township 19 South, Section 3, Range 21 East MDB&M (see Figure 3-1 and 3-2).

2.3 - Surrounding Land Uses

The Project is bordered by undeveloped and rural residential lands on the west and south; a church and undeveloped land to the north; and residential uses to the east.

2.4 - Proposed Project

PROJECT DESCRIPTION

The Project proposes to develop a 326-unit residential subdivision within the City of Hanford. An approximately 8-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment. The Project is within the City of Hanford's Sphere of Influence but will be annexed into the City.

The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a 3-acre retention basin. Lots will range between 5,000 to 7,000 square feet and would be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

Approvals include:

- Approval of Tentative Tract Map 943
- Prezoning – Because the project site does not currently have a City of Hanford zoning designation, prezoning of the site is required. The project site would be prezoned to the R-L-5 zone.
- Site Plan Review – The Project will require approval of an SPR

- Annexation into the city limits by Kings County Local Agency Formation Commission (LAFCo)

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and would include the following:

- Excavators/earth-moving equipment
- Depending on foundation system, auger rig, or pile-driving rig
- All-terrain forklifts
- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks of flat beds)
- Small tools (generators, light plants, compactors, air compressors)

As mandated by the California Environmental Quality Act (CEQA), the public review period for this document was 30 days (CEQA Section 15073[b]). The public review period began on June 21, 2024 and ended on July 22, 2024. For further information, please Gabrielle de Silva Myers, 317 N. Douty Street, Hanford, CA 93230, (559) 585-2500.

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SECTION 3 - INITIAL STUDY

3.1 - Environmental Checklist

1. **Project Title:**

   Silicon Valley Ranch Residential Development Project

2. **Lead Agency Name and Address:**

   City of Hanford
   317 N. Douty Street
   Hanford, CA 93230

3. **Contact Person and Phone Number:**

   Gabrielle de Silva Myers – (559) 585-2578

4. **Project Location:**

   The Silicon Valley Ranch Residential Development Project is located south of Hanford Armona Road, in the sphere of influence of the City of Hanford. The project encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027 and is bordered by undeveloped and rural residential lands on the west and south; a church and undeveloped land to the north; and residential uses to the east. Township 19 South, Section 3, Range 21 East MDB&M.

5. **Project Sponsor's Name and Address:**

   Marc Frelier
   Silicon Valley Ranch, LLC
   20900 Boyce Lane
   Saratoga, CA 95070

6. **General Plan Designation:**

   Existing: City of Hanford – Low Density Residential

7. **Zoning:**

   Existing: City of Hanford – Residential Low Density (R-L-5, 5,000 square feet)

8. **Description of Project:**

The Project proposes to develop a 326-unit residential subdivision within the City of Hanford. An approximately 8-acre portion of the site at the northeast corner of the property

is intended to be removed via a lot-line adjustment. The Project is within the City of Hanford's Sphere of Influence, but will be annexed into the City.

The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a 3-acre retention basin. Lots will range between 5,000 to 7,000 square feet and would be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and would include the following:

- Excavators / earth moving equipment
- Depending on foundation system, auger rig, or pile-driving rig
- All-terrain forklifts
- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks of flat beds)
- Small tools (generators, light plants, compactors, air compressors)

9. Surrounding Land Uses and Setting:

The Project is bordered by undeveloped and rural residential lands on the west and south; a church and undeveloped land to the north; and residential uses to the east.

10. Other Public Agencies Whose Approval is Required:

- San Joaquin Valley Air Pollution Control District
- Kings County LAFCo

11. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to PRC Section 21080.3.1, the Lead Agency shall begin consultation with the California Native American tribe that is

traditionally and culturally affiliated with the geographical area of the proposed Project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or the Lead Agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Indian tribes. Tribes in California currently have nearly 100 separate reservations or rancherias. Kings County has a number of tribal groups in the area.

Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See PRC Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and Project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.

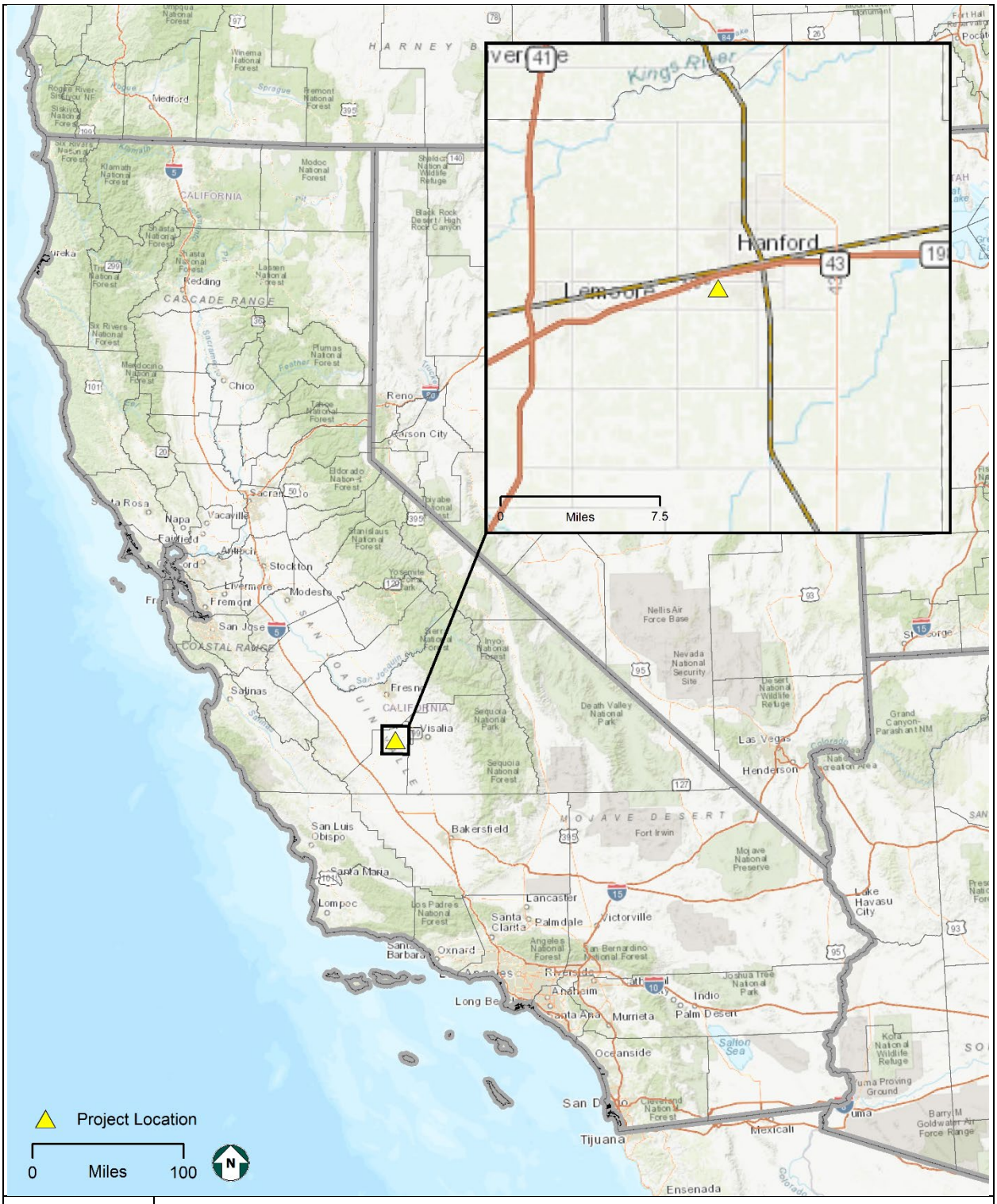

Figure 3-1
Regional Map

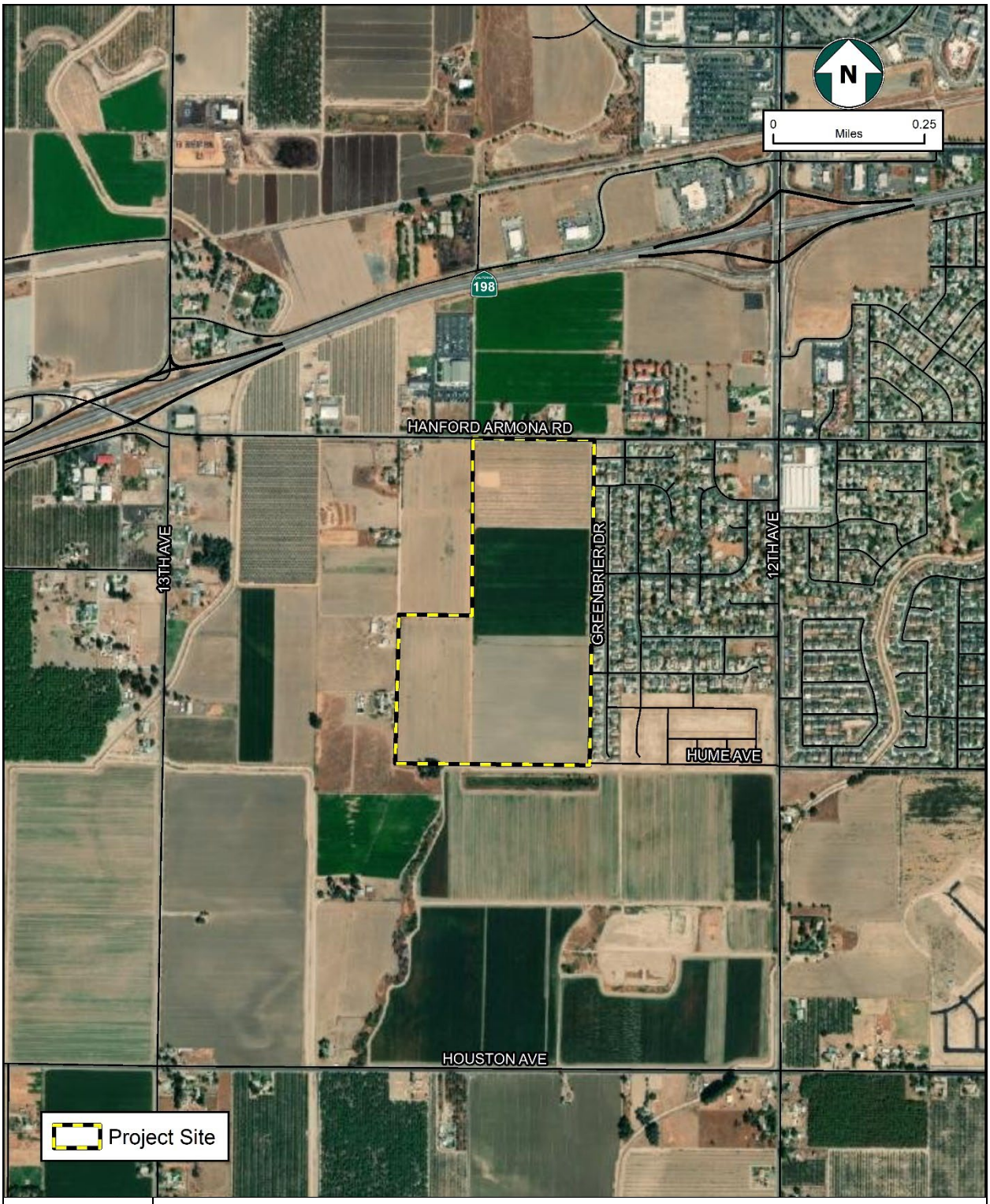

Figure 3-2
Project Site Area

3.2 - Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☒ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☒ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

3.3 - Determination

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENT IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature	Date
Printed Name	For

3.4 - Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question.

    b. The mitigation measure identified, if any, to reduce the impact to less than significance.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.1 - AESTHETICS					
Except as provided in Public Resources Code Section 21099, would the Project:					
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c.	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion

Impact #3.4.1a – Would the Project have a substantial adverse effect on a scenic vista?

A scenic vista is an area identified or known for high scenic quality. Scenic vistas may be designated by a federal, State, or local agency and may also include an area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. The City of Hanford does not designate any scenic vistas within its jurisdiction. There are very few scenic vistas within the Central Valley. The Coastal Range Mountains and the Sierra Nevada can be considered scenic vistas. The proposed Project is located approximately 40 miles from the Coastal Range and approximately 45 miles from the Sierra Nevada. Since there are no scenic vistas in the immediate proximity of the proposed Project site, there would be no impacts related to a scenic vista. Since there are no scenic vistas in the immediate proximity of the proposed Project site, there would be no impacts related to a scenic vista. Therefore, no impacts are anticipated, and no further analysis in the EIR is warranted

.

Impact #3.4.1b - Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The proposed Project is not in the vicinity of a scenic highway as identified by the City of Hanford or Caltrans. The closest eligible scenic highway is a portion of SR 198 that runs from SR 99 east through Visalia (California Department of Transportation, 2022). This portion of SR 198 is approximately 15 miles east of the Project site. The site is flat with little topography and no trees or rock outcroppings. There would be no impacts related to these types of scenic resources.

Downtown Hanford is identified as the historic center of the City (City of Hanford, 2017). Three buildings are listed on the National Registry of Historic Places and the State Register of Historic Places. The Kings County Courthouse, the Carnegie Library, and the Taoist Temple are located more than two miles to the northeast. Therefore, the Project would not have an impact on any of these historic buildings. There will be no impact, and no further analysis in the EIR is warranted.

Impact #3.4.1c - Would the Project in non-urbanized areas substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

The Project is within an area that is becoming more urbanized with the spread of residential development as the City grows. The surrounding area consists of agricultural land and rural residential homes, and an existing subdivision easterly adjacent to the Project site. Additionally, a recently approved 97-lot residential subdivision will be located westerly adjacent to the Project site. The General Plan identifies the parcels to the north of the Project site as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City intends future development in this area. The westward expansion of residential homes from 12th Avenue provides a template for the future of the area to be completely urbanized.

Several sections of the Hanford Municipal Code regulate physical development by controlling the appearance of new development and the placement of new development with consideration for surrounding uses. The Project development will comply with the General Plan, as the Project area is proposed to be prezoned R-L-5- Low Density Residential.

There are no scenic vistas within the surrounding area and existing urban areas near the Project site; therefore, the proposed Project will not substantially degrade the existing characteristics of the area. Therefore, impacts from the Project are considered to be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.1d - Except as provided in Public Resources Code Section 21099, would the Project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Construction of the proposed Project would generally occur during daytime hours, typically from 7:00 a.m. to 8:00 p.m. All lighting, if needed, would be directed downward and shielded to focus illumination on the desired work areas and prevent light spillage onto adjacent properties. As required by GP 9.10.060 A.10, the lighting used to illuminate work areas would be shielded, focused downward, and turned off by 8:00 p.m.; therefore, the potential for lighting to affect any residents adversely is minimal. Increased truck traffic and the transport of construction materials to the Project site would temporarily increase glare conditions during construction. However, this increase in glare would be minimal. Construction activity would focus on specific areas on the sites, and any sources of glare would not be stationary for a prolonged period. Therefore, the proposed Project's construction would not create a new source of substantial glare that would affect daytime views in the area.

Operational impacts would be limited to residential lighting, including homes and streetlights. The Project's exterior streetlights and residential lighting will be designed to minimize reflective glare and light scatter. The Project will comply with the applicable provisions of the Hanford Municipal Code Development Standards, such as Section 17.50.140 – Outdoor Lighting Standards (City of Hanford, 2022). Additionally, the California Building Code Title 24 contains standards for outdoor lighting that are intended to reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls. These requirements would substantially reduce potential nuisances from light or glare. Therefore, impacts resulting from the Project are considered to be less than significant, and no further analysis in the EIR is warranted.

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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

3.4.2 - AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b.	Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Discussion

Impact #3.4.2a – Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

CEQA uses the California Department of Conservation Division of Land Resource Protection's Farmland Mapping Project (FMMP) categories of "Prime Farmland," "Farmland of Statewide Importance," and "Unique Farmland" to define "agricultural land" for the purposes of assessing environmental impacts (PRC Section 21060.1(a)) related to the conversion of these farmlands to non-agricultural uses. According to the California Department of Conservation Important Farmland Finder, the Project site is designated as being Prime Farmland and Farmland of Statewide Importance (California Department of Conservation, 2023).

Prime Farmland is irrigated land with the best combination of physical and chemical features able to sustain long-term production of agricultural crops. Farmland of Statewide Importance is irrigated land similar to Prime Farmland that has a good combination of physical and chemical characteristics for the production of agricultural crops with minor shortcomings, such as greater slopes or less ability to store soil moisture. Historical aerial images of the Project site indicate that the site has been utilized for agricultural operations.

Although the FMMP designates the Project property as Prime Farmland and Farmland of Statewide Importance, the General Plan identifies the Project parcel as within the Planned Area Boundary, is designated Low Density Residential. The parcels to the north are designated as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City anticipates future non-agricultural development in this area. Chapter 5.2 of the City of Hanford General Plan contains several goals and policies for agricultural resources. Goal 1 strives for the conservation and long-term protection of agricultural resources and soils located outside of the Planned Area Boundary. Policy 4 under Goal 1 states "retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion.

Although the Project proposes to convert Prime Farmland and Farmland of Statewide Importance, the subject parcels and surrounding area have been planned for development with General Plan goals and policies for the City of Hanford supporting logical development within its adopted Planned Area Boundary. A Statement of Overriding Consideration was made for the significant impact of General Plan Buildout on Agricultural Resources. Therefore, although development of the Project site would result in the conversion of Farmland to non-agricultural use, this conversion would result in a less than significant impact, as it is consistent with the General Plan. Pursuant to Section 16.40.110 of the City of Hanford Municipal Code, the applicant will be required to record an acknowledgement of the Right-to-Farm notice. Therefore, in consideration of the Project's small conversion of agricultural land to a non-agricultural use and the current land use designation of residential development, impacts resulting from this conversion would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.2b – Would the Project conflict with existing zoning for agricultural use or a Williamson Act contract?

The Project area is zoned Low Density Residential by the City of Hanford Zoning Ordinance and is anticipated to have a non-agricultural land use. Additionally, the Project site is not subject to a Williamson Act Land Use contract. Therefore, there is no impact, and no further analysis in the EIR is warranted.

Impact #3.4.2c – Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Pursuant to Public Resources Code Section 4526, "Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Pursuant to Public Resources Code Section 51104, Timberland zoned Timberland Production means privately owned land or land acquired for State Forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre. The Project site does not have any forest land or timberland resources, nor is it zoned for timber production. Therefore, the Project will have no impact, and no further analysis in the EIR is warranted.

Impact #3.4.2d – Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

See Impacts #3.4.2a-c. There will be no impact on forest land, and no further analysis in the EIR is warranted.

Impact #3.4.2e – Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The General Plan designates the Project site as Low Density Residential and prezoning for the R-L-5 Zone District is consistent with the designation. The parcels to the north are designated as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City anticipates future non-agricultural development in this area. Chapter 5.2 of the City of Hanford General Plan contains several goals and policies for agricultural resources. Goal 1 strives for the conservation and long-term protection of agricultural resources and soils located outside of the Planned Area Boundary. Policy 4 under Goal 1 states "retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion. The eventual conversion and development of the Project and surrounding parcels would occur as they are located within the Planned Area Boundary of the City of Hanford. Although the Project would not directly convert surrounding Farmland to non-agricultural uses, as discussed, the Project site and surrounding area are designated for non-agricultural development at some point in time.

Therefore, the Project's conversion of Farmland is considered less than significant with consideration of the City General Plan's goals and policies for agricultural land within the Planned Area Boundary. As such, no further analysis in the EIR is warranted.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

3.4.3 - AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:

a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b.	Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard?	☐	☐	☒	☐
c.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d.	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

This section is based on an Air Quality Impact Analysis (AQIA) prepared for the Project (Trinity Consultants, 2023). The AQIA analysis of the Project was calculated using a higher residential lot count than what is currently proposed. Therefore, it can be presumed that air quality estimates resulting from the Project would be less than those estimates in the AQIA and discussed in this NOP. The study is included as Appendix A of this document.

Discussion

The Project is located within the San Joaquin Valley Air Basin (SJVAB) in Kings County and is included among the eight counties that comprise the San Joaquin Valley Air Pollution Control District (SJVAPCD or District). The SJVAPCD acts as the regulatory agency for air pollution control in the basin and is the local agency empowered to regulate air pollutant emissions for the plan area. Protection of the public health is maintained through the attainment and maintenance of ambient air quality standards for various atmospheric compounds and the enforcement of emissions limits for individual stationary sources. The Federal Clean Air Act requires that the U.S. Environmental Protection Agency establish National Ambient Air Quality Standards (NAAQS) to protect the health, safety, and welfare of the public. California has also adopted ambient air quality standards (CAAQS) for criteria pollutants. CAAQA are more stringent than the corresponding NAAQS.

Table 3.4.3-1 provides the NAAQS and CAAQS criteria pollutant thresholds of significance. The Project would include compliance with the SJVAPCD's Regulation VIII (Fugitive PM_{10} Prohibitions), Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 4002 (National Emissions Standards for Hazardous Air Pollutants), Rule 4102 (Nuisance), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations), and other applicable regulations.

Table 3.4.3-1
Federal and California Air Quality Standards

Pollutant	Averaging Time	NAAQS Concentration	CAAQS Concentration
0_3	8-hour	0.070 ppm (137 µg/m3)¬a	0.070 ppm (137 µg/m3)
	1-hour	-	0.09 ppm (180 µg/m³)
CO	8-hour	9 ppm (10 µg/m³)	9 ppm (10 µg/m³)
	1-hour	35 ppm (40 µg/m³)	20 ppm (23 µg/m³)
NO_2	Annual Average	53 ppb (100 µg/m³)	0.030 ppm (57 µg/m³)
	1-hour	100 ppb (188.68 µg/m³)	0.18 ppm (339 µg/m³)
SO_2	3-hour	0.5 ppm (1,300 µg/m³)	-
	24 hour	0.14 ppm (365 µg/m³)	0.04 ppm (105 µg/m³)
	1-hour	75 ppb (196 µg/m³)	0.25 ppm (655 µg/m³)
Particulate Matter (PM_{10})	Annual Arithmetic Mean	-	20 µg/m³
	24-hour	150 µg/m³	50 µg/m³
Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m³	12 µg/m³
	24-hour	35 µg/m³	-
Sulfates	24-hour	-	25 µg/m³
PB¬d	Rolling Three-Month Average	0.15 µg/m³	-
	30 Day Average	-	1.5 µg/m³
H_2S	1-hour	-	0.03 ppm (42 µg/m³)
Vinal Chloride (chloroethene)	24-hour	-	0.010 ppm (26 µg/m³)
Visibility Reducing particles	8-hour (1000 to 1800 PST)	-	b

a. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
b. In 1989, CARB converted both the general statewide 10-mile visibility standards and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: (Trinity Consultants, 2023)

Impact #3.4.3a – Would the Project conflict with or obstruct implementation of the applicable air quality plan?

The Project is located within the San Joaquin Valley Air Basin (SJVAB), which is under the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). The SJVAB is designated non-attainment of State and federal health-based air quality standards for ozone and particulate matter less than 2.5 microns ($PM_{2.5}$). The SJVAB is designated attainment for federal particulate matter less than 10 microns (PM_{10}) standards and non-attainment of the State PM10 threshold. To meet federal Clean Air Act (CAA) requirements, the SJVAPCD has multiple air quality attainment plan (AQAP) documents, including:

- 2008 Extreme Ozone Attainment Demonstration Plan (EOADP) for attainment of the 1-hour ozone standard.
- 2007 Ozone Plan for attainment of the 8-hour ozone standard.
- 2007 PM10 Maintenance Plan and Request for Redesignation.
- 2008 PM2.5 Plan.

Because of the region's federal non-attainment status for ozone and $PM_{2.5}$, and State non-attainment status for ozone, $PM_{2.5}$, and PM_{10}, if the Project-generated emissions of either the ozone precursor pollutants (reactive organic gases [ROG] or oxides of nitrogen [NO_x]), PM_{10}, or $PM_{2.5}$ were to exceed the SJVAPCD's significance thresholds, then the Project uses would be considered to conflict with the attainment plans. In addition, if the Project uses were to result in a change in land use, and corresponding increases in vehicle miles traveled, they may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

The Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) states that the SJVAPCD's established thresholds of significance for criteria pollutant emissions require offsets for stationary sources. "Emission reductions achieved through implementation of District offset requirements are a major component of the District's air quality plans. Thus, projects with emissions below the thresholds of significance for criteria pollutants would be determined to 'Not conflict or obstruct implementation of the District's air quality plan' (SJVAPCD, 2015).

As discussed in Impact #3.4.3b, below, predicted construction and operational emissions would not exceed the SJVAPCD's significance thresholds for ROG, NOx, PM10, and PM2.5. As a result, the Project would not conflict with emissions inventories contained in regional AQAPs. It would not result in a significant contribution to the region's air quality non-attainment status.

The SJVAB is designated non-attainment of State and federal health-based air quality standards for ozone and PM2.5. The SJVAB is designated non-attainment of State PM10. To meet Federal Clean Air Act (CAA) requirements, the SJVAPCD has multiple air quality attainment plan (AQAP) documents, including:

- 2016 Ozone Plan.
- 2007 PM_{10} Maintenance Plan and Request for Redesignation.
- 2016 $PM_{2.5}$ Plan.

Air quality impacts from proposed projects within Kings County are controlled through policies and provisions of the SJVAPCD and the 2035 City of Hanford General Plan (City of Hanford, 2017). To demonstrate that a proposed project would not cause further air quality degradation in either of the SJVAPCD's plans to improve air quality within the air basin or federal requirements to meet certain air quality compliance goals, each project should also demonstrate consistency with the SJVAPCD's adopted Air Quality Attainment Plans (AQAP) for O_3 and PM_{10}. The California Clean Air Act (CCAA) requires air pollution control districts with severe or extreme air quality problems to provide for a five percent reduction in non-attainment emissions per year.

The Kings County Association of Governments (KCAG) Air Quality Conformity Analysis demonstrates that the 2019 Federal Transportation Improvement Program (2019 FTIP) and 2022 Regional Transportation Plan (2022 RTP) in Kings County would not hinder the efforts set out in the CARB's SIP for each area's non-attainment pollutants (CO, O_3, PM_{10}, and $PM_{2.5}$).

The CCAA and AQAP identify transportation control measures as methods to further reduce emissions from mobile sources. Strategies identified to reduce vehicular emissions, such as reductions in vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, and traffic congestion, to reduce vehicular emissions, can be implemented as control measures under the CCAA as well. The proposed Project is not anticipated to exceed SJVAPCD thresholds for criteria pollutants during construction or operations, and impacts are considered less than significant.

No employment or population growth is anticipated as a result of the Project that would conflict with the provisions of the AQAP; conclusions may be drawn from the following criteria:

The findings of the analysis show that the Project's lack of permanent employee increases does not contribute to any unplanned growth in the area. By definition, the proposed emissions from the Project are below the SJVAPCD's established emissions impact thresholds.

Based on the above analysis presented, the Project is anticipated to be consistent with the AQAP, RTP, and KCAG Air Quality Conformity Analysis. As such, impacts would be less than significant.

The Project will not conflict with the San Joaquin Valley Air Pollution Control District Air Quality Plan. Compliance with Air Districts Air Quality Plan is a requirement of development within the City. Additionally, the developer will be required to obtain any necessary permits through the SJVAPCD. Therefore, the Project is consistent with the growth assumptions used in the applicable AQPs. As a result, the Project will not conflict with or obstruct the implementation of any air quality plans. Therefore, no mitigation is needed. The impacts of the Project would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.3b – Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard?

The SJVAPCD GAMAQI adopted in 2015 contains thresholds for CO, NOx, ROG, SOx, PM_{10}, and $PM_{2.5}$. Reduction of these pollutants during any future development construction activities as a result of the approved Project will be required.

Ozone is a secondary pollutant that can be formed miles from the source of emissions through reactions of ROG and NOx emissions in the presence of sunlight. Therefore, ROG and NOx are termed, ozone precursors. The Air Basin often exceeds the State and national ozone standards. Therefore, if the Project emits a substantial quantity of ozone precursors, the Project may contribute to an exceedance of the ozone standard. The Air Basin also exceeds air quality standards for PM_{10} and $PM_{2.5}$; therefore, substantial Project emissions may contribute to an exceedance of these pollutants. The District's annual emission significance thresholds used for the Project define the substantial contribution of both operational and construction emissions and are depicted in Tables 3.4.3-2 and 3.4.3-3, below.

Short-Term Impacts

As a result of the Project, short-term emissions would result from the construction phase of the proposed Project. Construction is anticipated to have an approximate 12-month total construction window. The main source of short-term emissions would be the exhaust from construction vehicles and equipment; however, these emissions would be temporary and are not expected to result in the exceedance of any applicable thresholds or regulations. SJVAPCD's required measures for all projects were applied and include watering exposed areas three times per day and reducing vehicle speeds to less than 15 miles per hour. As shown in Table 3.4.3-2, the Project's emissions during temporary construction activities would not exceed thresholds. Therefore, construction emissions were found to be less than significant.

Table 3.4.3-2
Short-Term Project Emissions

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
	(tons/year)					
Unmitigated						
2023 Construction Emissions	0.18	1.51	1.66	0.00	0.59	0.19
2024 Construction Emissions	2.02	0.73	0.97	0.00	0.10	0.05
Mitigated						
2023 Construction Emissions	0.18	1.51	1.66	0.00	0.33	0.13
2024 Construction Emissions	2.02	0.73	0.97	0.00	0.10	0.05
Significance Threshold	10	10	100	27	15	15
Is Threshold Exceeded after Mitigation?	**No**	**No**	**No**	**No**	**No**	**No**

Source: (Trinity Consultants, 2023)

Long-Term Impacts

Long-term operational emissions are generally caused by operational mobile, area, and energy sources. Operation of the Project would also create additional criteria pollutants, particularly as a result of increased mobile emissions in the Project area. However, these emissions would not exceed thresholds, as shown in Table 3.4.3-3.

Table 3.4.3-3
Project Operational Emissions

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
	(tons/year)					
Unmitigated Operational Emissions						
Area Emissions	3.07	0.16	2.59	0.00	0.02	0.02
Energy Emissions	0.04	0.38	0.16	0.00	0.03	0.03
Mobile Emissions	0.94	1.79	11.37	0.03	3.44	0.93
Total	**4.06**	**2.33**	**14.12**	**0.04**	**3.50**	**0.99**
Mitigated Operational Emissions						
Mobile Emissions	3.06	0.03	2.52	0.00	0.01	0.01
Area Emissions	0.04	0.38	0.16	0.00	0.03	0.03
Energy Emissions	0.93	1.66	10.53	0.03	3.10	0.84
Total	**4.03**	**2.07**	**13.21**	**0.03**	**3.14**	**0.88**
SJVAPCD Threshold	10	10	100	27	15	15
Is Threshold Exceeded After Mitigation?	**No**	**No**	**No**	**No**	**No**	**No**

Source: (Trinity Consultants, 2023)

Operation of the site at full build-out is not expected to present a substantial source of fugitive dust (PM_{10}). The Project will comply with SJVAPCD's Regulation VIII and establishes required controls to reduce and minimize fugitive dust emissions as required under Policy AQ 4.7. Additionally, under the City of Hanford Air Quality Element, the following SJVPACD Rules and Regulations applies to all projects and includes the proposed Project as recommended in the City of Hanford Air Quality including, but not limited to Policy AQ 4.1, 4.5 4.6, and 4.7 and Program AQ 4.4:

- Rule 4102 – Nuisance – prohibits a facility from posing as a nuisance to surrounding receptors and can impose penalties for nuisance issues such as dust, smoke, excess emissions, etc. Compliance with this rule ensures that the area around the Project site will not be adversely impacted by such issues.

- Regulation VIII – Fugitive PM_{10} Prohibitions – A series of regulations to reduce and/or eliminate generation of particulate matter (PM) that can adversely impact visibility as well as the health and safety of people on-site or in the vicinity of the Project.

- Rule 8011 – General Requirements – This rule is to reduce ambient concentrations of fine particulate matter by requiring actions to prevent, reduce or mitigate anthropogenic (human-caused) fugitive dust emissions.

- Rule 8021 – Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities – Restricts generation of airborne dust and visibility impacts from these activities. Places limits on opacity and equipment operation under certain adverse weather conditions.

- Rule 8041 – Carryout and Trackout – Require that equipment and vehicles leaving the construction site control the amount of dirt, soil or mud that is tracked offsite and onto public roadways. This helps eliminate or minimize dust generation and opacity degradation.

- Rule 8051 – Open Areas – Limits fugitive dust from open areas, i.e., areas on a construction site that are not actively being constructed upon but may generate wind-blown dust.

In addition to SJVAPCD Rules and Regulations, regulatory compliance with Title 24 of the Uniform Building Code for energy consumption would reduce criteria pollutant generation. The long-term operational emissions associated with the proposed Project would be less than SJVAPCD significance threshold levels and would, therefore, not significantly impact criteria air pollutants.

The Project-specific long-term emissions of criteria pollutants are not expected to exceed the following District significance thresholds. Therefore, it is concluded that the Project would have a less-than-significant impact on air quality.

Impact #3.4.3c – Would the Project expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors are defined as areas where young children, chronically ill individuals, the elderly, or people who are more sensitive than the general population reside. The following locations are where several sensitive receptors are likely to reside and be affected by substantial pollutant concentrations: schools, hospitals, nursing homes, and daycare centers. There are 16 known non-residential sensitive receptors within two miles of the Project site (Trinity Consultants, 2023). The closest schools are Future Hope Preschool approximately 0.1 miles north, and Martin Luther King Elementary School, approximately 1.3 miles to the east. The closest daycare facility is the Manitas de Amor Daycare and Childcare Center, approximately 0.98 miles east of the Project site. The closest healthcare facility is Chester Care Home approximately 0.16 miles to the east.

As noted in Tables 3.4.3-2 and 3.4.3-3 above, the results of the analysis show that emissions generated from temporary construction and long-term operational activities, are well below the SJVAPCD emission thresholds and are not expected to affect sensitive receptors. It is not expected to have any adverse impacts on any known sensitive receptors.

Because of its residential nature, once constructed the proposed Project, is not expected to result in the generation of odors or other hazardous air pollutants. During the construction of the Project, activities and equipment may generate emissions from construction equipment exhaust. However, construction will be completed over a period of 12 months and will not create substantial pollutant concentrations. These impacts are localized and temporary and therefore are considered less than significant. As discussed below, the Project would not expose sensitive receptors to substantial concentrations of localized PM_{10}, CO, diesel particulate matter, hazardous air pollutants, or naturally occurring asbestos.

Hazardous Pollutants or Odors

The GAMAQI guidelines introduce two types of projects that should be assessed when considering hazardous air pollutants (HAPs) that includes: (1) placing a toxic land use in an area where it may have an adverse health impact on existing sensitive land use and (2) placing a sensitive land use in an area where an adverse health impact may occur from existing toxic land use. Some examples of projects that may include HAPs are:

- Agricultural products processing.
- Bulk material handling.
- Chemical blending, mixing, manufacturing, storage, etc.
- Combustion equipment (boilers, engines, heaters, incinerators, etc.).
- Metals etching, melting, plating, refining, etc.
- Plastics & fiberglass forming and manufacturing.
- Petroleum production, manufacturing, storage, and distribution.
- Rock & mineral mining and processing.

The proposed Project is located on a site that is currently undeveloped land. The proposed Project consists of constructing 326 single-family homes. Some odors could result from vehicles and equipment using diesel fuels during the construction period. However, vehicles and equipment using diesel fuels at the proposed Project would comply with the California Air Resources Board (CARB) guidelines, limiting idling time to five minutes with the Airborne Toxic Control Measure (ATCM) (California Code of Regulations Title 13, Section 2485). All construction would be temporary.

The SJVAPC has set the level of significance for carcinogenic risk at 20 in one million, which is understood as the possibility of causing twenty additional cancer cases in a population of one million people. The level of significance for chronic and acute non-cancer risk is a hazard index of 1.0. Modeling of the potential health risks associated with HAPs were determined to be at 4.18E-06 (0.00000418) for maximum predicted cancer risk and 4.70E-03 (0.00470) for the maximum chronic non-cancer hazard index (Trinity Consultants, 2023). As concluded in the AQIA, the Project would not have any adverse effect on the surrounding community. Residential neighborhoods are not known to be a source of substantial pollutant concentrations. Therefore, the Project is not expected to expose sensitive receptors to substantial pollutant concentrations. Construction impacts will be temporary and will not produce substantial pollutant concentrations. Once development has been completed,

everyday residential emissions are foreseen to have less-than-significant pollutant concentrations. Based on the analysis presented, impacts are anticipated to be less than significant with implementation of the Project. However, further analysis is not warranted in the EIR.

Impact #3.4.3d – Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

As discussed in Impact #3.4.3c above, the residential nature of this Project is not expected to result in the generation of odors or hazardous air pollutants that would affect a substantial number of people. The emissions associated with the construction of the Project would be temporary and are not anticipated to result in the generation of a substantial amount of hazardous air pollutants. Therefore, the Project will have a less-than-significant impact. Long-term potential odors in the area would be limited to vehicular and lawn equipment emissions once the Project site is operational. Therefore, the Project will have a less-than-significant impact, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

3.4.4 - BIOLOGICAL RESOURCES

Would the Project:

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f.	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The impact analysis in this section is based on a Biological Resource Evaluation (BRE) prepared for the Project (QK, 2023a), included in Appendix B.

Discussion

Impact #3.4.4a – Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

A reconnaissance survey of the Project site and a 50-foot buffer (also called the Biological Survey Area, or BSA) was conducted on January 17, 2023. The survey consisted of walking meandering pedestrian transects spaced 50 to 100 feet apart on the Project site and BSA, where feasible. Areas with suitable habitat that could not be accessed were surveyed using high-power binoculars.

Tasks completed during the survey included determining and documenting current land use, developing an inventory of plant species, wildlife species, and wildlife sign (e.g., scat, burrows, nests, feathers, tracks, etc.), characterizing vegetation associations and habitat conditions within the BSA, assessing the potential for federally, State-listed and other special-status plant and wildlife species that may occur on and near the Project site based on existing conditions, and assessing the potential for migratory birds and raptors to nest on and near the Project site. In addition, all historical wetland and water features documented by NWI and NHD were field verified. All spatial data were recorded using Environmental Systems Research Institute (ESRI) Collector for ArcGIS software installed on an iPad. Site conditions were documented with representative photographs.

No natural plant communities occur within the BSA. The Project site is actively used for agricultural purposes and the surrounding BSA is utilized as either pastureland, residential, or agriculture. Patches of ruderal vegetation occur along the edges of the wheat field and include non-native species such as fiddleneck (*Amsinckia sp.*), crabgrass (*Digitaria sanguinalis*), red-stemmed filaree (*Erodium cicutarium*), and cheeseweed mallow (*Malva parviflora*). The surrounding private residences and associated softscape support a variety of ornamental plants including crimson bottlebrush (*Callistemon citrinus*) and deergrass (*Muhlenbergia rigens*).

During the survey, one inactive passerine nest was identified within an ornamental tree located in the northeast corner of the BSA, approximately 15 feet from the Project boundary. The nest was likely constructed recently given recent rain events in the area and may become active in the near future. A female, white-crowned sparrow (*Zonotrichia leucophrys*) was observed perched in the adjacent tree. No additional nests were observed within the BSA, but the ornamental trees located on nearby residential properties could support nesting birds during nesting season (February 1 to September 15). Additionally, a small grove of eucalyptus trees along the southern terminus of the BSA has the potential to support larger nests including raptor nests, though there were none observed during the survey. Common migratory bird species observed during the survey included white-crowned sparrow, common raven (*Corvus corax*), and American crow (*Corvus brachyrhynchos*).

Small mammal burrows were observed within the northwestern corner of the BSA. These burrows were determined to be occupied by California ground squirrel (*Otospermophilus beecheyi*) based on their size, configuration, and the presence of ground squirrel scat near the entrances. Evidence of past pocket gopher (*Thomomys bottae*) activity, including clusters of weathered vertical entranced burrows, was observed along the southwestern corner of the BSA between the wheat field and adjacent pasture. These burrows were weathered, and most were collapsed with a visible terminus.

A retention basin was observed adjacent to the southeastern boundary of the BSA, approximately 15 feet from the BSA and 75 feet from the Project site boundary. The basin contained shallow standing water at the time of the survey, likely due to recent rain events. The banks of the basin supported predominantly upland species including non-native grasses. The bed of the basin contained dead and matted hydrophytic vegetation such as cattails (*Typha sp.*), as well as several young cottonwood trees (*Populus sp.*).

Special-Status Plants

There were 11 special-status plant species identified in the literature and database review that are known or have the potential to occur within the nine-quadrangle queries centered on the Project site (Table 3.4.4-1). There are no historical records from the CNDDB of special-status plant species within the BSA.

Table 3.4.4-4
Special-Status Plant Species Occurring in the Region of the BSA

Scientific Name	Common Name	Status
Atriplex cordulata var. *cordulata*	heartscale	1B.2
Atriplex cordulata var. *erecticaulis*	Earlimart orache	1B.2
Atriplex depressa	brittlescale	1B.2
Atriplex minuscula	lesser saltscale	1B.1
Atriplex subtilis	subtle orache	1B.2
Delphinium recurvatum	recurved larkspur	1B.2
Lasthenia chrysantha	alkali-sink goldfields	1B.1
Lepidium jaredii ssp. *album*	Panoche peppergrass	1B.2
Nama stenocarpa	mud nama	2B.2
Puccinellia simplex	California alkali grass	1B.2
Sagittaria sanfordii	Sanford's arrowhead	1B.2

CRPR (California Rare Plant Rank):
1A Presumed Extinct in California
1B Rare, Threatened, or Endangered in California and elsewhere
2A Plants presumed extirpated in California, but more common elsewhere
2B Plants Rare, Threatened, or Endangered in California, but more common elsewhere
CRPR Threat Code Extension:
.1 Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)
.2 Fairly endangered in California (20-80% occurrences threatened)
.3 Not very endangered in California (<20% of occurrences threatened).

Source: (QK, 2023a)

No special-status plant species were observed within the BSA. The surveys did not coincide with the optimal blooming periods, however, none of the species identified in the database queries are expected to occur on-site due to the lack of suitable habitat conditions (active agriculture) and/or because the BSA is located outside of the species' known range. The Project site is degraded from historical land use, mainly for agricultural operations, and the adjacent lands have been equally disturbed by agricultural and residential uses.

Special-Status Wildlife

There were 22 special-status wildlife species identified in the literature and database review that are known or have the potential to occur within the nine-quadrangle search area centered on the Project site (Table 3.4.4-2).

Table 3.4.4-2
Special-Status Wildlife Species Occurring in the Region of the BSA

Scientific Name	Common Name	Status
Invertebrates		
Branchinecta lynchi	vernal pool fairy shrimp	FT, -
Cicindela tranquebarica joaquinensis	San Joaquin tiger beetle	- , -
Danaus plexippus	monarch butterfly	FC, -
Desmocerus californicus dimorphus	valley elderberry longhorn beetle	FT, -
Gonidea angulata	western ridged mussel	- , -
Lepidurus packardi	vernal pool tadpole shrimp	FE, -
Linderiella occidentalis	California linderiella	- , -
Fish		
Hypomesus transpacificus	Delta smelt	FT, SE
Amphibians		
Ambystoma californiense pop 1	California tiger salamander central California DPS	FT, ST
Spea hammondii	western spadefoot	- , SSC
Reptiles		
Arizona elegans occidentalis	California glossy snake	- , SSC
Emys marmorata	western pond turtle	- , SSC
Gambelia sila	blunt-nosed leopard lizard	FE, SE/SFP
Birds		
Agelaius tricolor	tricolored blackbird	- , ST/SSC
Athene cunicularia	burrowing owl	- , SSC
Buteo swainsoni	Swainson's hawk	- , ST
Charadrius nivosus nivosus	western snowy plover	FT, SSC
Xanthocephalus xanthocephalus	yellow-headed blackbird	- , SSC
Mammals		
Dipodomys nitratoides exilis	Fresno kangaroo rat	FE, -
Dipodomys nitratoides nitratoides	Tipton kangaroo rat	FE, SE

Scientific Name	Common Name	Status
Lasiurus cinereus	hoary bat	- ,
Vulpes macrotis mutica	San Joaquin kit fox	FE, ST

Abbreviations:

FC	Federal Candidate
FE	Federal Endangered Species
FT	Federal Threatened Species
SFP	Fully Protected Animal, CDFW
SE	California Endangered Species
ST	California Threatened Species
SSC	California Department of Fish and Game Species of Special Concern.

Source: (QK, 2023a)

There is no roosting habitat for monarch butterfly (*Danaus plexippus*) present within the BSA, although it may travel through the BSA as a transient. Additionally, no milkweed (*Asclepias* sp.) was observed within the BSA, which is a required food source for larval monarch butterflies. There are no elderberry shrubs within the BSA to support the valley elderberry longhorn beetle (*Desmocerus californicus*). The BSA lacks suitable sandy open habitat for the remaining insect species, San Joaquin tiger beetle (*Cicindela tranquebarica joaquinensis*).

There are no pooled water features within the BSA capable of supporting crustaceans such as vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardi*), or California linderiella (*Linderiella occidentalis*).

There are no creeks, streams, ponds, or wetland features within the BSA capable of supporting several species, including western ridged mussel (*Gonidea angulate*), California tiger salamander (*Ambystoma californiense*), western spadefoot (*Spea hammondii*), and western pond turtle (*Emys marmorata*). There are also no water features present capable of supporting fish species such as the delta smelt (*Hypomesus transpacificus*).

There are no grasslands or native shrub habitats within the BSA that would support California glossy snake (*Arizona elegans occidentalis*) or blunt-nosed leopard lizard (*Gambelia sila*). Except for a few active California ground squirrel burrows located within the northwestern corner of the BSA, there were no small mammal burrows observed that would be capable of providing shelter for California glossy snake or blunt-nosed leopard lizard.

No wetland or riparian habitat exists within the BSA to support nesting or foraging tricolored blackbird (*Agelaius tricolor*), or yellow-headed blackbird (*Xanthocephalus xanthocephalus*). Similarly, the BSA lacks sandy beach or shoreline habitat that would support nesting and foraging western snowy plover (*Charadrius nivosus nivosus*).

Burrowing owl (*Athene cunicularia*) inhabit grassland, open bare ground, and utilize existing small mammal burrows, typically created by California ground squirrel, for breeding and shelter. While a few burrows were observed within the BSA, they displayed clear sign of use by California ground squirrel and no diagnostic sign (e.g., whitewash, tracks, prey

remains) of burrowing owl was observed. The BSA is continually subjected to disturbance through agricultural activities, and it is unlikely to support nesting burrowing owl as they typically prefer isolation from people and loud noises. Burrowing owl may be present as transient foragers, though this is unlikely given the scarcity of a prey base at the site. There are no CNDDB occurrences of the species within ten miles of the BSA.

There are no rocky outcroppings, mines or caves, cliff faces, tree hollows, or bridges within the BSA that would support the hoary bat (*Lasiurus cinereus*). Due to the historic and ongoing disturbance and absence of suitable small mammal burrows, the BSA does not support the Fresno kangaroo rat (*Dipodomys nitratoides exilis*) or Tipton kangaroo rat (*Dipodomys nitratoides nitratoides*).

The San Joaquin kit fox (*Vulpes macrotis mutica*) is unlikely to habituate within the BSA. The nearest San Joaquin kit fox CNDDB occurrence (EONDX 66435) is from 2000 and located approximately one mile southeast of the BSA. This occurrence included one adult observed in a walnut (*Juglans sp.*) orchard adjacent to a sand slough. The site is presumed to provide some natural cover and prey base for the individual. The Project site lacks suitable habitat for the species due to the past and current level of disturbance and the surrounding BSA has been similarly degraded. Furthermore, the BSA is situated among intensive agricultural and residential development with no connectivity to natural habitat for the species. No San Joaquin kit fox or diagnostic sign of the species (e.g., tracks, dens, scat, prey remains) were observed during the field survey, and the limited number of small mammal burrows observed indicates the site does not support an adequate prey base. Surrounding land use and habitat conditions make it unlikely that the San Joaquin kit fox would be present, other than as a transient forager.

The large eucalyptus trees in the southwest corner of the BSA could potentially support nesting Swainson's hawk (*Buteo swainsoni*), though no inactive nests were observed within the trees and no Swainson's hawk individuals were observed during the site survey. There is also potential for nesting on nearby powerline structures, and to a lesser extent, surrounding ornamental trees. The nearest CNDDB occurrence (EONDX 91345) for nesting Swainson's hawk is approximately 4.5 miles northeast of the BSA, where nesting was observed within a large roadside eucalyptus tree in 2012 and 2016. Depending on the time of year, the surrounding crop fields could provide foraging habitat for the species, though this is unlikely due to limited small mammal burrows observed on site indicating a scarcity of an adequate prey base.

Although the Project is anticipated to have no impacts to special-status plants and wildlife species, there is still a potential for Project activities to result in impacts to some of the special-status wildlife species listed above. While the potential for impacts to San Joaquin kit fox, burrowing owl, and Swainson's hawk is low, to avoid these species and other wildlife species, the BRE recommends that measures be implemented as best management practices (BMP) during Project activities. These avoidance and minimization measures would be implemented in and would be included on all engineering plans and specifications (plans and specs). The Project plans and specs would outline the necessary steps to be taken prior

to the start of construction to further reduce impacts on special-status species to a less than significant level and includes conducting a pre-construction clearance survey, construction worker environmental awareness training prior to construction activities, and other avoidance measures should a den or burrow be found during the pre-activity survey.

The City requires, at a minimum, the performance of preconstruction surveys for new development in order to determine if direct mortality to special status species would occur with implementation of construction activities. If, after all avoidance, minimization, and/or mitigation measures have been exhausted or are determined to not be feasible, then new development would have to consult with the applicable wildlife agencies in order to determine how to compensate for direct impacts to special-status species, including, but not necessarily limited to, the possibility of acquiring incidental take permits, developing conservation plans, agree upon phasing of new development to avoid certain sensitive breeding seasons, and/or compensating for the loss of habitat at an agreed upon ratio with the applicable wildlife agency. Additionally, consultation with wildlife agencies and the City is implied by Policy O39, and through consultation with wildlife agencies, direct impacts to special-status species can be avoided, reduced, and/or compensated. With implementation of measures, direct impacts to special-status species would be reduced to the greatest extent feasible.

Nesting Migratory Birds and Raptors

A single inactive nest was observed within the BSA, presumably that of a white-crowned sparrow. No other active or inactive migratory bird or raptor nests were observed during the survey, though the survey was conducted outside of the breeding season (February 1 through September 15). There are a variety of man-made structures, transmission towers, and trees within the BSA and in the vicinity of the Project which could support a variety of nesting bird species, including larger species such as raptors and common raven. Due to the active agricultural production and seasonal disking of the site, it is unlikely that ground-nesting species would nest on the Project.

To protect nesting migratory birds and raptors specific avoidance and minimization measures are recommended to be included on all Project plans and specs. Implementation of these measures would reduce potential impact to a less than significant level. The recommended measure includes the use of preconstruction clearance surveys, construction worker environmental awareness training prior to construction activities, and avoidance buffers should a nest be identified. If evidence of special-status species is observed, the qualified biologist would determine the appropriate actions to be taken, including monitoring during construction or additional protocol-level surveys, to reduce impacts to the species. Measures also include actions to be taken such as limiting on-site speeds to 20 miles per hour, covering trenches, capping pipes, removing trash on a daily basis, prohibiting pets on site, etc., and these measures will be placed on all plans and specs.

Compliance with City Policies and Goals which includes the use of preconstruction surveys and avoidance measures as necessary, impacts are considered to be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.4b – Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The results of available literature and databases identified two sensitive natural vegetation communities, Valley Sacaton Grassland and Valley Sink Scrub, within the nine-quadrangle search area that includes the Project site. Both Valley Sacaton Grassland and Valley Sink Scrub communities were not observed within the BSA during the survey. Additionally, the BSA does not provide suitable habitat that would support these communities (QK, 2023a).

A retention basin was observed near the southeastern boundary and aerial imagery indicates that the basin is seasonally dry. No riparian habitat was identified on the Project site. Therefore, the Project's impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.4c – Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The United States Army Corps of Engineers (USACE) has regulatory authority over the Clean Water Act (CWA), as provided for by the EPA. The USACE has established specific criteria for the determination of wetlands based on the presence of wetland hydrology, hydric soils, and hydrophilic vegetation. There are no federally protected wetlands or vernal pools that occur within the Project.

Wetlands, streams, reservoirs, sloughs, and ponds typically meet the criteria for federal jurisdiction under Section 404 of the CWA and State jurisdiction under the Porter-Cologne Water Quality Control Act. Streams and ponds typically meet the criteria for State jurisdiction under Section 1602 of the California Fish and Game Code.

There were no wetland or water features observed on the Project site, which is further supported by a review of the National Hydrography Dataset (NHD) and National Wetland Inventory (NWI) figures (QK, 2023a). The site survey identified a retention basin located outside of the BSA near the southeastern boundary, but no riparian habitat was noted. As noted, the Project would not impact that off-site basin, and it does not contain a wetland or water feature. Therefore, the Project's impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.4d – Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife movement corridors also referred to as dispersal corridors or landscape linkages, are generally defined as linear features along which animals can travel from one habitat or resource area to another. Wildlife movement corridors can be large tracts of land that

connect regionally important habitats that support wildlife in general, such as stop-over habitat that supports migrating birds, or large contiguous natural habitats that support animals with very large home ranges (e.g., coyotes [*Canis latrans*] and mule deer [*Odocoileus hemionus californicus*]). They can also be small-scale movement corridors, such as riparian zones, which provide connectivity and cover to support the movement at a local scale.

There are no known wildlife movement corridors or habitat linkages that intersect the BSA. The Project is situated within an area developed for urban and agricultural use and does not provide a linkage between suitable natural habitats for most wildlife species. Due to the disturbed condition of the Project, there is no substantial movement of wildlife onto or off of the BSA (QK, 2023a).

No designated critical habitat occurs within the BSA. The nearest USFWS designated critical habitat is for vernal pool fairy shrimp, California tiger salamander, and vernal pool tadpole shrimp located approximately ten miles northeast of the BSA and for Buena Vista Lake ornate shrew (*Sorex ornatus relictus*) located approximately nine miles southwest of the BSA (QK, 2023a) Therefore, the Project's impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.4e – Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Project is within the area covered by the City of Hanford General Plan and the Kings County General Plan, which contain policies aimed at preserving biological resources and promoting coordination with federal and State resource agencies. The General Plans include Resource Conservation Goals and policies intended to provide for long-term preservation, enhancement, and enjoyment of plant, wildlife, and aquatic habitat.

The proposed Project does not include and is not adjacent to significant habitat areas or natural areas of high ecological value, nor is it a flood control or drainage Project. As such, habitat mitigation would not be required, and the proposed Project would not conflict with the City of Hanford General Plan or Kings County General Plan objective for the protection of special-status species. The Project would have no impact, and no further analysis in the EIR is warranted.

Impact #3.4.4f – Would the Project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?

The Project is located within an area covered by the PG&E San Joaquin Valley Operation and Maintenance Habitat Conservation Plan (HCP). That HCP only applies to the maintenance and operations of PG&E facilities and does not apply to this Project. There are no other pertinent HCPs or NCCPs within the Project area. The Project would have no impact, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

3.4.5 - CULTURAL RESOURCES

Would the Project:

a.	Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
c.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The discussion below is based on the Cultural Resources Technical Memo completed for the Project, attached as Appendix C (QK, 2023b).

Discussion

Impact #3.4.5a – Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

The City of Hanford has three buildings listed on the National Registry of Histoir Places, the Hanford Carnegie Library, the Kings County Courthouse, and the Taoist Temple. These buildings are also listed on the California Register of Historic Resources. There are also a number of resources within the City that contribute to its unique culture, yet are not officially listed as historic resources, including its civic and commercial buildings, and residential homes that have Craftsman, Victorian, and Tudor architectural features. The Project site is not located near the listed historic resources and no architecturally significant building was identified on the site.

A cultural resources records search (RS #23-053) was conducted at the Southern San Joaquin Valley Information Center, CSU Bakersfield, to determine whether the proposed Project would impact cultural resources. The records search covered an area within one-half mile of the Project and included a review of the National Register of Historic Places, California Points of Historical Interest, California Registry of Historic Resources, California Historical Landmarks, California State Historic Resources Inventory, and a review of cultural resource reports on file.

The records search indicated that the subject property had never been surveyed for cultural resources and it is not known if any exist on it. Ten cultural resource studies have been conducted within a half mile of the project.

Three historic period cultural resources have been recorded within one-half mile of the project. These are segments of the San Joaquin Valley Railroad (primary no. P-16-000122), and two irrigation features, the Last Chance Ditch (P-16-000128), and People's Ditch (P-16-000246). The project is not located in proximity and would not impact the identified historic resources. A Sacred Lands File request was also submitted to the Native American Heritage Commission. A response dated February 22, 2023, indicates negative results.

Based on the results of cultural records search findings and the lack of historical or archaeological resources previously identified within a half-mile radius of the proposed Project, the potential to encounter subsurface cultural resources is minimal. Additionally, the Project construction would be conducted within the partially developed and previously disturbed parcel. The potential to uncover subsurface historical or archaeological deposits would be considered unlikely.

However, there is still a possibility that historical or archaeological materials may be exposed during construction. Grading and trenching, as well as other ground-disturbing actions, have the potential to damage or destroy these previously unidentified and potentially significant cultural resources within the project area, including historical or archaeological resources. Disturbance of any deposits that have the potential to provide significant cultural data would be considered a significant impact. To reduce the potential impacts of the Project on cultural resources, the City of Hanford General Plan adopted General Plan Goal O5, O6 and Policy O46 (Archaeological Site Consultation), O47 (Archaeological Site Study), O48 (Cultural Site Consultation) and O49 (Cultural Site Discovery) to protect cultural resources. The following measures are recommended to be included as a note on all plans and specs to protect cultural resources and comply with the General Plan for protection of cultural resources.

In the unlikely event construction of the Project inadvertently uncovers previously unknown cultural resources, construction shall be halted, and avoidance and minimization measures will be added to all engineered plans and specs that would outline necessary steps to be taken prior to the start of construction. These measures require all work in the immediate vicinity of the discovery of cultural resources to halt until a qualified archaeologist can evaluate the find and make recommendations. In addition, prior to any ground disturbance, if the City of Hanford receives a request from a Native American tribal group, a surface inspection of the site will be conducted by a tribal monitor, and the tribe will have the opportunity to provide a Native American Monitor during ground-disturbing activities, dependent upon the availability and interest of the tribe.

With the Project's compliance with General Plan goals and policies, impacts are considered to be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.5b – Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

See Impact #3.4.5a above.

Based on the results of cultural records search findings and the lack of historical or archaeological resources previously identified within a half-mile radius of the proposed Project, the potential to encounter subsurface cultural resources is minimal. However, there is still a possibility that historical or archaeological materials may be exposed during construction. Grading, trenching, and other ground-disturbing actions can damage or destroy these previously unidentified and potentially significant cultural resources within the Project area, including historical or archaeological resources. As noted above, avoidance and minimization measures required for compliance with General Plan goals and policies will be included as notes added to all engineered plans and specs that would outline the required steps to be taken to reduce potential impacts to cultural resources. No further analysis in the EIR is warranted.

Impact #3.4.5c – Would the Project disturb any human remains, including those interred outside of formal cemeteries?

There are no known cemeteries or burials on or near the Project. Although unlikely, subsurface construction activities, such as trenching and grading, associated with the proposed Project could potentially disturb previously undiscovered human burial sites. Accordingly, this is a potentially significant impact. However, considered unlikely, subsurface construction activities could cause a potentially significant impact to previously undiscovered human burial sites. The cultural resources and Sacred Lands File records searches did not indicate the presence of human remains, burials, or cemeteries within or in the vicinity of the Project site. No human remains have been discovered at the Project site, and no burials or cemeteries are known to occur within the area of the site. However, construction would involve earth-disturbing activities, and it is still possible that human remains may be discovered, possibly in association with archaeological sites.

Avoidance and minimization measures as required for compliance with General Plan Goals and Policies, will be added to all engineered plans and specs that would outline necessary steps to be taken in the unlikely event construction of the Project inadvertently uncovers previously unknown human remains. This measure will be in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes of 1982, Senate Bill 297), Senate Bill 447 (Chapter 44, Statutes of 1987and Section 7050.5(c), in the event of the discovery of human remains, at the direction of the county coroner. With the implementation of this condition of approval, impacts would be less than significant, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

3.4.6 - ENERGY

Would the Project:

a.	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation?	☐	☐	☒	☐
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion

The discussion below is based on the Energy Consumption Technical Memo completed for the Project, attached as Appendix D (QK, 2023c), as well as the AQIA (Trinity Consultants, 2023) and other publicly available data.

Impact #3.4.6a – Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation?

CEQA Guidelines require consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce "wasteful, inefficient, and unnecessary" energy usage (Public Resources Code Section 21100, subdivision [b][3]). The means to conserve energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources.

Construction

ON-ROAD VEHICLES (CONSTRUCTION)

Due to the nature of the Project, construction of the Project would be limited to the Project site and would only generate on-site (off-road) construction trips and would not contribute to on-road vehicle trips during Project construction (from construction workers and vendors).

OFF-ROAD VEHICLES (CONSTRUCTION)

Off-road construction vehicles would use diesel fuel during the proposed Project's construction phase. Based on the total amount of CO_2 emissions expected to be generated by the proposed Project (as provided by the CalEEMod output) and a CO_2 to diesel fuel

conversion factor (provided by the U.S. Environmental Protection Agency), the proposed Project would use a total of approximately 1,076 gallons of diesel fuel for off-road construction vehicles for the entirety of the Project's construction. A non-exhaustive list of constructive off-road vehicles expected to be used during the proposed Project's construction phase includes cranes, forklifts, generator sets, tractors, excavators, and dozers.

Short-term energy use during the construction phase would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, and machinery. Energy demand during the construction phase would be the result of transportation of materials, construction equipment, and construction worker vehicle trips. Compliance with local and regional regulations during construction would minimize fuel consumption. Energy-saving strategies will be implemented where possible to further reduce the Project's energy consumption during the construction phase. Strategies being implemented include those recommended by the CARB that may reduce the Project's energy consumption, including diesel anti-idling measures, light-duty vehicle technology, alternative fuels such as biodiesel blends and ethanol, and heavy-duty vehicle design measures to reduce energy consumption.

Operations

CalEEMod uses the California Commercial End-Use Survey (CEUS) database to develop energy intensity values for non-residential buildings. The energy use from residential land uses is calculated based on the Residential Appliance Saturation Survey (RASS). Similar to CEUS, this is a comprehensive energy use assessment that includes the end-use for various climate zones in California. As shown in Table 3.4.6-1, the Project would use up to approximately 8,220,840 kBTU of natural gas per year and approximately 2,727,090 kWh of electricity per year.

Table 3.4.6-1
Project Operational Natural Gas and Electricity Usage

Emissions[a]	Natural Gas (kBTU/year)	Electricity (kWh/year)
Single-Family Housing	8,220,840	2,727,090

Source: Appendix D

The long-term operation of the proposed includes electricity and natural gas service to power internal and exterior building lighting and heating and cooling systems.

ELECTRICITY AND NATURAL GAS

Electricity and natural gas used by the proposed Project would be used primarily to power residential homes. Total annual electricity (kWh) and natural gas (kBTU) usage associated with the operation of the proposed Project are shown in Table 3.4.6-1. Further, among the 2020 Kings County population, the energy demand per capita was found to be 0.0028 gigawatts per hour (GWh) and 101,7421 therms. The energy consumption for the Project

per capita would be 0.0026 GWh and 77.6298 therms, which are below the per capita demand for Kings County.

The Project would be required to comply with California's Title 24 energy efficiency requirements and other applicable City development standards. That would include the installation of solar panels on each home's rooftop, which would provide energy from a renewable power source to offset energy generated by fossil fuel-run. The Project will be required to comply with all applicable standards and building codes included in the 2019 California Green Building Standards Code regarding the use of energy-efficient appliances and lighting, low-flow toilets and faucets, drip irrigation, etc. Therefore, the Project will have a less-than-significant impact, and no further analysis in the EIR is warranted.

Impact #3.4.6b – Would the Project Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

See Impact #3.4.6a above.

The construction and operation of the Project would comply with State and local plans and regulations. The proposed Project would be in compliance with all applicable Federal, State, and local regulations regulating energy usage. The Project will comply with Title 24 Energy Efficiency Standards and CalGreen Code requirements for solar-ready roofs, electric vehicle charging, and water conservation. Energy would also be indirectly conserved through water-efficient landscaping requirements consistent with the Kings County Water Efficient Landscaping Ordinance. Stringent solid waste recycling requirements applicable to both project construction and operation would reduce energy consumed in solid waste disposal. In summary, the Project will implement all mandatory federal, State, and local conservation measures, project design features, and voluntary energy conservation measures will further reduce energy demands. Therefore, the Project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Project-related impacts are less than significant.

Stringent solid waste recycling requirements applicable to Project construction and operation would reduce energy consumed in solid waste disposal. In summary, the Project will implement all mandatory federal, State, and local conservation measures, project design features, and voluntary energy conservation measures to reduce energy demands further. Therefore, the Project will not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Project-related impacts are less than significant, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.7 - GEOLOGY AND SOILS				
Would the Project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Discussion

Impact #3.4.7a(i) – Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

The Alquist-Priolo Earthquake Fault Zoning Act (formerly the Alquist-Priolo Special Studies Zone Act) requires the delineation of zones along active faults in California. The purpose of the Alquist-Priolo Act is to regulate development on or near active fault traces to reduce the hazard of fault rupture; however, surface fault rupture is not necessarily restricted to the area within the Alquist-Priolo Zone. The Alquist-Priolo Act prohibits the location of most structures for human occupancy across active fault traces. Within these zones, cities, and counties must regulate certain development, which includes withholding permits until geologic investigations demonstrate that development sites are not threatened by future surface displacement. There are no designated Alquist-Priolo zones in the City of Hanford according to the General Plan (City of Hanford, 2017).

All of Kings County and the Central Valley are considered seismically active. However, the immediate Hanford area has extremely low seismic activity levels, although shaking may be felt from earthquakes whose epicenters lie to the east, west, and south. Known major faults are over 50 miles distant and include the San Andreas Fault, Coalinga area blind thrust fault(s), and the Long Valley, Owens Valley, and White Wolf/Tehachapi fault systems (Kings County, 2010). The proposed construction and use of the proposed Project would increase the potential exposure of persons working and living in the Project site to possible seismic events, including the risk of loss, injury, and death related to earthquakes and related hazards.

The State classifies Hanford as a moderate seismic risk zone, Category "C" or "D," depending on the soils under the specific location being categorized and that location's proximity to the nearest known fault lines. All new structures are required to conform to current seismic protection standards in the California Building Code. By adhering to the 2019 California Building Code and City development standards, the Project will have a less-than-significant impact of endangering people and structures associated with earthquakes. No further analysis in the EIR is warranted.

Impact #3.4.7a(ii) – Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic groundshaking?

See discussion of Impact #3.4.7a(i) above.

Ground movement during an earthquake can vary depending on the overall moment magnitude, distance to the fault, focus of earthquake energy, and type of geologic material. As a rule, the greater the earthquake magnitude and the closer the fault rupture to the site,

the greater the intensity of ground shaking. However, different geologic materials respond differently to earthquake waves. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking.

According to the Kings County Safety Element, Hanford and the Project site is located in Zone V1, the least expected seismic shaking area, and has relatively low seismic activity (Kings County, 2010). The proposed Project does not include any activities or components that could cause strong seismic ground shaking, either directly or indirectly. The most recent building code takes into account requirements to mitigate seismic impacts. Therefore, Project impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.7a(iii) – Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction occurs when saturated, loose materials are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. For liquefaction to occur, surface and near-surface soil must be saturated and relatively loose. Liquefaction occurs more often in areas under young alluvium where the groundwater table is above 50 feet below the ground surface. In the City, the range is generally between 120 feet to 160 feet below ground surface; therefore, the potential for liquefaction at the proposed Project site is unlikely.

According to the Kings County Safety Element, the risk of liquefaction within the County is considered minimal. Because the Project site is within an area of low seismic activity, and the soils associated with the Project are not suitable for liquefaction, impacts will be less than significant. The area's low potential for seismic activity would further reduce the likelihood of liquefaction occurrence. Because the Project site is within an area of low seismic activity, and the soils associated with the Project are not suitable for liquefaction, impacts will be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.7a(iv) – Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides.

Kings County is listed to have "Low" to "Moderate" risk landslide areas located in the remote uninhabited sections of southwest Kings County. The Project site is within the Landslide Incidence Low (less than 1.5 percent of the area involved), and the development will have a less-than-significant impact (Kings County, 2009). As impacts are anticipated to be less than significant, no further analysis in the EIR is warranted.

Impact #3.4.7b – Would the Project result in substantial soil erosion or the loss of topsoil?

Construction activities associated with the proposed Project will disturb surface vegetation and soils during construction and expose these disturbed areas to erosion by wind and water. To reduce the potential for soil erosion and loss of topsoil during construction, the Project would comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit from the State of California Central Valley Regional Water Quality Control Board (RWQCB) during construction. Under the NPDES, the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) are required for construction activities that would disturb an area of one acre or more. An SWPPP must identify potential sources of erosion or sedimentation and identify and implement best management practices (BMPs) that ensure reduced erosion. If an SWPPP was not required, the Project would implement the standard BMPs. Typical BMPs intended to control erosion include sandbags, silt fencing, street sweeping, etc. The approval of an SWPPP to comply with the NPDES General Construction Permit is required for any project disturbing one acre or more ground. Therefore, Compliance with local grading and erosion control ordinances would also help minimize adverse effects associated with erosion and sedimentation. Any stockpiled soils would be watered and/or covered to prevent loss due to wind erosion as part of the SWPPP during construction.

The Project will comply with all the City's grading requirements outlined in Title 24 and Appendix J of the California Building Code. The Project is not expected to result in substantial soil erosion or the loss of topsoil with the incorporation of BMPs required under the approved SWPPP and NPDES General Construction Permit.

Once constructed, the Project will have both impermeable surfaces as well as permeable surfaces. Impermeable surfaces would include existing roadways, driveways, and structures. Permeable surfaces would include open areas of the site and any landscaped areas. Overall, the development of the Project would not result in conditions where substantial surface soils would be exposed to wind and water erosion. Therefore, with implementation of required SWPPP and NPDES General Construction Permit design standards and BMPs, the project is expected to result in a less-than-significant impact, and no further analysis in the EIR is warranted.

Impact #3.4.7c – Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

See discussion in Impact #3.4.7a(iii) and 3.4.7a(iv) above.

There are no slopes on or near the property, and the Project would not expose the people or structures to significant risks from landslides.

The proposed Project will comply with all City and State regulations pertaining to construction, including the Hanford Municipal Code. In addition, the California Geologic Society, in implementing the CA Seismic Hazards Mapping Program, has not identified any

seismically induced landslide hazard zones in Hanford (City of Hanford, 2017). Therefore, complying with the existing regulatory framework would be adequate to reduce any potential impacts to less-than-significant levels. No further analysis in the EIR is warranted.

Impact #3.4.7d – Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

See Impact #3.4.7a(iii), 3.4.7a(iv) and Impact #3.4.7c above.

Expansive soils are fine-grained soils that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. The City and surrounding area's soils contain percentages of clay that generally range between 7-27 percent. When soil has 35 percent or more clay content, it is considered clayey soil. Since the soil types in the City generally do not contain 35 percent clay content, the potential for expansive soils within the City of Hanford and its surroundings is low (City of Hanford, 2017).

Additionally, the Project would comply with all applicable California Code of Regulations and the most recent California Building Standards Code, which provides criteria for the appropriate design of buildings. The proposed Project would not be located on any identified expansive soils, as defined in the California Building Code. No further analysis in the EIR is warranted.

Impact #3.4.7e – Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?

The proposed Project would not include septic tanks or any other alternative wastewater disposal systems. The dwelling units will be required to tie into the existing City sewer services. The development of sewer infrastructure will comply with City development standards. Therefore, there would be no impact related to the use of septic systems. Therefore, there would be no impact related to the use of septic systems, and no further analysis in the EIR is warranted.

Impact #3.4.7f – Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The Project site does not have any known paleontological resources or unique geologic features. There is no evidence that cultural resources of any type (including historical, archaeological, paleontological, or unique geologic features) exist on the Project site. Nevertheless, there is some possibility that a buried site may exist in the area and be obscured by vegetation, fill, or other historical activities, leaving no surface evidence.

The City's 2035 General Plan Goal 06 requires the protection of paleontological resources. With the Project's required compliance with the General Plan and State requirements for

addressing paleontological resources, the protection of potential paleontological resources will occur. Therefore, the Project will have a less-than-significant impact, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

3.4.8 - GREENHOUSE GAS EMISSIONS

Would the Project:

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b.	Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The impact analyses in this section are based on an *Air Quality & Greenhouse Impact Assessment* (Trinity Consultants, 2023), which is attached as Appendix A. The AQIA analysis of the Project used a higher residential lot count than what is currently proposed. Therefore, it can be presumed that greenhouse gas emission estimates resulting from the Project would be less than the estimates provided in the analysis and discussed in this NOP.

Discussion

Impact #3.4.8a – Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

There have been legislative and regulatory activities that directly and indirectly affect climate change and GHGs in California. The primary climate change legislation in California is AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing greenhouse gas (GHG) emissions in California. GHGs, as defined under AB 32, include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride. AB 32 requires that GHGs emitted in California be reduced to 1990 levels by the year 2020. The California Air Resources Board is the State agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming in order to reduce emissions of GHGs. SB 32 was signed by the Governor in 2016, which would require the State Board to ensure that Statewide greenhouse gas emissions are reduced to 40 percent below the 1990 level by 2030.

The Project is under SJVAPCD jurisdiction, which has not adopted a significance threshold for GHG. The South Coast Air Quality Management District (SCAQMD) approach to the assessment of GHG impacts from a project is through the recognition that consumers of electricity and transportation fuels are, in effect, regulated by requiring providers and importers of electricity and fuel to participate in the GHG Cap-and-Trade Program and other Programs (e.g., low carbon fuel standard, renewable portfolio standard, etc.). Each such sector-wide program exists within the framework of AB 32 and its descendant laws the

purpose of which is to achieve GHG emissions reductions consistent with the AB 32 Scoping Plan. In summary, the Project would generate GHGs from electricity use and combustion of gasoline/diesel fuels, each of which is regulated near the top of the supply chain. As such, electricity and fuel purchased are produced in a way that is acceptable to the California market. Thus, Project GHG emissions will be consistent with the relevant plan. Table 3.4.8-1 shows the yearly GHG emissions generated by the Project as determined by the CalEEMod model.

Table 3.4.8-1
Estimated Annual GHG Emissions

Source	CO_2 (MT/yr)	CH_4 (MT/yr)	N_2O (MT/yr)	CO_2e (MT/yr)
Mitigated Construction				
Total	532.55	0.09	0.02	540.10
Mitigated Operational Emissions				
Area Emissions	4.11	0.00	0.00	4.21
Energy Emissions	482.17	0.02	0.01	485.21
Mobile Emissions	2,676.37	0.18	0.13	2,720.91
Water Emissions	71.50	4.23	0.00	177.15
Waste Emissions	23.55	0.72	0.02	46.97
Total Project Operational Emissions	2,257.70	5.16	0.16	3,434.45
Annualized Construction Emissions	17.75	0.00	0.00	18.00
Project Emissions	**3,275.46**	**5.16**	**0.16**	**3,452.45**

Source: Appendix A

There would be no increase in the severity to the greenhouse gas impacts, and implementation of the Project will not result in Project-specific or site-specific significant adverse impacts from greenhouse gas emissions within the Project study area. Therefore, no mitigation is required, impacts are less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.8b – Would the Project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

On December 11, 2008, CARB adopted its initial Scoping Plan, which functions as a roadmap of CARB's plans to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan.

Senate Bill (SB) 375 aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. CARB has provided each affected region with

reduction targets for GHGs emitted by passenger cars and light trucks in the region in 2020 and 2035.

There is no proposed long-term use of large pieces of stationary source equipment or use of diesel-powered vehicles that generate GHG emissions. Once site preparation has been completed, there will be minimal use of any large construction equipment. Because the proposed Project will be consistent with the applicable General Plan land use designation of Low Density Residential, it can be concluded that the proposed Project would not conflict with the approved General Plan. Therefore, the Project is consistent with the growth assumptions used in the applicable AQPs. As a result, the Project will not conflict with or obstruct implementation of any air quality plans. Therefore, no mitigation is needed.

CARB's 2017 Climate Change Scoping Plan builds on the efforts and plans encompassed in the initial Scoping Plan. The current plan has identified new policies and actions to accomplish the State's 2030 GHG limit. Below is a list of applicable strategies in the Scoping Plan and the Project's consistency with those strategies.

- California Light-Duty Vehicle GHG Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicles, alternative and renewable fuel, and vehicle technology programs for long-term climate change goals.

- The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or Lead Agency since it is a statewide measure. When this measure is implemented, standards would be applicable to light-duty vehicles that would access the residential development. The Project would not conflict with or obstruct this reduction measure.

- Energy Efficiency – Pursuit of a comparable investment in energy efficiency from all retail providers of electricity in California. Maximize energy efficiency building and appliance standards.

- The Project is consistent with this reduction measure. Though this measure applies to the State to increase its energy standards, the Project would comply with this measure through existing regulations. The Project would not conflict with or obstruct this reduction measure.

- Low Carbon Fuel – Development and adoption of the low carbon fuel standard.

- The Project is consistent with this reduction measure. This measure cannot be implemented by a particular project or Lead Agency since it is a statewide measure. When this measure is implemented, standards would be applicable to the fuel used by vehicles that would access the residential development. The Project would not conflict with or obstruct this reduction measure.

The SJVAPCD does not have thresholds or guidance regarding the significance of construction-related emissions. Overall, the impacts during the construction phase would be

short-term and temporary. Since there are no current significance thresholds and because construction-related impacts are considered temporary, they are generally considered less than significant. In addition, the construction of the proposed Project would still have to comply with the SJVAPCD's regulations and requirements, as discussed in the air quality section. The Project will not generate significant long-term emissions over the life of the Project. Based on the assessment above, the Project will not conflict with an applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases. Therefore, any impacts would be less than significant, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

3.4.9 - HAZARDS AND HAZARDOUS MATERIALS

Would the Project:

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e.	For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	☐	☐	☒	☐
f.	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Discussion

Impact #3.4.9a – Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, State, or local agency or if it has characteristics defined as hazardous by such an agency. The California Code of Regulation (CCR) defines a hazardous material as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating illness, or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of, or otherwise managed (CCR, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10). Hazardous materials have been and are commonly used in commercial, agricultural, and industrial applications and, to a limited extent, in residential areas. Hazardous wastes are defined in the same manner.

Project Construction

Project construction-related activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and other chemicals used during construction-related activities. These materials could expose human health or the environment to undue risks associated with their use, and no significant impacts will occur during construction activities.

Transportation, storage, use, and disposal of hazardous materials during construction activities will be required to comply with applicable federal, State, and local statutes and regulations. U.S. Department of Transportation and Caltrans regulate the transportation of hazardous materials. Additionally, the City's routes that have been designated for hazardous materials transport would be used. Any hazardous waste or debris that is generated during the construction of the proposed Project would be collected and transported away from the site and disposed of at an approved off-site landfill or other such facilities. In addition, sanitary waste generated during construction would be managed through portable toilets located at reasonably accessible on-site locations.

Hazardous materials such as paint, bleach, water treatment chemicals, gasoline, oil, etc., may be used during construction. These materials are stored in appropriate storage locations and containers in the manner specified by the manufacturer and disposed of in accordance with local, federal, and State regulations. Residential construction generally uses fewer hazardous chemicals or chemicals in relatively small quantities and concentrations compared to commercial or industrial uses. No significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous waste during construction or operation of the new residential development would occur.

Project Operation

Once constructed, the use of such materials as paint, bleach, etc., is considered common for residential developments. It would be unlikely for such materials to be stored or used in such quantities that would be considered a significant hazard. The Project will not generate or use hazardous materials outside health department requirements. Operation activities will

comply with the California Building Code, local building codes, and applicable safety measures.

Based on the analysis above, Project construction and operation are not anticipated to result in significant impacts due to the transportation, use, or disposal of hazardous materials. Therefore, impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.9b – Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Hazardous materials handling on the Project site over the long-term construction of the Project may result in soil and groundwater contamination from accidental spills. Construction of the Project would require preparing and implementing an SWPPP, as noted in Impact #3.4.7b. An SWPPP is a State requirement under the National Pollution Discharge Elimination System (NPDES) general permit for construction sites over one acre. The SWPPP identifies potential sources of pollution from the Project that may affect the stormwater discharge quality and requires that best management practices (BMPs) be implemented to prevent contamination at the source. Implementing BMPs during construction would contain accidental spills of hazardous materials, and soil and groundwater contamination would be minimized or prevented. Due to the size of the Project, each construction phase would be required to prepare and implement an SWPPP.

Valley Fever or coccidioidomycosis is prevalent in the Central San Joaquin Valley of California. This disease, which affects both humans and animals, is caused by the inhalation of arthroconidia (spores) of the fungus *Coccidioides immitis* (CI). CI spores are found in the top few inches of soil, and the fungus's existence in most soil areas is temporary. The proposed Project can generate fugitive dust and suspend Valley Fever spores with the dust that could then reach nearby sensitive receptors. It is possible that on-site workers could be exposed to valley fever as fugitive dust is generated during construction. Implementation of dust control measures throughout the construction period would reduce fugitive dust emissions. Therefore, the exposure to Valley Fever would be minimized by implementing these dust control measures that are required as regulatory compliance under SJVAPCD Regulation VIII. Dust from the construction of the proposed Project would not add significantly to the existing exposure level of people to this fungus, including construction workers, and impacts would be reduced to less-than-significant levels.

All Project plans would comply with State and local codes and regulations. Construction and operational activities will also be required to comply with the California fire code to reduce the risk of potential fire hazards. The City's Fire Department will be responsible for enforcing provisions of the fire code.

A review of the State of California Department of Toxic Substances Control (DTSC) Envirostor database indicated that no sites, including State response sites, voluntary cleanup sites, school cleanup sites, or military or school evaluation sites are listed for the subject site

or adjacent properties. Additionally, no Federal Superfund – National Priorities List (NPL) sites were determined to be located within a one-mile radius of the subject site (Department of Toxic Substances Control, 2022).

Review of the State of California Department of Conservation, Geological Energy Management Division (CalGEM) Online Mapping System indicated that no plugged and abandoned or producing oil wells are located on or adjacent to the subject site (CalGEM, 2022).

As noted in Impact #3.4.9a above, if there is a use of hazardous materials during the Project's construction phase, the safe handling and storage of hazardous materials consistent with applicable local and State regulations will be required.

The proposed Project is not anticipated to create a significant hazard to the public or the environment; as mentioned previously in Impact #3.4.9a above, the residential Project would not routinely transport, use, dispose of, or discharge hazardous materials into the environment, and impacts would be less than significant. No further analysis in the EIR is warranted.

Impact #3.4.9c – Would the Project emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There are no schools within one-quarter mile of the Project site. The closest schools are Martin Luther King Elementary School, approximately 1.15 miles to the east, and Hanford West High School, approximately 1.7 miles to the northeast. Once constructed, residential development is not expected to result in hazardous emissions; therefore, the Project would have a less-than-significant impact, and no further analysis in the EIR is warranted.

Impact #3.4.9d – Would the Project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment?

As noted in Impact #3.4.9b, there are no known existing hazardous material conditions on the Project property. The property is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and the Department of Toxic Substances Control (DTSC). The Project itself will not generate or use hazardous materials outside health department requirements.

The Project site was used for agricultural purposes, and it is not anticipated that there are any known underground storage tanks or pipelines located onsite that contain hazardous materials. The disturbance of such items during construction is unlikely. However, in the event any underground storage tanks or pipelines are found, they will be removed in accordance with the removal standards of the Kings County Department of Public Health. Therefore, a less-than-significant impact is seen, and no further analysis in the EIR is warranted.

Impact #3.4.9e – Would the Project for a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?

The Project site is not located within two miles of a public airport/airstrip; therefore, it has no impact. The Project site is located approximately 2.7 miles west of Hanford Municipal Airport. The Project site is not located within a Kings County Airport Land Use Compatibility Plan (ALUPC) safety zone or noise contour for Hanford Municipal Airport (Kings County, 1994). The construction and operation of the Project would not result in the generation of noise levels beyond those that exist in the surrounding area. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels, and there would be no impact. Therefore, impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.9f – Would the Project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

The 2015 Kings County Emergency Operations Plan (EOP) establishes emergency procedures and policies and identifies responsible parties for emergency response in the County, including the incorporated City of Hanford (Kings County, 2015). The EOP includes policies that would prevent new development from interfering with the emergency response of evacuation plans.

Development of the proposed Project has the potential to strain the emergency response and recovery capabilities of federal, State, and local government. Compliance with the General Plan policies to ensure adequate emergency response and maintain current plans reduces the impact of the development. The proposed Project is consistent with the policy of the General Plan. Additionally, the proposed Project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. The proposed Project would not interfere with the City's adopted emergency response plan, and there would be no impact.

The Project site and surrounding area are relatively flat, with little to no topography that might obscure visibility to motorists. Additionally, roadway improvements have been proposed to maintain traffic safety with the anticipated increase in vehicle trips. Therefore, impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.9g – Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or residences are intermixed with wildlands. The City of Hanford is located within a zone considered by CAL FIRE to have low to no potential for wildland fires.

Kings County Fire Station 3 is the closest to the Project site, approximately 0.2 miles east. Given that the Project is not surrounded by wildland areas and is in proximity to existing fire services, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. There would be no impact related to wildfires, and further analysis in the EIR is not warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.10 - HYDROLOGY AND WATER QUALITY				
Would the Project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would?				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;	☐	☐	☒	☐
iii. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Discussion

This section is based on the Water Supply Assessment (WSA) prepared for the Project (QK, 2023d), which is included as Appendix E of this document. The WSA analysis of the Project used a higher residential lot count than what is currently proposed. Therefore, it can be presumed that water use estimates resulting from the Project would be less than the estimates provided in the WSA.

Impact #3.4.10a – Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

During construction, potential impacts on water quality arising from erosion and sedimentation are expected to be temporary conditions during the construction of the new development. The new development must develop and comply with an SWPPP that specifies BMPs to prevent construction pollutants from contacting stormwater to keep all erosion products from moving offsite and into receiving waters. The intention is to eliminate or reduce non-stormwater discharge to storm sewer systems and other waters of the United States.

To reduce potential impacts to water quality during construction activities, the Project proponent will be required to prepare and receive approval of an SWPPP. The Project SWPPP would include BMPs to minimize and control the construction and post-construction runoff and erosion to the maximum extent practicable.

The SWPPP is required to be approved by the RWQCB prior to construction. Furthermore, the proposed Project has been designed to control stormwater runoff and erosion, both during and after construction. Project-specific drainage improvements would reduce the proposed Project's potential to violate water quality standards during construction to a less-than-significant impact.

The City Building Division and Public Works Department will review and approve the new development's grading plans and site development requirements.

Senate Bill 610 (Chapter 643, Statutes of 2001) amended State law, effective January 1, 2002, to improve the link between information on water supply availability and land use decisions made by cities and counties. The statute requires detailed information regarding water availability to be provided to city and county decision-makers prior to approval of specified large development projects which are subject to CEQA approval. These include residential, commercial, and industrial uses. The statute also requires this detailed information to be included in the administrative record that serves as the evidentiary basis for an entitlement action by the city or county on such projects. The statute-required water supply assessment (WSA) must examine the availability and sufficiency of an identified water supply under normal-year, single-dry-year, and multiple dry-year conditions over a 20-year projection, accounting for the projected water demand of the Project in addition to other existing and planned future uses of the identified water supply. It was concluded that sufficient Project water supply is available and is in accordance with SB 610's normal year, dry year, and

multiple dry year requirements. Therefore, the proposed Project's potential to violate water quality standards during construction is reduced to a less-than-significant impact with implementation of BMPs associated with the required SWPPP and NPDES permit, and no further analysis in the EIR is warranted.

Impact #3.4.10b – Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

The Project site is located within the San Joaquin Valley – Tulare Lake Subbasin, which is identified as being critically over-drafted and subject to Sustainable Groundwater Management Act (SGMA) requirements and the newly formed Groundwater Sustainability Agencies. SGMA consists of three legislative bills, and the legislation provides a framework for long-term sustainable groundwater management across California. The current efforts of the City and Kings County Water District coupled with the requirement of the Sustainable Groundwater Management Act through the Groundwater Sustainability Plan process ensure that future development as an implementation of the General Plan would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. GSAs will then have the responsibility to achieve groundwater sustainability.

Construction

The City currently uses groundwater pumped from the Tulare Lake Basin to meet its water demand. Like any activity in Hanford, groundwater would be used for construction. Water would be used for dust control during grading and construction and for minor activities such as washing construction equipment and vehicles. Water demands generated by the Project during the construction phase would be temporary and not substantial. It is anticipated that groundwater supplies would be adequate to meet construction water demands generated by the Project without depleting the underlying aquifer or lowering the local groundwater table. Therefore, Project construction would not deplete groundwater supplies, and impacts would be less than significant.

Project construction would not substantially prevent or inhibit incidental groundwater recharge onsite during precipitation events. As the Project is constructed, portions of the site would remain pervious and would allow infiltration that presently occurs during precipitation events to continue to occur. Therefore, Project construction would not substantially deplete area groundwater supplies or interfere substantially with groundwater recharge, and impacts would be less than significant.

Operation

The WSA analyzed a Project with 342 dwelling units, and assumed an average household size in Hanford as 3.5 (QK, 2023d); therefore, under the assumptions, approximately1,197 people would be housed. However, based on the 326 lots now being proposed, the number of people would be 1,141, which has been calculated for water demand purposes in this

section. According to the City's 2020 Urban Water Management Plan (UWMP), the supply and demand comparison for normal year, single dry year, and multiple dry year are given in Tables 3.4.10-1, 3.4.10-2, and 3.4.10-3 below.

Table 3.4.10-1
Normal Year Supply and Demand Comparison

	2025 (AF)	2030 (AF)	2035 (AF)	2040 (AF)	2045 (AF)
Supply	15,110	15,351	15,602	15,866	16,142
Demand	11,623	12,172	12,748	13,351	13,982
Difference	3,488	3,179	2,855	2,515	2,160

Source: Appendix E

Table 3.4.10-2
Single Dry Year Supply and Demand Comparison

	2025 (AF)	2030 (AF)	2035 (AF)	2040 (AF)	2045 (AF)
Supply	15,110	15,351	15,602	15,866	16,142
Demand	12,971	13,584	14,227	14,899	15,604
Difference	2,140	1,767	1,376	967	538

Source: Appendix E

Table 3.4.10-3
Five Consecutive Dry Year Supply and Demand Comparison

		2025 (AF)	2030 (AF)	2035 (AF)	2040 (AF)	2045 (AF)
First Year	Supply	15,110	15,351	15,602	15,866	16,142
	Demand	12,971	15,584	14,227	15,899	15,604
	Difference	2,140	1,767	1,376	967	538
Second Year	Supply	15,110	15,351	15,602	15,866	16,142
	Demand	12,971	13,584	14,227	14,899	15,604
	Difference	2,140	1,767	1,376	967	538
Third Year	Supply	15,110	15,351	15,602	15,866	16,142
	Demand	12,971	13,584	14,227	14,899	15,604
	Difference	2,140	1,767	1,376	967	538
Fourth Year	Supply	15,110	15,351	15,602	15,866	16,142
	Demand	12,971	13,584	14,227	14,899	15,604
	Difference	2,140	1,767	1,376	967	538
Fifth Year	Supply	15,110	15,351	15,602	15,866	16,142
	Demand	12,971	13,584	14,227	14,899	15,604
	Difference	2,140	1,767	1,376	967	538

Source: Appendix E

Per the UWMP, approximately 11,715 acre-feet of water was delivered to an estimated 17,965 water service connections, of which approximately 67.5% of the water use is for residential services (City of Hanford, 2020). Based on an average day water demand of 125 gallons per day per person, the proposed Project would result in an estimated water demand

of 52.06 million gallons per year (1,162 people x 125 gallons/day x 365 days = 52.06 million gallons/year) or 162.7 159.76 acre-feet per year.

The Project will follow requirements as applicable in the City of Hanford and Kings County Groundwater Sustainability Plan (Greater Kaweah Groundwater Sustainability Agency, 2020). Given that the water needed for the Project's construction is temporary and minimal, and operations will be within projections associated with the UWMP, the Project's construction and operations would not substantially deplete groundwater supplies or conflict with any future adopted groundwater management plan.

Since the Project is consistent with the General Plan designation, the Project's water usage has been accounted for in the UWMP. This Project's groundwater usage would not change the condition of groundwater water supplies in the Basin beyond the baseline conditions and projections already analyzed in the 2020 UWMP. Therefore, the Project's construction and operations would not substantially deplete groundwater supplies or interfere significantly with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant. Impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.10c(i) – Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on- or off-site?

The Project site is relatively flat grading would be minimal. The topography of the site would not appreciably change because of grading activities. The site does not contain any blue-line water features, including streams or rivers. The Project has a proposed storm basin that will collect stormwater runoff on the site (QK, 2023a). The Project would develop areas of impervious surfaces that would reduce the rate of percolation at the site or concentrate, but areas of open space would allow for the percolation of stormwater to recharge the aquifer, or the water would be directed into the City's existing stormwater sewer system. The Project would comply with applicable City development standards and codes. Therefore, the Project would have a less-than-significant impact on drainage patterns or cause substantial erosion or siltation on or off the site.

As discussed in Impact #3.4.10a above, potential impacts on water quality from erosion and sedimentation are expected to be localized and temporary during construction. Construction-related erosion and sedimentation impacts due to soil disturbance would be less than significant after implementing an SWPPP and BMPs required by the NPDES. No drainages or other water bodies are present on the Project site, and therefore, the proposed Project would not change the course of any such drainages.

The existing drainage pattern of the site and area would be affected by Project development because of the increase in impervious surfaces at the site. The Project design includes natural features such as landscaping vegetation and a retention basin that would allow for the percolation of stormwater. However, there will be an addition in impervious surfaces that

could increase the potential for stormwater runoff and soil erosion. The Project would connect to existing City stormwater sewer infrastructure. The Project will comply with all applicable local building codes and regulations to minimize impacts during construction and post-construction. With compliance of the required NPDES permit and SWPPP, impacts related to erosion or siltation on- or off-site are less than significant. No further analysis in the EIR is warranted.

Impact #3.4.10c(ii) – Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No drainages or other water bodies are present on the Project site. Therefore, the development of the site would not change the course of any such drainages that may potentially result in on or offsite flooding. Water would be used during the temporary construction phase of the Proposed project (e.g., for dust suppression). However, any water used for dust control would be mechanically and precisely applied and would generally infiltrate or evaporate prior to running off.

The Project site is flat, and the proposed grading would not substantially alter the overall topography of the Project site. Although the amount of surface runoff on the Project site would not substantially increase with the construction of the Project, runoff patterns and concentrations could be altered by grading activities associated with the Project. Improper design of the access road or building pads could alter drainage patterns that would cause flooding on or offsite. The potential for the construction of the proposed Project to alter existing drainage patterns would be minimized through compliance with the preparation of an SWPPP. With the implementation of such measures, the Project would not substantially increase the amount of runoff to result in flooding on or offsite. Impacts would be reduced to less-than-significant levels.

Additionally, approval of grading plans and site development requirements by the City Building Division that incorporates BMPs and design standards, the new development operations would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite. Impacts would be less than significant with compliance with the required NPDES permit, and approval of an SWPPP. No further analysis in the EIR is warranted.

Impact #3.4.10c(iii) – Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Please see Impact #3.4.10c(i)-(ii) above.

Water would be used during the temporary construction phase of the proposed Project (e.g., for dust suppression). However, any water used for dust control would be mechanically and precisely applied and would generally infiltrate or evaporate prior to running off.

The Project would comply with all applicable State and City codes and regulations. The Project will construct a stormwater retention basin onsite to capture stormwater. Engineering calculations will support the storm drainage plan to ensure that the Project does not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.10c(iv) – Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

See also Impact #3.4.10(a through c[iii]).

The Project will construct a stormwater retention basin onsite to capture stormwater, and the storm drainage plan would be reviewed and approved by the City. The Project would comply with all applicable State and City codes and regulations. A grading plan will be submitted for review and approval before construction activities to ensure it meets City standards.

The Project site is within an area of minimal flood hazard. There are no development restrictions associated since these are areas determined to be outside the 0.2 percent annual chance floodplain. Impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.10d – Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?

The Project site is not located by the ocean or lake large enough to produce seiches. Therefore, there is no risk that the new development would be inundated by tsunami or seiches. The Project area is flat and does not contain slopes steep enough to cause a mudflow, avalanche, or significant ground-related risks. As noted above, the Project site is not located within the 100-year floodplain, and there do not appear to be any significant levees that could potentially affect people or structures if they were to fail.

The Kings County EOP concludes that dam inundation is not a significant hazard due to the very low probability of dam failure and the distance of Hanford from existing dams (Kings County, 2015). The Project site is not located in the dam inundation area and would therefore not expose people or structures to risk due to dam or levee failure. There would be no impact.

There is no potential for the inundation of the Project site by seiche. Therefore, the Project would not contribute to inundation by seiche, tsunami, or mudflow, and no further analysis in the EIR is warranted.

Impact #3.4.10e – Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

See response #3.4.10b above. The water demand from this Project would not result in a significant impact due to depleted groundwater resources or interference with groundwater recharge. Per the City's 2020 UWMP and under conclusions made in the prepared WSA, the City's existing system has a total supply capacity that can accommodate the Project (QK, 2023d).

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.11 - LAND USE AND PLANNING					
Would the Project:					
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

Discussion

Impact #3.4.11a – Would the Project physically divide an established community?

The Project site is on the edge of the City's core development area, which is expanding with the need for additional housing. There is residential development to the east, with undeveloped agricultural land to the west and north. As a note, the proposed Billingsley Ranch residential subdivision project is located directly west of the Project site. The Project proposes connecting to existing roadways, providing future connectivity access, and not dividing an established or future community. Future development would not be built in a pre-existing community area and would not create any physical barrier between an established community. Therefore, the Project would not result in an impact, and no further analysis in the EIR is warranted.

Impact #3.4.11b – Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Land Use and Planning section of the focused EIR will evaluate the consistency of the proposed project with City General Plan policies, zoning regulations, and LAFCo policies adopted for the purpose of avoiding or mitigating an environmental impact, pursuant to Appendix G of CEQA Guidelines in the EIR.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less–than-Significant Impact	No Impact
3.4.12 - MINERAL RESOURCES					
Would the Project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion

Impact #3.4.12a – Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

The California Department of Conservation and Geological Survey classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1974. These MRZs identify whether known or inferred significant mineral resources are present in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the State into their General Plans. Neither the Project site nor the surrounding area is designated as a Mineral Resources Zone in the City of Hanford General Plan or zoning ordinance, nor is it currently being utilized for mineral extraction (City of Hanford, 2014). The Project site is also not within a CalGEM-identified oilfield or gas field.

The Project design does not include mineral extraction. The Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State and no further analysis in the EIR is warranted.

Impact #3.4.12b – Would the Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

See Impact #3.4.12a above. No portion of the City or nearby vicinity is designated for mineral resources or zoned for mineral resources (City of Hanford, 2017). Therefore, the Project would not result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or any other land use, and there would be no impact. No further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.13 - NOISE				
Would the Project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	☒

Discussion

Impact #3.4.13a – Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Land uses deemed sensitive receptors include schools, hospitals, rest homes, and long-term care and mental care facilities, which are considered to be more sensitive to ambient noise levels than others. The nearest sensitive land uses include widely spaced residential homes to the south and west.

Stationary noise sources can also influence the population, and unlike mobile, transportation-related noise sources, these sources generally have a more permanent and consistent impact on people. These stationary noise sources involve a wide spectrum of uses and activities, including various industrial uses, commercial operations, agricultural production, school playgrounds, high school football games, HVAC units, generators, lawn maintenance equipment, and swimming pool pumps.

The General Plan Noise Element and City Municipal Code outline policies and regulations to mitigate the health effects of noise in the community and prevent exposure to excessive noise levels. In particular, policies in the General Plan regarding new development include:

- Policy H41 Interior Noise Exposure. Adopt State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC) concerning interior noise exposure for new single, and multi-family housing, hotels, and motels.

- Policy H42 Noise Evaluation for New Development. Evaluate proposed development proposals against existing and future noise levels from ground transportation noise sources. Policy H43 Non-Transportation Noise. Mitigate noise created by non-transportation noise sources so as not to exceed the maximum allowable interior and exterior noise level standards.

- Policy H48 Noise Mitigation for Construction Activities. Require all development projects to mitigate noise impacts associated with construction activities. Policy H50 Sound Walls. Utilize sound walls at the perimeter of new residential developments to protect from noise generated by transportation corridors.

During the Project's construction phase, noise-generating activities will be present; however, it will be temporary, and any machinery used as a part of the construction of the Project will be muffled. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Construction is anticipated to take approximately 12 months to complete. The City Noise Ordinance- 9.10.060.10 requires construction to occur between the hours of 7:00 a.m. and 8:00 p.m. There are no specific construction noise thresholds established by the City other than the noise-generating construction activities that are only allowed to occur between the hours of 7:00 a.m. and 8:00 p.m. However, the proposed Project's construction would be temporary and would occur between 7:00 a.m. to 8:00 p.m., five days a week for approximately 12 months. No demolition or pile-driving will occur during the construction phase of the Project (City of Hanford, 2022). The Project will comply with this ordinance to the greatest extent feasible, which will reduce temporary noise impacts to less than significant levels.

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Once constructed, the Project would not significantly increase traffic on local roadways. Residential activities could also increase ambient noise levels in the immediate Project vicinity. Activities that could be expected to generate noise include cars entering and exiting the development and mechanical systems related to heating, ventilation, and air conditioning systems located in residential buildings. However, the development will be surrounded by a six-foot-high block wall, which will reduce the noise emanating from residences. Additionally, this noise would be similar to those generated by the nearby existing residential development and would not be of a level that exceeds thresholds. Therefore, these increases in ambient noise are considered less than significant and consistent with applicable standards. No further analysis in the EIR is warranted.

Impact #3.4.13b – Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

The proposed Project is expected to create temporary ground-borne vibration as a result of the construction activities (during site preparation and grading). According to the U.S. Department of Transportation, Federal Railroad Administration, vibration is sound radiated through the ground. The rumbling sound caused by the vibration is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB). The background vibration velocity level in residential areas is usually around 50 VdB. A list of typical vibration-generating equipment is shown in Table 3.4.13-1. However, the Project does not propose to use this specific equipment. The table is meant to illustrate typical vibration levels for various pieces of equipment.

Table 3.4.13-1
Different Levels of Groundborne Vibration

Vibration Velocity Level	Equipment Type
94 VdB	Vibratory roller
87 VdB	Large bulldozer
87 VdB	Caisson drilling
86 VdB	Loaded trucks
79 VdB	Jackhammer
58 VdB	Small bulldozer

Source: (Federal Transit Administration, 2006) Note: 25 feet from the corresponding equipment.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations (Federal Highway Administration (FHWA), U.S. Department of Transportation, 2017). In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 inch/second) appears to be conservative even for sustained pile driving. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The typical vibration produced by construction equipment is illustrated in Table 3.4.13-2.

With regard to the proposed Project, groundborne vibration would be generated during site clearing and grading activities onsite facilitated by the implementation of the proposed Project. As indicated in Table 3.4.13-2, based on the FTA data, vibration velocities from typical heavy construction equipment that would be used during Project construction range from 0.076 to 0.210 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. As demonstrated in Table 3.4.13-2, vibration levels at 100 feet would range from 0.010 to 0.026 PPV. Therefore, the anticipated vibration levels would not exceed the 0.2 inch-

per-second PPV significance threshold during construction operations at the nearest receptors, which are residences located easterly adjacent to the Project site.

Table 3.4.13-2
Typical Vibration Levels for Construction Equipment

Equipment	Reference peak particle velocity at 25 feet (inches/second)[1]	Approximate peak particle velocity at 100 feet (inches/second)[2]
Large Bulldozer	0.089	0.011
Loaded Trucks	0.076	0.010
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.011
Jackhammer	0.035	0.004
Vibratory Hammer	0.070	0.009
Vibratory Compactor/roller	0.210	0.026

Notes:
1 – Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006. Table 12-2.
2 – Calculated using the following formula: PPV equip = PPVref x (25/D)1.5
where: PPV (equip) = the peak particle velocity in/sec of the equipment adjusted for the distance PPV (ref) = the reference vibration level in/sec from Table 12-2 of the FTA Transit Noise and Vibration Impact Assessment Guidelines
D = the distance from the equipment to the receiver

Typical outdoor sources of perceptible ground-borne vibration are construction equipment and traffic on rough roads. For example, if a roadway is smooth, the ground-borne vibration from traffic is barely perceptible.

Typically, ground-borne vibration generated by construction activity attenuates rapidly with distance from the source of the vibration. Therefore, vibration issues are generally confined to distances of less than 500 feet (U.S. Department of Transportation, 2005). Potential sources of temporary vibration during the construction of the proposed Project would be minimal and would include the transportation of equipment to the site.

Construction activity would include various site preparation, grading, fabrication, and site cleanup work. Construction would not involve the use of equipment that would cause high ground-borne vibration levels, such as pile-driving or blasting. Once constructed, the proposed Project would not have any components that would generate high vibration levels. Thus, the construction and operation of the proposed Project would not result in any vibration, impacts would be less than significant and no further analysis in the EIR is warranted.

Impact #3.4.13c – Would the Project result in for a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?

As noted previously, the Project site is approximately 2.8 miles west of the Hanford Municipal Airport, and outside hazards or noise contour zone boundary as identified in the Kings ALUCP (Kings County, 1994). The noise levels associated with the airport operations do not contribute significantly to the overall noise environment at the Project site. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels, and there would be no impact and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less- than Significant Impact	No Impact

3.4.14 - POPULATION AND HOUSING

Would the Project:

a.	Induce substantial population unplanned growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b.	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

Impact #3.4.14a – Would the Project induce substantial population unplanned growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

According to the 2020 U.S. Census Bureau estimates, the population in Hanford was 57,990 people (U.S. Census Bureau, 2022). The City is expected to increase its population by 32,010 residents in the next 20 years. The City's General Plan goals include encouraging residential developments to meet the future population growth needs. The Project proposed 326 new housing units, and the average number of persons per household in the City of Hanford is 3.5(QK, 2023d). Therefore, the Project will house approximately 1,141 people. Regional Housing Needs Allocation (RHNA) from the California Department of Housing and Community Development specifies the number of units, by affordability level, that need to be accommodated.

Table 3.4.14-1
Regional Housing Needs 2014-2024 (Hanford)

Housing Type	Federal Standards
Extremely Low	549
Very Low	548
Low	821
Low Moderate	865
Above Moderate	2,049
Total	**4,832**

Source: (City of Hanford, 2022)

The Project directly induces population growth in an area by proposing new residential development. However, the population of the City is expected to grow by more than 50 percent over the next 20 years, furthering the need for additional dwelling units. The 6th Cycle RHNA states that the City of Hanford will need to provide an additional 5,547 dwelling units by 2035. The proposed Project will provide an estimated additional 326 single-family units. The Project is also consistent with the density allowed in the General Plan planned for population growth. The Project will help the City of Hanford work toward attaining a sufficient housing supply for its residents. Therefore, impacts will be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.14b – Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Construction of the Project is anticipated to last 12 months and would likely be completed by construction workers residing in the City or the surrounding area; they would not require new housing. The Project site is undeveloped and will not displace existing people or housing, necessitating replacing housing elsewhere. Therefore, the Project would have no impact, and no further analysis in the EIR is warranted.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.15 - PUBLIC SERVICES					
Would the Project:					
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services:					
i.	Fire protection?	☐	☐	☒	☐
ii.	Police protection?	☐	☐	☒	☐
iii.	Schools?	☐	☐	☒	☐
iv.	Parks?	☐	☐	☒	☐
v.	Other public facilities?	☐	☐	☒	☐

Discussion

Impact #3.4.15a(i) – Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services - Fire Protection?

The Project site is located approximately 0.28 miles west of Kings County Fire Department Station 3.

The proposed Project will comply with Title 24 of the California Building Code and local development standards. Prior to the recordation of any subdivision map, the applicant will be required to enter into an agreement with the City to contribute towards necessary fire protection equipment and/or facilities as determined through negotiations between the City and the applicant.

An approved water supply system capable of supplying the required fire flow for fire protection purposes is to be installed by the Project. The establishment of gallons-per-minute requirements for fire flow shall be based on the Guide for Determination of Required Fire Flow, published by the State Insurance Service Office and the City's adopted Fire Code.

Development of the Project will increase the need for fire protection services and expand the service area and response times of the local City Fire Department. The Project would install the required infrastructure to meet water supply demands for fire protection services. Fire hydrants would also be located and installed per the City fire standards. These design standards, coupled with existing fire protection infrastructure, would provide the proper fire suppression services onsite. By incorporating the fire standards and the required design features in the Project design, additional fire protection services will be required to provide the Project's coverage. Because the Project will increase both the need and the demand for fire protection services in the City, the Project will comply with impact fee requirements.

According to the General Plan, the Project plans and permits will be reviewed for input from the Police and Fire Departments. The Project's proposed construction would be located adjacent to existing residential areas, which the City Fire Department already serves. The developer will be required to pay development impact fees to offset the growth in population in the area that would impact fire protection. Impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.15a(ii) – Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services – Police Protection?

The City of Hanford Police Department is located approximately two miles northeast of the Project and provides law enforcement and public protection. The proposed Project would be located adjacent to residential subdivisions that the City police station serves.

The Project proposes additional residential development in a previously undeveloped location, which will increase the need for police services. The Project will pay appropriate development fees based on the adopted fee calculations and is responsible for constructing any infrastructure needed to serve the Project. The Project may result in significant environmental impacts related to acceptable service ratios, response times, or other performance objectives specific to police protection services, and expanded police coverage may be required. Impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.15a(iii) – Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services – Schools?

The local school districts include Hanford Joint Union High and Armona Union Elementary school districts. Local districts typically serve both a portion of the City and areas of Kings County. Armona Union Elementary local school districts provide elementary, and one local school district provides secondary education to the City of Hanford. The increased population generated by the proposed Project would increase the number of students attending local schools and could significantly impact these facilities by requiring new facilities. The proposed Project would require the payment of Developer fees for each new residential construction to offset the District's student classroom capacity. The developer will pay appropriate impact fees at the time of building permits. According to Government Code Section 65996, the development fees authorized by SB 50 are deemed "full and complete school facilities mitigation." School districts would utilize the General Plan and codes to establish new school sites and make decisions on school amenities and facility size. The development will be subject to School Impact Fees to mitigate any increased impacts on school facilities, and no further analysis in the EIR is warranted.

Impact #3.4.15a(iv) – Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services – Parks?

The Project is within the boundaries of the Hanford Parks and Recreation District. The proposed Project includes uses that would increase the use of park and recreation facilities in the area. The City presently owns and maintains 24 parks. The closest City-maintained park is Centennial Park located approximately 0.59 miles east of the Project site.

According to the 2020 Parks and Recreation Master Plan, the City currently offers 299.70 acres of parkland which equates to a total Level of Service (LOS) of 5.06 acres of parkland per 1,000 residents based on the City's 2018 population. The 2035 General Plan includes a LOS standard goal of 3.5 acres per 1,000 residents for future growth. Similar to other public services, the City had established the Park Facilities Impact Fee - Policy O65 pursuant to Chapter 15.44 of the City Municipal Code. The parks facilities development impact fee is established on the issuance of all residential building permits for development in the Hanford city area to pay for parks and recreational facilities improvements. Each developer will pay this development fee prior to the issuance of a building permit. The Project will pay its assessed fees as required by Policy O65. Additionally, a 3.58-acre neighborhood park is planned to be developed to provide recreational space in the immediate space of the proposed subdivision. Therefore, impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.15a(v) – Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response

times, or to other performance objectives for any of the public services – Other Public Facilities?

The City provides a wide range of public services to the public besides those services previously mentioned above. The City also provides animal control services, refuse pick-up, library facilities, and drainage management. These services are generally funded through the general fund, usage fees, fines, penalties, or impact fee collection.

In the City of Hanford, all jurisdictions collect planning and building fees and impact fees for new development, as necessary. Since the demand for other public facilities is driven by population, the proposed Project would be required to pay fees to offset the demand for that service. Therefore, the Project would have a less-than-significant impact, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less–than-Significant Impact	No Impact

3.4.16 - RECREATION

Would the Project:

a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

Impact #3.4.16a – Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

See Impact #3.4.15a(ii) above.

The City's inventory of parks and recreation facilities ranges from a rose garden to softball and baseball fields to community centers. Park facilities are classified into nine categories: private recreational space, mini-park or pocket park, neighborhood parks, community parks, special use parks, dual-purpose stormwater basin park, indoor recreational facilities, school parks, and regional parks. Recreational facilities span from picnic shelters to sports fields. Hanford maintains 229.17 acres of park and grounds, including inspection of Landscape Assessment Districts and right of way and median landscape acreage. Additionally, several elementary schools within Hanford provide public open space during non-school hours.

The Project would not require the construction of additional recreational facilities due to the existing ratio of at least 5.06 acres per 1,000 residents. Given the close proximity to Centennial and Heritage Parks, the Project is required to meet a reduced ratio of 3.5 acres per 1,000 residents and proposed the development of a 3.58-acre neighborhood park. The City of Hanford requires that the Project developer pay Park Impact Fees for parkland, community centers, recreational facilities, park amenities, vehicle equipment, and impact fee studies to offset any potential impacts from new development.

Although the proposed Project includes uses that would increase the use of park and recreation facilities in the area, payment of Park Impact Fees will address impacts associated with maintenance and upkeep of park and recreation facilities result from increased use

andwill not result in the substantial physical deterioration of existing parks or recreational facilities. There would be a less-than-significant impact with the payment of the impact fees. No further analysis in the EIR is warranted.

Impact #3.4.16b – Would the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The Project includes the development of a 3.58-acre neighborhood park. The development of this neighborhood park will provide outdoor recreational space for residents in the immediate area. The Project does not include the expansion of existing recreational facilities. There will be no impact, and no further analysis in the EIR is warranted.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.17 - TRANSPORTATION AND TRAFFIC					
Would the Project:					
a.	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐
b.	Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?	☒	☐	☐	☐
c.	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d.	Result in inadequate emergency access?	☐	☐	☒	☐

Discussion

Impact #3.4.17a – Would the Project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The subject Project site is located south of Hanford Armona Road between Greenbrier Driver to the east and 13th Avenue to the west. The Project could potentially significantly impact the local circulation system and level of service at nearby intersections. A Traffic Impact Analysis will be prepared and impacts to the circulation system will be analyzed in the EIR.

Impact #3.4.17b – Would the Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?

CEQA Guidelines Section 15064.3 subdivision (b) was adopted in December 2018 by the California Natural Resources Agency. These revisions to the CEQA Guidelines criteria for determining the significance of transportation impacts shift the focus from driver delay to a reduction of vehicular greenhouse gas emissions through the creation of multimodal vehicle trips. Vehicle miles traveled (VMT) is a measure of the total number of miles driven for various purposes and is sometimes expressed as an average per trip or per person.

In the case of this Project, the anticipated VMT impacts could potentially exceed established significance thresholds. As such, an in-depth VMT analysis is required and will be further analyzed in the EIR.

Impact #3.4.17c – Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The Project will be designed to meet current standards and safety regulations. All intersections will be constructed to comply with the City and Caltrans regulations and design and safety standards of Chapter 33 of the California Building Code (CBC) and the guidelines of Title 24 to create safe and accessible roadways.

Vehicles exiting the subdivision will be provided with a clear view of the roadway without obstructions. Landscaping associated with the entry driveways could impede such views if improperly installed. Specific circulation patterns and roadway designs will incorporate all applicable safety measures to ensure that hazardous design features or inadequate emergency access to the site or other areas surrounding the Project area would not occur.

Therefore, the Project will have a less-than-significant impact with the incorporated design features and all applicable rules and regulations. No further analysis in the EIR is warranted.

Impact #3.4.17d – Would the Project result in inadequate emergency access?

See the discussion in Impact #3.4.9f

State and City fire codes establish standards by which emergency access may be determined. The proposed Project would have to provide adequate unobstructed space for fire trucks to turn around. The proposed Project site would have adequate internal circulation capacity, including entrance and exit routes to provide adequate unobstructed space for fire trucks and other emergency vehicles to gain access and to turn around. The proposed Project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. Therefore, the Project would result in a less-than-significant impact associated with emergency access. No further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less–than-Significant Impact	No Impact
3.4.18 - TRIBAL CULTURAL RESOURCES				
Would the Project:				
a. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☒	☐
ii. A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Discussion

Impact #3.4.18a(i) – Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

See also *Section 3.4.5 - Cultural Resources*.

Native American Tribal Consultation was completed for the Project in compliance with Assembly Bill 52 (AB 52), CEQA, and the Public Resources Code.

A Sacred Land Files search was requested from the Native American Heritage Commission (NAHC) to identify previously recorded sacred sites or cultural resources of special importance to tribes and provide contact information for local Native American representatives who may have information about the Project area. A response was received on June 20, 2022, indicating negative results that did not indicate the presence of any cultural places within the Project site and within a half-mile buffer around the Project site. The City of Hanford, as Lead Agency, sent consultation request letters pursuant AB 52 to the tribal groups on the NAHC list.

The Lead Agency has not received information from a local tribal group indicating that the Project would impact tribal cultural resources.

Although there is no obvious evidence of historical or archaeological resources on the Project site, there is the potential during construction for the discovery of cultural resources. Grading, trenching, and other ground-disturbing actions can damage or destroy these previously unidentified and potentially significant cultural resources within the Project area, including historical resources.

The General Plan EIR determined that new development could affect known and previously unknown archaeological resources. The EIR also included policies that specifically address sensitive archaeological resources and their protection, which include:

- Policy O45—Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process.
- Policy O46—Require archaeological studies by a certified archeologist in areas of archeological potential significance prior to approval of development projects.
- Policy O47—Consult with the California Archaeological Inventory Southern San Joaquin Valley at California State University, Bakersfield about potential cultural sites on projects that could have an impact on cultural resources.
- Policy O48—Halt construction at a development site if cultural resources are encountered.

An inventory was conducted for the General Plan Update and this site was not listed as having a potential cultural resource. Compliance with General Plan Policies 045 through O48, as set forth above, is required to be included as a note on all plans and specs resulting from the Project. The notes would outline the necessary steps to be taken. The required notes will require the Project developer to adhere to the policies set forth in the Hanford General Plan pertaining to the preservation of Cultural Resources, including Policies 045 through O48.

These measures will be added to all engineered plans and specs that outline the necessary steps to be taken prior to the start of construction in the unlikely event construction of the Project inadvertently uncovers previously unknown tribal cultural resources. These measures require all work in the immediate vicinity of the discovery of cultural resources to halt until a qualified archaeologist can evaluate the find and make recommendations. In addition, prior to any ground disturbance, if the City of Hanford receives a request from a Native American tribal group, a surface inspection of the site will be conducted by a tribal monitor, and the tribe will have the opportunity to provide a Native American Monitor during ground-disturbing activities, dependent upon the availability and interest of the tribe.

With the implementation of these measures, impacts are considered to be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.18a(ii) – Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe?

See discussion in *Section 3.4.5 - Cultural Resources* and Impact #3.14.18(i) above.

With the implementation of these measures, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. The Project would result in a less-than-significant impact, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.19 - UTILITIES AND SERVICE SYSTEMS				
Would the Project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

Impact #3.4.19a – Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?

The proposed Project will require the construction of new infrastructure to connect to the existing City utility infrastructure. This will include water, wastewater, and stormwater drainage connections. Additionally, the Project will include connections for electric power, natural gas, and telecommunications facilities. The installation of this infrastructure will not require any major upsizing or other offsite construction activities that would cause a

significant impact. The new infrastructure would be connected to the existing infrastructure that is adjacent to the Project site.

See Section #3.4.10- Hydrology and Water Quality for a discussion of water and stormwater disposal. The Project will not require the construction of new water or wastewater treatment facilities. Water usage for dust control during construction-related activities will be minimal due to the small footprint and short duration of construction-related activities of the proposed Project.

The proposed Project would be subject to the payment of any applicable connection charges and/or fees and extension of services in a manner that is compliant with the City's development standards, specifications, and policies. All applicable local, State, and federal requirements and best management practices will be incorporated into the construction and operation of the Project. Therefore, impacts would be considered less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.19b – Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

The City's water system is a groundwater system. The City is located within the Tulare Lake Hydrologic Region. Within that region, the City is located within the Tulare Lake Groundwater Subbasin, which transmits, filters, and stores water from the main San Joaquin Valley Groundwater Basin.

The City of Hanford maintains 203 miles of main lines (City of Hanford, 2021a). The City has established an ongoing program to replace undersized and aging water mains with larger lines that have the capability to deliver more water and consistent pressure as demand increases. The City has constructed six new deep-water wells, rehabilitated two deep wells, and eliminated six old wells with poor water quality. To use the most cost-efficient wells in the system as primary producers, a sophisticated computer control system was installed in 1992. The system is currently being upgraded and is anticipated to be fully functional in the spring of 2014. The City's water system consists of 13 supply wells, one standby well, three elevated storage tanks (all three of which are abandoned), one existing 0.5-million-gallon ground-level storage tank at the Industrial Park, 3.5-million-gallon ground-level storage tank, and a piping network for distributing the water throughout the City (two-million-gallon storage tank at Grangeville and Centennial Drive facility and one-million-gallon storage tank at the Fargo Avenue facility).

Table 3.4.19-1
Water Usage

Project Component	Description	Acre-Feet/Year
Low Density Residential	326 units/1,141 people	159.76
	Total	159.76

Source: Appendix E

Under the 2020 City of Hanford Urban Water Management Plan indicated that the actual 2020 gallons per capita per day for water demand was calculated at 125 GPCD. Therefore, the water demand for the proposed Project would result in 142,625 gallons per day (1,141 people x 125 gallons/day/person = 142,625 gallons/day) or 159.76 acre-feet per year. In consideration of the UWMP projections for water availability, the long-term operational water demand is lower than the available water supply in the City of Hanford and would be able to be accommodated by City services.

It is important to note that the water usage for the General Plan-designated land uses for the Project site water usage was considered as an effect of General Plan implementation in the adopted General Plan EIR. Such water usage is approximately the same as that required for Project implementation.

Water usage for construction is anticipated to have minimal effect and development as indicated in the UWMP and prepared WSA within water demand projections of the City. Even on a short-term basis, such usage does not require the water volumes required for human occupancy of residences and other structures, waste disposal, and year-round landscaping. Water usage for construction dust control, trench and roadway soils compaction, landscaping, and related activities and usage is sporadic rather than long-term. Its quantification for analysis is difficult, but it clearly does not approximate or affect long-term water supply and demand projections.

Implementation of the Project will result in an increased demand for municipal water and potentially require an extension of the existing city water system. The Project will obtain its water from the City of Hanford's municipal water system. The site is within the City of Hanford Water Management Plan Service Area (City of Hanford, 2020). The City's groundwater has historically been capable of reliably meeting the City's water demands. It is projected that with the expected population growth when the Project is completed, the supply of water would meet the demand. Based on these estimates, the Project's construction and operations would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.19c – Would the Project result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?

Under the General Plan Update, it was determined that planned improvements and expansion development through various goals and policies would assist in providing wastewater services to the study area as development continues (City of Hanford, 2017). The current capacity of the WWTF is designed to accommodate 8.0 mgd, which is expected to provide adequate services to population growth for the foreseeable future, as noted in the General Plan.

Hanford's existing wastewater system includes a treatment facility south of Houston Avenue and east of 11th Avenue and 21 sanitary sewer lift stations at various locations throughout the city. The City has plans for pump replacements or upgrades at each of its locations within the next several years. The City's wastewater treatment facility provides for treatment, disposal, and reuse of effluent, which meets all of the State's discharge requirements for Hanford. The City's plant treats nearly 1.75 billion gallons of sewage each year. The facility is a major part of the City's effort to keep the environment clean and to provide a water resource for agricultural irrigation and reuse.

The latest treatment plant expansion was completed in 2004, increasing the City's treatment capacity from 5.5 to 8.0 mgd, equivalent to an additional service for 8,000 new single-family dwellings. The expansion included a new influent pump station, head works, grit removal, oxidation ditch, irrigation pump station, and several modifications to existing buildings and structures. An increase of 326 homes would not cause a significant impact to the existing wastewater treatment plant, and no further analysis in the EIR is warranted.

Impact #3.4.19d – Would the Project Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Kings Waste Recycling Authority (KWRA) will remove solid waste produced from construction and operation. The KWRA is a key element that helps the City of Hanford meet the State's recycling goals. Refuse from both municipal and commercial haulers is sorted at the KWRA facility to recover recyclable materials, including wood/green waste processed for compost, ferrous/metallic items, plastic and glass, newspaper, scrap paper, junk mail, magazines, paperboard, and cardboard. The KWRA does not operate an active landfill. Waste is hauled by transfer trucks from the Material Recover Facility (MRF) to the State permitted 320-acre Chemical Waste Management Landfill site in Kettleman Hills, approximately 45 miles west of the MRF. A combined MRF and Transfer Station (TS) was constructed near the old landfill southeast of Hanford. The MRF and TS facility includes a small but complete Household Hazardous Waste collection station. KWRA operates the MFR and TS as an enterprise function, with all revenue coming from solid waste disposal fees and the sale of recovered recyclable materials and compost. Responsibilities of the KWRA include the siting, permitting, financing, construction, and operation of landfills, and an MRF and TS. Additional responsibilities include all activities and waste diversion goals required by the State and the closure, post-closure monitoring, and liabilities of all identified former landfills in Kings County.

Construction

Non-hazardous construction refuse and solid waste would be collected and recycled or disposed of in a KWRA facility (City of Hanford, 2017). Any hazardous waste generated during construction would be disposed of at an approved location.

The Kettleman Hills Landfill has a maximum permit capacity of 18.4 million cubic yards (mcy) and a remaining capacity of 17.4 mcy and is expected to remain operational until at least 2030 (Cal Recycle, 2022).

The solid waste generated by construction activities is not expected to exceed the capacity of the landfill. Additionally, the construction period for the project is expected to be up to 12 months, and the landfill that would serve the project would be in operation during the construction period.

Operation

The Project would produce waste that would be collected and disposed of at the local landfill by a licensed waste hauler. Workers would generate small amounts of typical household refuse during maintenance visits. Some refuse will be sent for recycling as a part of the City's recycling efforts.

In compliance with federal, State, and local statutes and regulations related to solid waste, the Project would dispose of all waste generated onsite at an approved solid waste facility. The Project does not conflict with federal, State, or local regulations related to solid waste. The proposed Project would be served by a landfill with the sufficient permitted capacity to accommodate the Project's solid waste disposal needs in compliance with federal, State, and local statutes and regulations related to solid waste. Therefore, the Project would have a less-than-significant impact.

Cities generally measure their progress on waste reduction and reuse with a measurement called the "diversion rate." Hanford's diversion rate is 51 percent, which is about the statewide average. This level also meets the 51 percent required rate under State law since 2007. Therefore, the Project would have a less-than-significant impact, and no further analysis in the EIR is warranted.

Impact #3.4.19e – Would the Project comply with federal, state, and local statutes and regulations related to solid waste?

The proposed Project would generate solid waste during construction and operation, thus requiring the consideration of waste reduction and recycling measures. The 1989 California Integrated Waste Management Act (AB 939) requires the City of Hanford to attain specific waste diversion goals. As stated above, the Kettleman Hills Landfill can accommodate solid waste generated by the proposed Project. Therefore, the proposed Project would not be expected to significantly impact the area. See also Impact #3.4.9f regarding emergency response landfills.

In addition, the California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires expanded or new development Projects to incorporate storage areas for recycling bins into the proposed Project design. The proposed Project would be required to comply with all federal, state, and local statutes and regulations related to the handling and disposal

of solid waste. The Project would result in a less-than-significant impact, and no further analysis in the EIR is warranted.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact

3.4.20 - WILDFIRE

Would the Project:

a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Discussion

Impact #3.4.20a – Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

See Impact #3.4.9f regarding emergency response. The proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan regarding wildfire. Therefore, the Proposed project would have no impact regarding threshold a) above, and no further analysis is required.

Impact #3.4.20b – Would the Project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels, and fuel moisture contents), and topography (degree of slope). Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. Steep slopes

contribute to fire hazards by intensifying the effects of wind and making fire suppression difficult.

The Project site and surrounding area are relatively flat and without steep slopes. The site is located in a predominately urban area with some ongoing agricultural activities, which is not considered at significant risk of wildlife. Therefore, impacts would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.20c – Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The Project includes the development of infrastructure (water, sewer, electrical power lines, and storm drainage) required to support the proposed residential uses. The Project site is surrounded by existing and future urban development. The Project would require installing or maintaining additional electrical distribution lines and natural gas lines to connect the residences to the existing utility grid. However, the Project would be constructed in accordance with all local and State regulations regarding power lines and other related infrastructure, as well as fire suppression requirements. Therefore, the Project would not exacerbate fire risk or result in temporary or ongoing environmental impacts and would be less than significant, and no further analysis in the EIR is warranted.

Impact #3.4.20d – Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The Project site is not located in or near an SRA or an LRA Fire Hazard Severity Zone. Thus the proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the proposed Project would have no impact, and no further analysis is required.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
3.4.21 - MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b.	Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are significant when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)	☒	☐	☐	☐
c.	Does the Project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion

Impact #3.4.21a – Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

As evaluated in this IS, the Project would not substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory including paleontological resources. Avoidance and minimization

measures have been recommended to be added to all engineered plans and specs. By implementing these measures related to cultural, paleontological, and biological resources. The incremental effects of the proposed Project would not contribute to a cumulative adverse impact on these resources. Therefore, the Project would have a less-than-significant impact. No further analysis in the EIR is warranted.

Impact #3.4.21b - Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are significant when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)?

The Project has the potential to contribute a cumulatively significant impact on the City's circulation system and impacts related to VMT, as identified in this Initial Study. In addition, the Land Use and Planning section will evaluate the consistency of the proposed Project with City General Plan policies, zoning regulations, and LAFCo policies adopted for the purpose of avoiding or mitigating an environmental impact. Such impacts could occur as a result of full buildout of the Project. Therefore, the preparation of a focused EIR is warranted to evaluate the Project's contribution to transportation impacts related to the City's circulation system and VMT. The EIR will evaluate the proposed Project's contribution to cumulative impacts in this area.

Impact #3.4.21c - Does the Project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

The ways in which people can be subject to substantial adverse effects from projects include potential exposure to significant levels of local air pollutants; potential exposure to seismic and flooding hazards; potential exposure to hazardous materials; potential exposure to contamination from hazardous materials; and potential exposure to excessive noise levels. The risks from these potential hazards would be avoided or reduced to less-than-significant levels through compliance with existing laws, regulations, or avoidance and minimization measures placed on all engineered plans and specs. All direct and indirect impacts attributable to the Project were identified and determined to be less than significant, except for the Project's contribution to transportation impacts related to the City's circulation system and VMT, as well as consistency with General Plan policies, zoning regulations, and LAFCo policies.

The EIR will evaluate the proposed Project's contribution to impacts in this area, and preparation of a focused EIR is warranted for this Project.

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- Gabrielle de Silva Myers, Senior Planner- Community Development Department

QK

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- Thomas Kobayashi – Senior Associate Planner
- Dave Dayton– Principal Biologist
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- Matt Daniel– Senior Consultant

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CITY OF HANFORD

NOTICE OF PREPARATION/INITIAL STUDY FOR A FOCUSED ENVIRONMENTAL IMPACT REPORT

Notice is hereby given that the City of Hanford will be the Lead Agency and will prepare a focused Environmental Impact Report (EIR) for the proposed Silicon Valley Ranch Residential Subdivision Project (Project). An Initial Study has been prepared along with this Notice of Preparation (NOP), which scopes out environmental topics for further review. The focused EIR will address the potential physical environmental effects of the proposed projects that have not been scoped out, as outlined in the California Environmental Quality Act (CEQA). The City is requesting comments on the scope and content of this focused EIR.

A scoping session will be held on Monday, July 8, 2024 at 5:00 p.m. at City Hall in the Training Room (319 N Douty Street, Hanford, CA 93230). The scoping session, which is part of the focused EIR process, is the time when the City solicits input from the public and agencies on specific topics they believe should be addressed in the environmental analysis. The scoping process is designed to enable the City to determine the scope and content of the focused EIR, identify the range of actions, and identify potentially significant environmental effects, alternatives, and mitigation measures to be analyzed in the focused EIR.

Project Location

The Project is located within the Sphere of Influence for the City of Hanford and is anticipated for annexation. The Project is adjacent to Hanford Armona Road to the north, between Greenbrier Drive to the east and 13th Avenue to the west, and encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027). The Project site is located within the Hanford USGS Quad, Section 3, Township 19S, Range 21E, Mount Diablo Base and Meridian (MDB&M).

Project Description

The Project proposes to construct a 326-lot residential subdivision within the City of Hanford Sphere of Influence. The Project will be annexed into the City under separate application. An approximately 12.5-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment.

The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a three-acre retention basin. Lots will range between 5,000 to 6,000 square feet and would be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

Approvals include:

- Approval of Tentative Tract Map #943
- Prezoning – Because the project site does not currently have a City of Hanford zoning designation, prezoning of the site is required. The project site would be prezoned to the R-L-5 zone.
- Annexation into the city limits by Kings County Local Agency Formation Commission (LAFCo)

Construction:

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and would include the following:

- Excavators/earth-moving equipment
- Depending on foundation system, auger rig, or pile-driving rig
- All-terrain forklifts

- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks of flat beds)
- Small tools (generators, light plants, compactors, air compressors)

As mandated by the California Environmental Quality Act (CEQA), the public review period for this document was 30 days (CEQA Section 15073[b]). The public review period began on June 21, 2024 and ended on July 22, 2024. For further information, please contact Gabrielle de Silva Myers, 317 N. Douty Street, Hanford, CA 93230, (559) 585-2578 or visit:
https://cityofhanfordca.com/1236/Current-Projects

Mailing Address and Phone Number of Contact Person

Gabrielle de Silva Myers, Senior Planner
City Hall
317 N. Douty Street
Hanford, CA 93230
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Findings

As Lead Agency, the City of Hanford finds that the Project will have a significant effect on the environment. The Environmental Checklist (CEQA Guidelines Appendix G) or Initial Study (IS) (see *Section 3 - Environmental Checklist*) has identified one or more potentially significant effects on the environment. Pursuant to CEQA Guidelines Section 115064 (a)(1), an Environmental Impact Report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed Project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less-than-significant levels. The City of Hanford has determined that preparation of a focused Environmental Impact Report for the Project is necessary.

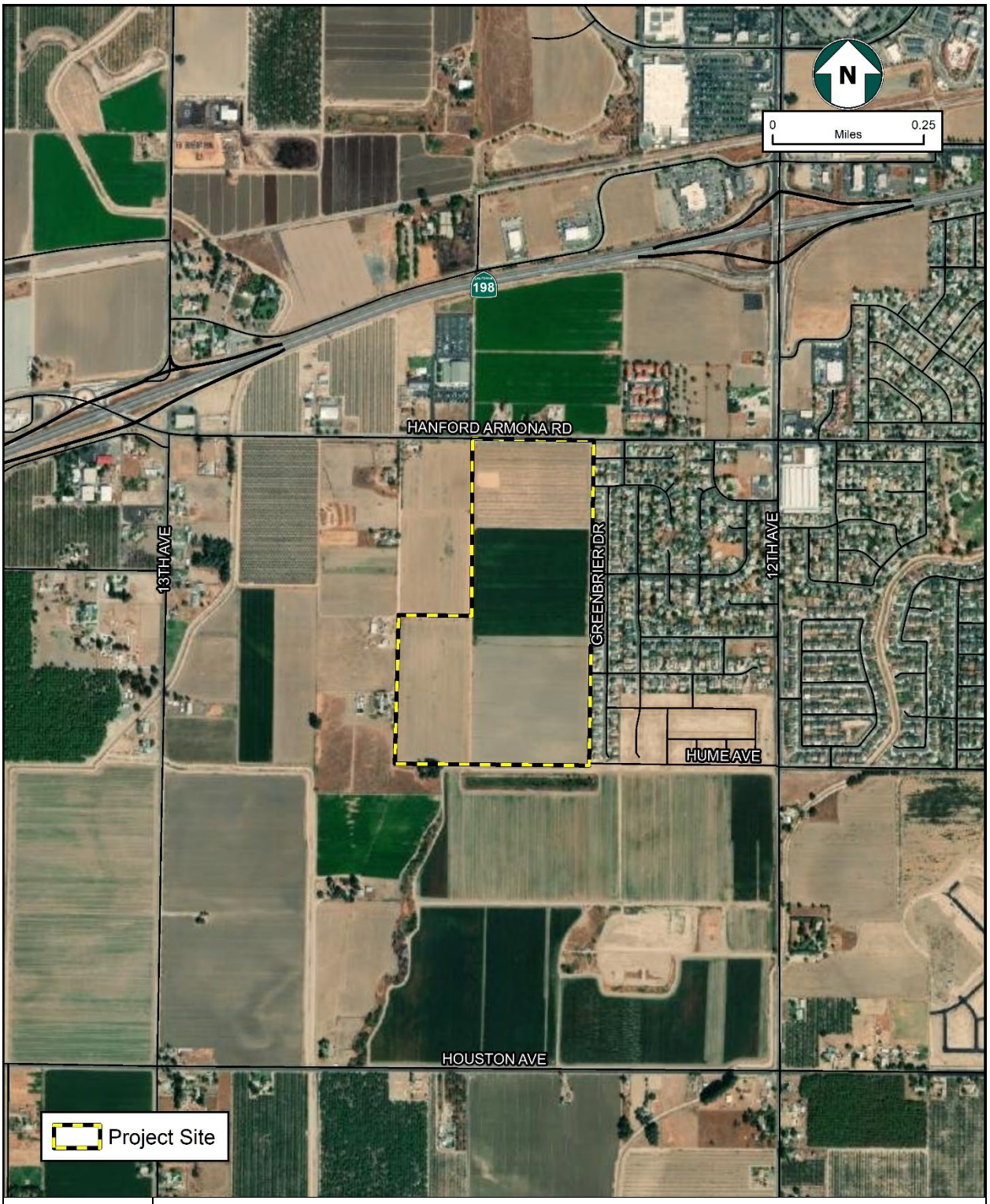

Figure 3-1
Project Site Area

DRAFT ENVIRONMENTAL IMPACT REPORT

CITY OF HANFORD

SILICON VALLEY RANCH RESIDENTIAL PROJECT

OCTOBER 2024

DRAFT ENVIRONMENTAL IMPACT REPORT

SILICON VALLEY RANCH RESIDENTIAL PROJECT

Prepared for:

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October 2024

Project #220056

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List of Acronyms and Abbreviations

ADT	Average Daily Trips
BMP	best management practices
BSA	Biological Survey Area
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CTC	California Transportation Commission
DTSC	Department of Toxic Substances Control
EBR	eastbound right turn lane
EBTR	eastbound through and right turn lane
EIR	Environmental Quality Act
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
FMMP	Farmland Monitoring and Mapping Program
GHG	Greenhouse gas
HCM	Highway Capacity Manual
HERO	Human and Ecological Risk Office
HHRA	Human Health Risk Assessment
HJO	Hanford Municipal Airport
HSR	Highspeed Rail
IS	Initial Study
IS/NOP	Initial Study/Notice of Preparation
ITE	Institute of Transportation Engineers
KART	Kings Area Rural Transit
KCAG	Kings County Association of Governments
KCAPTA	Kings County Area Public Transit
LAFCo	Local Agency Formation Commission
LOS	Level of Service
MDB&M	Mount Diablo Base and Meridian
NHD	National Hydrography Dataset
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NWI	National Wetlands Inventory
NWS	National Weather Service
OCPs	Pesticides and Organochlorine Pesticides
OPR	Office of Planning and Research
PEA	Preliminary Endangerment Assessment
PG&E	Pacific Gas and Electric

PRC	Public Resources Code
RHNA	Regional Housing Needs Allocation
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCE	Southern California Edison Company
SCG	Southern California Gas Company
SCS	Sustainable Communities Strategy
sf	square feet
SJVAPCD	San Joaquin Valley Air Pollution Control District
SOI	Sphere of Influence
SOV	single-occupant vehicle
SR	State Route
STIP	State Transportation Improvement Program
SWPPP	Stormwater Pollution and Prevention Plan
TA	Technical Advisory
TIA	Traffic Impact Analysis
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VMT	Vehicle Miles Traveled
WSA	Water Supply Assessment

CHAPTER 1 - EXECUTIVE SUMMARY

1.1 - Introduction

This draft focused Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the construction of 326 single-family residences, internal roads, a 2.86-acre drainage retention basin, and a 3.58-acre park on an approximately 88.9-acre site (Project). An approximate 13.87-acre portion of the Project site is intended to be sectioned off from the Project via a lot line adjustment. The Project is located in the Sphere of Influence (SOI) of the City of Hanford, California, and an annexation of the land is proposed.

The purpose of this EIR is to inform public agency decision-makers, representatives of affected and responsible agencies, the public, and other interested parties of the potential environmental effects that may result from the Project. In addition to identifying potential environmental effects, this EIR also identifies methods by which these impacts can be mitigated, reduced, minimized, or avoided.

The study area for the analysis of the project and cumulative impacts is the Hanford city limits, the portions of Kings County located adjacent to the City. The applicable cumulative projections include growth projections from the Hanford General Plan and the Kings County General Plan.

1.2 - Project Summary

1.2.1 - PROJECT LOCATION

The Silicon Valley Ranch Residential Development Project is located south of Hanford Armona Road, in the SOI of the City of Hanford. The Project encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027) and is bordered by undeveloped and rural residential lands on the west and south; a church and undeveloped land to the north; and residential uses to the east. The Project is located within Section 3, Township 19 South, Range 21, East Mount Diablo Base and Meridian (MDB&M).

1.2.2 - PROJECT DESCRIPTION

The Project proposes to construct a 326-lot residential subdivision within the City of Hanford SOI. The Project will be annexed into the City under a separate application. An approximately 13.87-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment. The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a 2.86-acre retention basin. Lots will range between 5,000 to 7,000 square feet and will be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

Approvals include:

- Approval of Tentative Tract Map #943.
- Prezoning – Because the Project site does not currently have a City of Hanford zoning designation, prezoning of the site is required. The Project site would be prezoned to the R-L-5 zone (Low Density Residential, 5,000 square feet).
- Annexation into the city limits by Kings County Local Agency Formation Commission (LAFCo).

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and will include the following:

- Excavators/earth-moving equipment
- Depending on the foundation system, auger rig, or pile-driving rig
- All-terrain forklifts
- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks or flatbeds)
- Small tools (generators, light plants, compactors, air compressors

1.3 - Lead Agency, Responsible Agency, and Trustee Agencies

The Lead Agency for the proposed Project is the City of Hanford. The City is the public agency that has the principal responsibility for carrying out or disapproving the Project.

The responsible agencies are State and local public agencies other than the Lead Agency that have the authority to carry out or approve a project or that are required to approve a portion of a project for which the Lead Agency is preparing or has prepared an EIR or Negative Declaration. A complete list of agencies that may have authority as a responsible or trustee agency is listed in Chapter 2, *Introduction*.

1.4 - Summary of Project Objectives

The Project has the following objectives:

- Provide a variety of housing opportunities with a range of styles, sizes, and values that will be designed to satisfy existing and future demand for quality housing in the area.
- Provide a sense of community and walkability within the development through the use of street patterns, parks/open space areas, landscaping, and other Project amenities.
- Create a successful and financially feasible Project by meeting the housing needs of the area.

- Provide a residential development that assists the City in meeting its General Plan and Housing Element requirements and objectives.

1.5 - Scope of the Environmental Impact Report

The scope of this EIR is based on the Project description outlined in Chapter 2, *Project Description* and the Notice of Preparation (NOP) (Appendix A), focusing review of environmental resources that could result in potentially significant impacts on environmental resources. Chapter 4, *Environmental Impact Analysis,* identifies two resources related to the Project that were determined to be subject to potentially significant impacts in the NOP scoping process, and these are addressed in the following sections:

- 4.1 – Land Use Planning- Potential conflicts with an adopted land use plan, policy, or regulation
- 4.2 – Transportation and Traffic- all impacts

Sections 4.1 and 4.2 provide detailed discussions of the environmental setting, regulatory setting, methodology for impact assessment for the resource, impacts associated with the Project, and mitigation measures designed to reduce significant impacts where required and when feasible. Cumulative impacts also are discussed.

This EIR examines the potential direct and cumulative impacts of the proposed Project. These impacts were determined through a rigorous process mandated by CEQA in which existing conditions are compared and contrasted with conditions that would exist once the Project is implemented. The significance of each identified impact was determined using CEQA thresholds informed by local thresholds of significance. The following categories are used for classifying impacts.

- **Significant and Unavoidable:** Significant impacts that cannot be feasibly mitigated or avoided. No measures could be taken to avoid or reduce these adverse effects to achieve insignificant or negligible levels. Even after the application of feasible mitigation measures, the residual impact would be significant. If the Project is approved with significant and unavoidable impacts, decision-makers are required to adopt a Statement of Overriding Considerations pursuant to CEQA Section 15093 explaining why the benefits of the Project outweigh the potential damage caused by these significant unavoidable impacts.

- **Less than Significant with Mitigation:** Such impacts can be reduced to a less-than-significant level with feasible mitigation, which can include incorporating changes to the Project. If the proposed Project is approved with significant but mitigable impacts, decision-makers are required to make findings pursuant to CEQA Section 15091, stating that impacts have been mitigated to the maximum extent feasible and the residual impact would not be significant.

- **Less than Significant:** These adverse but less-than-significant impacts do not require mitigation, nor do they require findings to be made.

- **No Impact:** Such impacts are considered to not exist with the implementation of the proposed Project or have been found to not apply to the proposed Project.

1.6 - Notice of Preparation

The contents of this EIR were established based on the findings in the NOP and attached materials, as well as public and agency input during the scoping period. The City issued a NOP on June 21, 2024, to request comments on the scope of the EIR. The NOP was published online at https://www.cityofhanfordca.com/1236/Current-Projects. The NOP was circulated to relevant agencies, community organizations, and interested individuals in the City. A public scoping workshop was held on July 8, 2024; a 30-day public comments period closed on July 22, 2024 (CEQA Guidelines §15082). A copy of the NOP and comments received during the NOP review period are included in Appendix A.

1.7 - Public Review of the Draft EIR

Upon completion and circulation of this Draft EIR, the City of Hanford prepared and filed a Notice of Completion (NOC with the California Office of Planning and Research/State Clearinghouse to begin the public review period (Public Resources Code, Section 21161). Concurrent with the NOC, the City of Hanford distributed a Notice of Availability (NOA) in accordance with Section 15087 of the CEQA Guidelines. The NOA was mailed to the organizations and individuals who previously requested such a notice to comply with Public Resources Code Section 21092(b)(3). This Draft EIR was distributed to the California Office of Planning and Research/State Clearinghouse, published in the Fresno Bee newspaper to comply with Section 15087 of the State CEQA Guidelines, and was distributed to affected agencies, surrounding cities and municipalities, and all interested parties. During the public review period, this Draft EIR, including the appendices, will be available for review at the following location:

City of Hanford Community Development Department
CIVIC CENTER BUILDING
317 N Douty St, Hanford, CA 93230

In addition, the Draft EIR, including the appendices, will be available for review at the following City of Hanford website:

https://www.cityofhanfordca.com/1236/Current-Projects

Agencies, organizations, individuals, and all other interested parties not previously contacted or who did not respond to the NOP or attended the scoping meeting currently have the opportunity to comment on this Draft EIR during the 45-day public review period. Written comments on this Draft EIR should be addressed to:

Attn: Gabrielle Myers, Senior Planner
City of Hanford Community Development Department
CIVIC CENTER BUILDING
317 N Douty St, Hanford, CA 93230

Email: gmyers@hanfordca.gov

1.8 - Environmental Impacts

Section 15128 of the CEQA Guidelines requires that an EIR contain a statement briefly indicating the reasons that various, possible, new significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The County has engaged the public to participate in the scoping of the environmental document.

The contents of this Draft EIR were established based on the NOP prepared in accordance with the CEQA Guidelines, as well as public and agency input that was received during the scoping process. The comments to the NOP are found in Appendix A of this document. Based on the findings of the NOP and the results of scoping, a determination was made that this EIR must contain a comprehensive analysis of Land Use and Planning as well as Transportation and Traffic related issues identified in Appendix G of the CEQA Guidelines.

1.8.1 - Impacts Not Further Considered in This EIR

As discussed in Appendix A, the Project was determined to have impacts with regard to each of the impact thresholds. Therefore, all environmental issues related to Land Use and Planning as well as Transportation and Traffic as they are presented in Appendix G of the CEQA Guidelines are analyzed further in this EIR.

1.8.2 - Impacts of the Proposed Project

No Potential for Impacts to Occur

The potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have no potential for impacts to occur:

Aesthetics

- Impact 4.1-1: Have a substantial adverse effect on a scenic vista
- Impact 4.1-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

Agriculture and Forest Resources

- Impact 4.2-2: Conflict with existing zoning for agricultural use or a Williamson Act contract

- Impact 4.2-3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), or timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Productions (as defined in Government Code Section 51104(g))

- Impact 4.2-4: Result in the loss of forest land or conversion of forest land to non-forest use

Biological Resources

- Impact 4.4-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

- Impact 4.4-6: Conflict with provisions of an adopted habitat conservation plan, natural communities' conservation plan, or other approved local, regional, or State habitat conservation plan

Geology and Soils

- Impact 4.7-8: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

Hazards and Hazardous Materials

- Impact 4.9-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires

Hydrology and Water Quality

- Impact 4.10-6: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation

Land Use and Planning

- Impact 4.11-1: Physically divide an established community

Mineral Resources

- Impact 4.12-1: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State

- Impact 4.12-2: Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan

Noise

- Impact 4.13-3: For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels

Population and Housing

- Impact 4.14-2: Displace substantial number of existing people or housing necessitating the construction

Recreation

- Impact 4.16-2: Include recreational facilities or require construction or expansion of recreational facilities that might have an adverse physical effect on the environment

Potential for Less than Significant Impacts

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have less-than-significant impacts to occur:

Aesthetics

- Impact 4.1-3: Substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality

- Impact 4.1-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Agriculture and Forest Resources

- Impact 4.2-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use

- Impact 4.2-5: Involve other changes in the existing environment which, because of their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use

Air Quality

- Impact 4.3-1: Conflict with or obstruct implementation of the applicable air quality plan
- Impact 4.3-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard
- Impact 4.3-3: Expose sensitive receptors to substantial pollutant concentrations
- Impact 4.3-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

Biological Resources

- Impact 4.4-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-3: Have a substantial adverse effect on State or federally Protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Impact 4.4-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites

Cultural Resources

- Impact 4.5-1: Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5
- Impact 4.5-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Impact 4.5-3: Disturb any human remains, including those interred outside of dedicated cemeteries

Energy

- Impact 4.6-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation

- Impact 4.6-2: Conflict with or obstruct a State or local plan for renewable energy or energy efficiency

Geology and Soils

- Impact 4.7-1(i): Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42

- Impact 4.7-1(ii): Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking

- Impact 4.7-1(iii): Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction

- Impact 4.7-1(iv): Directly or indirectly cause potentially substantial adverse effects, including the risk of loss, injury, or death involving landslides

- Impact 4.7-2: Result in substantial soil erosion or loss of topsoil

- Impact 4.7-3: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse

- Impact 4.7-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property

- Impact 4.7-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

Greenhouse Gas Emissions

- Impact 4.8-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

- Impact 4.8-2: Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases

Hazards and Hazardous Materials

- Impact 4.9-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials

- Impact 4.9-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

- Impact 4.9-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school

- Impact 4.9-4: Create a hazard to the public or the environment as a result of being located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5

- Impact 4.9-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area

- Impact 4.9-6: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan

Hydrology and Water Quality

- Impact 4.10-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality

- Impact 4.10-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin

- Impact 4.10-3(i): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site

- Impact 4.10-3(ii): Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

- Impact 4.10-3(iii): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff

water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff

- Impact 4.10-3(iv): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows

- Impact 4.10-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

Land Use Planning

- Impact 4.11-1: Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect

Noise

- Impact 4.13-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies

- Impact 4.13-2: Generation of excessive ground-borne vibration or ground-borne noise levels

Population and Housing

- Impact 4.14-1: Induce substantial unplanned population growth in an area, either directly or indirectly

Public Services

- Impact 4.15-1(i): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection

- Impact 4.15-1(ii): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services

- Impact 4.15-1(iii): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or

physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service Ratios, response times, or other performance objectives for school services

- Impact 4.15-1(iv): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for park services

- Impact 4.15-1(v): Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities

Recreation

- Impact 4.16-1: Result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated

Transportation

- Impact 4.17-3: Substantially increase hazards due to a geometric design feature or incompatible uses

- Impact 4.17-4: Result in inadequate emergency access

Tribal Cultural Resources

- Impact 4.18-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California register of historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)

- Impact 4.18-2: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1.

Utilities and Service Systems

- Impact 4.19-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects

- Impact 4.19-2: Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed

- Impact 4.19-3: Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments

- Impact 4.19-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

- Impact 4.19-5: Comply with federal, State, and local management and reduction statutes and regulations related to solid waste

Wildfire

- Impact 4.20-1: Substantially impair an adopted emergency response plan or emergency evacuation plan

- Impact 4.20-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire

- Impact 4.20-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment

- Impact 4.20-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

Potential for Less than Significant Impacts to Occur with Incorporation of Mitigation Measures

The potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR.

Land Use

- Impact 4.17-1: Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Transportation

- Impact 4.2-1 - Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

- Impact 4.17-2: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Unavoidable Significant Adverse Impacts

Section 15126.2(b) of the CEQA Guidelines requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels. The potential environmental effects of the Project and proposed mitigation measures are discussed in detail in Chapter 4 of this EIR. The following environmental impacts were determined to be significant and unavoidable impacts (refer to Table 1-1, *Summary of Significant Impacts of the Project*).

Table 1-1
Summary of Significant Impacts of the Project

Resources	Project Impacts	Cumulative Impacts
Land Use Impact 4.1	As evaluated in detail in Table 4.1-2, the Project is consistent with the goals and policies of the City of Hanford General Plan and Kings County General Plan. The Project is consistent with both Kings County and City of Hanford General Plan policy. Therefore, impacts are considered ***less than significant***	Potential land use impacts require evaluation on a case-by-case basis because of the interactive effects of a specific development and its immediate environment. Other projects being proposed in the area would similarly be analyzed for consistency with the pertinent City General Plan and Kings County General Plan goals and policies. Therefore, as proposed the Project would be consistent with the goals and policies of the City's General Plan and would therefore not contribute to a cumulatively considerable impact regarding land use. Cumulative impacts are ***less than significant***.

Resources	Project Impacts	Cumulative Impacts
Transportation and Traffic Impact 4.1	The Project will impact the 12th Avenue and Hanford Armona Road intersection. It is recommended that the existing eastbound right turn lane will change to an eastbound through and right turn lane. Implementation of MM 4.2-1 would allow the studied intersection to operate at an acceptable LOS under City LOS standards and reduce impacts to ***less than significant.***	Cumulative impacts are assessed with the proposed Project and the 12 projects located within a one-half mile of the Project site as identified by the City of Hanford. Eleven of the 12 projects are entitled and either under construction or are anticipated to be under construction in the future. The projects that are entitled are included in and are consistent with the General Plan. Therefore, they are included in the KCAG travel demand model. The growth rates used to determine future traffic volumes would therefore reflect traffic from these projects. Cumulative impacts related to LOS would be ***less than significant with mitigation measures incorporated.***
Transportation and Traffic Impact 4.2	Due to the Project's location, it was determined that Vehicle Miles Travelled (VMT) would exceed the City of Hanford's adopted VMT per capita threshold. No applicable and feasible mitigation measures were identified to reduce VMT below thresholds. Therefore, impacts are considered ***significant and unavoidable.***	Because the proposed Project is determined to have a significant and unavoidable impact by exceeding VMT thresholds on a project level, the cumulative impacts would also be considered ***significant and unavoidable***.

Significant Cumulative Impacts

According to Section 15355 of the CEQA Guidelines, the term *cumulative impa*cts "refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Individual effects that may contribute to a cumulative impact may be from a single project or a number of separate projects. Individually, the impacts of a project may be relatively minor, but when considered along with impacts of other closely related or nearby projects, including newly proposed projects, the effects could be cumulatively considerable.

This EIR has considered the potential cumulative effects of the proposed Project. Impacts for the following issue areas have been found to be cumulatively considerable:

- Transportation and Traffic

This significant cumulative impact is discussed in the applicable section of Chapter 4, *Environmental Analysis*, of this EIR.

1.9 - Summary of Project Alternatives

Below is a summary of the alternatives to the proposed Project, that have been considered but rejected as well as those alternatives that have been considered and evaluated in Chapter 6, *Alternatives to the Proposed Project.*

1.9.1 - Alternatives Considered and Rejected

There are no Project alternatives that were considered and rejected.

1.9.2 - Alternatives Considered and Evaluated

- *Alternative A (No Project Alternative)*. Under the No Project Alternative, the Project area would remain unchanged, and there would be no residential units or parks constructed.

- *Alternative B – Reduced Project Alternative*. This alternative would decrease the number of single-family residential houses from 326 to 242.

- *Alternative C – Multi-Family Alternative*. This alternative would replace the proposed single-family residential with multi-family apartments at a density of at least 14.5 dwelling units per gross acre (1,088 units). The Medium Density Residential was utilized to follow General Plan designations north of the Project site.

- *Alternative D– Different Sites Alternative*. This alternative would relocate the Project to a different site in order to be located nearer to corridor mixed use where a mix of commercial and office uses would be available in addition to be located closer to major transit corridors. This alternative would place the Project on the east side of the City, bounded by Lacey Boulevard to the south, 9 1/4 Avenue to the west, State Route 43 to the east, and Grangeville Boulevard to the north.

1.10 - Environmentally Superior Alternative

CEQA requires that the City identify an Environmentally Superior Alternative. If the No Project Alternative is the Environmentally Superior Alternative, the City must identify an Environmentally Superior Alternative among the other alternatives considered in the EIR (CEQA Guidelines, Section 15126.6). This alternatives analysis includes three additional Project alternatives –Alternative B - Reduced Project, Alternative C - Multi-Family, and Alternative D - Different Site.

Based on the evaluation of the three alternatives, Alternative C – Multi-Family would reduce significant and unavoidable environmental impacts relating to VMT due to the increase in density. Alternative C increased density from 9.1 dwelling units/acre (du/ac) to 14.5 du/ac for a 13 percent VMT reduction, while fulfilling most of the objectives of the proposed Project and is therefore the Environmentally Superior Alternative.

1.11 - Growth Inducement

The City of Hanford General Plan recognizes that certain forms of growth are beneficial, both economically and socially. Section 15126.2(d) of the CEQA Guidelines provides the following guidance on growth-inducing impacts: a project is identified as growth-inducing if it "could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

Growth inducement can be a result of a new development that requires an increase in dwelling units or an increase in employment, removes barriers to development, or provides resources that lead to secondary growth. The Project would add new residential uses. It is anticipated that the construction workforce would commute to the site each day from local communities, and the majority would likely come from the existing labor pool as construction workers travel from site to site as needed. Construction staff not drawn from the local labor pool would stay in any of the local hotels in local communities.

With respect to residential land uses, the Project does not include the addition of any residentially designated uses, nor does it include typical elements that would directly or indirectly affect population or housing (i.e., extension of roads or other infrastructure). The Project would accordingly not directly result in population growth of the City.

Therefore, this Project would not result in a large increase in employment. In addition, the Project is situated in urbanized areas within the City of Hanford, where public services exist. The Project would accordingly accommodate planned growth and not induce unplanned growth.

With respect to removing barriers to development, such as by providing access to previously undeveloped areas, the Project is not anticipated to result in significant growth inducement. The Project does not include the construction of infrastructure that could provide for future residential development; it does not remove barriers to off-site development.

Although the Project accommodates planned economic growth at suitable locations, the net increase in population on the Project site would be less than significant.

Table 1-2
Comparison of Alternatives Impacts

Environmental Resource	Project	Alternative A	Alternative B	Alternative C	Alternative D
Land Use and Planning: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	Less than significant	Similar	Similar	Similar	Similar
Land Use and Planning: Cumulative Impacts associated with land use plan, policy, or regulation	Less than significant	Similar	Similar	Similar	Similar
Transportation and Traffic: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities	Less than significant with mitigation incorporated	Fewer	Fewer	Similar	Similar
Transportation and Traffic: Cumulative Impacts associated with LOS	Less than significant with mitigation incorporated	Fewer	Fewer	Similar	Similar
Transportation and Traffic: Conflict or be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)	Significant / Unavoidable	Fewer	Similar	Fewer	Similar
Transportation and Traffic: Cumulative Impacts associated with VMT	Significant / Unavoidable	Fewer	Similar	Fewer	Similar
Meet Project Objectives?	Yes	No	Yes	Yes	Yes
Reduce Any Significant and Unavoidable Impacts to No Impact or Less than Significant?	No	Yes	No	Yes	No

1.12 - Irreversible Impacts

Section 15126.2(c) of the CEQA Guidelines defines an irreversible impact as an impact that uses nonrenewable resources during the initial and continued phases of a project. Irreversible impacts can also result from damage caused by environmental accidents associated with a project. Irretrievable commitments of resources should be evaluated to ensure that such consumption is justified. Buildout of a project would commit nonrenewable resources during project construction and ongoing utility services during project operations. During project operations, oil, gas, and other nonrenewable resources would be consumed. Therefore, an irreversible commitment of nonrenewable resources would occur as a result of long-term project operations. However, assuming that those commitments occur in accordance with the adopted goals, policies, and implementation measures of the City of Hanford General Plan, as a matter of public policy, those commitments have been determined to be acceptable. The City of Hanford General Plan ensures that any irreversible environmental changes associated with those commitments will be minimized.

1.13 - Areas of Controversy

No areas of controversy were identified through written agency, and public comments received during the scoping period. Public comments received during scoping are provided in Appendix A and summarized in Section 2.4 of Chapter 2, *Introduction*. In summary, the following issues were identified during scoping and are addressed in the appropriate sections of Chapter 4, *Environmental Analysis*:

- Land Use and Planning
  - Consistency with the General Plan
- Transportation
  - Level of Service
  - Vehicle Miles Traveled

1.14 - Issues to be Resolved

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, which includes the choices among alternatives and whether or how to mitigate significant impacts. The major issues to be resolved regarding the Project include decisions by the Lead agency as to whether or not:

- The Draft EIR adequately describes the environmental impacts of the Project.
- The recommended mitigation measures should be adopted or modified.
- Additional mitigation measures need to be applied.

1.15 - Executive Summary Matrix

Table 1-3 below summarizes the impacts, mitigation measures, and the resulting level of significance after mitigation for the relevant environmental issue areas evaluated for the proposed project. Table 1-3 is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding sections of this Draft EIR.

Table 1-3
Summary of Mitigation

Impacts	Mitigation Measures	Level of Significance
Section 4.1 Land Use and Planning		
4.1-2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	No mitigation is required.	Less than significant
Section 4.2 Traffic		
4.2-1: Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities	MM 4.17-1: The Project proponent or developer shall be required to pay their fair share costs for the needed improvements. This includes changing the 12th Avenue and Hanford Armona Road intersection eastbound right turn lane to an eastbound through lane and a right turn lane. The fair share cost for the improvement is calculated at 18.94% and shall be collected by the City of Hanford at the appropriate time.	Less than significant
4.2-2: Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)	No mitigation is required.	Significant and Unavoidable

CHAPTER 2 - INTRODUCTION

2.1 - Overview

The City of Hanford (City) will be the Lead Agency pursuant to the requirements of the California Environmental Quality Act (CEQA) and will be responsible for preparing an Environmental Impact Report (EIR) pursuant to CEQA (Public Resources Code (PRC) Section 21000 et seq.) and the CEQA Guidelines. In accordance with Section 15082 of the CEQA Guidelines, the City published a Notice of Preparation (NOP). This EIR will be used by the City to evaluate the potential environmental impacts that could result from implementation of the Project and develop changes in the proposed Project and/or adopt mitigation measures that would address those impacts.

This EIR has been prepared pursuant to the following relevant State statutes and guidelines:

- CEQA (Public Resources Code, Section 21000 et seq.).
- CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.).

The overall purposes of the CEQA process are to:

- Identify the significant effects to the environment of a project, identify alternatives, and indicate the manner in which those significant effects can be avoided or mitigated.
- Provide for full disclosure of the project's environmental effects to the public, the agency decision-makers who will approve or deny the project, and responsible and trustee agencies charged with managing resources (e.g., wildlife, air quality) that may be affected by the project.
- Provide a forum for public participation in the decision-making process with respect to environmental effects.

2.2 - Purpose of This Environmental Impact Report

An EIR is a public informational document used in the planning and decision-making process. This project-level EIR will analyze the environmental impacts of the Project. The City of Hanford Planning Commission and City Council will consider the information in the EIR, including the public comments and staff response to those comments, during the public hearing process. As a legislative action, the final decision is made by the Board of Supervisors, who may approve, conditionally approve, or deny the Project. The purpose of an EIR is to identify:

- The significant potential impacts of the Project on the environment and indicate the manner in which those significant impacts can be avoided or mitigated.
- Any unavoidable adverse impact that cannot be mitigated.

- Reasonable and feasible alternatives to the Project that would eliminate any significant adverse environmental impacts or reduce the impacts to a less-than-significant level.

An EIR also discloses growth-inducing impacts; impacts found not to be significant; and significant cumulative impacts of the project when taken into consideration with past, present, and reasonably anticipated future projects.

CEQA requires an EIR that reflects the independent judgment of the Lead Agency regarding the impacts, the level of significance of the impacts both before and after mitigation, and mitigation measures proposed to reduce the impacts. A Draft EIR is circulated to responsible agencies, trustee agencies with resources affected by the project, and interested agencies and individuals. The purposes of public and agency review of a Draft EIR include sharing expertise, disclosing agency analyses, checking for accuracy, detecting omissions, discovering public concerns, and soliciting mitigation measures and alternatives capable of avoiding or reducing the significant effects of the project, while still attaining most of the basic objectives of the Project.

Reviewers of a Draft EIR are requested to focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the Project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate significant environmental effects.

2.2.1 - ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved, which includes the choices among alternatives and whether or how to mitigate significant impacts. The major issues to be resolved regarding the Project include decisions by the Lead agency as to whether or not:

- The Draft EIR adequately describes the environmental impacts of the Project.
- The recommended mitigation measures should be adopted or modified.
- Additional mitigation measures need to be applied.

2.3 - Terminology

To assist reviewers in understanding this EIR, the following terms are defined:

- *Project* means the whole of an action that has the potential for resulting in a direct physical change in the environment. or a reasonably foreseeable indirect physical change in the environment.

- *Environment* means the physical conditions that exist in the area, and which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. The area involved is

where significant direct or indirect impacts would occur as a result of the Project. The environment includes both natural and manmade (artificial) conditions.

- *Impacts* analyzed under CEQA must be related to a physical change. Impacts are:
    - Direct or primary impacts that would be caused by a proposed project and would occur at the same time and place.
    - Indirect or secondary impacts that would be caused by a proposed project and would be later in time or farther removed in distance but would still be reasonably foreseeable. Indirect or secondary impacts may include growth-inducing impacts and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.
    - The California Supreme Court recently ruled that the environment's impact on a project falls outside the scope of CEQA except to the extent that impacts from a project exacerbate such impacts. This EIR includes the environment's impacts on a project for informational purposes and addresses the exacerbation component of the Court's decision.

- *Significant impact on the environment* means a substantial, or potentially substantial, adverse change in any of the physical conditions in the area affected by a proposed project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. An economic or social change by itself is not considered a significant impact on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

- *Mitigation* consists of measures that avoid or substantially reduce a proposed project's significant environmental impacts by:
    - Avoiding the impact altogether by not taking a certain action or parts of an action.
    - Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
    - Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
    - Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
    - Compensating for the impact by replacing or providing substitute resources or environments.

- *Cumulative impacts* are two or more individual impacts that, when considered together, are considerable or that compound or increase other environmental impacts. The following statements also apply when considering cumulative impacts:
    - The individual impacts may be changes resulting from a single project or separate projects.

- The cumulative impact from several projects is the change in the environment that results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over time.

This EIR uses a variety of terms to describe the level of significance of adverse impacts. These terms are defined as follows:

- *Less than significant*. An impact that is adverse but that does not exceed the defined thresholds of significance. Less-than-significant impacts do not require mitigation.

- *Significant*. An impact that exceeds the defined thresholds of significance and would or could cause a substantial adverse change in the environment. Mitigation measures are recommended to eliminate the impact or reduce it to a less-than-significant level.

- *Significant and unavoidable*. An impact that exceeds the defined thresholds of significance and cannot be eliminated or reduced to a less-than-significant level through the implementation of mitigation measures.

2.4 - Decision-Making Process

CEQA requires Lead Agencies to solicit and consider input from other interested agencies, citizen groups, and individual members of the public. CEQA also requires a project to be monitored after it has been permitted to ensure that mitigation measures are carried out.

CEQA requires the Lead Agency to provide the public with full disclosure of the expected environmental consequences of a proposed project and with an opportunity to provide comments. In accordance with CEQA, the following is the process for public participation in the decision-making process:

- **Notice of Preparation**. The City of Hanford prepared and circulated a Notice of Preparation (NOP) to responsible, trustee, and local agencies for review and comment on June 21, 2024. The NOP and responses to the NOP are included in Appendix A of this EIR. In conjunction with this public notice, a scoping meeting was held on July 8, 2024, at Hanford City Hall, located in the Training Room, 319 N Douty St, Hanford, CA 93230.

- **Draft EIR Preparation**. A Draft EIR is prepared, incorporating public and agency responses to the NOP and scoping process. The Draft EIR is circulated for review and comment to appropriate agencies and additional individuals and interest groups who have requested to be notified of EIR projects. Per Section 15105 of the CEQA Guidelines, the City of Hanford will provide for a 45-day public review period on the Draft EIR. The City will subsequently respond to each comment on the Draft EIR received in writing through a Response to Comments chapter in the Final EIR. The Response to Comments will be provided to each agency or person who provided

written comments on the EIR a minimum of 10 business days before the scheduled City Council hearing on the Final EIR.

- **Preparation and Certification of Final EIR**. The City of Hanford will consider the Final EIR and the Project, acting in an advisory capacity to the City Council. Upon receipt of the Planning Commission's recommendation, the City Council will also consider the Final EIR, and all public comments and take final action on the Project. At least one public hearing will be held by both the Planning Commission and City Council to consider the Final EIR, take public testimony, and then approve, conditionally approve, or deny the Project.

2.4.1 - Notice of Preparation (NOP)

Pursuant to Section 15082 of the CEQA Guidelines, as amended, the City of Hanford circulated a NOP to the State Clearinghouse, public agencies, special districts, and members of the public for a public review period beginning June 21, 2024, and ending July 22, 2024. The purpose of the NOP is to formally convey that the City, as the Lead Agency, solicited input regarding the scope and proposed content of the EIR. The NOP and all comment letters are provided in Appendix A of this EIR.

2.4.2 - Scoping Meeting

Pursuant to Section 15206 of the CEQA Guidelines, the Lead Agency is required to conduct at least one scoping meeting for all projects of Statewide, regional, or area-wide significance. The scoping meeting is for jurisdictional agencies and interested persons or groups to provide comments regarding, but not limited to, the range of actions, alternatives, mitigation measures, and environmental effects to be analyzed. The City of Hanford hosted a scoping meeting at 5:00 p.m. on July 8, 2024, at Hanford City Hall, located in Training Room, 319 N Douty St, Hanford, CA 93230.

NOP and Scoping Meeting Results

One comment letter was submitted during the scoping process. No oral comments were presented during the July 8, 2024, scoping meeting. Specific concerns raised in written and oral comments received during the NOP public review period are discussed below. The NOP and all comments received are included in Appendix A, along with the Summary of Proceedings from the scoping meeting.

NOP Written Comments

The City received one letter with substantive comments in response to the NOP. The comments are summarized in Table 2-1, *Summary of Written Comments on Notice of Preparation/Initial Study*.

Table 2-1
Summary of Written Comments on Notice of Preparation

Commenter	Summary of Comment
Federal Agencies	No federal agencies submitted comments in response to the IS/NOP.
California State Clearinghouse and Planning Unit (letter dated July 5, 2019)	Notifies reviewing agencies of their ability to review and provide comments on the NOP within 30 days of its receipt from the Lead Agency.
California Department of Toxic Substances Control (letter dated July 9, 2024)	The Department of Toxic Substances Control (DTSC) provided comments regarding the suitability of the site for residential use due to the past agricultural activities and potential past use of pesticides in addition to other potential contaminants. The comment letter is provided along with the IS/NOP in Appendix A. Responses to DTSC comments are provided below.
Local Agencies Members of the Public	No local agencies or members of the public submitted comments in response to the NOP.

1. California Department of Toxic Substances Control

Comment 1: That all imported soil and fill materials should be tested to ensure any contaminants of concern are within DTSC's and U.S. Environmental Protection Agency (USEPA) Regional Screen Levels for the intended land use. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material meets the screening levels outlined in DTSC's Preliminary Endangerment Assessment (PEA) Guidance Manual for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage.

Response: The Hanford Municipal Code requires that a grading plan be submitted for review and approval. The contents of the grading plan include specifications covering construction and material requirements, and a soils engineering report, which shall include data regarding the nature, distribution, and strength of existing soils; conclusions and recommendations for grading procedures; criteria for corrective measures when necessary; and opinions and recommendations covering adequacy of sites to be developed by the proposed grading. Should imported fill be necessary for the Project, the grading plan to be approved by the City will address the use of clean soil and fill pursuant to State and local requirements including Municipal Code and California Building Code standards.

Comment 2: When agricultural crops and/or land uses are proposed or rezoned for residential use, a number of contaminants of concern can be present. The Lead Agency shall

identify the amounts of Pesticides and Organochlorine Pesticides (OCPs) historically used on the property. If present, OCPs requiring further analysis are Dichlorodiphenyltrichloroethane, toxaphene, and dieldrin. Additionally, any level of arsenic present would require further analysis and sampling and must meet Human Health Risk Assessment Note Number 3 approved thresholds outlined in the PEA Guidance Manual. If they do not, remedial action must take place to mitigate them below those thresholds.

Response: A Phase I and Phase 2 Environmental Site Assessment (ESA) was prepared to determine if actual or potential environmental conditions involving the subjects are present and has been included as Appendix A in this Draft EIR (GeoTeck, Inc., 2024). Phase I ESA included a reconnaissance survey of the site and surrounding properties, interviews with appropriate representatives and regulatory agency personnel, and review of environmental databases, public records, and historical documents. The Phase I and 2 ESA also provided limited soils sampling to determine if any soil contamination was present. With respect to OCPs, five soil samples contained detectable concentrations of OCPs, however, those concentrations are below the EPA Regional Screening Level for residential soils. The concentration of the metal arsenic in all of the soil samples was above screening levels for residential soils, as determined by DTSC. However, the USEPA and the DTSC have acknowledged that naturally occurring arsenic in southern California typically exceeds the maximum screening level, with levels recorded up to 12 mg/kg in many areas (Human Health Risk Assessment (HHRA) Note Number 11 - Southern California Ambient Arsenic Screening Level). The test results for all of the soil samples are below the typically detected levels of arsenic in the southern California area. Therefore, the Phase I and 2 ESA concluded that no recognized environmental condition or concern is present on the site.

Comment 3: Additional contaminants of concern may be found in mixing/loading/storage area, drainage ditches, farmhouses, or any other outbuildings and should be sampled and analyzed. If smudge pots had been routinely utilized, additional sampling for Polycyclic Aromatic Hydrocarbons and/or Total Petroleum Hydrocarbons may be required.

Response: The Phase I and 2 ESA site investigation concluded that no recognized environmental condition in connection with the subject site had been identified. The survey of the site and historic document research did not reveal any contamination of concern related to historic use of the site for agriculture.

IS/NOP Oral Comments

The City received no oral comments in response to the NOP at the scoping meeting. The comments are summarized in Table 2-2, *Summary of Oral Comments on Notice of Preparation*.

Table 2-2
Summary of Oral Comments on Notice of Preparation

Commenter	Summary of Comment
Federal Agencies	No federal agencies commented in response to the NOP during the scoping meeting.
State Agencies	No local agencies commented in response to the NOP during the scoping meeting.
Local Agencies	No local agencies commented in response to the NOP during the scoping meeting.
Interested Parties	No interested parties commented in response to the NOP during the scoping meeting.

2.5 - Availability of the Draft EIR

This Draft EIR is being distributed directly to agencies, organizations, and interested groups and persons for comment during a 45-day formal review period in accordance with Section 15087 of the CEQA Guidelines. This Draft EIR and the full administrative record for the Project, including all studies, is available for review during normal business hours Monday through Friday at the City of Hanford Community Development Department, located at:

City of Hanford Community Development Department
CIVIC CENTER BUILDING
317 N Douty St, Hanford, CA 93230

2.6 - Format and Content

This Draft EIR addresses the potential environmental effects of the Project and was prepared following input from the public and the responsible and affected agencies, through the EIR scoping process, as discussed previously. The contents of this Draft EIR were established based on the findings in the NOP and public and agency input. Based on the findings of the NOP, a determination was made that an EIR was required to address potentially significant environmental effects on the following resources:

- Land Use and Planning
- Transportation

2.6.1 - Required EIR Content and Organization

The content and organization of this Draft EIR are designed to meet the requirements of CEQA, the CEQA Guidelines, and the Kern County CEQA Implementation Document, as well as to present issues, analysis, mitigation, and other information in a logical and understandable way. This Draft EIR is organized into the following sections:

- Chapter 1, *"Executive Summary,"* provides a Project description and a summary of the environmental impacts and mitigation measures.

- Chapter 2, *"Introduction,"* provides CEQA compliance information, an overview of the decision-making process, organization of the EIR, and a responsible and trustee agency list.

- Chapter 3, *"Project Description,"* provides a description of the location, characteristics, objectives, and the relationship of the Project to other plans and policies.

- Chapter 4, *"Environmental Setting, Impacts, and Mitigation Measures,"* contains a detailed environmental analysis of the existing conditions, project impacts, mitigation measures, and unavoidable adverse impacts.

- Chapter 5, *"Consequences of Project Implementation (Mandatory CEQA Sections),"* presents an analysis of the Project's cumulative and growth-inducing impacts and other CEQA requirements, including significant and unavoidable impacts and irreversible commitment of resources.

- Chapter 6, *"Alternatives,"* describes a reasonable range of alternatives to the Project that could reduce the significant environmental effects that cannot be avoided.

- Chapter 7, *"Responses to Comments,"* is reserved for responses to comments on this Draft EIR.

- Chapter 8, *"Organizations and Persons Consulted,"* lists the organizations and persons contacted during the preparation of this Draft EIR.

- Chapter 9, *"Preparers,"* identifies persons involved in the preparation of the Draft EIR.

- Chapter 10, *"Bibliography,"* identifies reference sources for the Draft EIR.

- *"Appendices"* provide information and technical studies that support the environmental analysis contained within the Draft EIR.

The analysis of each environmental category in Chapter 4 is organized as follows:

- *"Introduction"* provides a brief overview of the purpose of the section being analyzed with regard to the Project.

- *"Environmental Setting"* describes the physical conditions that exist at this time and that may influence or affect the topic being analyzed.

- *"Regulatory Setting"* provides State and federal laws, the City of Hanford General Plan (GP) goals, policies, and implementation measures that apply to the topic being analyzed.

- *"Impacts and Mitigation Measures"* discusses the impacts of the Project in each category, including direct, indirect, and cumulative impacts, presents the

determination of the level of significance, and provides a discussion of feasible mitigation measures to reduce any impacts.

2.7 - Responsible and Trustee Agencies

Projects or actions undertaken by the Lead Agency, in this case, the City of Hanford, may require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Other such agencies are referred to as *"responsible agencies"* and *"trustee agencies."* Pursuant to Sections 15381 and 15386 of the CEQA Guidelines, as amended, responsible agencies and trustee agencies are defined as follows:

- A *"responsible agency"* is a public agency that proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term *"responsible agency"* includes all public agencies other than the Lead Agency that have discretionary approval power over the project (Section 15381).

- A *"trustee agency"* is a State agency having jurisdiction by law over natural resources affected by a project that is held in trust for the people of the State of California (Section 15386).

The various public, private, and political agencies and jurisdictions with a particular interest in the Project include, but are not limited to, the following:

2.7.1 - Local Agencies

- Pacific Gas and Electric (PG&E)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- County of Kings
- Southern California Edison Company (SCE)
- Southern California Gas Company (SCG)

2.7.2 - State Agencies

- California Air Resources Board (CARB)
- California Department of Transportation (Caltrans)
- California Department of Fish and Wildlife (CDFW)
- California Integrated Waste Management Board
- Department of Water Resources
- Governor's Office of Planning and Research
- Regional Water Quality Control Board (RWQCB), Central Valley Region
- Department of Toxic Substances Control (DTSC)
- California Environmental Protection Agency

2.7.3 - FEDERAL AGENCIES

- U.S. Environmental Protection Agency (USEPA)
- U.S. Fish and Wildlife Service (USFWS)

2.8 - Incorporation by Reference

In accordance with Section 15150 of the CEQA Guidelines to reduce the size of the report, the following documents are hereby incorporated by reference into this Draft EIR and are available for public review at the City of Hanford Community Development Department.

- City of Hanford 2035 General Plan Update
- City of Hanford 2035 General Plan Update Master EIR
- City of Hanford Subdivision Ordinance
- City of Hanford Zoning Ordinance
- City of Hanford Housing Element
- City of Hanford Vehicle Miles Travelled Threshold and Implementation Guidelines

2.9 - Sources

This Draft EIR is dependent upon information from many sources. Some sources are studies or reports that have been prepared specifically for this document. Other sources provide background information related to one or more issue areas that are discussed in this document. The sources and references used in the preparation of this Draft EIR are listed in Chapter 10, *Bibliography,* and are available for review during normal business hours at the:

City of Hanford Community Development Department
CIVIC CENTER BUILDING
317 N Douty St, Hanford, CA 93230

CHAPTER 3 - PROJECT DESCRIPTION

3.1 - Project Overview

This Environmental Impact Report (EIR) has been prepared to identify and evaluate potential environmental impacts associated with the construction of 326 single-family residences, internal roads, a 2.86-acre drainage retention basin, and a 3.58-acre park on an approximately 88.9-acre site (Project). An approximately 13.87-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment. The Project is within the City of Hanford's Sphere of Influence (SOI) but will be annexed into the City (Figure 3-1 - *Regional Location;* Figure 3-2 – *Project Area*).

3.2 - Project Location and Environmental Setting

3.2.1 - REGIONAL SETTING

The City of Hanford (City) is located 30 miles south of the City of Fresno and 20 miles west of the City of Visalia in the northern portion of Kings County, California. Kings County is one of eight counties that comprise the San Joaquin Valley, which is bound on the west by the Coast Range Mountains, on the east by the Sierra Nevada, on the south by the Tehachapi Mountains, and on the north by the Sacramento River Delta area. Kings County is bordered by Monterey County to the west, Tulare County to the east, Kern County to the south, and Fresno County to the north. Like much of the greater San Joaquin Valley, Kings County has remained predominantly an agricultural area. There are four incorporated cities in Kings County. Hanford is the largest of the four cities in physical size and population. Figure 3-1 provides the regional location of Hanford.

3.2.2 - LOCAL SETTING

The City has a total area of approximately 17 square miles and, as of January 1, 2020, had a population of 57,339 residents, which was about 38 percent of the total population of Kings County. The City's elevation is approximately 249 feet above mean sea level, and the topography of Hanford is relatively flat, indicative of the floor of the San Joaquin Valley where the City resides. Armona, Home Garden, and Grangeville are unincorporated communities located near Hanford. The Naval Air Station Lemoore is located 16 miles west of Hanford. Santa Rosa Rancheria, the reservation of the Santa Rosa Indian Community, is located eight miles southwest of Hanford.

Figure 3-3 shows the current city limits. This figure also shows the City's current Primary Sphere of Influence (SOI) and Secondary SOI. A Primary SOI is defined as "the probable physical boundaries and service area of a local agency." The City's Primary SOI represents an assumption of the City's probable future physical boundaries and service. A Secondary SOI serves as an identification of the "areas of interest" between local agencies.

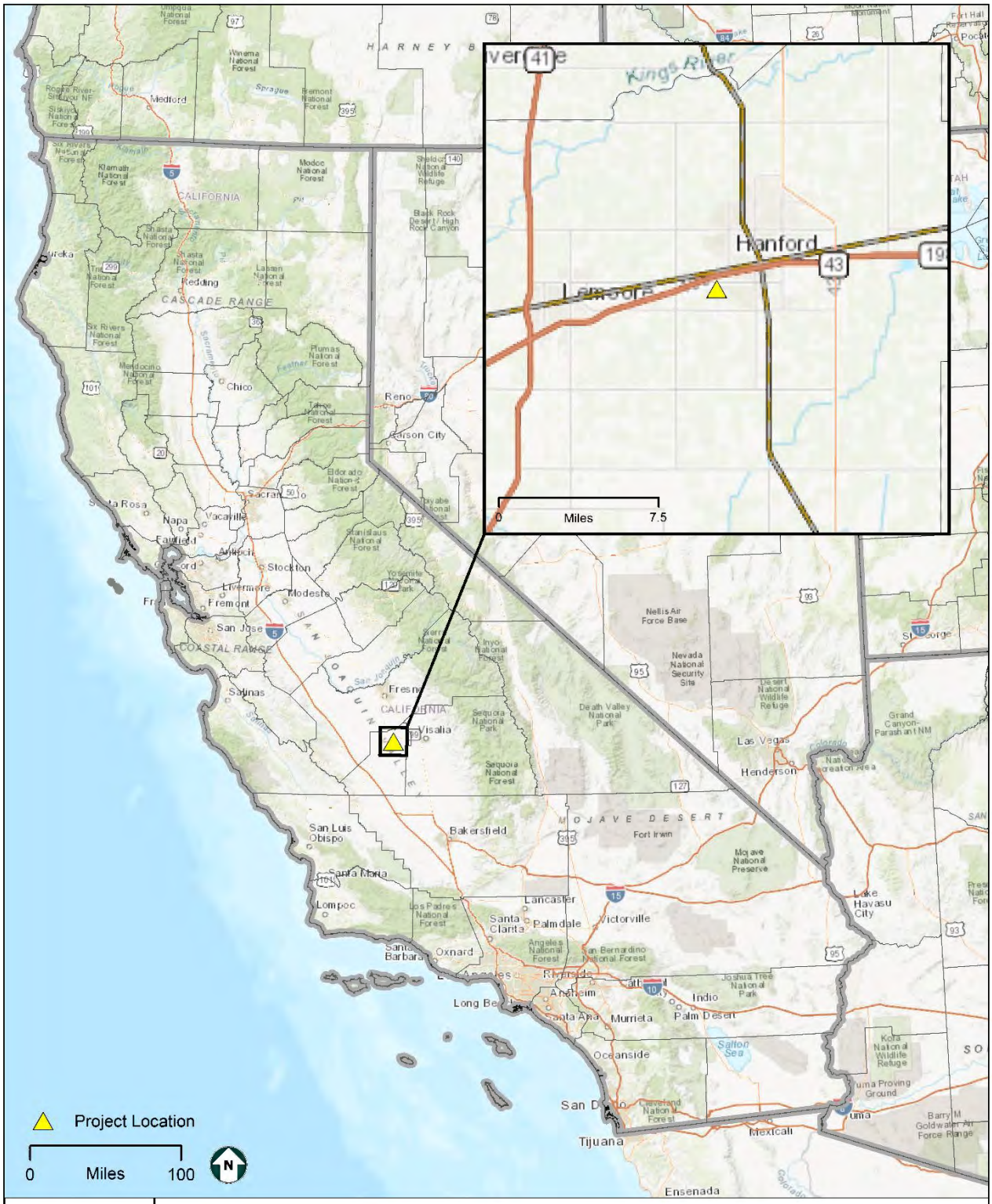

Figure 3-1
Regional Location

Figure 3-2
Project Site

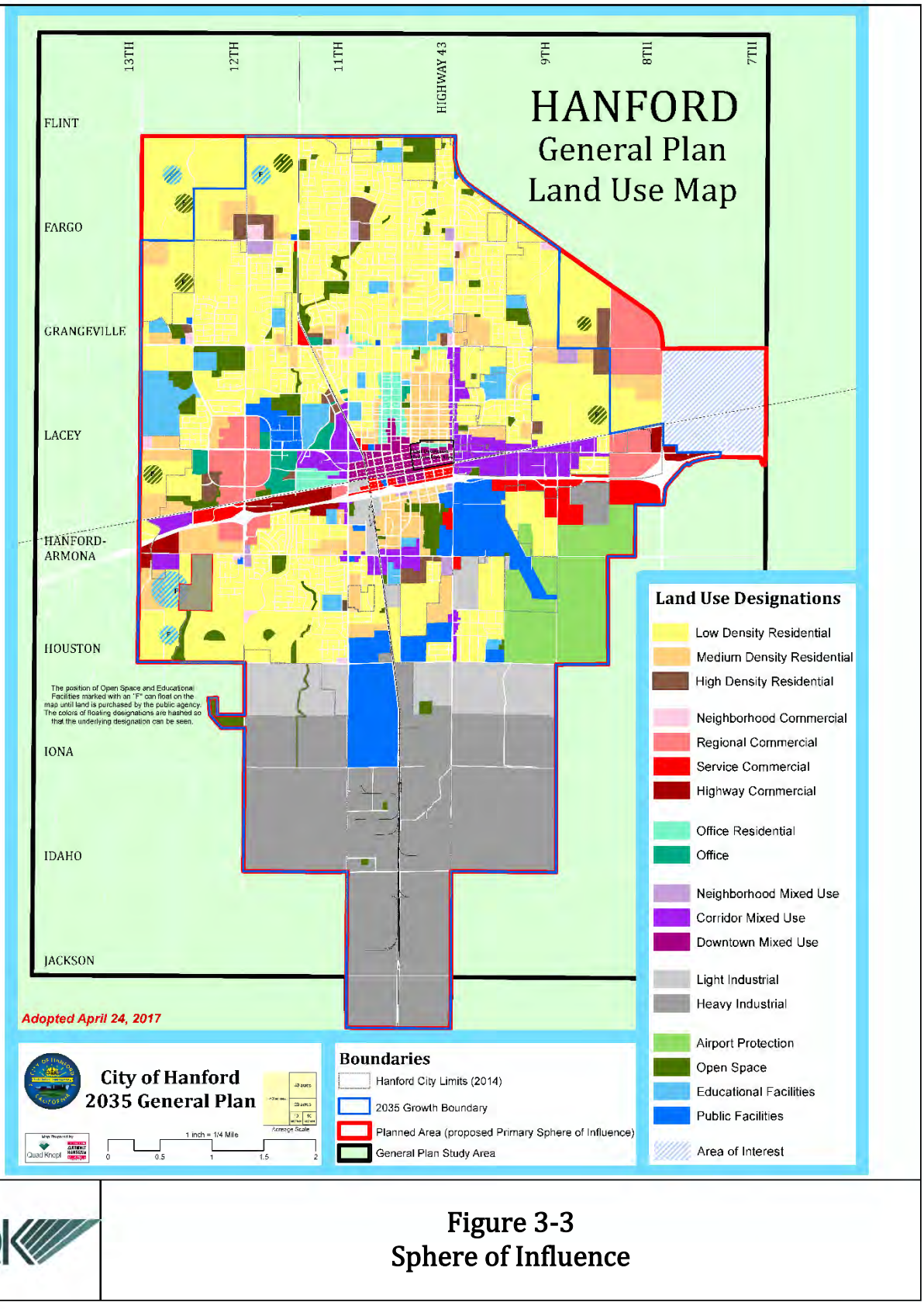

Figure 3-3
Sphere of Influence

3.2.3 - PROJECT LOCATION

The Silicon Valley Ranch Residential Development Project is located south of Hanford Armona Road, in the sphere of influence of the City of Hanford. The Project encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027) and is bordered by undeveloped and rural residential lands on the west and south; a church and undeveloped land to the north; and residential uses to the east. The Project is located within Section 3, Township 19 South, Range 21 East Mount Diablo Base and Meridian (MDB&M). Figure 3-3 shows the location of the Project in relation to the city limits.

3.3 - Project Objectives

State CEQA Guidelines require that the EIR project description include a statement of the objectives of the proposed Project. The primary objectives of the Project are to:

- Provide a variety of housing opportunities with a range of styles, sizes, and values that will be designed to satisfy existing and future demand for quality housing in the area.
- Provide a sense of community and walkability within the development through the use of street patterns, parks/open space areas, landscaping, and other Project amenities.
- Create a successful and financially feasible Project by meeting the housing needs of the area.
- Provide a residential development that assists the City in meeting its General Plan and Housing Element requirements and objectives.

3.4 - Proposed Project

The Project proposes to construct a 326-lot residential subdivision within the City of Hanford Sphere of Influence (Figure 3-4). The Project will be annexed into the City under a separate application. An approximately 13.87-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment. The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a 2.86-acre retention basin. Lots will range between 5,000 to 7,000 square feet and will be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

In order for the Project to be constructed, approval of the following actions is required:

- Approval of Tentative Tract Map 943.
- Prezoning – Because the Project site does not currently have a City of Hanford zoning designation, prezoning of the site is required. The Project would be prezoned to the R-L-5 (Low Density Residential, 5,000 square feet).
- Annexation into the city limits by Kings County Local Agency Formation Commission (LAFCo).

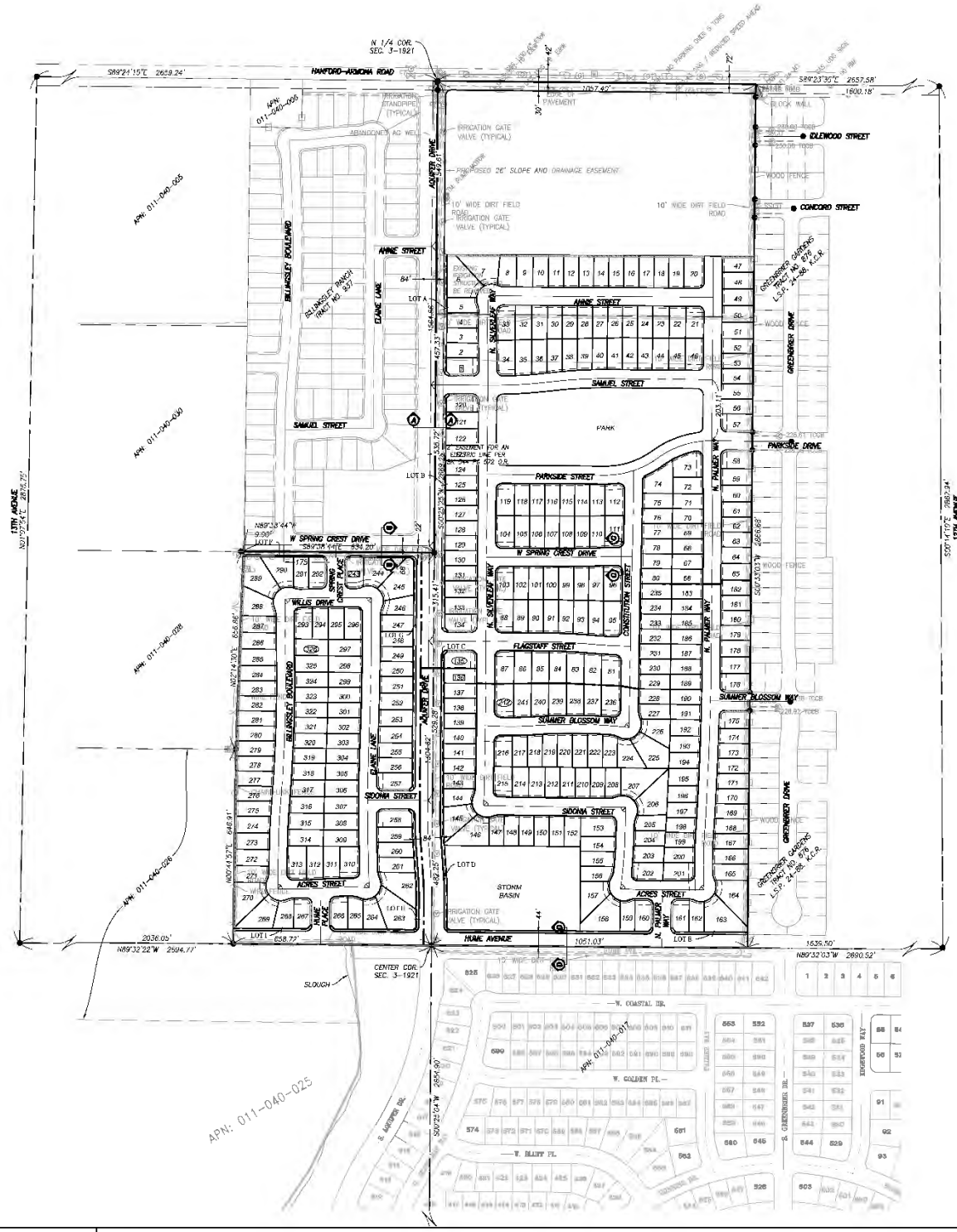

Figure 3-4
Tentative Tract Map 943

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and will include the following:

- Excavators/earth-moving equipment
- Depending on the foundation system, auger rig, or pile-driving rig
- All-terrain forklifts
- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks or flatbeds)
- Small tools (generators, light plants, compactors, air compressors

3.5 - Entitlements Required

The City is the Lead Agency for the proposed Project, consistent with State CEQA Guidelines Section 15065(b). As such, this EIR will be used by the City to evaluate the potential environmental impacts that could result from implementation of the Project and develop changes in the proposed Project, and/or adopt mitigation measures that would address those impacts.

The Hanford City Council will consider the adoption of the Project after certification of the Final EIR. Pursuant to CEQA Guidelines Section 15093, the decision-makers must "*balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable'*."

If the City, as the Lead Agency, approves the proposed Project and significant, unavoidable environmental impacts have been documented, a Statement of Overriding Considerations must be written, which shall state the specific reasons to support the approval based on the Final EIR and/or other information in the record.

Implementation of the proposed Project would require the following regulatory and/or legislative actions by the Hanford City Council, following the recommendation from the Planning Commission:

- Certify the Final EIR.
- Consider and adopt Findings and a Statement of Overriding Considerations, as necessary.
- Approve Tentative Tract Map 943.
- Adopt an Ordinance approving the prezoning of the site as R-L-5 Low-Density Residential.

- Initiate Annexation by filing an application with Kings County LAFCo.

3.5.1 - OTHER RESPONSIBLE AGENCIES

Future activities related to development may require consideration and approval from a variety of agencies, who will be CEQA responsible or trustee agencies in this environmental process. The specific responsible agencies may vary depending upon the nature of the planned activity, location, and the resources impacted by the proposed subdivision. A preliminary list of potentially responsible and trustee agencies is provided below:

- Kings County LAFCo
- San Joaquin Valley Air Pollution Control District (SJVAPCD)

3.6 - Cumulative Projects

CEQA requires that an EIR evaluate cumulative impacts. Cumulative impacts are the Project's impacts combined with the impacts of other related past, present, and reasonably foreseeable future projects. As set forth in the CEQA Guidelines, the discussion of cumulative impacts must reflect the severity of the impacts, as well as the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the Project alone. As stated in CEQA, Public Resources Code, Section 21083(b)(2), "a project may have a significant effect on the environment if the possible effects of a project are individually limited but cumulatively considerable."

According to the CEQA Guidelines:

Cumulative impacts refer to two or more individual effects, which, when considered together, are considerable and compound or increase other environmental impacts.

- The individual effects may be changes resulting from a single project or a number of separate projects.
- The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, §15355).

In addition, as stated in the CEQA Guidelines, it should be noted that:

The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed Project's incremental effects are cumulatively considerable (CCR, Title 14, Division 6, Chapter 3, Section 15064[I][5]).

Cumulative impact discussions for each environmental topic area are provided at the end of each technical analysis contained within Chapter 4, under *Impacts and Mitigation Measures*. The cumulative impacts discussions explain the geographic scope of the area affected by each cumulative effect (e.g., immediate project vicinity, city, county, watershed, or air basin). The geographic area considered for each cumulative impact depends upon the impact that is being analyzed. For example, in assessing aesthetic impacts, the pertinent geographic study area is the vicinity of the areas of new development under the proposed plan from which the new development can be publicly viewed and may contribute to a significant cumulative visual effect. In assessing macro-scale air quality impacts, on the other hand, all development within the air basin contributes to regional emissions of criteria pollutants, and basin-wide projections of emissions are the best tool for determining the cumulative effect.

Section 15130 of the CEQA Guidelines permits two different methodologies for the completion of the cumulative impact analysis:

- The 'list' approach permits the use of a list of past, present, and probable future projects producing related or cumulative impacts, including projects both within and outside the city.

- The 'projections' approach allows the use of a summary of projections contained in an adopted plan or related planning document, such as a regional transportation plan, or in an EIR prepared for such a plan. The projections may be supplemented with additional information such as regional modeling.

This EIR uses the list approach and below is a list of similar projects within a 1.5-mile radius of the Project site. The project list provided by the Lead Agency includes the following projects.

1. Live Oak North (Tract 902, 99 single-family units, under construction)
2. Billingsly (Tentative Tract 927, 95 single-family units, not under construction)
3. Stonehaven (Tentative Tract 940, 82 single-family units, not under construction)
4. Live Oak West (Entitled under Live Oak Master Plan and Tentative Tract 909, 642 units, not under construction)
5. Live Oak East (Tract 865 and 881, 448 single-family units, under construction)
6. Live Oak East II (Tentative Tract 912, 94 single-family units, not under construction)
7. Fairfield Inn Hotel (80 units, under construction)
8. The Enclave (Tract 915, 66 single-family units, under construction)
9. The Village (100 multi-family units, under construction)
10. 216-unit apartment complex (not under construction)
11. Proposed medical mixed use complex (not entitled)
12. Monte Vista (40 high-density single-family units, under construction)

The following provides a summary of the cumulative impact scope for each impact area:

- Land Use and Planning: The analysis of the proposed Project addresses cumulative impacts related to consistency with the City of Hanford General Plan and other applicable planning documents.

- Transportation and Traffic: The analysis of the proposed Project addresses cumulative impacts to the transportation network in Hanford and the surrounding area.

CHAPTER 4 - ENVIRONMENTAL IMPACT ANALYSES

4.1 - Land Use and Planning

4.1.1 - INTRODUCTION

This section describes the affected environment and regulatory setting of the proposed Project for impacts that may affect land use and planning. It also describes the environmental and regulatory setting and discusses the need for mitigation measures where applicable. The information is based, in part, on a review of the proposed Project's consistency with the City of Hanford General Plan, City Zoning Ordinance, Kings County General Plan, and Kings County LAFCo regulations.

4.1.2 - ENVIRONMENTAL SETTING

On-Site Land Uses

The Project site has historically been used as an agricultural field and does not contain any structures.

As discussed in the scoping Initial Study (IS) prepared with the NOP (Appendix A), the site contains both Prime Farmland and Farmland of Statewide Importance as designed by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP) (California Department of Conservation, 2022). The Project site is located within the Sphere of Influence (SOI) of the City and is designated for Low Density Residential under their General Plan. The Project site is not subject to a Williamson Act Land Use contract.

The Project site is located in Flood Zone X, an area of minimal flood hazard, and outside of the 100-year flood zone. Furthermore, the Project site is not located within the Special Flood Hazard Area (Zone A, V, A99, AE, AO, AH, VE, or AR). Per the National Hydrography Dataset (NHD) and National Wetlands Inventory (NWI), the Project site does not contain a delineated wetland, water feature, or potentially jurisdictional water body or wetland that may fall under the jurisdiction of federal and/or State regulatory agencies.

The Kings County General Plan states that there are limited excavation operations of soil, sand, and gravel for commercial use within Kings County. In 2009, the County had only one surface mining permit for a non-active gravel operation, and two agricultural reclamation sites that were fully reclaimed (Kings County, 2010). The City of Hanford General Plan further states that there have been no efforts to attempt extraction of mineral resources within or near the General Plan Planning Area. The Project site does not contain a mineral resource extraction area. Per the California Department of Conservation Well Finder online mapping application, the Project site does not contain an active or abandoned well site.

As shown in Table 4.1-1, *Project Site and Surrounding Land Uses and Zoning Classifications*, the Project site has a Kings County General Plan designation of Limited Agriculture, 10 acres, and a City of Hanford General Plan designation of Low Density Residential. The Project

proposes to annex into the City of Hanford's city limits and will be prezoned to the R-L-5 (Low Density Residential, 5,000 square feet) to be consistent with the City General Plan designation.

Surrounding Land Uses

Land uses in the region and immediate area of the Project site consist of agricultural operations and residential development. Immediately north of the Project site is agricultural land improved with row crops and single-family residences, and the Koinonia Church. The area west and south of the Project site consists of rural residential and undeveloped land. Land to the east is mainly developed with single-family residential. The nearest residences are located along the eastern boundary of the Project site.

As summarized in Table 4.1-1, surrounding land uses are designated Low Density Residential, Medium Density Residential, and Open Space under the City of Hanford General Plan Land Use Map. A small portion west of the Project site is located outside of the city limits and is designated as Limited Agriculture under the Kings County General Plan.

Table 4.1-1
Project Site and Surrounding Land Uses and Zoning Classifications

	Existing Land Use	Existing General Plan Designation	Existing Zoning
Project Site	Undeveloped Land	Low Density Residential	Prezone: R-L-5
Surrounding Land Use			
North	Agriculture, Rural Residential, Church	Medium Density Residential	R-M (Medium Density Residential)
East	Single-Family Residential	Low Density Residential	R-L-5 (Low Density Residential, 5,000 square feet)
South	Undeveloped	Open Space and Low Density Residential	R-L-5 and CO (Conservation)
West	Rural Residential, Undeveloped	Limited Agriculture, 5 Acres (Kings County) Low Density Residential (City of Hanford)	R-L-5 (City of Hanford) AL10 (Limited Agriculture, 10 acres) (Kings County)

4.1.3 - REGULATORY SETTING

This section summarizes the Land Use and Planning policies, laws, and regulations that apply to the proposed Project. This information provides context for the impact discussion related to the Project's consistency with applicable regulatory conditions.

Federal

No federal plans, policies, regulations, or laws are applicable for this issue area.

State

There are no State regulations for this issue area.

Regional

KINGS COUNTY LOCAL AREA FORMATION COMMISSION (LAFCO)

Kings County LAFCo is responsible for coordinating logical and timely changes in local governmental boundaries, conducting special studies that review ways to reorganize, simplify and streamline governmental structure and preparing a SOI for each city and special district within each county. The Commission's efforts are directed to seeing that services are provided efficiently and economically while ensuring that agricultural and open-space lands are protected. A SOI is a planning boundary outside of an agency's legal boundary that designates the agency's probable future boundary and service area. The purpose of the SOI is to ensure the provision of efficient services while discouraging urban sprawl and premature conversion of agricultural and open space lands by preventing overlapping jurisdictions and duplication of services. A secondary SOI has been established by Kings County LAFCo which is beyond the primary SOI and includes additional territory that serves only as an area of planning interest to the city. When a city desires to alter its boundary and add additional contiguous land into its jurisdictional control through an annexation, the city must first obtain LAFCo approval.

The Kings County LAFCo adopted standards to review proposals of all changes or organization or reorganization of cities and special districts and are reflected in the Kings County LAFCo Policies and Procedure Manual. Both favorable and unfavorable factors are listed, and the existence of favorable or unfavorable factors should not decide approval or denial; however a substantial number of favorable, or unfavorable, factors may be the determining factor of approval or denial of the proposal.

Standards for Annexation to Cities and Special Districts Providing Urban Services

1. *Favorable Factors:*

    a. *Proposal would eliminate or reduce in size, islands, near islands or other gross distortions of existing city and district boundaries.*
    b. *The proposed area is urban in character and should be provided with municipal or urban type services.*
    c. *The proposed area is close to urban development and municipal type services and would enhance its potential of full development.*
    d. *The proposal is required by a governmental agency for annexation of its publicly owned property.*

e. *The proposed annexation conforms to the adopted general plan.*
f. *The boundaries are definite and certain.*
g. *The proposed area is consistent with the sphere of influence.*
h. *Request for annexation comes with the consent of all land owners as shown on the last assessment roll.*

2. *Unfavorable Factors:*

a. *The proposed annexation would create extensive corridors or peninsulas extending into an unincorporated area, and would cause further distortion of existing city boundaries.*
b. *The proposed annexation would result in a premature intrusion of urbanization into an agricultural area.*
c. *Extension of city services is financially infeasible for the foreseeable future.*
d. *The area is presently rural or agricultural and no urban development appears to be imminent.*
e. *The proposed annexation is motivated by land speculation or other motives not in the public's best interest.*
f. *Boundaries of the proposal do not include appropriate area or are otherwise improperly drawn.*
g. *The proposal is inconsistent with adopted sphere of influence and adopted general plan.*

Local

KINGS COUNTY GENERAL PLAN

The 2035 Kings County General Plan provides a future vision for the county and guides the physical growth and development of the unincorporated portion of Kings County. The Kings County General Plan is also intended to conserve the County's resources through the year 2035 in a manner consistent with the goals of the people of Kings County. The Kings County General Plan includes the following goal, objective and policies regarding annexation.

LU Goal E1: Urban Fringe areas continue to allow existing uses, while land remains intended for probable future urban growth and expansion of Cities where urban level municipal services are provided.

LU Objective E1.1: Require new development in city fringe areas (except a single-family house or secondary dwelling unit on an existing lot) to annex to the city, and encourage existing developed fringe areas to annex to the City where the City the closest and most logical municipal service provide.

LU Policy E1.1.1: Require urban growth to be contiguous to existing urban development and annex to a city in order to ensure coordinated urban growth according to that City's General Plan policies. Commercial and industrial development may be considered for development

in the County when annexation is not feasible or practical but must develop public improvements to City standards.

CITY OF HANFORD GENERAL PLAN

The Hanford General Plan serves as the community's guide for the continued development, enhancement, and revitalization of the City of Hanford. The General Plan includes the following policies related to land use and annexations that are relevant to this analysis:

Chapter 3 Land Use and Community Design

Goal L1: A well planned community that grows in an organized fashion.

Goal L3: Limitation of urban sprawl-style development patterns in new growth areas.

Goal L4: Adequate land available to meet housing needs for all citizens through the year 2035.

Goal L5: Stable, high quality neighborhoods with housing integrated with schools, parks, and availability of everyday commercial goods and services.

Goal L6: A wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels.

Goal L7: Residential densities that encourage both compact and infill development.

Goal L30: Preservation and enhancement of Hanford's unique character and achievement of an optimal balance of residential, commercial, industrial, public, and open space land uses.

Goal L32: Improvement in Hanford's quality of life through use of practical design principles and standards.

Goal L38: Revitalized Arterial corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality and improve the visual character.

Policy L1 Planned Area Boundary

Designate a Planned Area Boundary to serve as the limits of the area to be planned for urban development.

Policy L2 2035 Growth Boundary

Designate a 2035 Growth Boundary to serve as the limits of the area to be developed with urban uses during the 2015 to 2035 planning period. Locate the 2035 Growth Boundary along major roadways and other natural or manmade physical features that can serve as a physical boundary between urban and agricultural uses.

Policy L3 Developable Land Inventory

Include enough land within the 2035 Growth Boundary to meet the project land needs to accommodate growth through the year 2035, along with a 35% market flexibility factor that acknowledges existing constraints to development of some parcels.

Policy L4 New Development within Boundary

Approve new urban development only within the 2035 Growth Boundary.

Policy L6 Agriculture and the Urban Fringe

Recognize and protect the right of agricultural uses within the growth boundary to exist and continue to operate in proximity to new development on the fringes of the City.

Policy L7 Primary Sphere of Influence

Support and pursue an amendment of the City of Hanford's Primary Sphere of Influence to be coterminous to the Planned Area Boundary.

Policy L15 Initiation of Annexations

Consider initiation of annexation of land into the City of Hanford only when the following criteria are met:

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

Policy L18 Compatibility with Surrounding Neighborhoods

Ensure that new development is compatible with existing and surrounding neighborhoods.

Policy L24 Availability of Infrastructure

Ensure that new residential developments have sufficient urban infrastructure and public facilities to accommodate the number and type of development being proposed.

Policy L27 Mix of Densities in Neighborhoods

Encourage mixing of residential densities and lot sizes within neighborhoods.

Policy L29 Agriculture

Recognize the right of agriculture to exist and continue to operate in proximity to the new residential development on the fringes of the city. Deed restrictions may be required which inform future residents of the right of agriculture to continue within the limits of the law without interference or protect from nearby property owners.

Policy L33 Size of Lots in the Low Density Residential Land Use Designation

While it is recognized that existing lot sizes of 10,000 to 40,000 square feet are included in this designation, new individual lot sizes shall range from 5,000 to 10,000 square feet in size. Under Planned Unit Development provisions, smaller lot sizes at higher densities may be permitted when clustered around shared open space amenities or through density bonus policies.

Policy L114 Services and Facilities

Include easily accessible services and facilities within each neighborhood to meet the daily needs of neighborhood residents. Most residents should life within a ½ mile walking distance of schools, parks and retail services.

Policy L120 Encroachment of Incompatible Land Uses

Protect residential neighborhoods from the encroachment of land uses that may have a negative impact on the residential living environment.

Policy L147 Hanford-Armona Road Residential and Mixed Use Development

Encourage residential and mixed use developed in the Hanford-Armona Road Corridor between 10th and 13th Avenues.

Chapter 4 Transportation and Circulation

Policy T1 Coordination of Circulation and Land Use

Develop a circulation network that reinforces the desired land use pattern for Hanford, as identified in the land use element.

Policy T29 Maximum Level of Service

Maintain a peak hour Level of Service E on streets and intersections within the area bounded by Highway 198, 10th Avenue, 11th Avenue, and Florinda Avenue, inclusive of these streets. Maintain a peak hour Level of Service D on all other streets and intersections with the Planned Growth Boundary.

Policy T33 Street improvements and Priorities

Prioritize street improvements with emphasis on current and forecasted service levels.

Policy T36 Traffic Impact Fees

Periodically review and update the traffic impact fee program to ensure new development contributes its fair share of funding for new street, intersection, and highway improvements.

Policy T40 Pedestrian and Bicycle Placemaking

Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features, and foster a greater sense of community.

Policy T48 Traffic Calming

Consider the use of traffic calming designs such as roundabouts, bulb-outs, and other traffic calming designs, where they will improve the operation or LOS of a street.

Policy T49 Subdivision Connectivity

Design subdivision to maximize connectivity both internally and with other surrounding development.

Policy T51 Alternative Design Standards

Consider alternative roadway design standards for new residential and mixed use development for future streets that may include:

- Narrower street widths on local roadways.
- Smaller turning radii geometrics on street intersections to improve safety for pedestrians.
- Tree lined streets in parkways between the curb and sidewalk.
- Roundabouts in lieu of traffic signals where appropriate conditions exist to maximize intersection efficiency, maintain continuous traffic flow, and reduce accident severity.

Policy T64 Bicycle Network Master Planning

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

Policy T70 Pedestrian Connections

Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers and other destinations throughout the city.

Chapter 5 Open Space, Conservation and Recreation

Goal O8: The equitable distribution of parks throughout the community that are well designed, accessible, and integrated with the surrounding neighborhood.

Goal O9 Parks provided at a combined ratio of 2.5 acres per 1,000 residents.

Policy O1 Boundary between Urban and Agricultural Uses

Utilize the Planned Area Boundary as the long term boundary line between urban uses and agricultural uses and prohibit non-agricultural development outside the Planned Area Boundary.

Policy O2 Agricultural Buffer

Coordinate land use policies and designations with Kings County to provide for a buffer between the urban area of Hanford and the surrounding unincorporated communities.

Policy O4 Interim Agricultural Use

Retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion.

Policy O12 Soil Erosion

Require new development to implement measures to minimize soil erosion related to construction.

Policy O15 Energy-efficient Design Features

Require that new development incorporate energy-efficient design features for HVAC, lighting systems, and insulation meet or exceed California Code of Regulations Title 24.

Policy O16 Vegetation to Conserve Energy

Encourage the use of native and drought tolerant shade trees and vines on southern and western exposure building walls as an energy conservation technique.

Policy O21 Water Conservation Ordinance

Actively enforce and periodically update the City Water Conservation Ordinance.

Policy O22 Water Conservation Efforts

Actively encourage water conservation by both agricultural and urban water users.

Policy O24 Drought Tolerant Vegetation

Promote the use of drought-tolerant vegetation to minimize water consumption by providing information to developers, designers, and homebuyers.

Policy O25 Recharge Basins

Protect existing groundwater recharge basins and natural and manmade sloughs and seek the establishment of new basins within and around Hanford.

Policy O28 Water Availability in Emergencies

Ensure that public and private water facilities have adequate capacity to supply emergency needs.

Policy O29 Water Conservation Measures for New Development

Encourage new development projects to include water conservation measures, including use of graywater, reclaimed, or recycled water for landscaping, water-conserving plumbing fixtures and appliances, and water-efficient landscapes.

Policy O30 Storm Water Pollution Prevention

Implement the NPDES Stormwater Permit and for those properties exempt from the Permit, require a storm water pollution prevention plan, including use of best management practices, to control erosion and sedimentation during construction.

Policy O31 Provision of Open Space Areas

Preserve and enhance natural open space areas.

Policy O35 Impacts from Development

Ensure that potential impacts to biological resources and sensitive habitat are carefully evaluated when considering development projects.

Policy O36 Nonnative Invasive Species

Manage or eliminate nonnative invasive species from City-owned property and open space.

Policy O37 Mature Trees

Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees

Policy O38 Native Tree Species and Drought Tolerant Vegetation

Encourage the planting of native tree species and drought-tolerant vegetation.

Policy 039 Endangered Wildlife and Habitat

Establish programs in connection with environmental review processes that protect endangered wildlife and their habitats.

Policy 040 Sensitive Wildlife

Work with state, federal, and local agencies on the preservation of sensitive wildlife species in the City.

Policy 044 Flexible Land Use Standards

Adopt flexible land use and design standards to allow the adaptive reuse of historic buildings with a variety of economically viable uses, while minimizing impacts to the historic value and character of sites and structures.

Policy 046 Archaeological Site Consultation

Consult with appropriate Native American associations about potential archaeological sites in the beginning stages of the development review process.

Policy 047 Archaeological Site Study

Require archaeological studies by a certified archaeologist in areas of archaeological potential significance prior to approval of development projects.

Policy 048 Cultural Site Consultation

Consult with the California Archaeological Inventory Southern San Joaquin Valley at California State University, Bakersfield about potential cultural sites on projects that could have an impact on cultural resources.

Policy 049 Cultural Site Discovery

Halt construction at a development site if cultural resources are encountered unexpectedly during construction.

Policy 050 Parks, Recreation, and Open Space Master Plan

Prepare and periodically update a Parks, Recreation, and Open Space Master Plan to plan for new growth identified in the land use element.

Policy 057 Neighborhood Parks

Establish neighborhood parks generally between 2 and 5 acres in size at locations easily accessed by residents of the neighborhood.

Policy O58 Neighborhood Parks Service Area

Neighborhood parks shall have a general service are of approximately ½ mile radius, and situated to avoid patrons having to cross arterial streets, railroad lines and major waterways.

Policy O64 Park Visibility

Parks shall be designed to promote a safe and clean environment for recreation. New neighborhoods shall be designed so that common side and rear residential property lines with parks are minimized and visibility of parks from public streets is maximized.

Policy O65 Development Impact Fee for Parks

Adopt and periodically update a park development impact fee to fund new neighborhood and community parks needed to serve new growth.

Chapter 6 Public Facilities and Services

Goal P1: Adequate water quality and quantity to meet existing and planned needs.

Goal P2: Adequate wastewater collection and treatment to meet both existing and planned needs.

Goal P3: Adequate and effective stormwater collection and disposal to meet both existing and planned needs.

Goal P5: Adequate solid waste disposal capacity to meet existing and future demands.

Goal P12: Adequate provision of school facilities to serve projected growth.

Policy P1 Adequate Water Services

Provide adequate water services to sup[port the level of development identified in the land use element.

Policy P3 Water Supply and Fire Flow Availability

Condition approval of new development projects and water service extensions on the availability of adequate water supply and the ability to meet domestic and fire flow needs of the area.

Policy P7 New Water Infrastructure

Require developers to fund and install new water distribution facilities to service their new developments.

Policy P8 Impact Fees for Water Facilities

Adopt and periodically update a water impact fee to fund community-wide water supply, treatment, and distribution infrastructure needed to serve new growth.

Policy P9 Sufficient Collection and Treatment

Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and new growth identified in the land use element.

Policy P13 New Wastewater Infrastructure

Require developers to fund and install new wastewater collection facilities to service their new development.

Policy P14 Impact Fees for Wastewater Facilities

Adopt and periodically update a wastewater impact fee to fund community-wide wastewater collection and treatment needed to serve new growth.

Policy P15 Adequate Storm Water Services

Provide adequate storm water drainage infrastructure to support the level of development identified in the land use element.

Policy P17 Adequate Storm Water Drainage Improvements Availability

Condition approval of development projects on the provision of adequate storm water drainage improvements.

Policy P21 New Storm Water Drainage Infrastructure

Require developers to fund and install new storm water drainage facilities to service their new developments.

Policy P22 Impact Fees for Wastewater Facilities

Adopt and periodically update a wastewater drainage impact fee to fund area-wide storm water drainage needed to serve new growth.

Policy P24 New Development Run-Off Volumes

Require new development to discharge storm water runoff at volumes no greater than the capacity of any portion of the existing downstream system by utilizing detention or retention or other approved methods, unless the project is providing drainage infrastructure in accordance with an adopted drainage plan.

Policy P37 Impact Fees for Police Facilities

Require new development to provide funding to meet the cost of providing vehicles, equipment, and structures, to meet the needs for new population growth.

Policy P46 Building Design for Safety

Encourage building designs that help to reduce crime and improve resident safety.

Policy P47 Lighting for Safety

Facilitate public safety through the placement and design of outdoor lighting, while respecting the privacy of surrounding properties.

Policy P52 Impact Fees for Fire Facilities

Require developers to contribute impact fees to fund the cost of providing fire facilities needed to support new population growth and development.

Policy P59 Fire and Building Codes

Continue to enforce the California Fire Code, California Building Code, and Hanford Municipal Code to mitigate threats to safety and property.

Policy P79 Impact Fees for General Government Facilities

Require developers to contribute impact fees to fund the cost of providing expanded general government facilities needed to support new population growth and development.

Chapter 7 Health, Safety, and Noise

Goal H1: Reduced impacts to human life, property, the local economy, and the environment resulting from natural hazards, human-trade hazards, and noise.

Goal H5: Protection from the harmful effects of hazardous materials.

Goal H7: Protection from the harmful and annoying effects of excessive noise.

Goal H8: Protection of the City's economical base by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

Policy H15 Building Codes and Standards for Earthquakes

Maintain and enforce current building codes and standards to reduce the potential for structural failure caused by ground shaking and other geologic hazards.

Policy H17 Geologic and Soils Studies

Require geologic and soils studies to identify potential hazards as part of the approval process for all new development prior to grading activities where questionable conditions exist.

Policy H20 New Development Requirements for Flood Protection

Require new development to provide onsite drainage or contribute towards their fair share cost of off-site drainage facilities to handle surface runoff.

Policy H27 Fire Code

Ensure that all new buildings are constructed to current Fire Code Standards.

Policy H34 Sensitive Receptors

Avoid siting uses with new sensitive receptors near existing industrial facilities that use or produce hazardous materials or may emit toxic air contaminants.

Policy H39 Aircraft Noise

Evaluate proposed development proposals against the land use policies of the Kings County Airport Land Use Compatibility Plan.

Policy H41 Interior Noise Exposure

Adopt State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code concerning interior noise exposure for new single, multi-family housing. Hotels, and motels.

Policy H42 Noise Evaluation for New Development

Evaluate proposed development proposals against existing and future noise levels from ground transportation noise sources.

Policy H50 Sound Walls

Utilize sound walls at the perimeter of new residential developments to protect from noise generated by transportation corridors.

Policy H53 Land Use Zones that Encourage Health Food Sales

Designate land use zones that allow for convenience stores, supermarkets, and neighborhood markets that stock nutritional food choices in every existing and planned neighborhood.

Policy H60 Health and Land Use Decisions

Consider environmental justice issues as they are related to potential health impacts associated with land use decisions, including enforcement actions, to reduce the adverse health effects of hazardous materials, industrial activities, and other undesirable land uses on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location.

Policy H61 Public Amenities

Consider environmental justice issues as they are related to the equitable provisions of desirable public amenities such as parks, recreational facilities, and other beneficial uses that improve the quality of life.

Policy H65 Comfortable Walking and Biking Environments

Provide comfortable environments and destinations for walking and bicycling to integrate physical activity into daily routines.

Policy H66 Non-Vehicular Access

Improve, bicycle, pedestrian, and public transportation access to residential areas, education and childcare facilities, employment centers, commercial centers, recreational areas, and other destination points.

Policy H68 New Growth Areas

Encourage land use pattern, density, and mix of uses in new growth areas that minimize the number of vehicle miles traveled and support viable choices for public transit, bicycling, and walking.

Policy H69 Separation between Incompatible Land Uses and Residential Neighborhoods

Maintain a separation between uses that are incompatible with residential neighborhoods.

4.1.4 - IMPACTS AND MITIGATION MEASURES

Methodology

The potential impacts associated with the Project are evaluated on a qualitative basis through a comparison of the existing land use and the proposed land uses, considering the applicable planning goals and policies identified above. Compliance with the aforementioned goals and policies is illustrated in consistency tables provided in the Project Impacts section below. The change in the land use on the project site is significant if the effect described under the thresholds of significance below occurs as a result of the project. The evaluation of the project impacts is based on professional judgment, analysis of the County's land use policies and the significance criteria suggested in in California Environmental Quality Act

(CEQA) Guidelines Appendix G, which the County has determined appropriate for this Draft EIR.

Thresholds of Significance

As identified in CEQA Guidelines Appendix G, to determine whether a project could potentially have a significant adverse effect on land use. A project could have a have a significant adverse effect on land use if the project would:

a. *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Project Impacts

Impact 4.1-2 - Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The City of Hanford General Plan establishes land use policies and regulations that are applicable to the Project. In addition to the City of Hanford General Plan, applicable policies and regulations of the Kings County General Plan and Kings County LAFCo were identified as they pertain to annexations of land. The following discussion evaluates the Project's consistency with these plans, policies, and regulations in the lands for which the City and responsible agencies has jurisdiction. Implementation of the proposed Project would require approval of an annexation request from Kings County LAFCo, and approval of a prezoning of the land to a compatible City of Hanford zone district, and tentative tract map with the City of Hanford Planning Commission and City Council.

The Project site has a General Plan designation of Low Density Residential and would be prezoned R-L-5. Per the City General Plan zoning matrix, the R-L-5 zone district is compatible with the General Plan designation. Approval of the tentative map subject to the provisions of the City of Hanford municipal code would allow subdivision of the Project area into lot sizes consistent with the R-L-5 zone district. Pursuant to Table 17.08.020, the proposed development of single-family dwellings throughout the subdivided Project area are permitted uses under the R-L-5 zone district.

Table 4.1-2 presents an evaluation of the Project's consistency with the City of Hanford General Plan and Kings County General Plan. The table lists the goals and policies identified above in the regulatory setting and provides analysis on the Project's general consistency with overarching policies. Additionally, the table provides goals and policies of issue areas that are presented in more detail in other sections of the EIR. As evaluated in detail in Table 4.1-2 below, the Project is consistent with the goals and policies of the City of Hanford General Plan and Kings County General Plan.

As described in Section 4.1-3, Regulatory Setting, Regional, the Project requires approval of an annexation request from Kings County LAFCo. The Kings County LAFCo Policy and Procedures Manual establishes standards for review of annexations that provide favorable and unfavorable factors to be considered with an application for annexation. Consistent with both Kings County and City of Hanford General Plan policy, application for annexation of land within the SOI of the City would occur with Kings County LAFCo and a decision would be made by the Kings County LAFCo Commissioners.

MITIGATION MEASURES

None

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

Cumulative Setting Impacts and Mitigation Measures

CUMULATIVE SETTING

The study area for the analysis of cumulative impacts is the City of Hanford and the unincorporated portions of Kings County located adjacent to the city limits. The applicable cumulative projections include growth projections from the City of Hanford General Plan and the Kings County General Plan.

The City of Hanford General Plan was last adopted in the year 2017. Anticipated development within the General Plan includes 15,695 residential units needed between 2013 and 2035. The County of Kings General Plan was last adopted in the year 2010. The County General Plan was prepared to accommodate population growth through the year 2035. The General Plan estimates an additional 1,464 residential units to be constructed in the "Non-District County" area.

The Kings County 2016-2024 Housing Element, which includes Hanford, quantifies the number housing needs based on demographic trends noting an approximate 4,832 housing units under the new construction category. The total number of housing units is further defined with income categories stating 549 new construction units for extremely low income, 548 new units for very low income, 821 new units for low income, 865 units for moderate income, and 2,049 units for above-moderate income.

CUMULATIVE IMPACTS

As discussed in the Cumulative Project List section of the draft EIR, 12 similar projects are proposed within a one and a half-mile radius of the proposed Project, the geographic scope being the City of Hanford General Plan planning area. The Project and future development is required to be consistent with the City of Hanford General Plan and other applicable planning documents. Cumulative projects requiring additional consideration including rezones,

General Plan Amendments, and annexation would require approval by the County. Consistency with the City's applicable General Plan policies and Zoning Ordinance (and any other applicable planning documents) would ensure compliance and orderly development of the proposed Project and other related cumulative projects. Additionally, all cumulative projects are subject to environmental review and compliance with all federal, State, and local policies and plans. As such, cumulative impacts related to land use would be less than significant.

Moreover, the proposed Project's incremental contribution to the less than significant cumulative impacts would not be cumulatively considerable. The anticipated impacts of the proposed Project in conjunction with cumulative development in the area of the Project site would increase the urbanization and result in the loss of agricultural space within the San Joaquin Valley region. However, potential land use impacts require evaluation on a case-by-case basis because of the interactive effects of a specific development and its immediate environment. Further, as described in Table 4.1-2 below, the proposed project would be consistent with the goals and policies of the Hanford General Plan and would not lead to the premature conversion of agricultural land.

MITIGATION MEASURES

No mitigation measures are required.

CUMULATIVE LEVEL OF SIGNIFICANCE

Cumulative impacts would be ***less than significant***.

Table 4.1-2
Project Consistency with the Kings County General Plan and City of Hanford General Plan

Goals and Policies	Consistency Determination	Project Consistency
	Kings County General Plan	
LU Goal E1: Urban Fringe areas continue to allow existing uses, while land remains intended for probable future urban growth and expansion of Cities where urban-level municipal services are provided.	Consistent	The Project site is located within the SOI of the City of Hanford and is designated for low density residential under the City General Plan. The City of Hanford Water System Master Plan and Sewer System Master Plan indicate that municipal services are available or anticipated for development and would be able to service the Project.
LU Objective E1.1: Require new development in city fringe areas (except a single-family house or secondary dwelling unit on an existing lot) to annex to the city, and encourage existing developed fringe areas to annex to the City where the City the closest and most logical municipal service provide.	Consistent	The Project site is located adjacent to the current city limits and proposes annexation into the City. Per the City's Water System and Sewer System Master Plans, municipal services are either available or proposed for development and would be able to service the Project.
LU Policy E1.1.1: Require urban growth to be contiguous to existing urban development and annex to a city in order to ensure coordinated urban growth according to that City's General Plan policies. Commercial and industrial development may be considered for development in the County when annexation is not feasible	Consistent	The Project site is located adjacent to current city limits and is within the SOI of Hanford. The site is proposed to be prezoned for low density residential and is consistent with its General Plan designation. The Project proposes to annex into the City of Hanford and follows the urban growth principles of the City's General Plan.

Goals and Policies	Consistency Determination	Project Consistency
or practical but must develop public improvements to City standards.		
City of Hanford General Plan		
Chapter 3: Land Use and Community Design		
Goal L1: A well-planned community that grows in an organized fashion.	Consistent	The Project follows the General Plan designation of the site for low density residential and proposes a prezoning of R-L-5 (Low Density Residential, 5,000 square feet). Development of the subdivided lots would be subject to review, approval, and inspection by the City. This includes compliance with Zoning Ordinance development standards.
Goal L3: Limitation of urban sprawl-style development patterns in new growth areas.	Consistent	The Project follows the General Plan buildout forecast by providing single-family residential lots for an area designated for low density residential uses. The Project is located within the SOI of the City and is adjacent to existing single-family residences. The Project continues orderly City expansion as planned in the General Plan.
Goal L4: Adequate land available to meet housing needs for all citizens through the year 2035.	Consistent	The Project site encompasses approximately 88.9 acres. A 13.87-acre portion is anticipated to be removed via a lot-line adjustment,
Goal L5: Stable, high-quality neighborhoods with housing integrated with schools, parks, and availability of	Consistent	Pursuant to the City of Hanford General Plan and Zoning Map, there is a variety of commercial areas, recreational spaces, and school sites within a one-mile radius of the Project site. A mix of commercially zoned and

Goals and Policies	Consistency Determination	Project Consistency
everyday commercial goods and services.		existing commercial areas are located east, west, and north of the site. The proposed residential subdivision would meet the adopted standards of the City Municipal Code and Zoning Ordinance.
Goal L6: A wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels.	Consistent	The Project site is proposed to be prezoned R-L-5 and consistent with the General Plan designation of Low Density Residential. The Project proposes a 326-lot residential subdivision with lots ranging between 5,000 to 7,000 square feet meeting the minimum lot size requirements of the City Zoning Ordinance. The lot size range allows for a variety of single-family residences to be developed.
Goal L7: Residential densities that encourage both compact and infill development.	Consistent	The Project site will be prezoned R-L-5, consistent with the General Plan designation of Low Density Residential. The lots proposed range between 5,000 to 7,000 square feet and meet the minimum lot size and density requirement of the R-L-5 zone district.
Goal L30: Preservation and enhancement of Hanford's unique character and achievement of an optimal balance of residential, commercial, industrial, public, and open space land uses.	Consistent	The Project is consistent with the General Plan buildout as the site is designated for Low Density Residential and is proposed to be prezoned R-L-5.

Goals and Policies	Consistency Determination	Project Consistency
Goal L32: Improvement in Hanford's quality of life through use of practical design principles and standards.	Consistent	Prior to Project construction, the proposed single-family residences, utility/infrastructure installation, and right-of-way development would be subject to review under the adopted development standards of the City including Municipal Code, Zoning Ordinance, and City utility design standards. Review and approval of ministerial building and grading permits ensure consistency for building and design standards throughout the City.
Goal L38: Revitalized Arterial corridors that accommodate a mix of nonresidential and residential uses that generate activity and economic vitality and improve the visual character.	Consistent	The Project site is located directly south of Hanford Armona Road, a designated Arterial road. The Project is consistent with General Plan buildout assumptions for Low Density Residential and adds 326 residential lots, a ponding basin, and a neighborhood park.
Policy L1 Planned Area Boundary: Designate a Planned Area Boundary to serve as the limits of the area to be planned for urban development.	Consistent	The Project site is located within the Planned Area Boundary and SOI of the City of Hanford. The site is designated for Low Density Residential under the General Plan.
Policy L2 2035 Growth Boundary: Designate a 2035 Growth Boundary to serve as the limits of the area to be developed with urban uses during the 2015 to 2035 planning period. Locate the 2035 Growth Boundary along major roadways and other natural or manmade physical features that can	Consistent	See Project Consistency Finding **Policy L1.**

Goals and Policies	Consistency Determination	Project Consistency
serve as a physical boundary between urban and agricultural uses.		
Policy L3 Developable Land Inventory: Include enough land within the 2035 Growth Boundary to meet the project land needs to accommodate growth through the year 2035, along with a 35% market flexibility factor that acknowledges existing constraints to development of some parcels.	Consistent	The Project proposes residential development consistent with the General Plan designation for Low Density Residential and will accommodate anticipated population growth by providing 326 residential lots.
Policy L4 New Development within Boundary: Approve new urban development only within the 2035 Growth Boundary.	Consistent	See Project Consistency Finding **Policy L1.**
Policy L6 Agriculture and the Urban Fringe: Recognize and protect the right of agricultural uses within the growth boundary to exist and continue to operate in proximity to new development on the fringes of the City.	Consistent	Currently, the Project site is zoned AL20 under Kings County jurisdiction. The proposed Project will annex the site into the City of Hanford and follow City General Plan buildout for Low Density Residential. Parcels located adjacent to city limits under Kings County jurisdiction will continue to be zoned appropriately for limited agriculture until the annexation of land within the SOI to the City occurs. The development and future residents are subject to City municipal code requirements including the "Right-to-Farm" standards due to its proximity to existing agriculture uses.

Goals and Policies	Consistency Determination	Project Consistency
Policy L7 Primary Sphere of Influence: Support and pursue an amendment of the City of Hanford's Primary Sphere of Influence to be coterminous to the Planned Area Boundary.	Consistent	See Project Consistency Finding **Policy L1.**
Policy L15 Initiation of Annexations: Consider initiation of annexation of land into the City of Hanford only when the following criteria are met: 1. The land is within the Primary Sphere of Influence. 2. The capacity of the water, sewer, fire, school, and police services are adequate to service the area to be annexed or will be adequate at the time that development occurs. 3. Land for development within the city limits is insufficient to meet the current land use needs. 4. The territory to be annexed is contiguous to existing developed areas.	Consistent	The Project proposes annexation of the subject parcels into the City of Hanford. The Project meets the criteria: 1. The Project site is located within the Primary SOI. 2. Per the City of Hanford Water System Master Plan and Sewer System Master Plan, city services are available or anticipated for development to service urban development along Hanford Armona Road. 3. The City of Hanford has designated this area for Low Density Residential and is located within the Primary SOI. The Project area has been made available for development and has municipal services in close proximity. Alternative infill sites within the city limits may not be available for development due to a number of variables including availability, municipal services connections, or other constraints.

Goals and Policies	Consistency Determination	Project Consistency
		4. The Project site located adjacent to city limits in all directions. The annexation of the Project site will not create a County island.
Policy L18 Compatibility with Surrounding Neighborhoods: Ensure that new development is compatible with existing and surrounding neighborhoods.	Consistent	Per the City of Hanford General Plan, is similarly designated and compatible with the existing and surrounding neighborhood. Land to the north is designated for Medium Density Residential, and land south, east, and west are designated for Low Density Residential. There is an existing single-family subdivision located directly east of the Project. Therefore, the proposed development would be compatible with the existing Low Density Residential to the east, and compatible with future Medium Density and Low Density Residential anticipated for sites north, south, and west of the Project site.
Policy L24 Availability of Infrastructure: Ensure that new residential developments have sufficient urban infrastructure and public facilities to accommodate the number and type of development being proposed.	Consistent	Per the City of Hanford Water System Master Plan and Sewer System Master Plan, water and sewer infrastructure exists or is anticipated to be developed to service residential development north and south of Hanford-Armona Road. The prepared initial study attached with the NOP determined that the City of Hanford has enough utility capacity to service the residential lots associated with the Project.

Goals and Policies	Consistency Determination	Project Consistency
Policy L27 Mix of Densities in Neighborhoods: Encourage mixing of residential densities and lot sizes within neighborhoods.	Consistent	The Project proposes a prezone of R-L-5 which is consistent with the General Plan designation of Low Density Residential. The subdivision proposes lots between 5,000 and 7,000 square feet, which is consistent with the City Zoning Ordinance and provides a mix of lot sizes for this new residential subdivision.
Policy L29 Agriculture: Recognize the right of agriculture to exist and continue to operate in proximity to the new residential development on the fringes of the city. Deed restrictions may be required which inform future residents of the right of agriculture to continue within the limits of the law without interference or protection from nearby property owners.	Consistent	The City of Hanford has adopted "Right-to-Farm" provisions that accept the inherent potential inconveniences and discomforts associated with agricultural activities and operations. The Project is located adjacent to existing agriculture uses and is subject to the "Right-to-Farm" provisions as adopted in the city Municipal Code.
Policy L33 Size of Lots in the Low Density Residential Land Use Designation: While it is recognized that existing lot sizes of 10,000 to 40,000 square feet are included in this designation, new individual lot sizes shall range from 5,000 to 10,000 square feet in size. Under Planned Unit Development provisions, smaller lot sizes at higher densities may be permitted when clustered around	Consistent	The Project proposes lots sizes between 5,000 square feet and 7,000 square feet. The Project meets the minimum lot size requirements of the Low Density Residential land use designation and proposed prezone of R-L-5.

Goals and Policies	Consistency Determination	Project Consistency
shared open space amenities or through density bonus policies.		
Policy L114 Services and Facilities: Include easily accessible services and facilities within each neighborhood to meet the daily needs of neighborhood residents. Most residents should live within a ½ mile walking distance of schools, parks and retail services.	Consistent	The Project site is located in proximity to a variety of services, including commercial services approximately 0.3 miles east of the Project site and a larger community commercial area approximately 0.5 miles north. The Project proposes the development of a neighborhood park to be utilized by residents of the development and provide recreational opportunities to existing and future residents. Additionally, Centennial Park is located approximately 0.6 miles east of the Project site. The nearest existing school site is approximately one mile east of the Project site. Therefore, there is a variety of accessible services and facilities within reach of the proposed Project site.
Policy L120 Encroachment of Incompatible Land Uses: Protect residential neighborhoods from the encroachment of land uses that may have a negative impact on the residential living environment.	Consistent	Per the City of Hanford General Plan, a mixture of residential and commercial uses are proposed in proximity to the Project site. There are no incompatible land uses adjacent to or in proximity of the site that would negatively impact the residential living environment.
Policy L147 Hanford-Armona Road Residential and Mixed Use Development: Encourage residential and mixed use developed in the	Consistent	The Project is consistent with the General Plan land designation of Low Density Residential.

Goals and Policies	Consistency Determination	Project Consistency
Hanford-Armona Road Corridor between 10th and 13th Avenues.		The Project proposes 326 residential zoned lots.
	Chapter 4: Transportation and Circulation	
Policy T1 Coordination of Circulation and Land Use: Develop a circulation network that reinforces the desired land use pattern for Hanford, as identified in the land use element.	Consistent	The Project proposes to access the subdivision from Hanford Armona Road and adjacent local roads. Access from Hanford Armona Road and internal roadways are subject to the design standards adopted by the City of Hanford.
Policy T29 Maximum Level of Service: Maintain a peak hour Level of Service E on streets and intersections within the area bounded by Highway 198, 10th Avenue, 11th Avenue, and Florinda Avenue, inclusive of these streets. Maintain a peak hour Level of Service D on all other streets and intersections with the Planned Growth Boundary.	Consistent	The prepared Traffic Impact Analysis (TIA) found Level of Service for the 13th Avenue and Hanford Armona Road intersection would operate at LOS E by the year 2043. To mitigate Project impacts on the intersection, signalization of the intersection was found to raise the LOS from LOS F to LOS A. Therefore, with implementation of the mitigation measure MM 4.2-1, the Project would be consistent with Policy T29.
Policy T33 Street improvements and Priorities: Prioritize street improvements with emphasis on current and forecasted service levels.	Consistent	The Project is expected to pay Traffic Impact Fees and pay its fair share towards improvements to the intersection that is anticipated to perform below LOS standards as identified in the Traffic Impact Analysis.
Policy T36 Traffic Impact Fees: Periodically review and update the traffic impact fee program to ensure new development contributes its fair share of funding for new street,	Consistent	The Project proponent will pay Traffic Impact Fees as required by the City.

Goals and Policies	Consistency Determination	Project Consistency
intersection, and highway improvements.		
Policy T40 Pedestrian and Bicycle Placemaking: Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features, and foster a greater sense of community.	Consistent	The Project proposes to connect to the existing residential neighborhood to the east, Hume Avenue to the south, and Hanford Armona Road to the north. Right-of-way improvements including pedestrian and bicycle-related enhancements would be developed pursuant to standards adopted in the City development code.
Policy T48 Traffic Calming: Consider the use of traffic calming designs such as roundabouts, bulb-outs, and other traffic calming designs, where they will improve the operation or LOS of a street.	Consistent	Right-of-way development and improvements will be constructed to City development code standards.
Policy T49 Subdivision Connectivity: Design subdivision to maximize connectivity both internally and with other surrounding development.	Consistent	The Project has right-of-way connections to the existing subdivision to the east and proposes access to proposed subdivisions to the south and west.
Policy T51 Alternative Design Standards: Consider alternative roadway design standards for new residential and mixed use development for future streets that may include:	Consistent	Right-of-way development and improvements will be constructed to City development code standards. Listed design alternatives would be considered and implemented as a result of consultation between the Project proponent and City.

Goals and Policies	Consistency Determination	Project Consistency
• Narrower street widths on local roadways. • Smaller turning radii geometrics on street intersections to improve safety for pedestrians. • Tree lined streets in parkways between the curb and sidewalk. • Roundabouts in lieu of traffic signals where appropriate conditions exist to maximize intersection efficiency, maintain continuous traffic flow, and reduce accident severity.		
Policy T64 Bicycle Network Master Planning: Maintain a Bicycle Master Plan to coordinate existing and planned infrastructure to support, encourage, and promote bicycle transportation, with effective connections to downtown, major shopping areas, mixed use neighborhoods, community facilities, schools, parks, and employment areas.	Consistent	The 2035 Pedestrian and Bicycle Plan slates Hanford Armona Road and Hume Avenue for Class II Bike Lanes. The Project would not conflict with the adopted Pedestrian and Bicycle Plan.
Policy T70 Pedestrian Connections: Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods,	Consistent	The proposed subdivision connects to existing and proposed neighborhoods to the east, west, and south. The Project would be developed to City of Hanford development code standards

Goals and Policies	Consistency Determination	Project Consistency
village centers, and other destinations throughout the city.		and provide access to Hanford Armona Road to the north, and Hume Avenue to the south where connection to commercial development exists east and north of the Project site.
Chapter 5: Open Space, Conservation and Recreation		
Goal O8: The equitable distribution of parks throughout the community that are well-designed, accessible, and integrated with the surrounding neighborhood.	Consistent	In addition to the proposed park located within the Project site, residents are within approximately half a mile of Centennial Park. The proposed park is located towards the northern portion of the Project site with internal roadways providing access to the neighborhood park to all residents of the subdivision. Proposed access points from surrounding proposed and existing neighborhoods will also have access to the proposed park.
Goal O9: Parks provided at a combined ratio of 3.5 acres per 1,000 residents.	Consistent	The Project proposes a 326-lot single-family residential subdivision on an 88.9-acre Project site. Assuming an average person per unit of 3.11 (U.S. Census), the Project would have approximately 1,014 residents. Per the performance standard of 3.5 acres per 1,000 residents, the Project would need approximately 3.55 acres of park space. Therefore, with the anticipated population, the proposed 3.58-acre park would be sufficient to meet Goal O9.
Policy O1 Boundary between Urban and Agricultural Uses: Utilize the	Consistent	The Project site is located within the SOI/Planned Area Boundary. The Project

Goals and Policies	Consistency Determination	Project Consistency
Planned Area Boundary as the long term boundary line between urban uses and agricultural uses and prohibit non-agricultural development outside the Planned Area Boundary.		proposes a single-family residential subdivision and does not conflict with the General Plan designation for low density residential.
Policy O2 Agricultural Buffer: Coordinate land use policies and designations with Kings County to provide for a buffer between the urban area of Hanford and the surrounding unincorporated communities.	Consistent	Per the Kings County General Plan, land within the SOI of a city is designated for limited agriculture to serve as the buffer between agriculture and the urban boundary of the City. The area outside of the SOI would continue to hold its limited agriculture or general agriculture designation.
Policy O4 Interim Agricultural Use: Retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion.	Consistent	The Project is following the correct procedures to change its County designation of limited agriculture to the City's low density residential designation by providing a consistent prezone and annexation request. The site is located within the primary SOI and is adjacent to the current city limits.
Policy O12 Soil Erosion: Require new development to implement measures to minimize soil erosion related to construction.	Consistent	The California Regional Water Quality Control Board requires that construction projects disturbing more than one acre of land will need to prepare and seek approval of a NPDES permit and SWPPP. The NPDES permit and SWPPP address best management practices (BMP) to minimize soil erosion and prevent pollution on surface and groundwater. The Project is also required to be constructed in compliance with City adopted development

Goals and Policies	Consistency Determination	Project Consistency
		standards which include the California Building Code.
Policy O15 Energy-efficient Design Features: Require that new development incorporate energy-efficient design features for HVAC, lighting systems, and insulation to meet or exceed California Code of Regulations Title 24.	Consistent	As noted, the Project is required to be constructed in compliance with the California Building Code and City development standards. These standards include compliance with the California Code of Regulations, Title 24, Part 11.
Policy O16 Vegetation to Conserve Energy: Encourage the use of native and drought-tolerant shade trees and vines on southern and western exposure building walls as an energy conservation technique.	Consistent	The Project will comply with the adopted City development code standards and the California Building Code. The California Building Code also provides recommendations for energy-saving standards in the Green Code, Title 24, Part 11.
Policy O21 Water Conservation Ordinance: Actively enforce and periodically update the City Water Conservation Ordinance.	Consistent	The Project proposes a connection to City services for water. Future residents would be subject to and comply with the provisions of the City Water Conservation Ordinance.
Policy O22 Water Conservation Efforts: Actively encourage water conservation by both agricultural and urban water users.	Consistent	See Consistency Finding Policy O21
Policy O24 Drought Tolerant Vegetation: Promote the use of drought-tolerant vegetation to minimize water consumption by	Consistent	Development of the Project including landscaping is subject to the City Municipal Code. Landscaping is to be reviewed and

Goals and Policies	Consistency Determination	Project Consistency
providing information to developers, designers, and homebuyers.		approved by the City which can include the use of drought-tolerant vegetation.
Policy O25 Recharge Basins: Protect existing groundwater recharge basins and natural and manmade sloughs and seek the establishment of new basins within and around Hanford.	Consistent	The Project proposes the development of a 2.86-acre basin for stormwater management in addition to groundwater recharge. The basin would be developed in accordance with Municipal Code requirements.
Policy O28 Water Availability in Emergencies: Ensure that public and private water facilities have adequate capacity to supply emergency needs.	Consistent	The Water Supply Assessment prepared for the IS/NOP (Appendix A) determined that the City of Hanford has sufficient water supplies to service the daily and potential emergency needs of the Project.
Policy O29 Water Conservation Measures for New Development: Encourage new development projects to include water conservation measures, including the use of graywater, reclaimed, or recycled water for landscaping, water-conserving plumbing fixtures and appliances, and water-efficient landscapes.	Consistent	Project construction is subject to compliance with the adopted development code and California Building Code including the CalGreen Code (Title 24, Part 11). The standards include the use of water-efficient appliances and plumbing fixtures. The Project proposes connection to City services and will comply with water conservation measures implemented by the City.
Policy O30 Storm Water Pollution Prevention: Implement the NPDES Stormwater Permit and for those properties exempt from the Permit, require a stormwater pollution prevention plan, including the use of	Consistent	Per NPDES Permit and SWPPP requirements, the Project will disturb more than one acre of land. Therefore, preparation and approval of the NPDES and SWPPP from the Regional

Goals and Policies	Consistency Determination	Project Consistency
best management practices, to control erosion and sedimentation during construction.		Water Quality Control Board will be necessary as a regulatory requirement.
Policy O31 Provision of Open Space Areas: Preserve and enhance natural open space areas.	Consistent	The Project site proposes the development of a 3.58-acre park space. The site has historically been utilized for agriculture and does not contain a natural open space area.
Policy O35 Impacts from Development: Ensure that potential impacts to biological resources and sensitive habitat are carefully evaluated when considering development projects.	Consistent	A reconnaissance survey of the Project site and a 50-foot buffer (Biological Survey Area, or BSA) was conducted for the IS/NOP (Appendix A) to determine the presence of a sensitive species of habitat. The IS/NOP determined that the site does not contain a special status species or sensitive habitat. A preconstruction survey would be conducted to ensure no species are present at the time of construction and avoidance measures would be implemented as necessary.
Policy O36 Nonnative Invasive Species: Manage or eliminate nonnative invasive species from City-owned property and open space.	Consistent	The proposed park design is subject to review and approval by the City. The use of non-native invasive species would not be approved.
Policy O37 Mature Trees: Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees	Consistent	Under Municipal Code standards, landscaping including the planting of street trees would be complied with. The survey of the Project site indicated that mature trees are not present on the site.

Goals and Policies	Consistency Determination	Project Consistency
Policy O38 Native Tree Species and Drought-Tolerant Vegetation: Encourage the planting of native tree species and drought-tolerant vegetation.	Consistent	Development of the Project including landscaping is subject to the City Municipal Code. Landscaping is to be reviewed and approved by the City which can include the use of native tree species and drought-tolerant vegetation.
Policy O39 Endangered Wildlife and Habitat: Establish programs in connection with environmental review processes that protect endangered wildlife and their habitats.	Consistent	The reconnaissance survey as part of the IS/NOP did not identify a special status species or sensitive habitat where protection of an endangered species or sensitive habitat is necessary. A preconstruction survey would be conducted to determine the presence of a special-status species and avoidance measures would be implemented as necessary.
Policy O40 Sensitive Wildlife: Work with state, federal, and local agencies on the preservation of sensitive wildlife species in the City.	Consistent	The reconnaissance survey as part of the IS/NOP did not identify a special status species or sensitive habitat where consultation with a State or federal agency is necessary.
Policy O44 Flexible Land Use Standards: Adopt flexible land use and design standards to allow the adaptive reuse of historic buildings with a variety of economically viable uses, while minimizing impacts to the historic value and character of sites and structures.	Consistent	The Project is proposed on land that has historically been utilized for agricultural purposes and is improved with a single-family residence. The single-family residence has not been found to be historically significant. The IS/NOP determined that no impacts to historical structures would occur as a result of the Project.
Policy O46 Archaeological Site Consultation: Consult with appropriate	Consistent	A cultural resource records search and requests for tribal consultations pursuant to

Goals and Policies	Consistency Determination	Project Consistency
Native American associations about potential archaeological sites in the beginning stages of the development review process.		Assembly Bill 52 were conducted. The records search indicated negative results and tribal consultation was conducted and completed with no identification of an archaeological site.
Policy O47 Archaeological Site Study: Require archaeological studies by a certified archaeologist in areas of archaeological potential significance prior to approval of development projects.	Consistent	A review of the Project site within the IS/NOP for archaeological significance provided negative results.
Policy O48 Cultural Site Consultation: Consult with the California Archaeological Inventory Southern San Joaquin Valley at California State University, Bakersfield about potential cultural sites on projects that could have an impact on cultural resources.	Consistent	A Sacred Lands Files search was conducted with the Native American Heritage Commission and a records search with the Southern San Joaquin Valley Information Center. Both searches found that the Project site does not contain a cultural resource.
Policy O49 Cultural Site Discovery: Halt construction at a development site if cultural resources are encountered unexpectedly during construction.	Consistent	There is no indication that a cultural resource is likely to be found at the Project site, however, the Project proponent will comply with Policy O49 and halt construction if a cultural resource is unexpectedly encountered during construction.
Policy O50 Parks, Recreation, and Open Space Master Plan: Prepare and periodically update a Parks, Recreation, and Open Space Master Plan to plan for	Consistent	The Project does not conflict with the goals and policies established in the Parks, Recreation, and Open Space Master Plan. The Project proposes the establishment of a neighborhood park approximately 3.58 acres

Goals and Policies	Consistency Determination	Project Consistency
new growth identified in the land use element.		in size and meets the 3.5 acre per 1,000 resident performance goal of the General Plan and Parks, Recreation, and Open Space Master Plan.
Policy O57 Neighborhood Parks: Establish neighborhood parks generally between 2 and 5 acres in size at locations easily accessed by residents of the neighborhood.	Consistent	The Project proposes a neighborhood park approximately 3.58 acres in size and provides internal circulation that provides access for the entirety of the subdivision and surrounding neighborhoods.
Policy O58 Neighborhood Parks Service Area: Neighborhood parks shall have a general service area of approximately ½ mile radius, and situated to avoid patrons having to cross arterial streets, railroad lines, and major waterways.	Consistent	The proposed neighborhood park provides access to the entirety of the subdivision through internal right-of-way circulation. Proposed roads also connect with existing and proposed subdivisions to the east, west, and south where access to the park is available.
Policy O64 Park Visibility: Parks shall be designed to promote a safe and clean environment for recreation. New neighborhoods shall be designed so that common side and rear residential property lines with parks are minimized and the visibility of parks from public streets is maximized.	Consistent	The proposed park is located internally within the neighborhood and is not directly adjacent to residential property lines.
Policy O65 Development Impact Fee for Parks: Adopt and periodically update a park development impact fee to fund	Consistent	The Project proponent will pay the Parks Impact Fee as part of their permitting process.

Goals and Policies	Consistency Determination	Project Consistency
new neighborhood and community parks needed to serve new growth.		
	Chapter 6: Public Facilities and Services	
Goal P1: Adequate water quality and quantity to meet existing and planned needs.	Consistent	The prepared Water Supply Assessment (WSA) included with the IS/NOP determined that the City of Hanford has the capacity to service the Project.
Goal P2: Adequate wastewater collection and treatment to meet both existing and planned needs.	Consistent	The City of Hanford Sewer System Master Plan accounts for future development within their service area and planned area boundary. As the Project site is located within the planned area boundary, wastewater needs for the development are accounted for in the General Plan buildout. Costs related to future sewer extensions where the Project would be built are addressed through the use of impact fees that are to be paid by the Project proponent for their fair share of costs associated with extending service.
Goal P3: Adequate and effective stormwater collection and disposal to meet both existing and planned needs.	Consistent	The City of Hanford Storm Drainage System Master Plan accounts for future development within their service area and planned area boundary. As the Project site is located within the planned area boundary, stormwater drainage needs for the development are accounted for in the General Plan buildout. The Project proposes the use of a stormwater drainage basin within the neighborhood to address stormwater collection, however,

Goals and Policies	Consistency Determination	Project Consistency
		should the extension of City services be necessary, costs related to future stormwater drainage extensions where the Project would be built are addressed through the use of impact fees that are to be paid by the Project proponent for their fair share of costs associated with extending service.
Goal P5: Adequate solid waste disposal capacity to meet existing and future demands.	Consistent	Solid waste disposal is managed by the Kings County Waste Management Authority and licensed waste haulers. Solid waste would be sent to the Kettleman Hills Landfill which has a remaining capacity of 17.4 million cubic yards. The IS/NOP determined that construction and operation-related solid waste would have a less than significant impact on solid waste disposal capacity for existing and future demands.
Goal P12: Adequate provision of school facilities to serve projected growth.	Consistent	The City of Hanford has six elementary school districts and one high school district within the Planning Area. The Project site would be located within the Sierra Pacific High School area and the Armona Union Elementary School per the General Plan Background Report. The siting of a new school site is determined by the school district; however, the Project proponent is required to pay development impact fees for the school district to account for impacts related to new residential development and

Goals and Policies	Consistency Determination	Project Consistency
		the subsequent new population that would utilize school facilities.
Policy P1 Adequate Water Services: Provide adequate water services to support the level of development identified in the land use element.	Consistent	The prepared Water Supply Assessment (WSA) included with the IS/NOP determined that the City of Hanford has the capacity to service the Project. The Project site is located within the planning area boundary and is accounted for in the General Plan buildout. Development impact fees for the fair share costs of service extensions will be assessed and paid for by the Project proponent at the time of construction.
Policy P3 Water Supply and Fire Flow Availability: Condition approval of new development projects and water service extensions on the availability of adequate water supply and the ability to meet domestic and fire flow needs of the area.	Consistent	The prepared Water Supply Assessment (WSA) included with the IS/NOP determined that the City of Hanford has the capacity to service the Project.
Policy P7 New Water Infrastructure: Require developers to fund and install new water distribution facilities to service their new developments.	Consistent	The Project proponent will be required to install internal water distribution infrastructure and facilities that will connect with City infrastructure. These improvements will be subject to City development standards.
Policy P8 Impact Fees for Water Facilities: Adopt and periodically update a water impact fee to fund community-wide water supply,	Consistent	The Project proponent will be subject to development impact fees associated with water service.

Goals and Policies	Consistency Determination	Project Consistency
treatment, and distribution infrastructure needed to serve new growth.		
Policy P9 Sufficient Collection and Treatment: Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and new growth identified in the land use element.	Consistent	See Consistency Finding Goal P2.
Policy P13 New Wastewater Infrastructure: Require developers to fund and install new wastewater collection facilities to service their new development.	Consistent	See Consistency Finding Goal P2.
Policy P14 Impact Fees for Wastewater Facilities: Adopt and periodically update a wastewater impact fee to fund community-wide wastewater collection and treatment needed to serve new growth.	Consistent	See Consistency Finding Goal P2.
Policy P15 Adequate Storm Water Services: Provide adequate stormwater drainage infrastructure to support the level of development identified in the land use element.	Consistent	See Consistency Finding Goal P3. The proposed stormwater basin and internal infrastructure of the subdivision will be built to City development standards.

Goals and Policies	Consistency Determination	Project Consistency
Policy P17 Adequate Storm Water Drainage Improvements Availability: Condition approval of development projects on the provision of adequate stormwater drainage improvements.	Consistent	See Consistency Finding Goal P3 and Policy P15.
Policy P21 New Stormwater Drainage Infrastructure: Require developers to fund and install new stormwater drainage facilities to service their new developments.	Consistent	See Consistency Finding Goal P3 and Policy P15.
Policy P22 Impact Fees for Wastewater Facilities: Adopt and periodically update a wastewater drainage impact fee to fund area-wide stormwater drainage needed to serve new growth.	Consistent	The Project proponent will be subject to development impact fees associated with wastewater service.
Policy P24 New Development Run-Off Volumes: Require new development to discharge stormwater runoff at volumes no greater than the capacity of any portion of the existing downstream system by utilizing detention or retention or other approved methods, unless the project is providing drainage infrastructure in accordance with an adopted drainage plan.	Consistent	See Consistency Finding Goal P3 and Policy P15.

Goals and Policies	Consistency Determination	Project Consistency
Policy P37 Impact Fees for Police Facilities: Require new development to provide funding to meet the cost of providing vehicles, equipment, and structures, to meet the needs for new population growth.	Consistent	The Project proponent will be subject to development impact fees associated with City police services.
Policy P46 Building Design for Safety: Encourage building designs that help to reduce crime and improve resident safety.	Consistent	The Project will be built pursuant to municipal code standards adopted by the City of Hanford.
Policy P47 Lighting for Safety: Facilitate public safety through the placement and design of outdoor lighting, while respecting the privacy of surrounding properties.	Consistent	The Project will be built pursuant to the development code and zoning ordinance standards adopted by the City of Hanford. This includes exterior lighting standards under Section 17.50.140 of the Municipal Code.
Policy P52 Impact Fees for Fire Facilities: Require developers to contribute impact fees to fund the cost of providing fire facilities needed to support new population growth and development.	Consistent	The Project proponent will be subject to development impact fees associated with City fire services.
Policy P59 Fire and Building Codes: Continue to enforce the California Fire Code, California Building Code, and Hanford Municipal Code to mitigate threats to safety and property.	Consistent	The Project will be constructed in compliance with City adopted development standards including the California Building Code, California Fire Code, and Hanford Municipal Code.

Goals and Policies	Consistency Determination	Project Consistency
Policy P79 Impact Fees for General Government Facilities: Require developers to contribute impact fees to fund the cost of providing expanded general government facilities needed to support new population growth and development.	Consistent	The Project proponent will be subject to development impact fees associated with City services.
	Chapter 7: Health, Safety, and Noise	
Goal H1: Reduced impacts to human life, property, the local economy, and the environment resulting from natural hazards, human-trade hazards, and noise.	Consistent	As determined in the IS/NOP, the Project has been determined to be less than significantly impacted by natural hazards, hazardous materials, and noise.
Goal H5: Protection from the harmful effects of hazardous materials.	Consistent	As reported in the IS/NOP, the Project site does not contain a hazardous waste facility, a cleanup site, or oil extraction well site. The potential use of limited amounts of hazardous materials related to construction would not create a significant impact. Hazardous materials are required to be handled in accordance with federal, State, and local statutes and regulations. The Project does not create a significant hazard to the public or environment as there is minimal use of hazardous materials related to the operation of the Project.
Goal H7: Protection from the harmful and annoying effects of excessive noise.	Consistent	Project construction and operation are subject to the provisions of the adopted City of Hanford Noise Ordinance. Construction

Goals and Policies	Consistency Determination	Project Consistency
		activities would occur between the hours of 7:00 a.m. and 8:00 p.m. consistent with the Noise Ordinance. Residents of the subdivision are subject to and protected by the Noise Ordinance for excessive noise.
Goal H8: Protection of the City's economical base by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.	Consistent	The proposed development of a single-family residential subdivision and prezoning of the site to R-L-5 is consistent with the City General Plan designation of low density residential. Surrounding land uses under the City General Plan include low density residential, medium density residential, and conservation. The Project does not result in an encroachment of incompatible land uses.
Policy H15 Building Codes and Standards for Earthquakes: Maintain and enforce current building codes and standards to reduce the potential for structural failure caused by ground shaking and other geologic hazards.	Consistent	Project construction is subject to the standards of the adopted Municipal Code which includes compliance with the California Building Code.
Policy H17 Geologic and Soils Studies: Require geologic and soils studies to identify potential hazards as part of the approval process for all new development prior to grading activities where questionable conditions exist.	Consistent	Prior to development of the Project, geologic and soil studies of the site would be conducted to determine site conditions and applicable development methods. No geologic or soil-related hazard has been identified on the site and has been confirmed in a prepared Phase I Site Assessment (Appendix A).

Goals and Policies	Consistency Determination	Project Consistency
Policy H20 New Development Requirements for Flood Protection: Require new development to provide onsite drainage or contribute towards their fair share cost of off-site drainage facilities to handle surface runoff.	Consistent	The Project site is not located or near a special flood hazard zone. Construction activities will be subject to the conditions of approval for the approved NPDES permit and SWPPP. Drainage improvements including the drainage basin will be developed in accordance to adopted City development standards.
Policy H27 Fire Code: Ensure that all new buildings are constructed to current Fire Code Standards.	Consistent	Project construction is subject to the Fire Code development standards and would be reviewed and approved by City Fire Department Staff prior to issuance of permits.
Policy H34 Sensitive Receptors: Avoid siting uses with new sensitive receptors near existing industrial facilities that use or produce hazardous materials or may emit toxic air contaminants.	Consistent	The Project site is located approximately 1.4 miles west of the nearest industrial zoned area and is not subject to hazardous materials or toxic air contaminants.
Policy H39 Aircraft Noise: Evaluate proposed development proposals against the land use policies of the Kings County Airport Land Use Compatibility Plan.	Consistent	The Project site is located approximately 2.7 miles west of the Hanford Municipal Airport and is outside of the Airport Overlay District and buffer established by the Kings County Airport Land Use Compatibility Plan.
Policy H41 Interior Noise Exposure: Adopt State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code concerning interior noise	Consistent	The Project will comply with the Municipal Code and California Building Code standards for noise insulation and development of single-family housing.

Goals and Policies	Consistency Determination	Project Consistency
exposure for new single, multi-family housing. Hotels, and motels.		
Policy H42 Noise Evaluation for New Development: Evaluate proposed development proposals against existing and future noise levels from ground transportation noise sources.	Consistent	The IS/NOP determined that design of the Project including the use of a six-foot block wall would reduce noise emanating from the proposed residences and protect residences from noise generated from Hanford Armona Road.
Policy H50 Sound Walls: Utilize sound walls at the perimeter of new residential developments to protect from noise generated by transportation corridors.	Consistent	See Consistency Finding Policy H50.
Policy H53 Land Use Zones that Encourage Health Food Sales: Designate land use zones that allow for convenience stores, supermarkets, and neighborhood markets that stock nutritional food choices in every existing and planned neighborhood.	Consistent	The Project site is located along Hanford Armona Road and is in proximity to various commercial designated areas to the north, east, and west. A large Regional Commercial area exists to the north, smaller Neighborhood Commercial and Neighborhood Mixed Use exists east of the site, and planned Highway Commercial, and Corridor Mixed Use are present west of the site. These commercial areas will provide a variety of commercial opportunities for the proposed Project.
Policy H60 Health and Land Use Decisions: Consider environmental justice issues as they are related to potential health impacts associated	Consistent	The Project site is located towards the southwestern portion of the City where established residential and commercial uses exist. Industrial activities are located towards

Goals and Policies	Consistency Determination	Project Consistency
with land use decisions, including enforcement actions, to reduce the adverse health effects of hazardous materials, industrial activities, and other undesirable land uses on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location.		the central and extreme southern portions of the city which are located more than a mile from the Project site and would not provide undesirable land uses or significant impacts to future and existing residents.
Policy H61 Public Amenities: Consider environmental justice issues as they are related to the equitable provisions of desirable public amenities such as parks, recreational facilities, and other beneficial uses that improve the quality of life.	Consistent	The Project proposes the development of a neighborhood park to be utilized by residents of the proposed subdivision and existing adjacent residents. Additionally, the Project site is in proximity where access to additional recreational facilities is available.
Policy H65 Comfortable Walking and Biking Environments: Provide comfortable environments and destinations for walking and bicycling to integrate physical activity into daily routines.	Consistent	The Project would develop pedestrian facilities in accordance with adopted Municipal Code development standards. The Project would not conflict with the 2016 City adopted Pedestrian and Bicycle Master Plan.
Policy H66 Non-Vehicular Access: Improve, bicycle, pedestrian, and public transportation access to residential areas, education and childcare facilities, employment centers, commercial centers, recreational areas, and other destination points.	Consistent	The Project would develop internal circulation and pedestrian facilities in accordance with adopted Municipal Code development standards. The Project would not conflict with the 2016 City adopted Pedestrian and Bicycle Master Plan or the Kings Area Regional Transit route access.

Goals and Policies	Consistency Determination	Project Consistency
Policy H68 New Growth Areas: Encourage land use pattern, density, and mix of uses in new growth areas that minimize the number of vehicle miles traveled and support viable choices for public transit, bicycling, and walking.	Consistent	The Project proposed development of internal circulation and pedestrian facilities in accordance with City Municipal Code requirements. The site is located adjacent to Hanford Armona Road where access to bicycle lanes and public transit is within walking distance to reduce potential vehicle miles traveled. The nearest public transit station is located at the intersection of Hanford Armona Road and 12th Avenue located approximately a half-mile east of the Project site.
Policy H69 Separation between Incompatible Land Uses and Residential Neighborhoods: Maintain a separation between uses that are incompatible with residential neighborhoods.	Consistent	The Project site is located towards the southwestern portion of the City where established residential and commercial uses exist. Industrial activities are located towards the central and extreme southern portions of the city which are located more than a mile from the Project site. The Project is being proposed, consistent with the City General Plan and Zoning Map.

4.2 - Transportation

4.2.1 - Introduction

This section describes the potential impacts to the transportation system associated with the proposed Silicon Valley Ranch Project (Project). The impact analysis examines the roadway, transit, bicycle, pedestrian, rail, and aviation components of the transportation system in the City of Hanford. To provide a context for the impact analysis, this section begins with the environmental setting, which describes the existing physical and operational conditions of the transportation system. Followed by the relevant regulatory framework, which influences the transportation system and provides the basis for impact significance thresholds that are used in the impact analysis findings and recommended mitigation measures.

4.2.2 - Environmental Setting

Roadway Network

The roadway network in the City is a traditional grid-based network of north/south and east/west streets, except for portions of the downtown area, whose grid-based network of streets is angled, consistent with the northeast/southwest railroad alignment. Almost all of the major streets in the City are regularly spaced at half-mile intervals. The grid system provides high levels of accessibility (i.e., travel choices) for residents. The road network is divided into five categories: State Highways, Arterial Streets, Collector Streets, Local Streets, and Alleys (see Tables 4.2-1 and 4.2-2). Hanford has five north/south arterials, 14 east/west arterials, 12 north/south collectors, seven east/west collectors, and numerous local and alleyway streets. Freeways are under the jurisdiction of the State and are outside of City control, but have been assessed for the purposes of this EIR section due to their location within the Project area.

Table 4.2-1
Existing Arterial Streets

North/South Arterial Streets	
Street Name	**Limits**
13th Avenue	Houston Avenue to Fargo Avenue
12th Avenue	Idaho Avenue to Flint Avenue
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**
Jackson Avenue	11th Avenue to 10th Avenue
Idaho Avenue	12th Avenue to 10th Avenue
Iona Avenue	12th Avenue to 10th Avenue

Street Name	Limits
Houston Avenue	13th Avenue to SR 43
Hanford-Armona Road	13th Avenue to 10th Avenue, 9th Avenue to SR 43
3rd Street (one way)	11th Avenue to 10th Avenue
4th Street (one way)	11th Avenue to 10th Avenue
6th Street	11th Avenue to 10th Avenue
7th Street	Mall Drive to 10th Avenue
E. Lacey Boulevard	10th Avenue to SR 43
W. Lacey Boulevard	13th Avenue to Irwin Street
Grangeville Boulevard	13th Avenue to SR 43
Fargo Avenue	13th Avenue to SR 43
Flint Avenue	12th Avenue to SR 43

Table 4.2-2
Existing Collector Streets

North/South Collector Streets	
Street Name	**Limits**
Campus University	6th Street to Grangeville Boulevard
Greenfield Street	Lacey Boulevard to Centennial Drive
Rodgers Street	11th Avenue to Mallard Way (potentially to Cortner Street)
Redington Street	4th Street to Grangeville Boulevard
Irwin Street	4th Street to Grangeville Boulevard
Harris Street	6th Street to Grangeville Boulevard
Fitzgerald Lane	Grangeville Boulevard to Fargo Avenue
Douty Street	Hanford-Armona Road to Flint Avenue
Kensington Street	Grangeville Boulevard to Fargo Avenue
9 ¼ Avenue	Lacey Boulevard to Leland Way
Centennial Drive	Lacey Boulevard to Heather Lane
Glacier Way	Fargo Avenue to Flint Avenue
East/West Collector Streets	
Street Name	**Limits**
Hume Street	12th Avenue to 11th Avenue
3rd Street	10th Avenue to 9th Avenue
Garner Street	Lacey Boulevard to 11th Avenue
Ivy Street	10th Avenue to 11th Avenue
Florinda Street	11th Avenue to 9 ¼ Avenue
Malone Street	Douty Street to 10th Avenue
McCreary Street	11th Avenue to Douty Street

State Facilities

The State facilities in the City of Hanford are listed below and are operated and maintained by Caltrans.

- State Route (SR) 198 is an east-west State highway that begins at U.S. Route 101 (US 101) south of King City and ends in Sequoia National Park. It connects the California Central Coast to the San Joaquin Valley, running through Hanford and Visalia. SR 198 intersects the major north-south routes in the Central Valley, including Interstate 5 (I-5) and SR 41, 43, 33, and 99. The portion of SR 198 through Hanford was upgraded to a four-lane freeway in the 1960s. In 2012, the portion from Hanford to SR 99 was upgraded to a four-lane expressway. Interchanges within the Planning Area are located at Highway 43, 10th Avenue, 11th Avenue, 12th Avenue, and 13th Avenue.

- SR 43 is a north-south State highway running roughly parallel to SR 99, connecting Shafter, Wasco, Corcoran, Hanford, and Selma. Arterial access is limited within the Planning Area to intersections at Flint Avenue, Fargo Avenue, 10th Avenue, Grangeville Boulevard, Lacey Boulevard, Hanford-Armona Road, and Houston Avenue.

Public Transportation

The largest provider of public transit services within Kings County is the Kings County Area Public Transit Agency (KCAPTA). KCAPTA is an intra-governmental agency with representatives from Avenal, Kings County, Hanford, and Lemoore and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers a scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Visalia, Corcoran, Stratford, Kettleman City, and Avenal.

There are currently eight fixed routes that circulate throughout the City and operate as early as 6:30 a.m. until as late as 9:00 p.m. The Fresno route, with service every Monday, Wednesday, and Friday, includes stops at Children's Hospital, Veterans Hospital, Community Regional Medical Center, St. Agnes Medical Center, and Kaiser Permanente Medical Center, as well as access to the downtown area with a stop at Fulton Mall. KART also offers limited service on Saturdays. In addition, KART provides regular transportation service to Visalia Monday through Friday.

KART began a scheduled fixed-route bus service for Hanford in July of 1991. The scheduled bus service operates Monday through Friday from 7:30 a.m. to 11:00 p.m. Expansion of the service is planned as new retail developments are built. West Hills College in Lemoore is served by the system, as are educational institutions in Visalia, including the College of Sequoias, Galen College, San Joaquin Business College, and Chapman College.

Dial-A-Ride is an origin-to-destination service available to eligible residents of Hanford, Lemoore, Armona, and Avenal. The KART dial-a-ride operates from 7:00 a.m. to 11:00 p.m. Monday through Friday and, on Saturday, from 9:00 a.m. to 4:00 p.m.

Park-and-Ride lots provide a meeting place where drivers can safely park and join carpools or vanpools or utilize existing public transit. Park-and-Ride lots are generally located near community entrances, major highways, or local arterials where conveniently scheduled transit service is provided. Lots are designed exclusively for commuters, or they can consist

of an area of parking spaces in complementary land uses such as shopping centers and churches. Hanford has one Park-and-Ride facility located at the northeastern entrance of the City at 10th Avenue and SR 43. There are a number of informal Park and Ride lots located in various communities throughout Kings County and served by KCAPTA vanpools. One of the largest is the old Wal-Mart parking lot located on the northwest corner of 12th Avenue and Lacey Avenue in Hanford.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) provides funding for public transportation kiosks and the construction of Park-and-Ride lots. The purpose of this program is to encourage commuter rideshare activities as an alternative to single-occupant vehicle (SOV) commutes. Funds are available for eligible projects that meet specific program criteria on a first-come, first-served basis until the program funds are exhausted.

KART defines vanpooling as 7 to 15 persons who commute together in a van-type vehicle and who share the operating expenses. The KART vanpool program provides passengers with reliable transportation to and from work. The vanpool program is not only to provide safe travel to work but to provide alternative transportation options, which would ultimately reduce the number of vehicles on the road. Vanpooling is somewhat different from carpooling, though it is based upon the same principle: reducing single-occupant commuting. KART established a vanpool program for riders to the Corcoran and Avenal State prisons in 2001 and has purchased additional vans to implement new vanpools. The program has become very successful with 180 vans in service in 2009 and extends to the areas of Tulare, Kings, Kern, Madera, Ventura, Monterey, and Fresno counties. CalVans has grown to include more than 200 vanpools tailored to meet the needs of commuters, plus nearly 150 vans specially designed for farm workers. The SJVAPCD offers Vanpool Voucher Incentive Programs. The program is meant to encourage commuter rideshare practices among frequent long-distance riders in the San Joaquin Valley.

Bicycle and Pedestrian Circulation

Nearly all arterials in the city limits have been designated as bikeways except 13th Avenue, Houston Avenue, and Lacey Boulevard. Some collector streets have been identified as bikeways, including Pepper Drive, Glacier Way, Irwin Street, and Rodgers Street. Encore Drive, Nell Way, Leland Way, Fitzgerald Lane, Centennial Drive, Florinda Street, McCreary Avenue, Mall Drive, Liberty Street, Sangiovese Street, University Avenue, Greenfield Avenue, and Hume Drive.

The San Joaquin Valley Railroad has also been designated as a location for an east-west bike path. The railway corridor is not abandoned, and currently, there are no plans to abandon it. Any possible bike path will need to be located within an easement adjacent to the railroad line but not in the railway easement.

Rail/Highway Freight

Almost 87 percent of the total freight tonnage is moved out of the Valley by truck, while rail accounts for 11 percent. BNSF and SJVR railroads provide freight service to the Hanford

area. The BNSF mainline is double tracked through the entire Planning Area. Over time, it is expected that the number of trains using the system will increase as demand for rail service increases. The BNSF Railroad currently operates between 25 and 30 trains per day on the system. SJVR has a limited schedule of one train per day. The development of new industry along the SJVR right-of-way has prompted renewed investment in the east/west service. SJVR anticipates an increase to three round trips per week and in the speed of trains using this route. Planning for improvements must include identifying future surface crossings that are needed to implement the City's circulation system. In the process of improving the SJVR trackage, existing street crossings need to be modernized to ensure safety and adequate operational standards for both rail and vehicular traffic.

Amtrak Passenger Service

Amtrak provides passenger rail service from Hanford 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. Trains are accessible to the disabled and provide onboard bicycle racks, checked baggage, and food services.

High-Speed Train

In addition to the airport, train, and bus travel mentioned above, the California High-Speed Rail (HSR) will also serve as a regional transportation system for Fresno and surrounding communities. The proposed HSR line, if approved and funded, would ultimately extend through the San Joaquin Valley, linking San Francisco with Los Angeles. The initial construction section is planned to start in Madera County just north of Bakersfield, with a station located in Fresno's downtown, aligned with Mariposa Street. In November 2013, the California High-Speed Rail Commission identified the preferred route through the Planning Area. The selected route, which runs along the eastern edge of Hanford, roughly follows a north-south route near the high-voltage power lines between 7th and Avenue 8th Avenue.

Aviation

Hanford Municipal Airport (HJO) is the only public aviation facility in Kings County. The airport does not offer commercial flights. The airport is located on the southeast edge of Hanford and is owned and operated by the City of Hanford. The airport enforces City, State, and federal aviation regulations and administers airport leases, tie-downs, hangars, shelters, fueling, and their overall maintenance.

At present, airport property totals approximately 295 acres. Airport acreage consists of a runway and full-length parallel taxiway, transient and based tie-down aprons, and aircraft storage areas. The runway's current length is 5,180 feet, 75 feet wide, and oriented roughly north/south. The runway is designed to accommodate aircraft with wingspans of up to 79 feet and speeds of up to 121 knots. The runway can accommodate larger aircraft on an occasional basis. Currently, the aircraft parking capacity totals 116 spaces and includes 37 hangar units, 30 shade hangar units, and 49 tie-downs.

Hanford Municipal Airport also serves as a base for the National Weather Service (NWS). The primary function of the NWS is to provide current and forecasted weather conditions in the area (e.g., humidity, wind speed, barometer, dewpoint, temperature, and visibility).

4.2.3 - REGULATORY SETTING

This section summarizes the transportation policies, laws, and regulations that apply to the proposed Project. This information provides context for the impact discussion related to the Project's consistency with applicable regulatory conditions.

Federal

No federal plans, policies, regulations, or laws pertaining to transportation are applicable.

State

CALIFORNIA DEPARTMENT OF TRANSPORTATION

The California Department of Transportation (Caltrans) is responsible for operating and maintaining the State highway system. In the Project vicinity, State Routes 43 and 198, along with all the freeway ramp terminal intersections, fall under Caltrans jurisdiction. Caltrans provides administrative support for transportation programming decisions made by the California Transportation Commission (CTC) for State funding programs. The State Transportation Improvement Program (STIP) is a multi-year capital improvement program that sets priorities and funds transportation projects envisioned in long-range transportation plans.

SENATE BILL 743

Senate Bill 743, passed in 2013, required the California Governor's Office of Planning and Research (OPR) to develop new CEQA Guidelines that address traffic metrics under CEQA. As stated in the legislation, upon adoption of the new guidelines, "automobile delay, as described solely by the level of service (LOS) or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

In December 2018, OPR and the State Natural Resources Agency submitted the updated CEQA Guidelines to the Office of Administrative Law for final approval to implement SB 743.

The Office of Administrative Law subsequently approved the updated CEQA Guidelines, thus, implementing SB 743 and making vehicle miles traveled (VMT) the primary metric used to analyze transportation impacts.

COMPLETE STREETS

The California Complete Streets Act (Act) requires general plans updated after January 30, 2011, to develop a plan for a multi-modal transportation system. The goal of the Act is to encourage cities to rethink policies that emphasize automobile circulation and prioritize motor vehicle improvements and come up with creative solutions that emphasize all modes of transportation. Complete Streets design has many advantages. When people have more transportation options, there are fewer traffic jams, and the overall capacity of the transportation network increases. Additionally, increased transit ridership, walking, and biking can reduce air pollution, energy consumption, and greenhouse gas emissions while improving the overall travel experience for road users. Providing more transportation options will allow the City to meet its future travel demands without solely relying on motorized vehicles.

While there is no standard design template for a Complete Street, it generally includes one or more of the following features: bicycle lanes, wide shoulders, well-designed and well-placed crosswalks, crossing islands in appropriate midblock locations, bus pullouts or special bus lanes, audible and accessible pedestrian signals, sidewalk bulb-outs, center medians, street trees, planter strips, and ground cover. Complete Streets create a sense of place and improve public safety due to their emphasis on comprehensively encouraging pedestrian activity. The Act is implemented through the City's Active Transportation Plan and General Plan.

Regional

KINGS COUNTY ASSOCIATION OF GOVERNMENTS (KCAG)

The KCAG is the State-designated Regional Transportation Planning Agency (RTPA) recognized by the State's Business, Transportation, and Housing Agency. KCAG is responsible for:

- Administering the Regional Transportation Plan.
- Preparing a Regional Transportation Improvement Program and the Federal Transportation Improvement Program.
- Reviewing the State Transportation Improvement Program and other State transportation programs.
- Monitoring local public transit operations.
- Overseeing federal transportation grant proposals.
- Administering the Local Transportation Fund and State Transit Assistance funds.

Other objectives of KCAG include facilitating planning on a regional scale with an emphasis on transportation, finding and researching problems in urban growth, and considering

common concerns of its constituent agencies. KCAG aims to tackle the issues that the members have in common but could not otherwise handle individually.

2018 KINGS COUNTY REGIONAL TRANSPORTATION PLAN

The 2018 Regional Transportation Plan (RTP) is a comprehensive assessment of all forms of transportation available in Kings County and the needs for travel and goods movement through the year 2042. The 2018 RTP update was accomplished within the framework of the KCAG, with assistance from Avenal, Corcoran, Hanford, Lemoore, and Kings County. The Santa Rosa Tachi-Yokut Tribe was also consulted during the development of the RTP. Caltrans District 6 and the San Joaquin Valley Air Pollution Control District staff provided invaluable service by furnishing helpful information, comments, and general support (KCAG, 2022).

2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

The Regional Transportation Improvement Program (RTIP) is a list of transportation projects and programs to be funded and implemented over the next three years. KCAG submits this document to Caltrans and amends the program on a quarterly cycle (KCAG, 2022).

Local

CITY OF HANFORD GENERAL PLAN

The Hanford General Plan serves as the community's guide for the continued development, enhancement, and revitalization of the City of Hanford. The General Plan includes the following policies related to transportation and circulation that are relevant to this analysis:

Policy T1 Coordination of Circulation and Land Use

Develop a circulation network that reinforces the desired land use pattern for Hanford, as identified in the Land Use Element.

Policy T2 Street Classification System

Designate a functional street classification system that includes Highways, Major Arterials, Arterials, Collectors, Minor Collectors, and Local streets.

Policy T3 Circulation Map

Identify the locations of existing and future Highways, Major Arterials, Arterials, Collectors, and Minor Collectors with the Planned Area Boundary on the Circulation Map. Locations shown shall be fixed, with allowance for slight variation from the depicted alignments of new Collectors and Minor Collectors.

Policy T4 Regional System Improvements

Identify and support improvements to regional transportation system improvements both within and outside the Planning Area that will improve mobility to and from Hanford. Policy T5 Funding Sources and Improvements coordinate with Caltrans and KCAG for funding and timely construction of programmed State highway and interchange improvements.

Policy T6 Highway Improvements

Coordinate with Caltrans to identify needed improvements to highway facilities in the City.

Policy T7 Highway 198 and 9th Avenue

Identify any program improvements necessary to maintain LOS standards at the intersection of SR 198 and 9th Avenue.

Policy T8 Highway 43 Access Limitations

Limit new direct access to Highway 43, and require building setbacks and offers of dedication to accommodate future widening.

Policy T9 Highway 43 Intersection Limitations

Limit roadway intersections with Highway 43 to Flint Avenue, 10th Avenue, Fargo Avenue, future 9th Avenue, Grangeville Boulevard, Lacey Boulevard, Hanford-Armona Road, Houston Avenue, Iona Avenue, Idaho Avenue, and Jackson Avenue.

Policy T10 Purpose of Major Arterials

Major Arterials shall provide through traffic movement around the edge of Hanford on continuous routes with very limited access to abutting property and local streets.

Policy T11 Designation of Major Arterials

Major Arterials shall be designated on Flint Avenue between 13th Avenue and SR 43, on 13th Avenue between Flint Avenue and Houston Avenue, and Houston Avenue between 13th Avenue and SR 43.

Policy T12 Access to Major Arterials

New access to Major Arterials shall be limited to new intersections with Arterials and Collectors, and where the Major Arterial is a property's only legal access to a public right of way.

Policy T13 Purpose of Arterials

Arterials shall provide for through traffic movement on continuous routes through Hanford with limited access to abutting property.

Policy T14 Designation of Arterials

Arterials shall be designated generally on the one-mile grid of streets within the Planned Area Boundary. The specific streets designated are Flint Avenue, Fargo Avenue, Grangeville Boulevard, Lacey Boulevard, Hanford-Armona Road, Houston Avenue, Iona Avenue, Idaho Avenue, 7th Avenue, 9th Avenue, 10th Avenue, 11th Avenue, 12th Avenue, and 13th Avenue.

Policy T15 Access to Major Arterials

New access to Arterials from new local streets and new driveways shall be limited to maximize through traffic movements.

Policy T16 Consolidation of Arterial Access Points

Encourage the consolidation or elimination of driveways, access points, and curb cuts along existing Arterials.

Policy T17 Purpose of Collectors

Collectors shall provide traffic movement within a limited area and connect local roads to the Arterial street system.

Policy T18 Designation of Collectors

Collectors shall be designated generally at half-mile intervals between Arterials in new growth areas and on selected existing through streets that connect to two or more Arterials.

Policy T19 Access to Collectors

New access to Collectors from new local streets and abutting property is generally permitted but may be limited in some cases depending on planned roadway capacity and adjacent land use development patterns.

Policy T20 Purpose of Minor Collectors

Minor Collectors shall provide internal traffic movement within a neighborhood and connect local roads to Collectors and/or Arterials.

Policy T21 Designation of Collectors

Minor Collectors shall be designated in developed areas without a half-mile Collector interval and/or where the street is not wide enough to be designated a Collector.

Policy T22 Access to Collectors

Minor Collectors shall have no access limitations.

Policy T23 Purpose of Local Streets

Local streets shall provide internal traffic movement within a neighborhood and direct access to abutting property.

Policy T24 Block Lengths

Adopt standards for block lengths for new local streets to promote ease of movement and connectivity.

Policy T25 Cul-de-sacs

Construct cul-de-sacs on all permanent dead-end streets. New cul-de-sacs shall be discouraged in commercial and industrial developments. Adopt maximum lengths of new local streets with cul-de-sacs.

Policy T26 Cul-de-sac

Non-motorized connectivity encourages sidewalks and breaks in perimeter walls to allow pedestrian, bicycle, and visual access from cul-de-sac streets to other nearby streets.

Policy T27 Maintenance of Local Streets

Adopt policies that incorporate the use of maintenance districts to fund local street maintenance.

Policy T28 Alleys

Generally discourage new alleys, but allow in limited cases when effectively incorporated into the overall neighborhood design. Fund the maintenance of new alleys with maintenance districts.

Policy T29 Maximum Level of Service

Maintain a peak hour LOS E on streets and intersections within the area bounded by Highway 198, 10th Avenue, 11th Avenue, and Florinda Avenue, inclusive of these streets. Maintain a peak hour LOS D on all other streets and intersections with the Planned Growth Boundary.

Policy T30 Capital Improvement Program

Include the acquisition of right-of-way and the construction and maintenance of streets in the City Capital Improvement Program.

Policy T31 Coordination with Development Approvals

Coordinate additions and modifications to the roadway system with land development approvals.

Policy T32 Ultimate Rights-of-Way

Acquire control of land within ultimate right-of-way of Arterial and Collector streets during early stages of development.

Policy T33 Street Improvements and Priorities

Prioritize street improvements with emphasis on current and forecasted service levels.

Policy T34 Kings County Regional Transportation Plan

Local circulation system improvements shall be consistent with the goals and objectives stated in the Kings County Regional Transportation Plan.

Policy T35 Caltrans Coordination

Coordinate with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs to assist in improving State Route 43 and 198 and its interchanges/intersections with local roadways.

Policy T36 Traffic Impact Fees

Periodically review and update the traffic impact fee program to ensure new development contributes its fair share of funding for new streets, intersections, and highway improvements.

Policy T37 Shade Trees in Planter Strips

Where adequate space permits, include street trees planted in planter strips between the curb and sidewalk to shade paved street surfaces.

Policy T38 Operational Improvements First

Maximize operational improvements before widening existing streets even when they do not meet current width standards.

Policy T39 Accommodating All Modes of Traffic

Plan, design, and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists, and persons of all abilities.

Policy T40 Pedestrian and Bicycle Placemaking

Promote pedestrian and bicycle improvements that improve connectivity between neighborhoods, provide opportunities for distinctive neighborhood features, and foster a greater sense of community.

Policy T41 Streetscape Enhancements

Strive to improve the visual character of roadway corridors by improving streetscapes with amenities such as street trees, pedestrian-scaled lighting, underground utilities, water-efficient landscaping, and streetscape furniture.

Policy T42 Existing Sound Walls and Fences

Encourage landscaping improvements along walls and fences adjacent to major streets to discourage graffiti and enhance visual character.

Policy T43 Safe Routes to Schools Programs

Promote Safe Routes to Schools Programs for all schools serving the City.

Policy T44 Funding

Seek outside funding for Safe Routes to Schools projects.

Policy T45 Truck Routes

Minimize the adverse impact of truck traffic on the community by designating, maintaining, and enforcing a system of designated truck routes.

Policy T46 Good Movement Strategies

Coordinate with regional transportation agencies to plan and implement goods movement strategies, including those that improve mobility, deliver goods efficiently, and minimize negative environmental impacts.

Policy T47 Truck Parking

Identify locations where heavy truck parking is acceptable and where it is prohibited based upon adjacent land use designations.

Policy T48 Traffic Calming

Consider the use of traffic-calming designs such as roundabouts, bulb-outs, and other traffic-calming designs, which will improve the operation or LOS of a street.

Policy T49 Subdivision Connectivity

Design subdivisions to maximize connectivity both internally and with other surrounding development.

Policy T50 Carpool Programs

Encourage the use of carpooling, vanpooling, and flexible employment hours.

Policy T51 Alternative Design Standards

Consider alternative roadway design standards for new residential and mixed use development for future streets that may include:

- Narrower street widths on local roadways.
- Smaller turning radii geometrics on street intersections to improve safety for pedestrians.
- Tree-lined streets in parkways between the curb and sidewalk.
- Roundabouts in lieu of traffic signals where appropriate conditions exist to maximize intersection efficiency, maintain continuous traffic flow, and reduce accident severity.

Policy T65 Bicycle Network Master Planning

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

Policy T70 Pedestrian Connections

Increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, village centers, and other destinations throughout the city.

CITY OF HANFORD VMT THRESHOLDS AND IMPLEMENTATION GUIDELINES

The City of Hanford adopted a set of vehicle miles traveled (VMT) thresholds to support the shift from a delay-based analysis (LOS) to VMT. The adopted VMT Thresholds and Implementation Guidelines. The City VMT Guidelines provide implementation of CEQA VMT metrics as applicable to the City of Hanford through the establishment of VMT screening criteria and VMT analysis thresholds.

City VMT Guidelines provide a list of screening criteria for projects and activities that may result in a reduction of VMT and GHG emissions. If a project meets one or more of the following screening factors, the project may be presumed to produce a less than significant VMT impact:

- The project is within 0.5 miles (mi) of a transit priority area or a high-quality transit area and is consistent with the Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS), has a floor area ratio (FAR) equal or greater than 0.75, does not provide more parking than what is required by the City's Municipal Code, or does not reduce the number of affordable residential units. In accordance with SB 743, "transit priority areas" are defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program. A "major transit stop" means: "a site containing an existing rail transit

station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods." A high-quality transit area or corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (See Pub. Resources Code, § 21099, subds. (a)(7), (b)(1).)

- The project includes local-serving retail with a combined area of less than 55,000 square feet (sf). Whether a retail project is local-serving or not will be determined at the discretion of the City. As included in Appendix A, a list of recently completed local serving retail projects (as identified by the City) demonstrates that retail projects up to 55,000 sf could be considered as local serving. Additionally, as shown in Table B, retail projects up to 125,000 sf would not have a significant GHG impact. As explained in section 3.1.1, projects not having a significant GHG impact would not also have a significant VMT impact. However, based on substantial evidence for justifying local serving retail, as included in Appendix A, the City establishes retail projects less than 55,000 sf to be screened out.

- Redevelopment projects that result in an equal or net reduction in VMT can be considered to have less than significant VMT impact. A net reduction in VMT would occur if the land use proposed by the project would generate less VMT than the existing land use.

- The project includes 100 percent affordable housing units. Affordable housing units consists of low-income households and research has shown that low-income households produce lower VMT compared to a market-rate housing unit.

- A project consistent with the City's General Plan can be successfully screened if the project would generate fewer than 1,000 average daily trips (ADT), while a project not consistent with the City's General Plan can be screened if the project would generate fewer than 500 ADT. Consistency with the General Plan is required because the GHG and therefore VMT reduction targets for MPOs were established by CARB and are included in the RTPs. The RTP utilizes the latest version of City's General Plan for analyzing GHG emissions.

- Institutional/government and public service uses that support community health, safety and welfare may also be screened from subsequent CEQA VMT analysis. These facilities (e.g., police stations, fire stations, government offices, utilities, public libraries, community centers, and refuse stations) would be a part of the community and, as public services, the VMT would be accounted for within the community. A decision whether a particular project can be categorized as a public service facility will be determined at the discretion of the City. Similarly, any other similar use not included in the list can be approved on a case-by-case basis by the City as applicable. As such, these uses would result in reduction in total VMT due to the proximity of these services within the community. Additionally, many of these facilities would generate fewer than 1,000 ADT and/or use vehicles other than passenger-cars or

light-duty trucks. These other vehicle fleets are subject to regulation outside of CEQA, such as the California Air Resources Board (CARB) and San Joaquin Valley Air Pollution Control District.

- Local parks, daycare centers, student housing projects on or adjacent to a college campus, local-serving gas stations, banks, and K–12 public schools.

- Projects located in areas with low VMT may be screened out from further CEQA analysis. The TA acknowledges that residential and office projects located in areas having a low VMT, (which incorporate features such as density, mix of uses, transit accessibility), tend to exhibit similarly low VMT. Also, areas that are mapped as low VMT areas do not need to prepare any additional VMT analysis. Therefore, residential, office, industrial, or mixed-use projects that are consistent with the City's General Plan and located within low VMT areas (using the City of Hanford VMT Screening Tool2 and applying appropriate thresholds) can be presumed to have similar low VMT profiles and could be screened out from the need for further VMT analysis. It should be noted that if a project constitutes a General Plan Amendment or Zone Change, such projects will be evaluated on a case-by-case basis. Figures 4, 5, and 6 illustrate the VMT per capita, VMT per employee, and VMT per service population screening maps for the City.

- The 2022 State CEQA Guidelines Section 15007 (c) states that "if a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved." Therefore, if a development/land use plan/transportation project is already cleared by a certified Environmental Impact Report (EIR) or an adopted Negative Declaration/Mitigated Negative Declaration, then subsequent projects that are consistent with the approved project will not require a new VMT analysis unless mandated by another section of the CEQA Guidelines.

If the project meets any one of the screening criteria, it may be presumed to have a less than significant transportation impact. No further VMT analysis would then be necessary, The CEQA document shall enumerate the screening criteria and how the project meets or exceeds that applicable VMT threshold. If project screening does not apply, a VMT analysis will be required. The extent of this analysis may be a simple algebraic demonstration or a more sophisticated traffic modeling exercise. For all projects that require a VMT analysis, use of the KCAG TDM is required unless the project includes a special land use that is difficult to analyze using a travel demand model. For the latter, the City may require a qualitative analysis or an analysis using empirical data as applicable to the project. Next, the project-generated VMT (per capita, per employee, per service population, or total) is compared to the appropriate significance threshold. If the project VMT metric is less than the significance threshold, the project is presumed to create a less-than-significant impact. No further VMT analysis for CEQA purposes would be required.

Table 4.2-3
City of Hanford VMT Thresholds

VMT Metric	Threshold	Regional Average
VMT per Capita	8.99	10.33
VMT per Employee	16.95	19.48
VMT per Service Population	21.84	25.10

Source: City of Hanford VMT Thresholds and Implementation Guidelines

Should project VMT metrics exceed the significance threshold stated in Table 4.2-3, mitigation measures will be required.

4.2.4 - Impacts and Mitigation Measures

Methodology

As stated above, SB 743 requires all CEQA analyses relating to transportation impacts to be conducted using the vehicle miles traveled (VMT) metric. As the City of Hanford and KCAG have adopted guidelines and thresholds for VMT, the screening and thresholds from their guidelines are utilized to determine if an impact occurs as a result of the Project. A Traffic Impact Analysis (TIA) Report was prepared for this Project (see Appendix B) (Ruettgers and Schuler Civil Engineers, 2024).

Thresholds of Significance

The following criteria, as established in Appendix G of the CEQA Guidelines, will be utilized to determine if a project could potentially have a significant impact:

a) *Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*

b) *Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)?*

Project Impacts

Impact 4.2-1 - Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The first step to determining Project trip generation is to assess the impacts that the Project may have on the surrounding roadway network in the City of Hanford. The trip generation rates for the proposed Project were obtained from the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). At build-out, the Project is estimated to generate a maximum of 2,993 daily trips, 219 AM peak hour trips, and 302 PM peak hour trips.

As noted in the regulatory section above, the Hanford General Plan has policies related to traffic systems. The General Plan has established LOS E as the acceptable level on streets and

intersections within the area bounded by State Route 198, 10th Avenue, 11th Avenue, and Florinda Avenue, and a peak hour LOS D on all other streets and intersections within the Planned Growth Boundary. The County of Kings has established LOS D as the acceptable level of traffic congestion on County roads. Since the study facilities for this Project lie outside of the SR 198, 10th Avenue, 11th Avenue, and Florinda Avenue boundary, the LOS D threshold was utilized to evaluate the potential significance of LOS impacts to the City of Hanford roadway facilities and the County of Kings facilities.

Existing Level of Service Analysis

The following roadways and corresponding intersections were analyzed in the TIA:

- 11th Avenue
- 12th Avenue
- 13th Avenue
- Hanford-Armona Road
- Hume Avenue
- State Route 198

As noted in the TIA for this Project (Appendix B), all study intersections currently operate at an acceptable LOS during both AM and PM peak periods.

Existing Plus Project Traffic Conditions

Access to and from the Project site will be from four main access points and two internal access points connecting to the existing easterly adjacent subdivision. One access point will be from Hanford-Armona Road. Three access points will be located along the south side of the site providing access to Hume Avenue.

The TIA analyzed the location of the existing and proposed roadways and access points relative to those in the vicinity of the Project site. Based on this review, all proposed roadways and access points are proposed in locations that minimize traffic-operational impacts to existing and future roadway networks.

A capacity analysis of the study intersections was conducted utilizing the Transportation Research Board's *Highway Capacity Manual* (HCM) and produced estimates for the following traffic scenarios:

- Existing Year (2024)
- Existing Year (2024) + Project
- Opening Year (2026)
- Opening Year (2026) +Project
- Future Year (2044)
- Future Year (2044) + Project

LOS criteria for unsignalized and signalized intersections as defined in HCM are presented in Tables 4.2-4 and 4.2-5 below.

Table 4.2-4
Unsignalized Intersection Level of Service Criteria

Level of Service	Average Control Delay (sec/veh)	Expected Delay to Minor Street Traffic
A	≤ 10	Little or no delay
B	> 10 and ≤ 15	Short delays
C	> 15 and ≤ 25	Average delays
D	> 25 and ≤ 35	Long delays
E	> 35 and ≤ 50	Very long delays
F	> 50	Extreme delays

Source: Appendix B

Table 4.2-5
Signalized Intersection Level of Service Criteria

Level of Service	Average Control Delay (sec/veh)	Volume-to-Capacity Ratio
A	≤ 10	< 0.60
B	> 10 and ≤ 20	0.61 - 0.70
C	> 20 and ≤ 35	0.71 - 0.80
D	> 35 and ≤ 55	0.81 - 0.90
E	> 55 and ≤ 80	0.91 - 1.00
F	> 80	> 1.00

Source: Appendix B

Tables 4.2-6 and 4.2-7 summarize the Weekday AM and PM Peak Hour LOS for study area intersections. Based on the analysis prepared, two intersections are projected to operate at below the acceptable LOS in the 2044 and 2044 + Project scenarios.

Table 4.2-6
Intersection Level of Service Weekday AM Peak Hour

ID#	Intersection	Control Type	2024	2024+Project	2026	2026+Project	2044	2044+Project	2044+Project w/Mitigation
1	12th Ave & SR 198 WB Ramps	Signal	B	B	B	B	B	B	-
2	12th Ave & SR 198 EB Ramps	Signal	B	B	B	B	B	B	-
3	SR 198 WB Ramps & Hanford Armona Rd	Roundabout	A	A	A	A	B	C	-
4	SR 198 EB Ramps	NB	B	B	B	B	C	C	-

ID#	Intersection	Control Type	2024	2024+Project	2026	2026+Project	2044	2044+Project	2044+Project w/Mitigation
	& Hanford Armona Rd								
5	13th Ave & Hanford Armona Rd	NB SB Signal	B A -	B A -	B A -	C A -	D (31.4) A -	F (35.0) A -	- - A
6	12th Ave & Hanford Armona Rd	Signal	C	C	C	C	C	C	C
7	11th Ave & Hanford Armona Rd	Signal	B	B	B	B	C	C	-
8	12th Ave & Hume Ave	WB	B	B	B	B	C	C	-

Source: Appendix B

Table 4.2-7
Intersection Level of Service Weekday PM Peak Hour

ID#	Intersection	Control Type	2024	2024+Project	2026	2026+Project	2044	2044+Project	2044+Project w/Mitigation
1	12th Ave & SR 198 WB Ramps	Signal	B	B	C	B	C	C	-
2	12th Ave & SR 198 EB Ramps	Signal	A	A	A	B	B	B	-
3	SR 198 WB Ramps & Hanford Armona Rd	Roundabout	A	A	A	A	B	B	-
4	SR 198 EB Ramps & Hanford Armona Rd	NB	B	B	B	B	C	C	-
5	13th Ave & Hanford Armona Rd	NB SB Signal	C A -	C A -	C A -	C A -	F (>300) A -	F (>300) A -	- - B
6	12th Ave & Hanford Armona Rd	Signal	C	C	C	C	D (40.9)	D (42.1)	C
7	11th Ave & Hanford Armona Rd	Signal	B	B	C	C	C	C	-
8	12th Ave & Hume Ave	WB	B	B	B	B	C	C	-

Source: Appendix B

Annual growth rates ranging between 1.10 and 5.03 percent were applied to the existing peak hour volumes to estimate future volumes for the years 2026 (opening year) and 2044 (horizon year). These growth rates were estimated based on the TIA's review of data from the KCAG travel demand model. The KCAG travel demand model takes into account in-construction and anticipated to-be-constructed projects, which includes 11 out of the 12

projects identified by the City within a 1.5-mile radius of the Project site. The remaining project (Grangeville Mixed Use Project) is currently under environmental review and the scope of intersections does not overlap with the proposed Project, therefore little to no influence on traffic from the Grangeville Project would occur on the proposed Project. Future peak hour volumes for the years 2026 and 2044 both without and with project traffic include peak hour trip estimates for two tracts of the Live Oak development, a master planned community located northwest, southwest, and southeast quadrants of 12th Avenue and Hume Avenue which are under construction. As found in the TIA, there are two intersections that will need improvements by the 2044 year to maintain or improve the operational level of service of the street system in the vicinity of the Project.

Signal warrant criteria was met for the 13th Avenue and Hanford Armona Road intersection; however, it is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered to determine whether signals are truly justified. Pursuant to General Plan Policy T36, the Project proponent will be required to pay traffic development impact fees. The provision of an intersection signalization would be determined by the City of Hanford. Improvement costs for signalization are within the purview of traffic development impact fees as required in Policy T36, therefore eventual signalization of the intersection by the City would address the LOS deficiency caused by General Plan buildout (2044) and Project development (2044+Project).

For the 12th Avenue and Hanford Armona Road intersection, the TIA recommends improvements be made to the eastbound roadway to include changing the existing eastbound right turn lane (EBR) to an eastbound through and right turn lane (EBTR). The Project proponent would be required to pay their fair share cost for the needed improvement to ensure that the intersection by the year 2044, operates at an acceptable LOS. The inclusion of fair share cost payment is recommended as a Mitigation Measure and is included as MM 4.2-1.

Implementation of MM 4.2-1 would allow the studied intersection to operate at an acceptable LOS under City LOS standards and reduce impacts to less than significant.

MITIGATION MEASURES

MM 4.2-1: The Project proponent or developer shall be required to pay their fair share of costs for the needed improvements. This includes changing the 12th Avenue and Hanford Armona Road intersection eastbound right turn lane to an eastbound through lane and a right turn lane.

The fair share cost for the improvement is calculated at 18.94% and shall be collected by the City of Hanford at the appropriate time.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with implementation of mitigation measures*.

Impact 4.2-2 - Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)

The VMT Analysis prepared for this Project (Appendix B) follows the guide of the City of Hanford VMT Thresholds and Implementation Guidelines, dated November 2022 (VMT Guidelines) to analyze the Project's VMT and compare them to the established VMT threshold.

Land use developments meeting one or more of the screening criteria contained in the VMT Guidelines are presumed to create a less than significant transportation impact and no further VMT analysis is required. These criteria relate to project type, size, location, proximity to transit, and trip-making potential. The project does not meet any of the screening criteria. Therefore, a detailed VMT analysis is required and is included as Appendix B.

For projects that are not screened out, a quantitative analysis of VMT impacts must be prepared and compared against the adopted VMT thresholds of significance. According to the VMT Guidelines, residential developments that generate more than 8.99 daily VMT for residential VMT per capita would be considered to have a significant transportation impact.

Baseline VMT

The first step in a VMT analysis is to establish the baseline average VMT, which requires the definition of a region. The established region for the Project is Kings County, which is modeled by the KCAG.

Based on the VMT analysis, the Project would result in 9.61 VMT per capita and exceed the 8.99 VMT per capita threshold. As a result, it is recommended that the Project implement VMT mitigation measures for the residential component to reduce VMT per Capita. In order to reduce VMTs, a project must decrease the number of vehicle miles travels to and from the Project site. For land development projects, VMT mitigation focuses on measures that reduce the number and/or length of single-occupant vehicle trips generated by the project. According to the VMT Guidelines, proposed mitigation to reduce project VMT "must be supported by substantial evidence illustrating that the measure(s) will mitigate VMT impacts to less than significant." The VMT Guidelines cite the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction. These measures included increasing residential density and providing easy access to high-quality public transit within 0.5 miles of a high frequency transit station. However, the TIA found that no applicable and feasible mitigation measures are available to reduce

VMT below the adopted City threshold. Therefore, the Project is expected to result in a significant transportation impact under CEQA.

MITIGATION MEASURES

No mitigation measures

LEVEL OF SIGNIFICANCE

Impacts would be ***significant and unavoidable***.

Cumulative Setting Impacts and Mitigation Measures

CUMULATIVE SETTING

The study area for the analysis of cumulative impacts is the City of Hanford and unincorporated portions of Kings County located adjacent to the city limits. Cumulative impacts are assessed with the proposed Project and the 12 projects located within a one-half mile of the Project site as identified by the City of Hanford. Eleven of the 12 projects are entitled and either under construction or are anticipated to be under construction in the future. The projects that are entitled are included in and are consistent with the General Plan. Therefore, those projects are included in the KCAG travel demand model. The growth rates used to determine future traffic volumes would therefore reflect traffic from these projects. One of the projects is currently under environmental review, the Grangeville Mixed Use Project. A review of the scope of intersections in the Grangeville traffic study did not overlap with any of the intersections included in the Silicon Valley Ranch study. Therefore, there would be little to no influence of traffic from the Grangeville project on the Silicon Valley Ranch project.

CUMULATIVE IMPACTS

As noted above, use of the KCAG travel demand model and estimates provided in the TIA (Appendix B), impacts related to LOS would be less than significant with mitigation measures incorporated for the proposed Project and for the cumulative year 2044. Based on the analysis in the TIA, cumulative impacts for LOS would be less than significant with mitigation incorporated.

As for VMT, Project impacts are considered significant and unavoidable. This is in large part due to the lack of applicable and feasible VMT mitigation measures. The cumulative impacts for the City of Hanford would be considered significant and unavoidable.

MITIGATION MEASURES

Implementation of MM 4.17-1.

CUMULATIVE LEVEL OF SIGNIFICANCE

Cumulative impacts for LOS would be ***less than significant with mitigation incorporated.***

Cumulative impacts for VMT would be ***significant and unavoidable.***

4.3 - Approach to Environmental Analysis

Section 4.1 of this Draft EIR contains discussions of the environmental setting, regulatory setting, thresholds of significance, and potential environmental impacts related to the construction and operation of the proposed Project. These sections also include a discussion of mitigation measures and the level of significance after the implementation of mitigation measures.

Section 15125(a) of the CEQA Guidelines identifies that an EIR includes a description of the physical environmental conditions in the vicinity of the Project. This environmental setting will normally constitute the baseline physical conditions by which a Lead Agency determines whether an impact is significant.

The study area for the analysis of the Project and cumulative impacts is the Hanford city limits, the portions of Kings County located adjacent to the City. The applicable cumulative projections include growth projections from the Hanford General Plan and the Kings County General Plan.

The regulatory setting includes a discussion of the regulatory environment as it existed prior to the implementation of the Project. There is federal, State, regional, and local regulations identified within each environmental issue discussion, where appropriate. It is acknowledged that although the existing City of Hanford development codes currently guide development within the City.

The impact analysis contains a discussion of Project-specific impacts as well as cumulative impacts. The Project that is evaluated is the construction of 326 single-family residences, internal roads, a 2.86-acre drainage retention basin, and a 3.58-acre park on an approximately 88.9-acre site (Project). Lots will range between 5,000 and 7,000 square feet. Associated utility and right-of-way infrastructure would be developed in accordance with City standards and regulations. Specific components of the Project are not separately evaluated; however, the Project, as a whole, is evaluated. The Project, as a whole, is referred to as the proposed Project or Project, throughout this EIR.

The impacts within the impact analysis section are identified as *no impact, less-than-significant impact, potentially significant impact,* or *significant impact*. The project-specific impacts address the potential environmental impacts that could occur under the development activity anticipated to occur with the proposed Project.

4.4 - Environmental Topics

The potential environmental effects associated with the implementation of the proposed Project are analyzed in the following topical environmental issue areas:

- Land Use Planning
- Transportation
- Mandatory Findings of Significance

4.5 - Organization of Issue Areas

Each environmental issue section contains the following components:

- Introduction - includes a brief discussion of the information used for the analysis.

- Environmental Setting - identifies and describes the existing physical environmental conditions of the Project area associated with each of the impact sections.

- Regulatory Setting - provides an understanding of the regulatory environment that exists prior to the implementation of the Project. This discussion includes the applicable goals, objectives, and policies from the City of Hanford 2035 General Plan as well as other regulations that currently exist.

- Methodology – identifies which criteria, technical documents, or formulas were used to analyze specific environmental impacts.

- Thresholds of Significance - identifies thresholds from Appendix G of the CEQA Guidelines that assist in determining the significance of an impact. Some thresholds include a more detailed discussion to address the City of Hanford's or other local agency's specific significance criteria for the Project area.

- Project Impacts - describes environmental changes to the existing physical conditions that may occur if the proposed Project is implemented and evaluates these changes with respect to the CEQA thresholds of significance. This section includes a Project-specific impact analysis and a cumulative impact analysis. Mitigation measures are identified for the potentially significant project and cumulative impacts, if determined feasible. The mitigation measures are those measures that could avoid, minimize, or reduce an environmental impact. This section also includes a discussion of the level of significance after mitigation that describes the level of impact significance remaining after mitigation measures are implemented.

4.6 - Level of Significance

Determining the severity of the project and cumulative impacts is fundamental to achieving the objectives of CEQA. CEQA Guidelines Section 15091 requires that decision-makers mitigate, as completely as is feasible, the significant impacts identified in Project EIR. If the

Project EIR identifies any significant unmitigated impacts, CEQA Guidelines Section 15093 requires decision-makers in approving a project to adopt a Statement of Overriding Considerations that explains why the benefits of the project outweigh the adverse environmental consequences identified in the EIR.

The level of significance for each impact examined in this EIR is determined by considering the predicted magnitude of the impact against the applicable threshold. Thresholds are developed using criteria from the CEQA Guidelines and checklist; federal, State, and local regulatory schemes; local/regional plans and ordinances; accepted practice; consultation with agencies and recognized experts; and other professional opinions. When adopting or using thresholds of significance, a Lead Agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.

4.7 - Format Used for Impact Analysis and Mitigation Measures

The format adopted in this EIR to present the evaluation of impacts is described and illustrated below.

Summary Heading of Impact

Impact 4.1-1: An impact summary heading appears immediately preceding the impact description (Summary Heading of Impact in this example). The impact number correlates to the section of the report (4.1 for Aesthetics in this example) and the sequential order of the impact (1 in this example) within that section. To the right of the impact number is the impact statement, which identifies the potential impact, corresponding to CEQA thresholds.

Project Impact Analysis

A narrative analysis follows the impact statement. The analysis identifies the significant environmental effects of the proposed Project on the environment, based on an examination of the changes in the existing physical conditions in the affected area as they exist at the time the Notice of Preparation is published. Direct and indirect significant effects of the Project on the environment are identified and described for both the short-term and long-term effects. The analysis includes relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services.

Cumulative Impact Analysis

A narrative analysis of cumulative impacts follows the project impacts section. The cumulative impacts analysis includes a discussion of the level of impact that would occur if the proposed Project, in combination with cumulative development, as described in Chapter

1 - *Executive Summary* of this EIR, are implemented. If the combined level of impact is *no impact* or *less-than-significant* impact, the Project's incremental effect would be less than cumulatively considerable. If the combined level of impact is *significant*, the Project's incremental effect is determined to be cumulatively considerable. The discussion of cumulative impacts is guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

Mitigation Measures

Mitigation measures to reduce potential project-specific and cumulative impacts include a summary heading and description using the format presented below:

MM 4.4-1: Project-specific or cumulative mitigation is identified that would reduce the impact to the lowest degree feasible. The mitigation number links the particular mitigation to the impact section with which it is associated (Impact 4.4-1 in this example).

Level of Significance After Mitigation

This section identifies the resulting level of significance of the project-specific or cumulative impact following mitigation.

CHAPTER 5 - CONSEQUENCES OF PROJECT IMPLEMENTATION

5.1 - Environmental Effects Found to be Less than Significant

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) "contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

The City of Hanford has engaged the public in the scoping of the environmental document. Comments received during scoping have been considered in the process of identifying issue areas that should receive attention in the EIR. The contents of this EIR were established based on the Notice of Preparation (NOP) prepared in accordance with the CEQA Guidelines and on public and agency input received during the scoping process.

After further study and environmental review in this EIR, direct and indirect impacts of the proposed Project (not including cumulative impacts) would be less than significant or could be reduced to less-than-significant levels with mitigation measures for the resource areas listed below.

5.1.1 - POTENTIAL FOR LESS THAN SIGNIFICANT IMPACTS TO OCCUR

Aesthetics

- Impact 4.1-3: Substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality

- Impact 4.1-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Agriculture and Forestry Resources

- Impact 4.2-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use

- Impact 4.2-5: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use

Air Quality

- Impact 4.3-1: Conflict with or obstruct implementation of the applicable air quality plan
- Impact 4.3-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard
- Impact 4.3-3: Expose sensitive receptor to substantial pollutant concentrations
- Impact 4.3-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

Biological Resources

- Impact 4.4-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-3: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Impact 4.4-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites

Cultural Resources

- Impact 4.5-1: Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5
- Impact 4.5-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5
- Impact 4.5-3: Disturb any human remains, including those interred outside of formal cemeteries

Energy

- Impact 4.6-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation

- Impact 4.6-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Geology and Soils

- Impact 4.7-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault

- Impact 4.7-2: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking

- Impact 4.7-3: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction

- Impact 4.7-4: Directly or indirectly cause potentially substantial adverse effects, including the risk of loss, injury, or death involving landslides

- Impact 4.7-5: Result in substantial soil erosion or loss of topsoil

- Impact 4.7-6: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse

- Impact 4.7-7: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property

- Impact 4.7-9: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

Greenhouse Gas Emissions

- Impact 4.8-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

- Impact 4.8-2: Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

Hazards and Hazardous Materials

- Impact 4.9-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials

- Impact 4.9-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

- Impact 4.9-3: Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school

- Impact 4.9-4: Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment

- Impact 4.9-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area

- Impact 4.9-6: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan

Hydrology and Water Quality

- Impact 4.10-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality

- Impact 4.10-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin

- Impact 4.10-3(i): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site

- Impact 4.10-3(ii): Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

- Impact 4.10-3(iii): Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff

- Impact 4.10-3(iv): Impede or redirect flood flows

- Impact 4.10-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

Land Use and Planning

- Impact 4.1-2 (Impact 4.11-2 of Appendix G): Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

Noise

- Impact 4.13-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

- Impact 4.13-2: Generation of excessive ground-borne vibration or ground-borne noise levels

Population and Housing

- Impact 4.14-1: Induce substantial unplanned population growth in an area, either directly or indirectly

Public Services

- Impact 4.15-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or to other performance objectives for any of the public services for fire protection services

- Impact 4.15-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services

- Impact 4.15-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause

significant environmental impacts in order to maintain acceptable service Ratios, response times, or other performance objectives for school services

- Impact 4.15-4: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for park services

- Impact 4.15-5: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities

Recreation

- Impact 4.16-1: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated

Transportation and Traffic

- Impact 4.17-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)

- Impact 4.17-4: Result in inadequate emergency access

Tribal Cultural Resources

- Impact 4.18-1(i): Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)

- Impact 4.18-1(ii): Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code

Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe

Utilities and Service Systems

- Impact 4.19-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects

- Impact 4.19-2: Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed

- Impact 4.19-3: Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments

- Impact 4.19-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

- Impact 4.19-5: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste

Wildfire

- Impact 4.20-1: Substantially impair an adopted emergency response plan or emergency evacuation plan

- Impact 4.20-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire

- Impact 4.20-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment

- Impact 4.20-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

5.1.2 - Potential for Less than Significant Impacts to Occur with Incorporation of Mitigation Measures

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to be less than significant with the incorporation of mitigation measures.

Transportation

- Impact 4.2-1 (Impact 4.17-1 of Appendix G): Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities

5.2 - Significant Environmental Effects that Cannot be Avoided

Section 15126.2(b) of the CEQA Guidelines requires that the EIR describe any significant impacts, including those that can be mitigated but not reduced to less-than-significant levels. Potential environmental effects of the project and proposed mitigation measures are discussed in detail in Chapter 4, *Environmental Analysis*, of this EIR.

The environmental impacts determined to be significant and unavoidable are described in Table 5-1, *Summary of Significant Impacts of the Proposed Project*.

Table 5-1
Summary of Significant Impacts of the Proposed Project

Resources	Project Impacts	Cumulative Impacts
Transportation and Traffic Impact 4.2-2 (Impact 4.17-2 of Appendix G)	VMT associated with the Project is estimated to be at 9.61 VMT per Capita and would exceed City of Hanford adopted VMT per Capita thresholds of 8.99. Since the Project exceeds the City VMT threshold and no feasible mitigation has been identified to reduce impacts, permanent (operation) impacts are considered significant and unavoidable.	No feasible mitigation measure has been identified that would be feasible and reduce Project impacts to a less than significant impact. For these reasons, the proposed Project would have a **significant and unavoidable** cumulatively considerable contribution to VMT generation.

5.3 - Growth Inducing Impacts

Growth inducement can be a result of new development that requires an increase in dwelling units or an increase in employment, removes barriers to development, or provides resources that lead to secondary growth. The Project would add new residential uses and is projected in the City General Plan. As determined in the prepared IS/NOP, the population of the City is expected to grow by more than 50 percent over the next twenty years. The 6th Cycle RHNA states that the City of Hanford will need to provide an additional 5,547 dwelling units by 2035. The proposed Project will help the city work toward attaining a sufficient housing supply while also complying with the General Plan buildout.

The Project is situated in a growing urbanized area, where substantial employment and housing opportunities will continue to grow. The Project would accordingly accommodate planned growth and not induce unplanned growth.

With respect to removing barriers to development, such as by providing access to previously undeveloped areas, the Project is not anticipated to result in significant growth inducement. The Project does not include the construction of infrastructure that could provide for future residential development; it does not remove barriers to off-site development.

Although the Project accommodates planned economic growth at suitable locations, the net increase in population on the Project site would be less than significant.

5.4 - Significant Irreversible Changes

As stated in the CEQA Guidelines, an EIR must address any significant irreversible environmental change that would result from project implementation. According to Section 15126.2(c) of the CEQA Guidelines, such a change would occur if one of the following scenarios occurs:

- The Project would involve a large commitment of nonrenewable resources.
- Irreversible damage can result from environmental accidents associated with the Project.
- The proposed consumption of resources is not justified (e.g., the Project would result in the wasteful use of energy).

The environmental effects of the proposed Project are thoroughly discussed in Chapter 4, *Environmental Impact Analysis*, of this EIR and summarized in the Executive Summary. Implementation of the proposed Project would commit nonrenewable resources during any construction activities and future cannabis-related facility operations. Future cannabis-related operations, oil, gas, and other nonrenewable resources would be consumed for the cultivation, manufacturing, distribution, and retail sales of cannabis products. Therefore, an irreversible commitment of nonrenewable resources would occur as a result of the proposed Project. However, assuming that those commitments occur in accordance with the adopted goals, policies, and implementation measures of the Hanford General Plan, as a matter of public policy, those commitments have been determined to be acceptable. The

policies of the Hanford General Plan ensure that any irreversible environmental changes associated with those commitments will be minimized.

CHAPTER 6 - ALTERNATIVES

6.1 - Introduction

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) describe a range of reasonable alternatives to the Project or to the location of the Project site that could feasibly avoid or lessen any significant environmental impacts of the Project while attaining most of the Project's basic objectives. An EIR also must compare and evaluate the environmental effects and comparative merits of the alternatives. This chapter describes alternatives considered but eliminated from further consideration, including the reasons for elimination, and compares the environmental impacts of several alternatives retained with those of the Project.

The following are key provisions of the CEQA Guidelines (Section 15126.6):

- The discussion of alternatives shall focus on alternatives to the Project or its location that are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be costlier.

- The No Project Alternative shall be evaluated, along with its impacts. The no project analysis shall discuss the existing conditions at the time the Notice of Preparation was published, as well as what would be reasonably expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services.

- The range of alternatives required in an EIR is governed by a "rule of reason;" therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Project.

- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the Project need to be considered for inclusion in the EIR.

- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

The range of feasible alternatives is selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives, as described in Section 15126.6(f)(1) of the CEQA Guidelines, are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the Project proponent could reasonably acquire, control, or otherwise have access to an alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, whose implementation is remote or speculative, and that would not achieve the basic project objectives.

Under case law and CEQA Section 15126.6(f), the discussion of alternatives need not be exhaustive and is subject to a rule of reason. CEQA Section 15126.6(d) states that "if an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternatives shall be discussed, but in less detail than the significant effects of the project as proposed." Determining factors that may be used to eliminate alternatives from detailed consideration in an EIR are (a) failure to meet most of the basic project objectives, (b) infeasibility, or (c) inability to avoid significant environmental impacts. CEQA Section 15364 defines "feasibility" as "Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

The Project has the potential to have significant adverse effects, at either a project level or cumulative level, on aesthetics, agriculture, air quality, biological resources, greenhouse gas emissions, noise, population, and housing at the Project site. Even with the mitigation measures described in Chapter 4, *Environmental Analysis*, of this EIR, impacts in these issue areas would be significant and unavoidable. Therefore, per the CEQA Guidelines, this section discusses alternatives that are capable of avoiding or substantially lessening the effects on these resources. Significant, unavoidable impacts of the Project are summarized below. Following these summaries, Section 6.2, *Project Objectives*, restates the Project proponent's objectives. Section 6.3, *Alternatives Eliminated from Further Consideration*, presents alternatives to the Project that were considered but eliminated for further analysis. Section 6.4, *Alternatives Analyzed in This EIR*, presents alternatives fully analyzed in this EIR, provides a comparison of alternatives, and makes a determination about the environmentally superior alternative.

6.1.1 - Significant Impacts of the Project

The implementation of the proposed Project would result in significant and unavoidable impacts and significant impacts prior to mitigation incorporated. These potential significant and unavoidable impacts and less-than-significant impacts with mitigation incorporated are evaluated for each of the alternatives that are considered and evaluated as discussed below.

No Potential for Impacts to Occur

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have no potential for impacts to occur:

Aesthetics

- Impact 4.1-1: Have a substantial adverse effect on a scenic vista
- Impact 4.1-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

Agriculture and Forest Resources

- Impact 4.2-2: Conflict with existing zoning for agricultural use or a Williamson Act contract

- Impact 4.2-3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), or timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Productions (as defined in Government Code Section 51104(g))

- Impact 4.2-4: Result in the loss of forest land or conversion of forest land to non-forest use

Biological Resources

- Impact 4.4-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance

- Impact 4.4-6: Conflict with provisions of an adopted habitat conservation plan, natural communities conservation plan, or other approved local, regional, or State habitat conservation plan

Geology and Soils

- Impact 4.7-8: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

Hazards and Hazardous Materials

- Impact 4.9-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires

Hydrology and Water Quality

- Impact 4.10-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation

Land Use and Planning

- Impact 4.11-1: Physically divide an established community

Mineral Resources

- Impact 4.12-1: Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State

- Impact 4.12-2: Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan

Noise

- Impact 4.13-3: For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels

Population and Housing

- Impact 4.14-2: Displace substantial number of existing people or housing necessitating the construction

Recreation

- Impact 4.16-2: Include recreational facilities or require construction or expansion of recreational facilities that might have an adverse physical effect on the environment

Potential for Less than Significant Impacts

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have less than significant impacts to occur:

Aesthetics

- Impact 4.1-3: Substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality

- Impact 4.1-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Agriculture and Forest Resources

- Impact 4.2-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use

- Impact 4.2-5: Involve other changes in the existing environment which, because of their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use

Air Quality

- Impact 4.3-1: Conflict with or obstruct implementation of the applicable air quality plan
- Impact 4.3-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard
- Impact 4.3-3: Expose sensitive receptors to substantial pollutant concentrations
- Impact 4.3-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

Biological Resources

- Impact 4.4-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
- Impact 4.4-3: Have a substantial adverse effect on State or federally Protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
- Impact 4.4-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites

Cultural Resources

- Impact 4.5-1: Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5
- Impact 4.5-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5
- Impact 4.5-3: Disturb any human remains, including those interred outside of dedicated cemeteries

Energy

- Impact 4.6-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation

- Impact 4.6-2: Conflict with or obstruct a State or local plan for renewable energy or energy efficiency

Geology and Soils

- Impact 4.7-1: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault

- Impact 4.7-2: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking

- Impact 4.7-3: Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction

- Impact 4.7-4: Directly or indirectly cause potentially substantial adverse effects, including the risk of loss, injury, or death involving landslides

- Impact 4.7-5: Result in substantial soil erosion or loss of topsoil

- Impact 4.7-6: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse

- Impact 4.7-7: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property

- Impact 4.7-9: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

Greenhouse Gas Emissions

- Impact 4.8.1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment

- Impact 4.8.2: Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases

Hazards and Hazardous Materials

- Impact 4.9-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials

- Impact 4.9-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

- Impact 4.9-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school

- Impact 4.9-4: Create a hazard to the public or the environment as a result of being located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5

- Impact 4.9-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area

- Impact 4.9-6: Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan

Hydrology and Water Quality

- Impact 4.10-1: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality

- Impact 4.10-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin

- Impact 4.10-3(i): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site

- Impact 4.10-3(ii): Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site

- Impact 4.10-3(iii): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the

addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantially additional sources of polluted runoff

- Impact 4.10-3(iv): Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows

- Impact 4.10-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

Land Use and Planning

- Impact 4.1-2 (Impact 4.11-2 of CEQA Appendix G): Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect

Noise

- Impact 4.13-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies

- Impact 4.13-2: Generation of excessive ground-borne vibration or ground-borne noise levels

Population and Housing

- Impact 4.14-1: Induce substantial unplanned population growth in an area, either directly or indirectly

Public Services

- Impact 4.15-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection

- Impact 4.15-2: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services

- Impact 4.15-3: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service Ratios, response times, or other performance objectives for school services

- Impact 4.15-4: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for park services

- Impact 4.15-5: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities

Recreation

- Impact 4.16-1: Result in increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated

Transportation

- Impact 4.17-3: Substantially increase hazards due to a geometric design feature or incompatible uses

- Impact 4.17-4: Result in inadequate emergency access

Tribal Cultural Resources

- Impact 4.18-1: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California register of historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)

- Impact 4.18-2: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its

discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1

Utilities and Service Systems

- Impact 4.19-1: Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects

- Impact 4.19-2: Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed

- Impact 4.19-3: Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments

- Impact 4.19-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals

- Impact 4.19-5: Comply with federal, State, and local management and reduction statutes and regulations related to solid waste

Wildfire

- Impact 4.20-1: Substantially impair an adopted emergency response plan or emergency evacuation plan

- Impact 4.20-2: Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire

- Impact 4.20-3: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment

- Impact 4.20-4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

Potential for Less than Significant Impacts to Occur with Incorporation of Mitigation Measures

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effect was determined to be less than significant with the incorporation of mitigation measures.

Transportation

- Impact 4.2-1 (Impact 4.17-1 of CEQA Appendix G): Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities

Potential for Significant and Unavoidable Impacts to Occur

Potential environmental effects of the Project and mitigation measures are discussed in detail in Chapter 4 of this EIR. After a full analysis, the following effects were determined to have potential for significant and unavoidable impacts to occur:

Transportation

- Impact 4.2-2 (Impact 4.17-2 of CEQA Appendix G): Conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b)

6.1.2 - Other Impacts of the Project

Impacts of the Project on the other resources evaluated in this EIR were found to be either less than significant or less than significant after mitigation. Therefore, consideration of alternatives that would further reduce impacts on these resources is not required by CEQA. Only alternatives that reduce or substantially lessen the Project's impacts on aesthetics, agriculture, air quality, biological resources, greenhouse gas emissions, noise, or population and housing are considered in this EIR. If one of the alternatives would cause a greater adverse impact on another resource, these impacts are disclosed in Section 6.4, *Alternatives Analyzed in this EIR*. Otherwise, impacts to the remaining resources evaluated in this EIR are not discussed further in this section.

6.2 - Project Objectives

The Project has the following objectives:

1. Provide a variety of housing opportunities with a range of styles, sizes, and values that will be designed to satisfy existing and future demand for quality housing in the area.

2. Provide a sense of community and walkability within the development through the use of street patterns, parks/open space areas, landscaping, and other Project amenities.

3. Create a successful and financially feasible Project by meeting the housing needs of the area.

4. Provide a residential development that assists the City in meeting its General Plan and Housing Element requirements and objectives.

CEQA requires that an EIR describe a reasonable range of alternatives to the Project, or to the location of the Project, that would avoid or substantially lessen any of the significant effects of the Project and that would feasibly attain most of the basic Project objectives (Title 14, Section 15126.6). Attainment of the Project objectives is discussed for each retained alternative in Section 6.4.

6.3 - Alternatives Considered but Rejected

There are no Project alternatives that were considered and rejected.

6.4 - Alternatives Considered and Evaluated

An evaluation of three alternatives that were considered and evaluated is provided below. These alternatives represent a reasonable range of alternatives to the proposed Project. This analysis includes alternatives that could feasibly accomplish some of the basic objectives of the proposed Project and could potentially avoid or substantially lessen one or more of the significant effects. The following is an evaluation of each of the alternatives to the proposed Project that were further considered for analysis. Table 6-1, below, provides a summary of the impacts comparison between the proposed Project and the Project alternatives.

6.4.1 - ALTERNATIVE A - NO PROJECT ALTERNATIVE

Under the No Project Alternative, the Project area would remain unchanged and there would be no residential units or parks constructed. The No Project Alternative would keep the site as agriculture and remain under the jurisdiction of Kings County. As no change would occur, the Project site would continue to be consistent with the Kings County General Plan land use designation and zoning of Limited Agriculture, 10 acres (AL10). The City is also required to meet the State Regional Housing Needs Allocation (RHNA) for new housing in the City under the Housing Element of the City General Plan. The No Project Alternative would not fulfill the objectives of the Project or assist the City in meeting RHNA. With regard to transportation impacts, the No Project Alternative would result in no new trips generated. Therefore, the No Project Alternative would reduce the less than significant impact associated with LOS thresholds and significant and unavoidable impact relating to VMT. However, the City is required to meet the State Regional Housing Needs Allocation (RHNA) for new housing in

the City. The No Project Alternative would not fulfill the objectives of the Project or assist the City in meeting RHNA.

6.4.2 - ALTERNATIVE B - REDUCED PROJECT ALTERNATIVE

This alternative would decrease the number of single-family residential houses from 326 to 242. As described in this draft EIR, the proposal to approve the tentative tract map, annex the site into the City, and prezoning the site to R-L-5 would remain the same. With **Alternative B** a similar outcome to the proposed Project would occur with regard to County and City General Plan consistency. The annexation would meet County and LAFCo objectives in addition to providing planned City expansion within their SOI. This alternative will meet all Project objectives but would have a reduced positive effect of assisting the City in meeting regional housing needs. Under **Alternative B**, overall VMT for the Project would decrease; however, per capita VMT impacts of significant and unavoidable would remain the same as the proposed Project. With regard to City LOS thresholds, overall trip generation would be reduced, resulting in lessened impacts on studied intersections. However, this reduction is still likely to exceed LOS thresholds cumulatively, and require mitigation as indicated in this draft EIR to improve the impacted intersection of 12th Avenue and Hanford Armona Road. Impacts regarding LOS would continue to be *less than significant with mitigation incorporated*.

6.4.3 - ALTERNATIVE C – MULTI-FAMILY ALTERNATIVE

This alternative would replace the proposed single-family residential with multi-family apartments at a density of at least 14.5 dwelling units per gross acre (1,088 units). The Project site is currently designated by the General Plan for low-density residential and prezoned R-L-5. The proposed Project request would be modified to include a General Plan Amendment and a Zone Change to Medium Density Residential (R-M) to allow multi-family apartments. With regard to the addition of a General Plan Amendment, consistency findings with General Plan goals and policies would be necessary to determine if the proposed Medium Density Residential land use would comply. However, due to its proximity to designated Medium Density Residential land northerly adjacent to the Project site, consistency findings can likely be made as availability of City services, implementation of pedestrian, bicycle, and vehicle standards, and payment of impact fees would still be applicable to the development.

Under **Alternative C**, the overall density increase would result in higher trips generated. This would, in turn, cause impacts to LOS and VMT. For LOS, a rise in vehicle trips generated due to an increased number of residents originating from the Project site would result in higher utilization of intersections in the vicinity of the site. Based on this assumption, the higher utilization could negatively impact LOS for the studied intersections and would potentially require additional mitigation/improvements to intersections to meet LOS standards.

Therefore, **Alternative C** could result in an increased impact with regard to City LOS standards. In regard to VMT, the City of Hanford has adopted VMT Thresholds and Implementation Guidelines, which was utilized for the proposed Project to determine

impacts. With regard to the adopted screening criteria and VMT thresholds, **Alternative C** does not meet the screening criteria and would likely generate more than 1,000 average daily trips, is not located within 0.5 miles of a transit priority area and is not located within an area where existing VMT per capita is low. The City's VMT Guidelines cite the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers,* California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for measures with quantitative methods for estimating VMT reduction. It was found that the in CAPCOA Handbook, that an increase in density over the national average (9.1 dwelling units per acre) can result in a VMT reduction. Assuming no change in the amount of developable land, the project would need at least 455 dwelling units to reach the national average and be credited for any reduction in project VMT. Moreover, the project would require a total of 590 dwelling units to mitigate the impact of project VMT to a less-than-significant level. (Ruettgers and Schuler Civil Engineers, 2024). As **Alternative C** proposes a density larger than the national average, it can be seen that a reduction in Project VMT would occur. Therefore, VMT under **Alternative C** would result in a less than significant impact.

6.4.4 - ALTERNATIVE D – DIFFERENT SITE ALTERNATIVE

This alternative would relocate the Project to a different site in order to be located nearer to corridor mixed use where a mix of commercial and office uses would be available in addition to being located closer to major transit corridors. This alternative would locate the Project on the east side of the City, bounded by Lacey Boulevard to the south, 9 1/4 Avenue to the west, State Route 43 to the east, and Grangeville Boulevard to the north. This alternative will meet all Project objectives and would assist the City in meeting its regional housing needs.

Additionally, **Alternative D** would result in similar conditions as the proposed Project, consistency findings with Kings County and LAFCo for annexation, and General Plan conformity with the City can be made. With regard to LOS standards, the alternative site would require an analysis of intersections in the vicinity of the site and the comparisons of future conditions at the chosen intersections. It can be determined that under **Alternative D**, impacts to LOS at intersections could occur similar to the proposed Project. Dependent on the LOS grade found as a result of Project implementation, mitigation measures for intersection improvements and the use of transportation impact fees per General Plan policy would be applicable to **Alternative D** and therefore result in similar impacts as the proposed Project.

Under **Alternative D**, overall VMT per capita for the Project would still exceed City VMT thresholds as the majority of the site is located within a high VMT area (Kings County Council of Governments, 2020) in addition to no changes made to the Project lot count. Therefore, per capita, VMT would remain similar to the proposed Project as there are no other factors including proximity to high-quality transit corridors that could provide VMT reductions. Impacts would continue to be *significant and unavoidable*. In addition, the applicant does not currently own either of these properties and it is not known if the current owners are willing to sell these properties.

6.5 - Environmentally Superior Alternative

CEQA requires that the City identify an Environmentally Superior Alternative. If the No Project Alternative is the Environmentally Superior Alternative, the City must identify an Environmentally Superior Alternative among the other alternatives considered in the EIR (CEQA Guidelines, Section 15126.6). This alternatives analysis includes three other Project alternatives –Alternative B - Reduced Project, Alternative C - Multi-Family, and Alternative D - Different Site. Based on the evaluation of the three alternatives, Alternative C – Multi-Family would reduce significant and unavoidable environmental impacts relating to VMT while fulfilling most of the objectives of the proposed Project and is therefore the Environmentally Superior Alternative.

Table 6-1
Summary of Alternatives Impacts

Environmental Resource	Project	Alternative A	Alternative B	Alternative C	Alternative D
Land Use and Planning: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect	Less than significant	Similar	Similar	Similar	Similar
Land Use and Planning: Cumulative Impacts associated with land use plan, policy, or regulation	Less than significant	Similar	Similar	Similar	Similar
Transportation and Traffic: Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities	Less than significant with mitigation incorporated	Fewer	Fewer	Similar	Similar
Transportation and Traffic: Cumulative Impacts associated with LOS	Less than significant with mitigation incorporated	Fewer	Fewer	Similar	Similar
Transportation and Traffic: Conflict or be Inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)	Significant / Unavoidable	Fewer	Similar	Fewer	Similar
Transportation and Traffic: Cumulative Impacts associated with VMT	Significant / Unavoidable	Fewer	Similar	Fewer	Similar
Meet Project Objectives	Yes	No	Yes	Yes	Yes
Reduce Any Significant and Unavoidable Impacts to No Impact or Less than Significant	No	Yes	No	Yes	No

CHAPTER 7 - RESPONSE TO COMMENTS

This chapter is being reserved for and will be included as the Final EIR.

CHAPTER 8 - ORGANIZATIONS AND PERSONS CONSULTED

Note: All of the below entities were either notified or contacted directly to ask for or directly receive consultation on their applicable area of expertise with respect to this proposed Project. This may not be an all-inclusive list.

Federal Agencies

- U.S. Department of Agriculture/Natural Resources Conservation Service
- U.S. Environmental Protection Agency—Region IX
- U.S. Fish and Wildlife Service

State Agencies

- California Air Resources Board
- California Highway Patrol
- California Department of Conservation
- California Department of Toxic Substances Control
- California Department of Parks and Recreation
- California State Department of Water Resources
- California Department of Fish and Wildlife
- California Department of Forestry and Fire Protection
- California Department of Health Services
- Native American Heritage Commission
- California Department of Transportation District 6
- Regional Water Quality Control Board/Central Valley Region
- State Clearinghouse Office of Planning and Research

Regional and Local

- Kings County Public Works Department
- Kings County Sheriff's Department
- City of Hanford Public Works Department
- City of Hanford Community Development Department
- City of Hanford Parks & Recreation Department
- City of Hanford Police Department
- City of Hanford Airport Department
- Hanford Elementary School District
- Hanford Joint Union High School District
- Pacific Gas & Electric Company
- San Joaquin Valley Unified Air Pollution Control District
- Southern San Joaquin Valley Information Center
- Southern California Gas Company
- Southern California Edison

Native American Consultation

In accordance with Assembly Bill 52 and the California Tribal Consultation guidelines, the appropriate native groups were consulted with respect to the Project's potential impacts on Native American places, features, and objects. As of the writing of this report, staff have not received any comments from consulted tribes regarding the department's AB 52 request. Staff notes consultation with appropriate Native American groups per AB 52 requirements has occurred.

CHAPTER 9 - LIST OF PREPARERS

Lead Agency

CITY OF HANFORD

Jason Waters – Deputy City Manager, Director of Community Development
Gabrielle Myers – Senior Planner, Community Development Department

Technical Assistance

QK

Jaymie L. Brauer, Principal Planner

Thomas Kobayashi, Senior Associate Planner

RUETTGERS & SCHULER, CIVIL ENGINEERS

Ian Parks, RCE

GEO TECK, INC

Kyle R. McHargue, CEG, Project Geologist

Anna M. Scott, Project Geologist

CHAPTER 10 - REFERENCES

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PHASE I AND LIMITED PHASE II ENVIRONMENTAL SITE ASSESSMENT
VESTING TENTATIVE SUBDIVISION MAP NO. 943
APNS 011-040-008, 011-040-010, AND 011-040-027
HANFORD, KINGS COUNTY, CALIFORNIA 93230

July 1, 2024

Project No. 3951-CR

Prepared For:

K. Hovnanian California Region, Inc.
1260 Corona Pointe Court, Suite 301
Corona, California 92879

GEOTEK

GeoTek, Inc.
1548 North Maple Street, Corona, California 92878
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July 1, 2024
Project No. 3951-CR

K. Hovnanian California Region, Inc.
1260 Corona Pointe Court, Suite 301
Corona, California 92879

Attention: Mr. Isaac Vazquez

Subject: **Phase I and Limited Phase II Environmental Site Assessment**
Vesting Tentative Subdivision Map No. 943
APNs 011-040-008, 011-040-010, and 011-040-027
Hanford, Kings County, California 93230

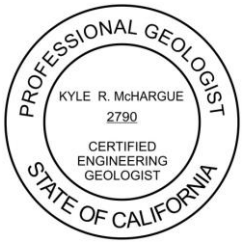
Dear Mr. Vazquez:

GEOTEK, INC. (GEOTEK) is pleased to present this Phase I and Limited Phase II Environmental Site Assessment for the above-referenced subject Site. Services were conducted in substantial conformance with the scope and limitations of the American Society of Testing and Materials E 1527-21, "*Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process,*" which is approved to meet the requirements of the federal All Appropriate Inquiries (AAI) standards as set forth in the Code of Federal Regulations, Title 40, Section 312 (40 CFR 312), and GEOTEK'S Proposal No. P-0401724-CR dated April 4, 2024.

Based on the investigation, this Phase I and Limited Phase II Environmental Site Assessment has not revealed evidence of a recognized environmental condition in connection with the subject Site. No further investigation is recommended at this time.

GEOTEK appreciates this opportunity to be of service. If you have any questions, or if GEOTEK can be of further service, please contact the office at (951) 710-1160.

Sincerely,
GEOTEK, INC.



Kyle R. McHargue
Project Geologist, CEG 2790
Expires 02/28/2026

Anna M. Scott
Project Geologist

EXECUTIVE SUMMARY

GEOTEK, INC. (GEOTEK) has performed a Phase I and Limited Phase II Environmental Site Assessment (ESA) for the Vesting Tentative Subdivision Map No. 943 (the "Site"), located in the City of Hanford, Kings County, California. GEOTEK'S services were conducted in substantial conformance with the scope and limitations of the American Society of Testing and Materials (ASTM) E 1527-21, "*Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*", which is approved to meet the requirements of the federal All Appropriate Inquiries (AAI) standards as set forth in the Code of Federal Regulations, Title 40, Section 312 (40 CFR 312), and GEOTEK Proposal No. P-0401724-CR, dated April 4, 2024. Any additions or deletions from the scope of services are discussed in the appropriate sections of this assessment.

A representative of GEOTEK conducted a Site reconnaissance on June 11, 2024. The weather was warm, and the sky was clear. The irregular shaped Site is currently comprised of three (3) parcels of land (Kings County Assessor's Parcel Numbers (APNs) 011-040-008, 011-040-010, and 011-040-027). The parcels encompass a total of approximately 88.91 acres. The Site can generally be accessed from Hanford Armona Drive to the north.

The Site is currently vacant land being utilized for agricultural operations. Visual evidence of hazardous substances and wastes was not observed during the Site reconnaissance. No visual indication of spills or leaks were observed. No pungent or acrid odors were observed emanating from the Site.

The Site is in an area largely characterized by residential development, vacant land or agricultural land. The Site is bound to the north by Hanford Armona Road, followed by residences (12358-12458 Hanford Armona Road) and agricultural land. The Site is bound to the east by residential development (1983 and 1984 West Idlewood Way; 1986 West Concord Way; 1100-1198, 1224-1380, 1400-1490 Greenbrier Drive; and 1978 West Summer Blossom Way). Agricultural land bounds the Site to the south. Agricultural land and residences (12645 and 12633 Hanford Armona Road) bound the Site to the west. None of the adjoining properties appear to represent a recognized environmental condition or environmental concern to the Site.

The Site does not appear on the environmental database report obtained for this assessment.

There are two (2) facilities listed in the database report within the various search distances specified by ASTM E 1527-21. Due to facility status; distance; lack of violations, spills or leaks; investigations or clean-ups; and/or locations hydro-geologically down- or cross-gradient, it is

GEOTEK'S opinion that these facilities have not created a recognized environmental condition to the Site.

Based on readily available historical information, the Site appears to have been primarily utilized for agricultural purposes with a structure in the northwest portion of the Site in an aerial photograph dated 1934. The structure appears to be razed in a 1937 aerial photograph. The Site appears to be entirely utilized for agricultural operations from at least 1950 to the present.

The surrounding areas appear to be generally utilized for agricultural operations and/or vacant land with scattered residences from at least 1934 until at least 1950. Residential tract development is first visible to the east of the Site in an aerial photograph dated 1974. Additional residences are visible to the east of the Site in an aerial photograph dated 1976. There are no significant changes in the surrounding areas visible in the 1984 and 1994 aerial photographs. A residential tract development and religious building are visible to the north of the Site in an aerial photograph dated 2006. Additional residences are visible to the east of the Site in aerial photographs dated 2009 and 2016, 2020 and 2024.

Historically, some agricultural sites have utilized pesticides that are currently considered a health risk and no longer used. This particular environmental concern was investigated by GEOTEK as part of this assessment. Near surface soil samples were collected from the Site and were analyzed for organo-chlorinated pesticides (EPA Method 8081) and arsenic (EPA Method 6010B). The laboratory testing concluded that organo-chlorinated pesticides and arsenic were not detected above regional screening levels for residential soils in the soil samples tested. Based on this laboratory testing, it is GEOTEK'S opinion that the historical agricultural use on the subject Site is not considered an environmental concern.

Based on the investigation, this Phase I and Limited Phase II Environmental Site Assessment has not revealed evidence of a recognized environmental condition in connection with the subject Site. No further investigation is recommended at this time.

This executive summary does not contain all the information that is found in the full report. The report should be read in its entirety to obtain a more complete understanding of the information provided and to aid in any decisions made or actions taken based on this information.

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1.0 INTRODUCTION

GEOTEK, INC. (GEOTEK) has performed a Phase I and Limited Phase II Environmental Site Assessment (ESA) for the Vesting Tentative Subdivision Map No. 943 (the "Site"), located in the City of Hanford, Kings County, California.

1.1 PURPOSE

The purpose of this Phase I and Limited Phase II ESA was to identify and evaluate actual and potential environmental conditions involving the subject Site. It was not the purpose of this assessment to determine the degree or extent of contamination, if any, but rather the potential for contamination.

1.2 SCOPE OF WORK

The Phase I and Limited Phase II ESA is a general characterization of environmental concerns based on reasonably ascertainable information and observations. GEOTEK performed the Phase I and Limited Phase II ESA in substantial accordance with ASTM Standard E 1527-21. The following services were provided for the assessment:

- A reconnaissance of the Site and surrounding properties to visually assess current utilization and indications of potential surface contamination. This was accomplished by driving the Site boundaries, and then traversing the Site until the entire Site had been surveyed.

- A reconnaissance of the surrounding area for approximately one-half mile was conducted, without entering the properties, making observations concerning property uses, conditions, and housekeeping.

- Interviews were conducted, either in person, via telephone, or via a written questionnaire(s) with the client representative, the seller's representative, and/or appropriate regulatory agency personnel.

- A review of the geologic and hydro-geologic settings was conducted using reasonably ascertainable public records and documents.

- An environmental database report was obtained from a data service provider. This database report compiles and locates documented "hazardous waste" facilities within specific minimum search distances as defined by ASTM E 1527-21. If necessary,

additional information on identified facilities was gathered by a file review at the appropriate federal, state, local, and/or tribal regulatory agency.

- A review of reasonably ascertainable historical records (including aerial photographs, topographic maps, building records, and city directories) was conducted to assess the historical land utilization and indications of potential contamination or sources of contamination for the Site.

- Collection of twelve (12) soil samples collected from specific locations on the Site and laboratory testing of the soil samples for arsenic and organo-chlorinated pesticides.

- This report was prepared, which relates the findings of this study and presents the conclusions and recommendations.

Specific items not included in this Scope of Services are additional soil analysis, water analysis, asbestos containing materials analysis, radon analysis, lead-based paint analysis, lead in drinking water, wetlands, regulatory compliance, cultural and historic resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality, vapor intrusion testing, high voltage power lines, and other items not within the scope of ASTM E 1527-21.

1.3 SIGNIFICANT ASSUMPTIONS

Specific assumptions by GEOTEK for this assessment include:

- GEOTEK had permission to access the Site grounds;

- The client has provided GEOTEK with available geotechnical or environmental reports for the Site;

- The client has provided GEOTEK with known current or historic uses of hazardous materials at the Site, or with other specialized knowledge of the environmental history of the Site and surrounding area;

- The client is not the sole and absolute source of information;

- The seller has provided proper and complete access to their knowledge, both written and verbal, and GEOTEK can rely on the information.

1.4 LIMITATIONS AND EXCEPTIONS

GEOTEK conducted a Phase I and Limited Phase II Environmental Site Assessment in substantial accordance with ASTM E 1527-21 and as authorized by K. HOVNANIAN CALIFORNIA REGION, INC. This study does not include sampling of groundwater and/or materials on-site for environmental testing. This report is intended for the use of K. HOVNANIAN CALIFORNIA REGION, INC. The contents should not be relied upon by any party other than the aforementioned without the express written consent of GEOTEK.

The findings, conclusions, and recommendations made in this report are based on the information that was made available to GEOTEK, in most instances from public records. The information is relevant to the date of the sitework and should not be relied on to represent conditions at any later date. The opinions and conclusions expressed herein are based on information obtained during the assessment and on experience and current standards of technical practice. GEOTEK makes no other warranties, either express or implied, concerning the completeness of the data furnished to us. GEOTEK cannot be responsible for conditions or consequences arising from relevant facts that were concealed, withheld, or not fully disclosed at the time the assessment was undertaken. GEOTEK is not responsible, nor liable for work, testing or recommendations performed or provided by others. This Phase I and Limited Phase II Environmental Site Assessment is not and should not be construed as a warranty or guarantee about the presence or absence of environmental hazards or contaminants which may affect the subject Site. Facts, conditions, and acceptable risk factors change with time; accordingly, this report should be viewed within this context.

Specific limitations to the scope of ASTM E 1527-21 due to contract limitations, availability of resources, and/or encountered Site conditions are discussed in the appropriate sections of this report.

1.5 SPECIAL TERMS AND CONDITIONS

This assessment report is presented as fulfilling the standard requirements of most financial institutions, governmental regulatory agencies, ASTM, and generally accepted industry standards and practices. Please refer to GEOTEK Proposal No. P-0401724-CR for complete terms and conditions for this assessment.

1.6 RELIANCE

This assessment has been prepared for its exclusive use, and may be relied upon by K. HOVNANIAN CALIFORNIA REGION, INC., their successors and assignees. Third party reliance letters may be issued upon request and upon the payment of the, then current, fee for such letters. All third parties relying on this report, by such reliance, agree to be bound by the General Conditions and Limitations agreed by K. HOVNANIAN CALIFORNIA REGION, INC. No reliance by any party is permitted without such agreement, regardless of the content of the reliance letter itself.

2.0 DESCRIPTION OF SITE AND SURROUNDING AREA

The objective of describing the Site and surrounding area is to document current conditions as observed and to obtain information which would indicate the likelihood of a recognized environmental condition in connection with the Site. A representative of GEOTEK conducted a Site reconnaissance on June 11, 2024. The weather was warm, and the sky was clear. The Site can generally be accessed from Hanford Armona Drive to the north.

2.1 SITE LOCATION AND LEGAL DESCRIPTION

The Site is located southeasterly of the intersection of Hanford Armona Drive and Turner Drive, in the City of Hanford, Kings County, California. According to the U.S. Geological Survey (USGS) Hanford quadrangle topographic map sheet (7.5-minute series), the Site is located in Section 3 Township 19 South, Range 21 East, Mount Diablo Principal Meridian (see Figure 1 in Appendix A and documents in Appendix B). The Site is known as Kings County Assessor's Parcel Numbers (APNs) 011-040-008, 011-040-010, and 011-040-027 and is also known as the Vesting Tentative Subdivision Map No. 943. Additional legal descriptions for the Site are included in the Environmental Lien and AUL Search as obtained from Environmental Data Resources, Inc. (EDR) included in Appendix B. A Property Tax Map Report as obtained from EDR is also included in Appendix B. However, no APN maps were supplied in the Property Tax Map Report. Additionally, no APN maps were available in numerous website searches with the City of Hanford and the County of Kings. The Vesting Tentative Subdivision Map is included in Appendix C.

2.2 SITE AND VICINITY GENERAL CHARACTERISTICS

The Site is currently vacant land being utilized for agricultural operations.

The Site is in an area largely characterized by residential development, vacant land and/or agricultural land.

The Site is currently zoned as "R-1-5" (Single Family: 5,000 SF min.) on the Vesting Tentative Subdivision Map dated March 21, 2024.

2.3 CURRENT PROPERTY USE

The Site is currently vacant land being utilized for agricultural operations.

2.4 SITE IMPROVEMENTS

The Site is currently vacant land being utilized for agricultural operations.

Photographs of the Site are included in Appendix D and locations of the photographs are shown on Figure 3 in Appendix A.

2.4.1 HAZARDOUS SUBSTANCES

Visual evidence of hazardous substances and wastes was not observed during the Site reconnaissance. No visual indication of spills or leaks were observed. No pungent or acrid odors were observed emanating from the Site.

2.4.2 STORAGE TANKS

GEOTEK did not observe evidence of underground or above-ground fuel storage tanks (such as vent pipes, fill pipes, regular-shaped depressions, etc.) on the Site.

2.4.3 POLY-CHLORINATED BIPHENYLS (PCBS)

GEOTEK did not observe suspect equipment (transformers, elevators, hydraulic lift mechanisms, trash compactors, etc.) which may contain PCBs on the Site.

2.4.4 CONTROLLED SUBSTANCES

GEOTEK consulted the U.S. Drug Enforcement Agency (DEA) website (Clandestine Drug Labs in the United States | DEA.gov) to cross-check the Site address and adjoining properties against published facilities subject to DEA enforcement. The Site nor any adjoining facilities appeared on the list of published facilities for the last five (5) years.

GEOTEK consulted with the Hanford City Fire and Police Departments regarding controlled substances in association with the Site or adjoining facilities. Neither agency had information regarding the Site.

GEOTEK did not observe evidence of illegal or controlled substances being used or manufactured at the Site.

2.4.5 Indications of Solid Waste Disposal

Waste disposal for the Site and Site area is provided by the City of Hanford. Scattered household items and landscaping debris were observed during the Site reconnaissance. These materials are considered a *de minimis* condition and should be removed and disposed of at a proper facility prior to any future land development.

2.4.6 Utility Supply

Sewer and water services for the Site and area are provided by the City of Hanford. Electric services for the Site and area are provided by Southern California Edison. Gas services for the Site and area are provided by The Gas Company.

2.4.7 Drainage

Natural drainage at the Site is generally interpreted to be toward the north, conforming to the natural topography in the area. Ponded water was not observed during the Site reconnaissance.

2.4.8 Other Conditions of Concern

No visual indication of conditions of concern (drywells, cesspools, etc.) that would indicate a recognized environmental condition was observed during the Site reconnaissance.

2.4.9 Interviews

GeoTek interviewed the following individuals while performing this assessment:

- Mr. Isaac Vazquez, a representative of the future Site owner, completed a User Questionnaire, dated June 6, 2024.
- Mr. Marc R. Frelier, a representative of the current Site owner, completed a Property Owner Questionnaire, dated May 27, 2024.

Information from these interviews is incorporated into the appropriate sections of this report.

2.5 Current Adjoining Property Use

The Site is in an area largely characterized by residential development, vacant land or agricultural land. The Site is bound to the north by Hanford Armona Road, followed by

residences (12358-12458 Hanford Armona Road) and agricultural land. The Site is bound to the east by residential development (1983 and 1984 West Idlewood Way; 1986 West Concord Way; 1100-1198, 1224-1380, 1400-1490 Greenbrier Drive; and 1978 West Summer Blossom Way). Agricultural land bounds the Site to the south. Agricultural land and residences (12645 and 12633 Hanford Armona Road) bound the Site to the west. None of the adjoining properties appear to represent a recognized environmental condition or environmental concern to the Site.

3.0 CLIENT PROVIDED INFORMATION

As a form of interview, Mr. Isaac Vazquez, a representative of the future Site owner, completed a "User Questionnaire" for the Site, in accordance with ASTM E 1527-21. A copy of the completed questionnaire is included in Appendix C.

3.1 Environmental Clean Up Liens

Mr. Isaac Vazquez is not aware of any environmental clean-up liens at the Site.

3.2 Activity and Use Limitations

Mr. Isaac Vazquez is not aware of any activity use limitations at the Site.

3.3 Specialized Knowledge

Mr. Isaac Vazquez is not aware of any specialized knowledge of the Site or nearby properties.

3.4 Purchase Price

Mr. Isaac Vazquez states that the purchase price being paid for the property reflects the fair market value.

3.5 Commonly Known Information

Mr. Isaac Vazquez states that he is not aware of commonly known or reasonably ascertainable information for the Site.

3.6 Obvious Indicators of Contamination

Mr. Isaac Vazquez states that he is not aware of obvious indicators of a likely environmental impact at the Site.

4.0 OWNER, PROPERTY MANAGER AND OCCUPANT INFORMATION

This section contains other relevant information regarding this assessment in accordance with ASTM 1527-21.

4.1 OWNER, PROPERTY MANAGER AND OCCUPANT INFORMATION

It is GEOTEK'S understanding that Middlefield Manor LLC currently owns and manages the Site. The Site is currently unoccupied.

4.2 INTERVIEWS

GEOTEK interviewed the following individuals while performing this assessment:

- Mr. Isaac Vazquez, a representative of the future Site owner, completed a User Questionnaire, dated June 6, 2024.
- Mr. Marc R. Frelier, a representative of the current Site owner, completed a Property Owner Questionnaire, dated May 27, 2024.

Information from these interviews is incorporated into the appropriate sections of this report.

As a form of interview, Mr. Marc R. Frelier, a representative of the current Site owner, completed a "Property Owner Questionnaire" for the Site in accordance with ASTM E 1527-21. A copy of the completed questionnaire is included in Appendix C.

Mr. Marc R. Frelier answered "yes" to questions 10b, 11a, and 11b.

In question 10a Mr. Frelier states, "small diesel tanks servicing ag well". GEOTEK did not observe these diesel tanks during the Site reconnaissance.

In question 10b, Mr. Frelier states, "for ag irrigation".

In question 11b Mr. Frelier states, "irrigation pipeline".

Mr. Marc R. Frelier answered "no", "unknown" or "not applicable" to the remaining questions.

In question 4a, Mr. Frelier clarifies, "fields have been laser leveled in past and benched".

In question 5b, Mr. Frelier clarifies, "only chemicals or material for farming".

In question 8a, Mr. Frelier clarifies, "only temporary ditches and drains for farming".

In question 18a, Mr. Frelier clarifies, "may have been historical drainage at south end".

Mr. Marc R. Frelier answered "no", "unknown" or "not applicable" to the remaining questions.

GEOTEK'S Site reconnaissance and research did not discover substantially contradictory information from the Property Owner Questionnaire that would change the recommendations and conclusions of this report.

4.3 REASON FOR PERFORMING PHASE I AND LIMITED PHASE II ESA

This Phase I and Limited Phase II ESA was performed at the request of K. HOVNANIAN CALIFORNIA REGION, INC. in order to qualify for one of the Landowner Liability Protections offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001.

4.4 OTHER USER PROVIDED INFORMATION

GEOTEK was not provided with any other information of an environmental nature by K. HOVNANIAN CALIFORNIA REGION, INC. for the Site.

5.0 PROPERTY PHYSICAL SETTING

Surface and subsurface environments are of interest because they control the movement of water-born contaminants, which could be transported to and from the subject Site. GEOTEK reviewed information regarding the physical setting of the subject Site and immediate surrounding area.

5.1 REGIONAL GEOLOGY

The property is situated in the Great Valley geomorphic province. The Great Valley province is one of the largest geomorphic units in western North America. It extends approximately 440 miles from the Sacramento Valley drained by the Sacramento River to the San Joaquin Valley drained by the San Joaquin River to the southeasterly adjacent Sierra Nevada province. This province varies in width from about 30 to 80 miles. The Great Valley is a trough in which sediments have been deposited since the Jurassic (about 160 million years ago). Great oil fields have been found in southernmost San Joaquin Valley and along anticlinal uplifts on its southwestern margin. In the Sacramento Valley, the Sutter Buttes, the remnants of an isolated Pliocene volcano rise above the valley floor. It is bounded on the west, northwest and southwest by the Coast Ranges province and on the east, northeast and southeast by the Sierra Nevada province.

The San Joaquin Fault borders the northwestern portion of the Great Central Valley province, adjacent to the Coast Ranges province, while the White Wolf Fault borders the southeastern portion adjacent to the Sierra Nevada province.

5.2 LOCAL GEOLOGIC SETTING

The Site and Site area are understood to be underlain by alluvial fan deposits (Matthews, R.A., and Burnett, J.L., 1965). Additional data regarding soil survey information for the Site and Site area is also included in Appendix B.

5.3 TOPOGRAPHY

The Site and Site area can be considered as having relatively flat terrain. Based on the USGS topographic map for the area and other documents reviewed for this report, the elevation of the Site is approximately 225 feet above mean sea level.

5.4 VICINITY SURFACE DRAINAGE

Natural drainage at the Site is interpreted to be dominantly directed toward the north, conforming to the natural topography in the area.

According to the Federal Emergency Management Agency (FEMA), the Site is in an area of "0.2 percent annual chance flood hazard" (Community Panel Number 06031C-0185C and 06031C-0195C, both dated June 16, 2009). A copy of the FEMA map is included in Appendix C.

5.5 HYDROGEOLOGY

According to a review of historical groundwater data (California Department of Water Resources and California State Water Resources Control Board groundwater well data [http://wdl.water.ca.gov and http://geotracker.waterboards.ca.gov]) and in-house information, groundwater is greater than 50 feet below ground surface with a flow estimated to be directed to the north.

6.0 ENVIRONMENTAL REGULATORY RECORDS REVIEW

The records review is conducted to help identify known recognized environmental conditions at the Site and/or on adjoining or nearby properties which may have impacted the subject Site.

6.1 ENVIRONMENTAL DATABASE RECORDS SEARCH

GEOTEK obtained and reviewed an environmental database report of the federal and state environmental records specified by ASTM E 1527-21. The database report was provided by Environmental Data Resources, Inc. (EDR) of Shelton, Connecticut. Additionally, orphan or un-mappable sites listed by EDR were reviewed for the approximate minimum search distances noted and included in the discussion, if applicable. Refer to Appendix E for a copy of the database report.

ENVIRONMENTAL DATABASE	MINIMUM SEARCH DISTANCE	SITE	ADJOINING	TOTAL LISTED
U.S. Department of Defense (DOD) facilities and Formerly Used Defense Sites (FUDS)	1.0 Mile	No	0	0
Environmental Protection Agency (EPA) - National Priorities List (NPL), including delisted NPL	1.0 Mile	No	0	0
EPA – Superfund Enterprise Management System (SEMS), including archived sites (formerly CERCLIS)	0.5 Mile	No	0	0
EPA – Resource Conservation and Recovery Act (RCRA), Corrective Action Facilities (CORRACTS)	1.0 Mile	No	0	0
EPA – RCRA, Transportation, Storage, and Disposal facilities (TSD)	0.5 Mile	No	0	0
EPA - RCRA Generators	Site and Adjoining	No	0	0
EPA – Emergency Response Notification System (ERNS)	Site	No	N/A	0
Federal institutional control/engineering control registries	Site	No	N/A	0
California Environmental Protection Agency (CEPA) – State Response Sites (Response, formerly Annual Work Plan and Bond Expenditure Plan)	1.0 Mile	No	0	0

ENVIRONMENTAL DATABASE	MINIMUM SEARCH DISTANCE	SITE	ADJOINING	TOTAL LISTED
CEPA – EnviroStor Database (ENVIROSTOR, formerly CALSITES)	0.5 Mile	No	0	1
CEPA – California Hazardous Materials Information Reporting System (CHMIRS)	Site and Adjoining	No	0	0
CEPA – Cleanup Program Sites (CPS, formerly SLIC)[i]	0.5 Mile	No	0	0
Department of Resources, Recycling, and Recovery (DRRR) and CEPA - Solid Waste Fill/Landfill (SWF/LF), Solid Waste Assessment Test (SWAT)/Waste Management Unit Database System (WMUDS) and Recycling Facilities (SWRCY)	0.5 Mile	No	0	0
CEPA – Leaking Underground Storage Tanks (LUST), including historic and archive databases	0.5 Mile	No	0	1
CEPA – Underground Storage Tanks (UST), including historic and archive databases	Site and Adjoining	No	0	0
State institutional control/engineering control registries	Site	No	N/A	0
Federal and/or state Voluntary Cleanup Program (VCP) sites	0.5 Mile	No	0	0
Federal and/or state Brownfield Sites (BFS)	0.5 Mile	No	0	0
Local and/or Tribal databases	Up To 1.0 Mile	No	0	0
Drycleaners	0.25 Mile	No	0	0
Other databases	Up to 1.0 Mile	No	0	0
Unmappable facilities	Up to 1.0 Mile	No	0	1

N/A – Not Applicable
[i] Spills, Leaks, Investigations, and Cleanups (SLIC) facilities.

6.2 Discussion of Regulatory Records

6.2.1 Department of Defense

The Department of Defense (DOD) facility database includes federal facilities operated by the DOD which encompasses greater than 640 acres. Formerly Used Defense Sites (FUDS) are properties where the U.S. Army Corps of Engineers is actively working or will take necessary cleanup actions. Environmental impacts from the operations of such facilities have been

documented across the continental United States. The DOD and FUDS databases are searched for a 1.0-mile distance.

The Site does not appear on the DOD or FUDS databases. There are no facilities listed on the DOD or FUDS databases within 1.0-mile of the Site.

6.2.2 National Priorities List

The National Priorities List (NPL) is the EPA's list of confirmed or proposed Superfund sites. GeoTek's review of this data includes sites which have been delisted from the NPL. The NPL is searched for a 1.0-mile distance.

The Site does not appear on the NPL. There are no NPL facilities located within 1.0-mile of the Site.

6.2.3 Superfund Enterprise Management System

The Superfund Enterprise Management System (SEMS, formerly CERCLIS) is a compilation of sites that the EPA has investigated or is currently investigating for a release or threatened release of hazardous substances. GeoTek's review of SEMS sites includes archive (no further remedial action planned) facilities. The SEMS list is searched for a 0.5-mile distance.

The Site does not appear on the SEMS list. There are no SEMS facilities located within 0.5-mile of the Site.

The Site does not appear on the SEMS-ARCHIVE list. There are no facilities on the SEMS-ARCHIVE list within 0.5-mile of the Site.

6.2.4 Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) compile selective information on facilities which generate, transport, store, treat and or dispose of hazardous waste. RCRA facilities can be listed on one of three databases:

- *Corrective Action Facilities (CORRACTS)* are facilities undergoing corrective action. A corrective action order is issued pursuant to RCRA Section 3008(h) when there has been a release of hazardous waste or constituents into the environment from a RCRA facility. The CORRACTS list is searched for a 1.0-mile distance.

The Site does not appear on the CORRACTS list. There are no CORRACTS facilities located within 1.0-mile of the site.

- *Transportation, Storage, and Disposal Facilities (TSD)* includes facilities that transport, store or dispose of hazardous waste and are not listed on the RCRA Generators list. The TSD is searched for a 0.5-mile distance.

  The Site does not appear on the RCRA TSD list. There are no RCRA TSD facilities located within 0.5-mile of the site.

- *Generators List* identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Generators database is a compilation by the EPA of reporting facilities that generate hazardous waste. The RCRA generators list is searched for the Site and adjoining properties.

  The Site does not appear on the RCRA Generators list. There are no facilities listed on the RCRA Generators list that adjoin the Site.

6.2.5 Federal Institutional Control/Engineering Control Registries

The EPA maintains three (3) databases which list sites that have institutional and/or engineering controls in place as part of their operations. These databases are searched for the Site.

The Site does not appear on these databases.

6.2.6 Emergency Response Notification System

The Emergency Response Notification System (ERNS) is a national database used to collect information on reported releases of oil or hazardous substances. The ERNS list is searched for the Site.

The Site does not appear on the ERNS list.

6.2.7 State Response Sites

The State Response Sites (RESPONSE) records are the state equivalent to the federal National Priorities List (NPL) database. The RESPONSE database is searched for a 1.0-mile distance.

The Site does not appear on the RESPONSE database. There are no RESPONSE facilities located within 1.0-mile of the site.

6.2.8 ENVIROSTOR DATABASE

The EnviroStor Database (EnviroStor, formerly CALSITES) records are the state equivalent to the federal SEMS database. EnviroStor is searched for a 0.5-mile distance.

The Site does not appear on the EnviroStor database.

There is one (1) EnviroStor facility located within 0.5-mile of the Site. The facility is listed as Ben Cornelius and is addressed as 11801 12th Avenue. The facility is located approximately 2,362 feet (0.447 mile) southeast of the Site. The site type is listed as "historical" and the facility status is listed as "refer:RWQCB" and dated June 26, 1995. Comments explain it was discovered on March 23, 1987 and that waste was being stored in an unlined pond. Due to the facility status, distance, and being located hydrogeologically down-gradient, it is GEOTEK'S opinion that this facility has not not created a recognized environmental condition to the Site.

6.2.9 CALIFORNIA HAZARDOUS MATERIAL INCIDENT REPORT SYSTEM

The California Hazardous Material Incident Report Systems (CHMIRS) is a state database used to collect information on reported hazardous materials incidents (accidental leaks and spills). The CHMIRS list is searched for a 0.25-mile distance.

The Site does not appear on the CHMIRS database. There are no CHMIRS facilities located within 0.25-mile of the Site.

6.2.10 CLEANUP PROGRAM SITES

The California Cleanup Program Sites (CPS) database (formerly the SLIC database) is compiled by the CEPA State Water Resources Control Board through its Regional Water Quality Control Boards (RWQCB). It is designed to protect and restore water quality from spills, leaks, and similar discharges. The CPS is searched for a 0.5-mile distance.

The Site does not appear on the CPS database. There are no CPS facilities located within 0.5-mile of the Site.

6.2.11 SOLID WASTE FACILITIES LIST

Department of Resources, Recycling, and Recovery (DRRR) and CEPA maintain multiple databases identifying and tracking landfill facilities. The Solid Waste Fill/Landfill (SWF/LF), Waste Management Unit Database System (WMUDS)/Solid Waste Assessment Test (SWAT), and Solid Waste Recycling Facilities (SWRCY) databases includes information pertaining to closed and open solid waste facilities operating in the state of California (collectively the "SWLF"). The SWLF databases are searched for a 0.5-mile distance.

The Site does not appear on the WMUDS/SWAT, SWF/LF or SWRCY lists. There are no facilities on the WMUDS/SWAT, SWF/LF or SWRCY lists within 0.5-mile of the Site.

6.2.12 LEAKING UNDERGROUND STORAGE TANKS LIST

The California Leaking Underground Storage Tanks (LUST) list is a compilation of petroleum storage tank sites that have reported a release. GEOTEK'S review includes historic, archived and tribal LUST databases. The LUST list is searched for a 0.5-mile distance.

The Site does not appear on the LUST list.

There is one (1) facility identified on the LUST databases withing 0.5-mile of the Site. The facility is listed as Highway Patrol Headquarters and is addressed as 11050 13th Avenue. The facility is located 2,462 feet (0.466 mile) west-northwest of the Site. The status is listed as "completed-case closed" as of May 19, 2016. Due to the facility status, distances, and/or location hydro-geologically down-gradient, it is GEOTEK'S opinion that this facility has not created a recognized environmental condition to the Site.

6.2.13 UNDERGROUND STORAGE TANKS LIST

The California Underground Storage Tank (UST) list is a compilation of petroleum storage tank sites that are registered with the state of California. GEOTEK'S review included historic, archived, and tribal UST databases. The UST list is searched for the Site and adjoining properties.

The Site does not appear on the UST list. There are no facilities adjoining to the Site on the UST list.

The Site does not appear on the HIST UST list. There are no facilities adjoining to the Site on the HIST UST list.

6.2.14 State Institutional Control/Engineering Control Registries

The State of California maintains institutional and engineering control databases or registries. This lists sites with engineering or institutional controls in place. Institutional controls include administrative measures intended to prevent exposure to contaminants remaining on site. Engineering controls include various forms of caps, building foundations, liners, and treatment methods. The State Institutional Control/Engineering Control Registries is searched for the Site.

The Site does not appear on the State Institutional Control/Engineering Control Registries.

6.2.15 Federal and/or State Voluntary Cleanup Program

Voluntary Cleanup Program (VCP) facilities are those where the current or past owner of which has entered into an agreement with EPA or the state to utilize their own resources to remediate a site or facility. The VCP databases are searched for 0.5-mile.

The Site does not appear on the VCP databases. No facilities were identified on the VCP databases withing 0.5-mile of the Site.

6.2.16 Brownfields Sites

Brownfields sites (BFSs) are real property, the expansion, redevelopment or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant. Federal brownfields are listed by EPA. State brownfields in California are listed by CEPA. BFSs are searched for 0.5-mile.

The Site does not appear on the federal or stated BFS database. There are no BFS facilities within 0.5-mile of the Site.

6.2.17 Local and/or Tribal Databases

The Site does not appear on the local databases reviewed.

Tribal governments are under the jurisdiction of the EPA for environmental concerns. Currently, the EPA Region 9 publishes LUST and UST information for tribes in Arizona, California, Hawaii, Nevada, and the Pacific Territories. The LUST database is searched for 0.5 mile, and the UST database is searched for 0.25 mile.

The Site does not appear on the Tribal LUST or UST databases. No facilities were identified on the Tribal LUST or UST databases within 0.5 mile of the Site.

6.2.18 DRYCLEANERS

The DRYCLEANERS list is compiled and provided by CEPA. The DRYCLEANER database is searched for a 0.25-mile distance.

The Site does not appear on the DRYCLEANER list. There are no DRYCLEANER facilities listed within 0.25-mile of the Site.

6.2.19 OTHER DATABASES

EDR compiles information from multiple federal, state, local, and proprietary databases. Most are secondary or tertiary or redundant. Facilities compiled on these other databases are evaluated based on the severity of the listing, distance, and location.

The Site does not appear on the environmental database report obtained for this assessment.

There are no other facilities listed in the environmental database report.

6.2.19.1 HISTORIC AUTOMOTIVE FACILITIES

EDR provides a proprietary database including the names, locations, and dates of known historic automotive repair and service facilities. This database is searched for 0.25-mile.

The Site does not appear on the historic automotive facilities database. There are no listed facilities within 0.25-mile.

6.2.19.2 HISTORICAL DRYCLEANERS

EDR provides a proprietary database including the names, locations, and dates active of known dry-cleaning facilities. The state and certain local regulatory agencies also provide information on dry-cleaning facilities. These databases are searched for 0.25-mile.

The Site does not appear on the Historical Drycleaners database. There are no listed facilities within 0.25-mile.

6.2.19.3 MANUFACTURED GAS PLANTS

EDR provides a proprietary database including the names, locations, and dates active of known manufactured gas plants (MGP). This database is searched for 1.0-mile.

The Site does not appear on the MGP database. There are no listed facilities within 0.25-mile.

6.2.20 UNMAPPABLE FACILITIES

GEOTEK reviewed the listing of "orphan" or unmappable facilities in the database report. There is one (1) unmapped listing in the database report. However, this listing is approximately five (5) miles from the Site and therefore is not considered a recognized environmental condition to the Site.

6.3 LOCAL REGULATORY AGENCY RECORDS

GEOTEK reviewed the CEPA (State Water Resources Control Board) "GeoTracker" database (GeoTracker (ca.gov)) and the CEPA (Department of Toxic Substances Control) "EnviroStor" database (EnviroStor (ca.gov)) for information on the Site.

The Site does not appear on the "GeoTracker" or "EnviroStor" databases.

GEOTEK consulted with the City of Hanford Police and Fire Departments regarding aboveground and underground storage tanks, emergency responses, hazardous material permits, spills, leaks, inspections, controlled substances, or other information of an environmental or hazardous nature in association with the Site or adjoining facilities. Neither agency had information regarding the Site.

6.4 OUT OF SCOPE CONSIDERATIONS

Per- and Poly-Fluoroalkyl substances (PFAS) are a group of over 9,000 synthetic chemicals that have been used for over 70 years. Due to the very stable carbon-fluorine bonds, perfluoroalkyls are resistant to biodegradation, photooxidation, direct photolysis, and hydrolysis. Atmospheric deposition can lead to contamination of soils and leaching into groundwater away from point sources. Health effects in humans may include cancer, cardiovascular, immunological, endocrine, reproductive, and hepatic harm.

At the time of the adoption of ASTM 1527-21 standard, PFAS chemicals were considered to be "emerging contaminants" and therefore technically are considered to be non-scope considerations, per the ASTM-1527-21 standards. However, as of April 19, 2024, the United States Environmental Protection Agency (USEPA) officially designated the regulatory status of two (2) commonly utilized PFAS chemicals as hazardous substances under CERCLA. The two (2) chemicals are perfluoro octane sulfonic acid (PFOS) and perfluorooctanoic acid (PFOA). Furthermore, it is likely that numerous additional chemicals within the PFAS family will become officially designated as hazardous substances in the near future.

Although still technically considered an emerging contaminant per the governing ASTM 1527-21 standards, GEOTEK conservatively has elected to currently consider PFAS chemicals to be hazardous substances and thus potentially may represent a recognized environmental condition. Generally, high-risk PFAS sites include airports, landfills, wastewater-treatment plants, government and military sites, petroleum plants, fire suppression/firefighting sites with aqueous film forming foam (AFFF), PFAS treated material and food packaging facilities, plating facilities, some biosolid farming sites, and most chemical production and manufacturing facilities, among others.

The Site does not appear on the PFAS database within the EDR Radius Report. The Site does not appear on the GeoTracker PFAS Map website (GeoTracker PFAS Map (ca.gov)). The Site does not appear on the USEPA PFAS Analytic Tools website (PFAS Analytic Tools (epa.gov)).

Based on the lack of high-risk facilities and no obvious signs of substantial PFAS contamination at the Site, it is GEOTEK'S opinion that PFAS chemicals do not represent a recognized environmental condition to the Site.

7.0 VAPOR ENCROACHMENT SCREENING

The purpose of a Vapor Encroachment Screen (VES) is to identify, to the extent feasible, if a Vapor Encroachment Condition (VEC) exists at the Site.

A Vapor Encroachment Screen Report was generated for the Site and Site area utilizing EDR's Vapor Encroachment Worksheet (see Appendix F).

It was determined that there are no historical dry cleaners, former manufactured gas plants, former industrial sites or historical gas stations located within 600 feet and/or up gradient from the Site. It was also determined that no other conditions that would indicate a VEC exists at the Site.

It is GEOTEK'S opinion that a VEC is not likely to exist at the subject Site. The Vapor Encroachment Screen report is included in Appendix F.

8.0 SITE AND SURROUNDING AREA HISTORY

In order to construct the history of the Site and the surrounding area, GEOTEK reviewed reasonably ascertainable public documents, including aerial photographs, topographic maps, building records, city directories, fire insurance maps, environmental liens and activity use limitations (AULs) and county assessor history records.

8.1 HISTORICAL SITE USAGE

8.1.1 AERIAL PHOTOGRAPH REVIEW

GEOTEK reviewed aerial photographs dated 1934, 1937, 1950, 1974, 1976, 1984, 1994, 2006, 2009, 2012, 2016, 2020 and 2024 (see Appendix A and B).

The Site appears to have been primarily utilized for agricultural purposes with a structure in the northwest portion of the Site in an aerial photograph dated 1934.

The structure appears to be razed in a 1937 aerial photograph.

The Site appears to be entirely utilized for agricultural operations from at least 1950 to the present.

A 2024 aerial photograph is utilized for Figure 2 (Appendix A).

8.1.2 ASSESSOR'S INFORMATION

The Site is known as Kings County Assessor's Parcel Numbers (APNs) 011-040-008, 011-040-010, and 011-040-027 and is also known as the Vesting Tentative Subdivision Map No. 943. Additional legal descriptions for the Site are included in the Environmental Lien and AUL Search as obtained from Environmental Data Resources, Inc. (EDR) included in Appendix B. A Property Tax Map Report as obtained from EDR is also included in Appendix B. However, no APN maps were supplied in the Property Tax Map Report. Additionally, no APN maps were available in numerous website searches with the City of Hanford and the County of Kings. The Vesting Tentative Subdivision Map is included in Appendix C.

8.1.3 BUILDING DEPARTMENT RECORDS

A Building Permit Report, as obtained from and provided by EDR, is included in Appendix B. No permits were provided for the Site as an address was not provided/is not available.

8.1.4 CHAIN OF TITLE

GEOTEK has not received nor been authorized to obtain Chain-of-Title documents for the Site.

8.1.5 CITY DIRECTORY REVIEW

GEOTEK obtained The EDR – City Directory Image Report, as obtained from and provided by EDR, and included in Appendix B. No listings were provided for the Site as an address was not provided/is not available.

8.1.6 INTERVIEWS

GEOTEK interviewed the following individuals while performing this assessment:

- Mr. Isaac Vazquez, a representative of the future Site owner, completed a User Questionnaire, dated June 6, 2024.
- Mr. Marc R. Frelier, a representative of the current Site owner, completed a Property Owner Questionnaire, dated May 27, 2024.

Information from these interviews is incorporated into the appropriate sections of this report.

As a form of interview, Mr. Marc R. Frelier, a representative of the current Site owner, completed a "Property Owner Questionnaire" for the Site in accordance with ASTM E 1527-21. A copy of the completed questionnaire is included in Appendix C.

Mr. Marc R. Frelier answered "yes" to questions 10b, 11a, and 11b.

In question 10a Mr. Frelier states, "small diesel tanks servicing ag well". GEOTEK did not observe these diesel tanks during the Site reconnaissance.

In question 10b, Mr. Frelier states, "for ag irrigation".

In question 11b Mr. Frelier states, "irrigation pipeline".

In question 4a, Mr. Frelier clarifies, "fields have been laser leveled in past and benched".

In question 5b, Mr. Frelier clarifies, "only chemicals or material for farming".

In question 8a, Mr. Frelier clarifies, "only temporary ditches and drains for farming".

In question 18a, Mr. Frelier clarifies, "may have been historical drainage at south end".

Mr. Marc R. Frelier answered "no", "unknown" or "not applicable" to the remaining questions.

GEOTEK'S Site reconnaissance and research did not discover contradictory information from the Property Owner Questionnaire.

8.1.7 RECORDER'S INFORMATION

According to information provided by the EDR Environmental Lien and AUL Search, the Site is currently owned by Middlefield Manor LLC. No record of environmental liens nor activity and use limitations (AULs) was revealed in the documents reviewed. A copy of this report is included in Appendix B.

8.1.8 SANBORN MAP REVIEW

Sanborn Fire Insurance Maps for the Site were requested from EDR-Sanborn, which owns and maintains the largest and most complete collection of maps. No source sheets were provided in the Sanborn Map Report as the Site is an "unmapped property". The Sanborn Map Report is included in Appendix B.

8.1.9 TOPOGRAPHIC MAP REVIEW

GEOTEK reviewed the following topographic map sheets:

- Hanford Quadrangle (7.5-minute series), dated 1926
- Hanford Quadrangle (7.5-minute series), dated 1954
- Hanford Quadrangle (15-minute series), dated 1976
- Hanford Quadrangle (7.5-minute series), dated 2012
- Hanford Quadrangle (7.5-minute series), dated 2015
- Hanford Quadrangle (7.5-minute series), dated 2018
- Hanford Quadrangle (7.5-minute series), dated 2021

The Topo Map Report, as obtained from EDR, is included in Appendix B.

The Site appears to be vacant land on the topographic map sheets dated 1926 and 1954 topographic map sheets.

The 1976 topographic map sheet is an aerial photograph. The Site appears to be used for agricultural operations in this photograph.

Agricultural land is depicted in the southwest portion of the Site on the topographic map sheet dated 2012.

The 2015 2018 and 2021 topographic map sheets show little detail other than streets in the vicinity.

A 2021 topographic map sheet is utilized for Figure 1 (Appendix A).

8.2 Historical Immediately Surrounding Property Usage

8.2.1 Aerial Photograph Review

GeoTek reviewed aerial photographs dated 1934, 1937, 1950, 1974, 1976, 1984, 1994, 2006, 2009, 2012, 2016, 2020 and 2024 (see Appendix A and B).

The surrounding areas appear to be generally utilized for agricultural operations and/or vacant land with scattered residences from at least 1934 until at least 1950.

Residential tract development is first visible to the east of the Site in an aerial photograph dated 1974.

Additional residences are visible to the east of the Site in an aerial photograph dated 1976.

There are no significant changes in the surrounding areas visible in the 1984 and 1994 aerial photographs.

A residential tract development and industrial/commercial building are visible to the north of the Site in an aerial photograph dated 2006.

Additional residences are visible to the east of the Site in aerial photographs dated 2009 and 2016, 2020 and 2024.

A 2024 aerial photograph is utilized for Figure 2 (Appendix A)

8.2.2 CITY DIRECTORIES

GEOTEK has reviewed a City Directory Image report obtained from and provided by EDR for the Site and surrounding property addresses. The City Directory Image report provides information on several nearby property addresses. The listings appear to primarily be residential in nature and are not considered a recognized environmental concern to the Site.

8.2.3 SANBORN MAP REVIEW

Sanborn Fire Insurance Maps for the Site were requested from EDR-Sanborn, which owns and maintains the largest and most complete collection of maps. No source sheets were provided in the Sanborn Map Report as the Site and surrounding area are "unmapped property". The Sanborn Map Report is included in Appendix B.

8.2.4 TOPOGRAPHIC MAP REVIEW

GEOTEK reviewed the following topographic map sheets:

- Hanford Quadrangle (7.5-minute series), dated 1926
- Hanford Quadrangle (7.5-minute series), dated 1954
- Hanford Quadrangle (15-minute series), dated 1976
- Hanford Quadrangle (7.5-minute series), dated 2012
- Hanford Quadrangle (7.5-minute series), dated 2015
- Hanford Quadrangle (7.5-minute series), dated 2018
- Hanford Quadrangle (7.5-minute series), dated 2021

The Topo Map Report, as obtained from EDR, is included in Appendix B.

The surrounding properties appear to be vacant land with sporadic structures on the topographic map sheet dated 1926. Additionally, the Southern Pacific Railroad is depicted to the north of the Site.

The surrounding properties appear to be vacant land and/or agricultural operations with sporadic residences on the topographic map sheet dated 1954. Additionally, there is a well depicted on the adjoining property to the west.

The 1976 topographic map sheet is an aerial photograph. The surrounding properties appear to primarily be used for agricultural operations with residential developments expanding to the east of the Site.

The 2012, 2015, 2018 and 2021 topographic map sheets show little detail other than streets in the vicinity.

A 2021 topographic map sheet is utilized for Figure 1 (Appendix A).

8.3 HISTORICAL USE SUMMARY

Based on readily available historical information, the Site appears to have been primarily utilized for agricultural purposes with a structure in the northwest portion of the Site in an aerial photograph dated 1934. The structure appears to be razed in a 1937 aerial photograph. The Site appears to be entirely utilized for agricultural operations from at least 1950 to the present.

The surrounding areas appear to be generally utilized for agricultural operations and/or vacant land with scattered residences from at least 1934 until at least 1950. Residential tract development is first visible to the east of the Site in an aerial photograph dated 1974. Additional residences are visible to the east of the Site in an aerial photograph dated 1976. There are no significant changes in the surrounding areas visible in the 1984 and 1994 aerial photographs. A residential tract development and religious building are visible to the north of the Site in an aerial photograph dated 2006. Additional residences are visible to the east of the Site in aerial photographs dated 2009 and 2016, 2020 and 2024.

Data gaps exist from 1926 to 1934, 1950 to 1974, 1976 to 1984, 1984 to 1994, and 1994 to 2006, due to the limited records which are reasonably ascertainable in the local area. However, it is GEOTEK'S opinion that additional historical information, if it were to become available, is not likely to change the conclusions or recommendations of this assessment.

9.0 SUMMARY OF LIMITED SOIL ANALYSIS

As the Site was historically utilized for agriculture, GEOTEK obtained soil samples from the Site for chemical analysis. Twelve (12) soil samples were obtained from selected areas of the Site from a depth of up to approximately six (6) inches below the existing ground surface and submitted to a state certified laboratory for analysis of organo-chlorinated pesticides (OCPs) in accordance with US EPA Test Method 8081A and arsenic in accordance with US EPA Test Method 6010B. The locations of the samples are shown on Figure 4 in Appendix A.

Analysis of the soil samples had detectable concentrations of OCPs in five (5) of the samples (Samples #1, #4, #6, #7 and #8). The results are summarized in the following table:

OCP SUMMARY ANALYTICAL RESULTS

Sample Name	4,4'-DDE (ug/kg)
#1	35
#2	<20
#3	<20
#4	35
#5	<20
#6	38
#7	43
#8	27
#9	<20
#10	<20
#11	<20
#12	<20
Screening Level	**2,000***

ug/kg = micrograms per kilogram
* = EPA Regional Screening Levels (RSLs) for residential soil (May 2024)

The concentration of the organo-chlorinated pesticide (OCP) compound 4,4'-DDE was not above screening levels for residential soils in the samples tested, as determined by EPA Regional Screening Level (RSL) for residential soil, May 2024 (TR=1E-06, HQ=1.0).

Analysis of the soil sample detected measurable quantities of arsenic in all 12 of the soil samples tested (Samples #1 through #12). The applicable results of the laboratory analysis are summarized in the following table:

ARSENIC SUMMARY ANALYTICAL RESULTS

Sample Name	Arsenic (mg/kg)
#1	9.9
#2	7.6
#3	7.2
#4	6.9
#5	6.9
#6	6.4
#7	7.1
#8	6.3
#9	6.1
#10	5.7
#11	6.4
#12	7.5
Screening Level	**0.11***

mg/kg = micrograms per kilogram
* = DTSC Recommended Screening Levels (RSLs) for residential soil (May 2022)

The concentration of the metal arsenic in all of the soil samples was above screening levels for residential soils, as determined by the Department of Toxic Substance Control (DTSC). However, the EPA and the DTSC have acknowledged that naturally occurring arsenic in southern California typically exceeds the maximum screening level, with levels recorded up to 12 mg/kg in many areas (Human Health Risk Assessment (HHRA) Note Number 11 - Southern California Ambient Arsenic Screening Level). The test results for all of the soil samples are below the typically detected levels of arsenic in the southern California area.

A copy of the laboratory report and Chain-of-Custody documentation are included in Appendix G.

Based on the investigation, GEOTEK is of the opinion that possible previous pesticide usage has not created a recognized environmental condition or concern to the Site. Additional investigation is not considered necessary at the Site.

10.0 SIGNIFICANT DATA GAPS

No significant data gaps were discovered while performing this Phase I and Limited Phase II Environmental Site Assessment. Therefore, it is GEOTEK'S opinion that sufficient information was obtained to identify current Site conditions and past Site usage.

Minor data gaps include:

- Gaps in the historic records from 1926 to 1934, 1950 to 1974, 1976 to 1984, 1984 to 1994, and 1994 to 2006 due to the limited resources readily available and reasonably ascertainable in the local area or through online resources.

- GEOTEK has not received nor reviewed Chain-of-Title documents for the Site.

It is GEOTEK'S opinion that additional information, if it were to become available, is not likely to change the conclusions or recommendations of this assessment.

11.0 CONCLUSIONS AND RECOMMENDATIONS

GEOTEK has performed a Phase I and Limited Phase II Environmental Site Assessment (ESA) for the subject Site in substantial conformance with the scope and limitations of ASTM E 1527-21 and GEOTEK Proposal No. P-0401724-CR, dated April 4, 2024. Any exceptions to, or deletions from, this practice are described in the appropriate sections of this report.

Based on this investigation, this Phase I and Limited Phase II Environmental Site Assessment has not revealed evidence of a recognized environmental condition in connection with the subject Site. No further investigation is recommended at this time.

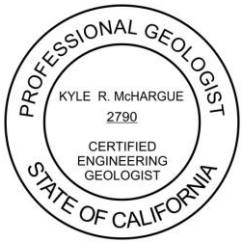
12.0 CERTIFICATIONS

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in 40 CFR 312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject Site. I have developed and performed all the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR 312.

The qualifications of the Project Team are included in Appendix H.

GEOTEK appreciates this opportunity to be of service. If you have any questions, or if GEOTEK can be of further service, please contact the office at (951) 710-1160.

Sincerely,
GEOTEK, INC.



Kyle R. McHargue
Project Geologist, CEG 2790
Expires 02/28/2026

Anna M. Scott
Project Geologist

\\geotekfs1\Riverside\Projects\3901 to 3950\3943CR K. Hovnanian California Region, Inc Cottonwood Phase 3 Hanford\Phase I ESA\3951-CR K Hovnanian Cottonwood Phase 3 - Phase I and Limited Phase II ESA.doc

13.0 REFERENCES

CALIFORNIA, STATE OF

- EnviroStor, Records Inquiry, https://www.envirostor.dtsc.ca.gov/public/
- Geotracker, Records Inquiry, https://geotracker.waterboards.ca.gov/
- Matthews, R.A., and Burnett, J.L., 1965, "Geologic Map of California" Fresno Sheet, California Division of Mines and Geology, Geologic Atlas of California GAM-05, scale 1:250,000
- Water Resources, Department of Hydrologic Data

ENVIRONMENTAL DATA RESOURCES, INC.

- Aerial Photo Decade Package, Inquiry No. 7674781.11, dated June 7, 2024
- Building Permit Report, Inquiry No. 7674781.8, dated June 6, 2024
- Certified Sanborn Map Report, Inquiry No. 7674781.3, dated June 6, 2024
- City Directory Abstract Report, Inquiry No. 7674781.5, dated June 7, 2024
- Environmental Lien and AUL Search Report, Inquiry No. 7674781.7, dated June 10, 2024
- Historical Topo Map Report, Inquiry No. 7674781.4, dated June 6, 2024
- Property Tax Map Report, Inquiry No. 7674781.6, dated June 6, 2024
- Radius Map Report, Inquiry No. 7674781.2s, dated June 6, 2024
- Vapor Encroachment Screen Report, Inquiry No. 7674781.2s, dated June 27, 2024

FEDERAL EMERGENCY MANAGEMENT AGENCY

- Flood Insurance Map, Community Panel Number 06031C-0185C and 06031C-0195C, dated June 16, 2009, accessed on June 6, 2024

HANFORD, CITY OF

- Fire Department, Records Inquiry
- Police Department, Records Inquiry

KINGS, COUNTY OF

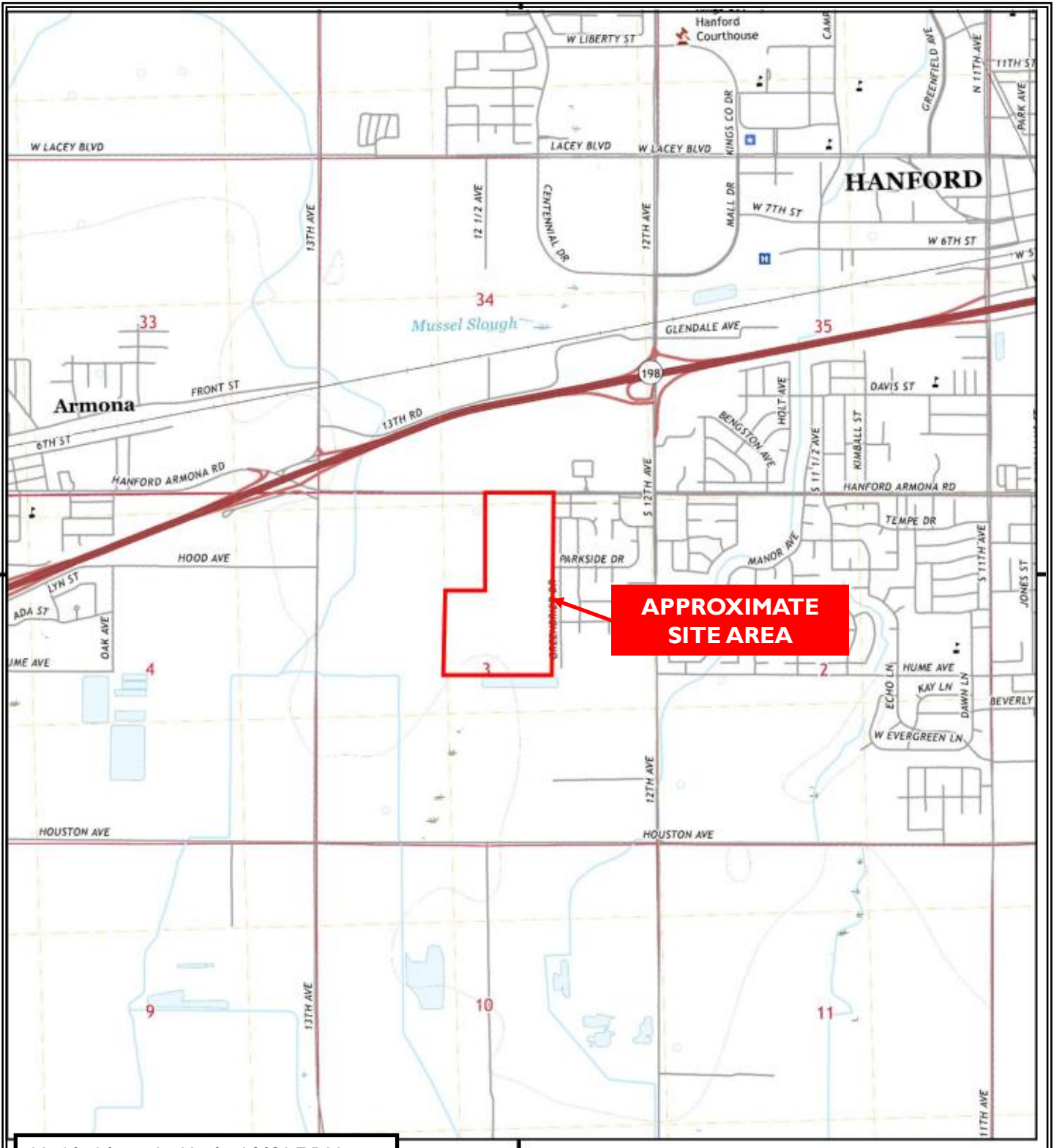
- Assessor's Office, Records Inquiry

U.S. GOVERNMENT

- Drug Enforcement Agency
- Records inquiry, http://www.dea.gov/seizures

APPENDIX A

FIGURES



Modified from the Hanford 2021 7.5-Minute Topographic Map Sheets

0 Miles 0.25 0.5 1 1.5

K. Hovnanian California Region, Inc.
Tentative Tract Map No. 943
APN 184-100-008
Hanford, King County, California

Project No. 3951-CR

NORTH

Figure 1

Site Location and Topography Map

GEOTEK

K. Hovnanian California Region, Inc.
Tentative Tract Map No. 943
APN 184-100-008
Hanford, King County, California

GeoTek Project No. 3951-CR

GEOTEK

Figure 2

General Site Layout Map

Aerial Photograph dated May 6, 2024

Hanford Armona Rd
Hanford Armona Rd
Hanford Armona
1-3
4-6
27-29
7
8
23-26
21-22
9-10
19-20
16-18
15
11-14
1409 ft
Concord Cir
Woodland Dr
Parkside Dr
Greenbrier Dr
Edgewood Dr
Robin Ave
Oriole St
Hawk St
Osprey St
S 12th Ave
Springcrest St
W Spring Crest St
W Graham St
W Twilight St
Polar Ave
NORTH

Legend

Site Boundary

22 Photo Locations

K. Hovnanian California Region, Inc.
Tentative Tract Map No. 943
APN 184-100-008
Hanford, King County, California

GeoTek Project No. 3951-CR

GEOTEK

Figure 3

Photo Location Map

Aerial Photograph dated May 6, 2024

Hanford Armona Rd

Hanford Armona Rd

Hanford Armona Rd

1

9

2

8

3

12

7

11

4

6

10

5

1409 ft

Concord Cir

Woodland Dr

Parkside Dr

Edgewood Dr

Greenbrier Dr

S 12th Ave

Robin Ave

Oriole St

Hawk St

Osprey St

Springcrest St

W Spring Crest St

W Graham St

W Twilight St

Edgewood Dr

S Polar Ave

12th Ave

NORTH

Legend

10 OCP and Arsenic Sample Location

Site Boundary

K. Hovnanian California Region, Inc.
Tentative Tract Map No. 943
APN 184-100-008
Hanford, King County, California

GeoTek Project No. 3951-CR

GEOTEK

Figure 4

Sample Location Map

APPENDIX B

DOCUMENTS OBTAINED FROM EDR

VTTM 943

Hanford Armona Road

Hanford, CA 93230

Inquiry Number: 7674781.11

June 07, 2024

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

06/07/24

Site Name:

VTTM 943
Hanford Armona Road
Hanford, CA 93230
EDR Inquiry # 7674781.11

Client Name:

Geotek
1548 North Maple Street
Corona, CA 92880
Contact: Kyle Richard Mchargue

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	*Scale*	*Details*	*Source*
2020	1"=500'	Flight Year: 2020	USDA/NAIP
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1994	1"=500'	Acquisition Date: January 01, 1994	USGS/DOQQ
1984	1"=500'	Flight Date: June 09, 1984	USDA
1976	1"=500'	Flight Date: July 01, 1976	USGS
1974	1"=500'	Flight Date: August 01, 1974	USGS
1950	1"=500'	Flight Date: January 25, 1950	USDA
1937	1"=500'	Flight Date: September 03, 1937	USDA
1934	1"=500'	Flight Date: January 01, 1934	USGS

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INQUIRY #: 7674781.11
YEAR: 2020
= 500'
N
EDR

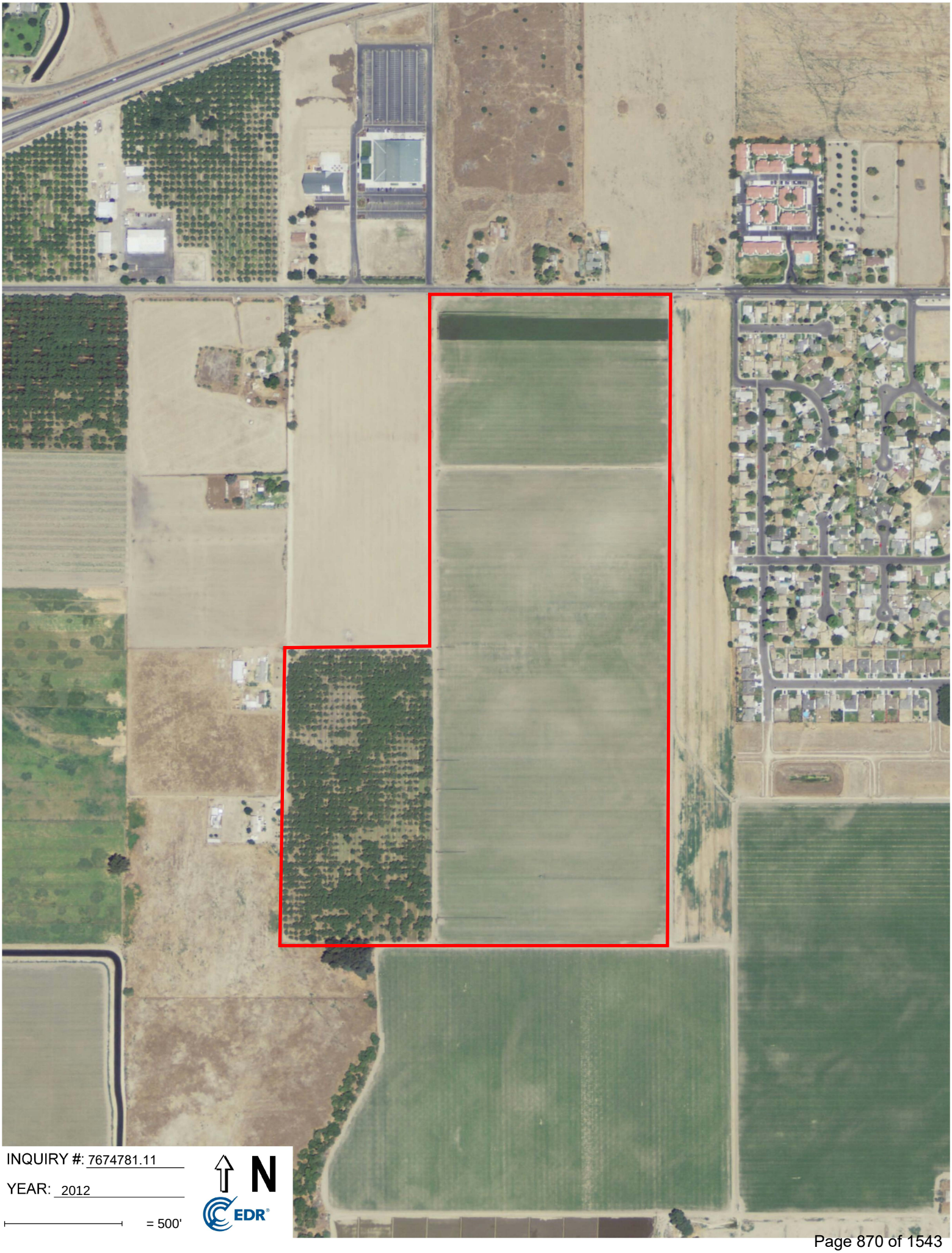
INQUIRY #: 7674781.11

YEAR: 2016

= 500'

N

EDR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YEAR: 2012
= 500'
N
EDR

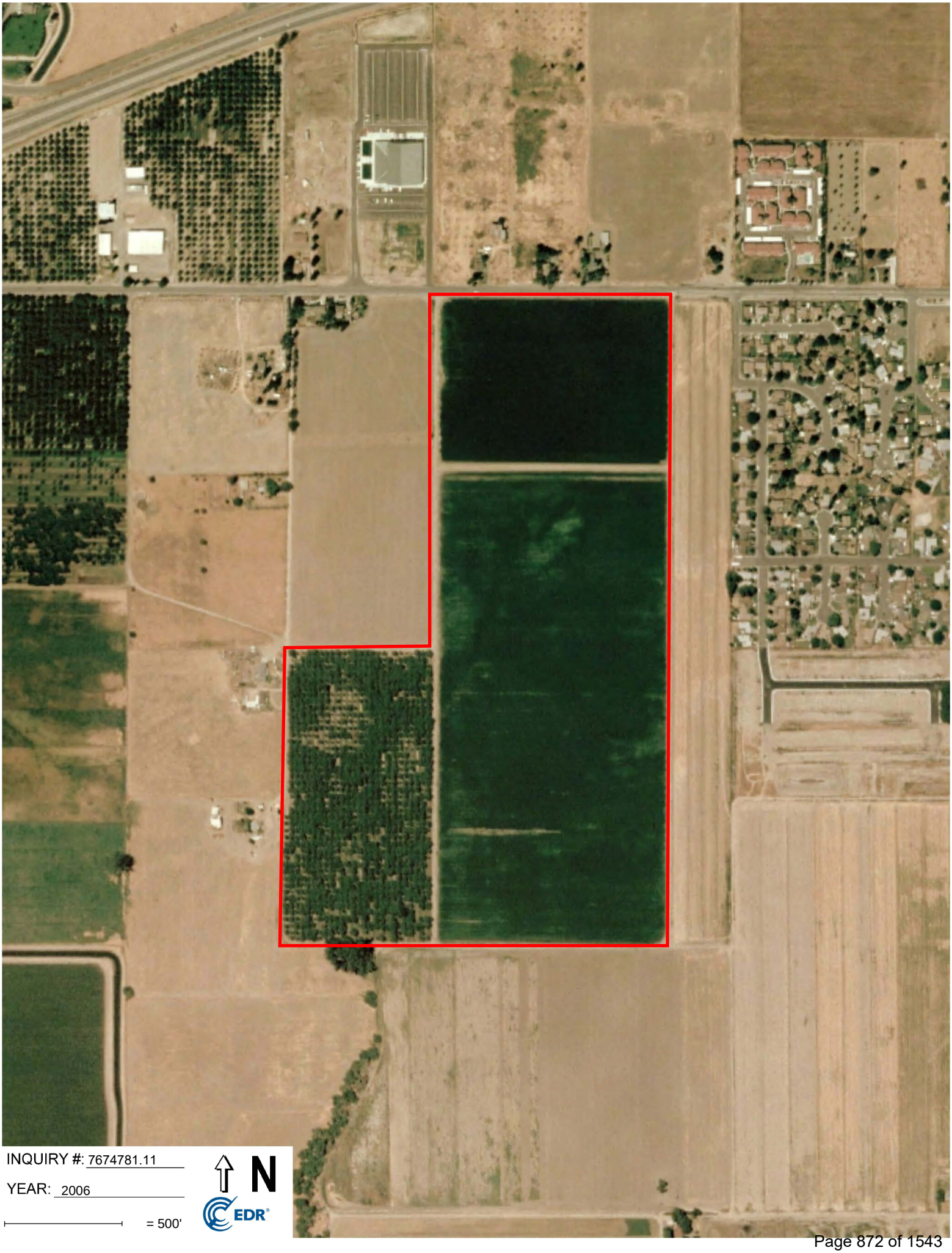
INQUIRY #: 7674781.11

YEAR: 2009

= 500'

N

EDR



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YEAR: 2006

= 500'

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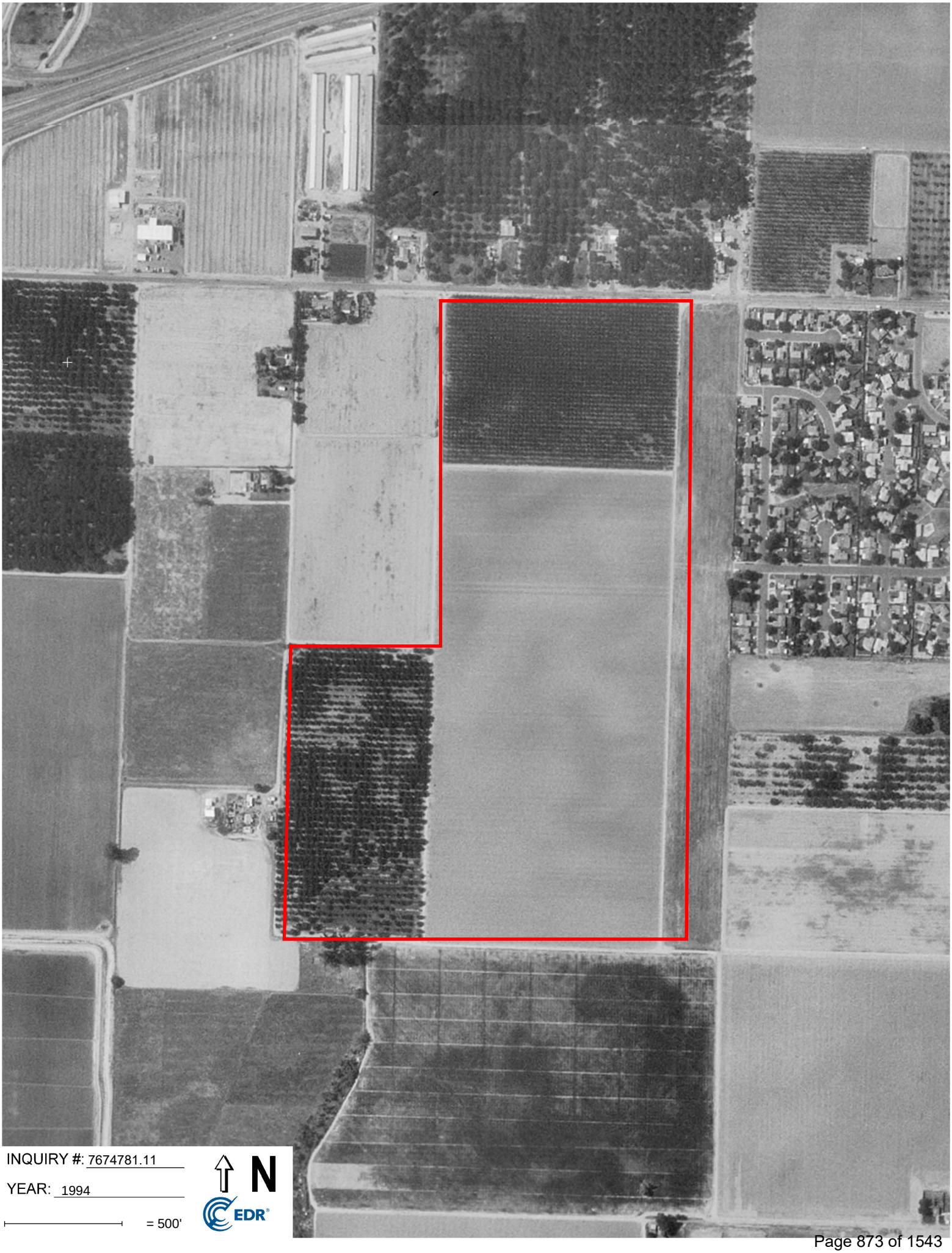
EDR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YEAR: 1994
= 500'
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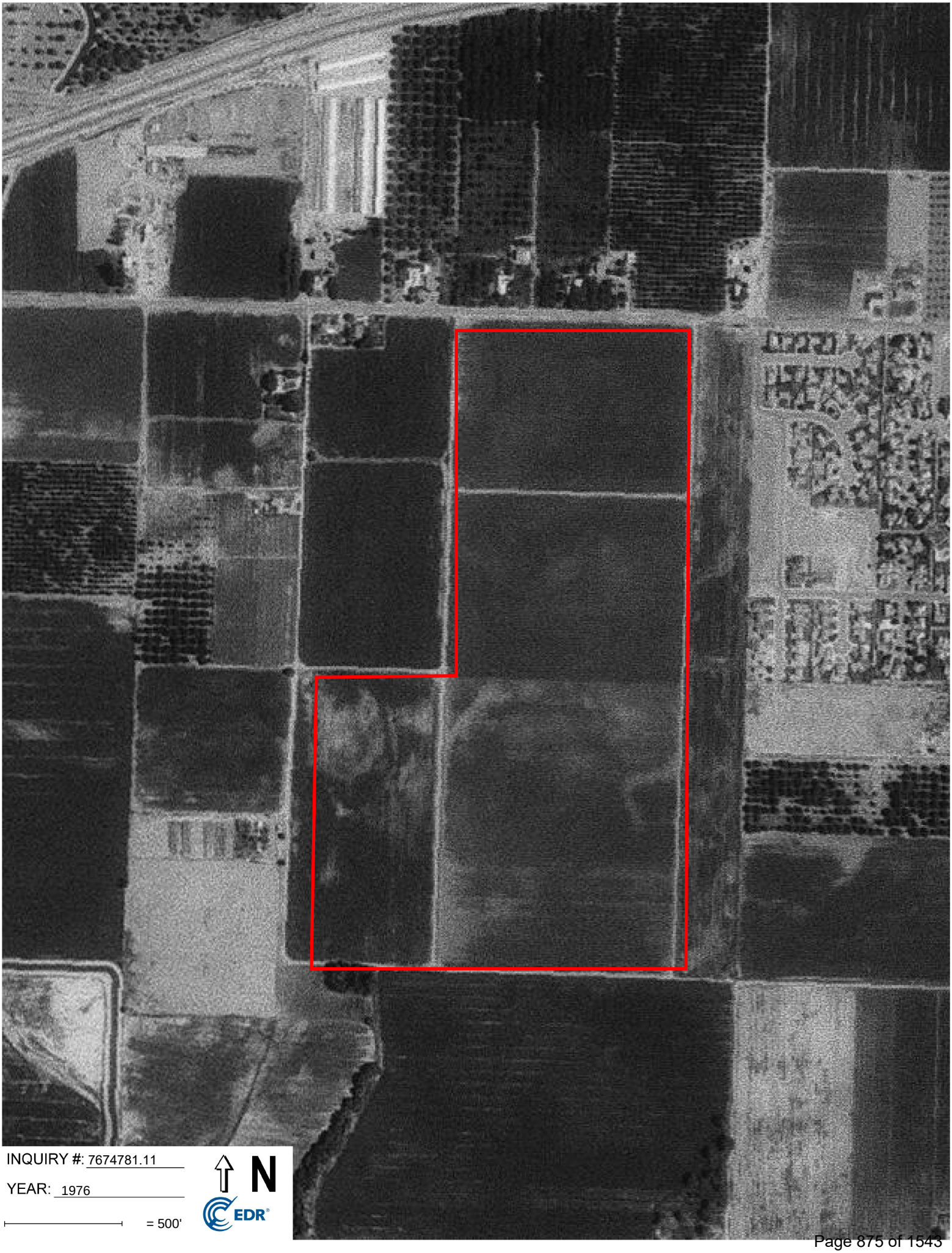
EDR

INQUIRY #: 7674781.11
YEAR: 1984
= 500'
N
EDR



INQUIRY #: 7674781.11

YEAR: 1976

= 500'

N

EDR

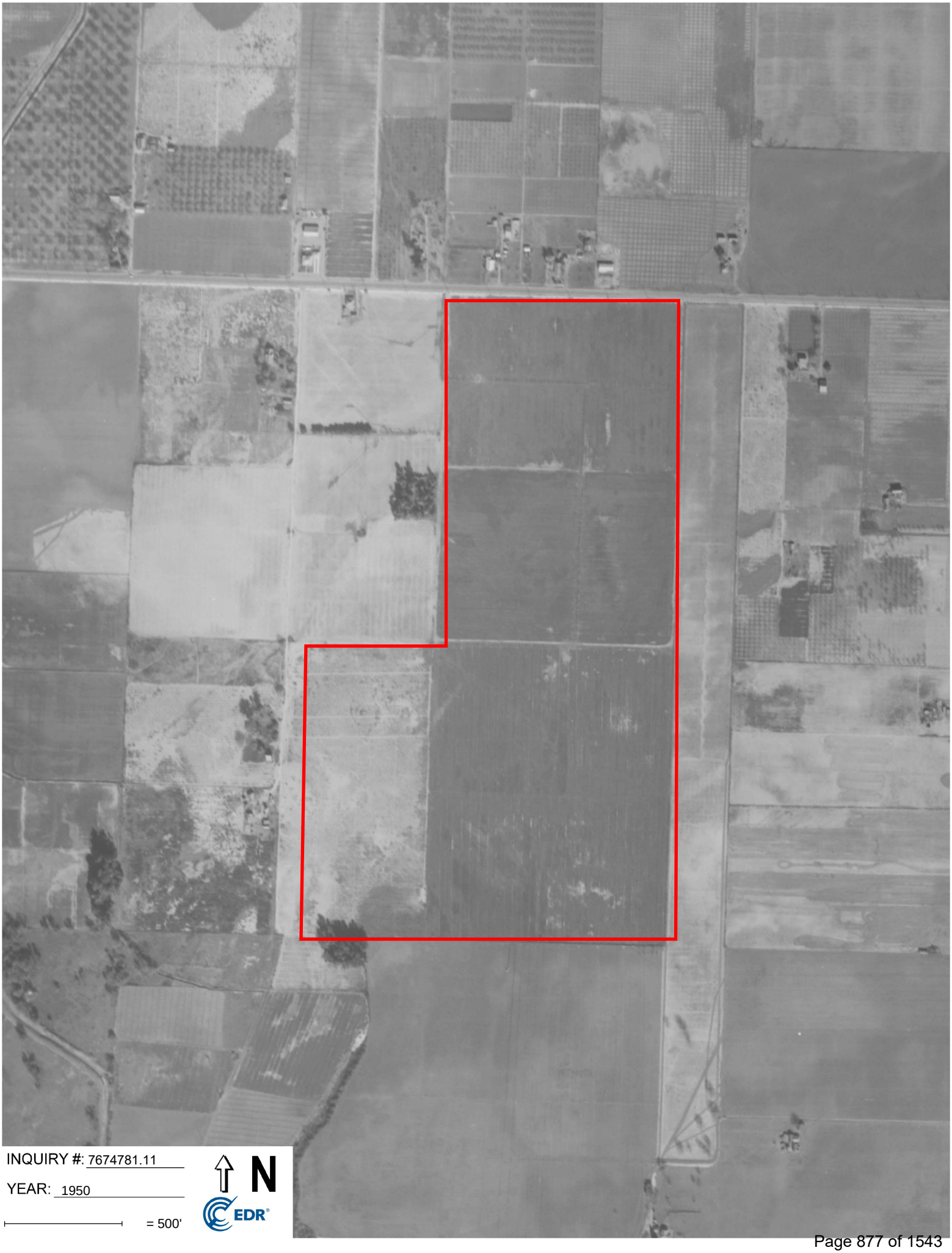
INQUIRY #: 7674781.11

YEAR: 1974

= 500'

N

EDR



INQUIRY #: 7674781.11

YEAR: 1950

= 500'

N

EDR

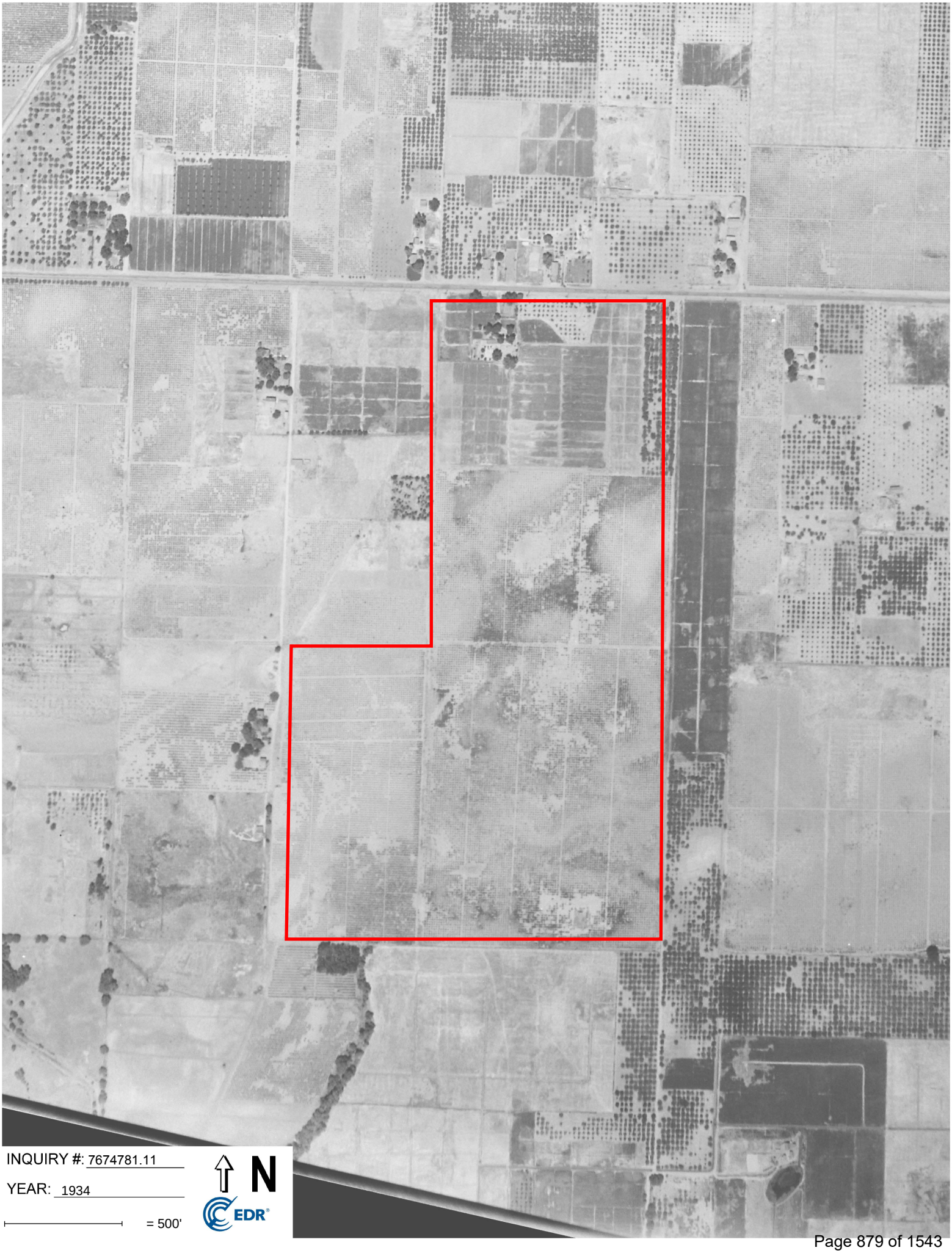
INQUIRY #: 7674781.11

YEAR: 1937

= 500'

N

EDR



INQUIRY #: 7674781.11

YEAR: 1934

= 500'

N

EDR

VTTM 943
Hanford Armona Road
Hanford, CA 93230

Inquiry Number: 7674781.8
June 06, 2024

EDR Building Permit Report

Target Property and Adjoining Properties

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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Please contact EDR at 1-800-352-0050
with any questions or comments.

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EDR BUILDING PERMIT REPORT

About This Report

The EDR Building Permit Report provides a practical and efficient method to search building department records for indications of environmental conditions. Generated via a search of municipal building permit records gathered from more than 1,600 cities nationwide, this report will assist you in meeting the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527 - 21), or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

Building permit data can be used to identify current and/or former operations and structures/features of environmental concern. The data can provide information on a target property and adjoining properties such as the presence of underground storage tanks, pump islands, sumps, drywells, etc., as well as information regarding water, sewer, natural gas, electrical connection dates, and current/former septic tanks.

Methodology

EDR has developed the EDR Building Permit Report through our partnership with BuildFax, the nation's largest repository of building department records. BuildFax collects, updates, and manages building department records from local municipal governments. The database now includes 30 million permits, on more than 10 million properties across 1,600 cities in the United States.

The EDR Building Permit Report comprises local municipal building permit records, gathered directly from local jurisdictions, including both target property and adjoining properties. Years of coverage vary by municipality. Data reported includes (where available): date of permit, permit type, permit number, status, valuation, contractor company, contractor name, and description.

Incoming permit data is checked at seven stages in a regimented quality control process, from initial data source interview, to data preparation, through final auditing. To ensure the building department is accurate, each of the seven quality control stages contains, on average, 15 additional quality checks, resulting in a process of approximately 105 quality control "touch points."

For more information about the EDR Building Permit Report, please contact your EDR Account Executive at (800) 352-0050.

EDR® Environmental Data Resources Inc

BUILD FAX PROPERTY HISTORY

EXECUTIVE SUMMARY: SEARCH DOCUMENTATION

A search of building department records was conducted by Environmental Data Resources, Inc (EDR) on behalf of Geotek on Jun 06, 2024.

TARGET PROPERTY

Hanford Armona Road
Hanford, CA 93230

SEARCH METHODS

EDR searches available lists for both the Target Property and Surrounding Properties.

RESEARCH SUMMARY

Building permits identified: **YES**

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

Hanford

Year	*Source*	*TP*	*Adjoining*
2024	City of Hanford, Building Division		
2023	City of Hanford, Building Division		
2022	City of Hanford, Building Division		
2021	City of Hanford, Building Division		
2020	City of Hanford, Building Division		
2019	City of Hanford, Building Division		
2018	City of Hanford, Building Division		
2017	City of Hanford, Building Division		
2016	City of Hanford, Building Division		
2015	City of Hanford, Building Division		
2014	City of Hanford, Building Division		X
2013	City of Hanford, Building Division		
2012	City of Hanford, Building Division		
2011	City of Hanford, Building Division		
2010	City of Hanford, Building Division		
2009	City of Hanford, Building Division		
2008	City of Hanford, Building Division		
2007	City of Hanford, Building Division		
2006	City of Hanford, Building Division		
2005	City of Hanford, Building Division		
2004	City of Hanford, Building Division		
2003	City of Hanford, Building Division		
2002	City of Hanford, Building Division		
2001	City of Hanford, Building Division		
2000	City of Hanford, Building Division		
1999	City of Hanford, Building Division		
1998	City of Hanford, Building Division		
1997	City of Hanford, Building Division		

EXECUTIVE SUMMARY: SEARCH DOCUMENTATION

Year	Source	TP	Adjoining
1996	City of Hanford, Building Division		
1995	City of Hanford, Building Division		
1994	City of Hanford, Building Division		
1993	City of Hanford, Building Division		
1992	City of Hanford, Building Division		
1991	City of Hanford, Building Division		
1990	City of Hanford, Building Division		
1989	City of Hanford, Building Division		
1988	City of Hanford, Building Division		
1987	City of Hanford, Building Division		
1986	City of Hanford, Building Division		
1985	City of Hanford, Building Division		
1984	City of Hanford, Building Division		
1983	City of Hanford, Building Division		
1982	City of Hanford, Building Division		
1981	City of Hanford, Building Division		
1980	City of Hanford, Building Division		
1979	City of Hanford, Building Division		
1978	City of Hanford, Building Division		
1977	City of Hanford, Building Division		
1976	City of Hanford, Building Division		
1975	City of Hanford, Building Division		
1974	City of Hanford, Building Division		
1973	City of Hanford, Building Division		
1972	City of Hanford, Building Division		
1971	City of Hanford, Building Division		
1970	City of Hanford, Building Division		

Name: JurisdictionName
Years: Years
Source: Source
Phone: Phone

BUILDING DEPARTMENT RECORDS SEARCHED

Name: Hanford
Years: 1970-2024
Source: City of Hanford, Building Division, Hanford, CA
Phone: (559) 585-2581

Name: Tulare County
Years: 1985-2024
Source: Tulare County, Community and Development Services Branch, TULARE, CA
Phone: (559) 624-7100

Name: Kings County Unincorporated Area
Years: 2000-2024
Source: County of Kings, Community Development Agency, Hanford, CA
Phone:

TARGET PROPERTY FINDINGS

TARGET PROPERTY DETAIL

Hanford Armona Road
Hanford, CA 93230

No Permits Found

ADJOINING PROPERTY FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

Hanford Armona Road

Hanford Armona Road

Date:	**4/14/2014**
Permit Type:	
Description:	**3 ax trac/ 2ax trlr**
Permit Description:	
Work Class:	
Proposed Use:	
Permit Number:	TP14-0038
Status:	APPROVED
Valuation:	$0.00
Contractor Company:	
Contractor Name:	

GLOSSARY

General Building Department concepts

- **ICC:** The International Code Council. The governing body for the building/development codes used by all jurisdictions who've adopted the ICC guidelines. MOST of the US has done this. Canada, Mexico, and other countries use ICC codes books and guides as well. There are a few states who have added guidelines to the ICC codes to better fit their needs. For example, California has added seismic retrofit requirements for most commercial structures.
- **Building Department (Permitting Authority, Building Codes, Inspections Department, Building and Inspections):** This is the department in a jurisdiction where an owner or contractor goes to obtain permits and inspections for building, tearing down, remodeling, adding to, re-roofing, moving or otherwise making changes to any structure, Residential or Commercial.
- **Jurisdiction:** This is the geographic area representing the properties over which a Permitting Authority has responsibility.
- **GC:** General Contractor. Usually the primary contractor hired for any Residential or Commercial construction work.
- **Sub:** Subordinate contracting companies or subcontractors. Usually a "trades" contractor working for the GC. These contractors generally have an area of expertise in which they are licensed like Plumbing, Electrical, Heating and Air systems, Gas Systems, Pools etc. (called "trades").
- **Journeymen:** Sub contractors who have their own personal licenses in one or more trades and work for different contracting companies, wherever they are needed or there is work.
- **HVAC (Mechanical, Heating & Air companies):** HVAC = Heating, Ventilation, and Air Conditioning.
- **ELEC (Electrical, TempPole, TPole, TPower, Temporary Power, Panel, AMP Change, Power Release):** Electrical permits can be pulled for many reasons. The most common reason is to increase the AMPs of power in an electrical power panel. This requires a permit in almost every jurisdiction. Other commons reason for Electrical permits is to insert a temporary power pole at a new construction site. Construction requires electricity, and in a new development, power has yet to be run to the lot. The temporary power pole is usually the very first permit pulled for new development. The power is released to the home owner when construction is complete and this sometimes takes the form of a Power Release permit or inspection.
- **"Pull" a permit:** To obtain and pay for a building permit.
- **CBO:** Chief Building Official
- **Planning Department:** The department in the development process where the building /structural plans are reviewed for their completeness and compliance with building codes
- **Zoning Department:** The department in the development process where the site plans are reviewed for their compliance with the regulations associated with the zoning district in which they are situated.
- **Zoning District:** A pre-determined geographic boundary within a jurisdiction where certain types of structures are permitted / prohibited. Examples are Residential structure, Commercial/Retail structures, Industrial/Manufacturing structures etc. Each zoning district has regulations associated with it like the sizes of the lots, the density of the structures on the lots, the number of parking spaces required for certain types of structures on the lots etc.
- **PIN (TMS, GIS ID, Parcel#):** Property Identification Number and Tax Map System number.
- **State Card (Business license):** A license card issued to a contractor to conduct business.
- **Building Inspector (Inspector):** The inspector is a building department employee that inspects building construction for compliance to codes.
- **C.O.:** Certificate of Occupancy. This is the end of the construction process and designates that the owners now have permission to occupy a structure after its building is complete. Sometimes also referred to as a Certificate of Compliance.

GLOSSARY

Permit Content Definitions

- Permit Number: The alphanumerical designation assigned to a permit for tracking within the building department system. Sometimes the permit number gives clues to its role, e.g. a "PL" prefix may designate a plumbing permit.
- Description: A field on the permit form that allows the building department to give a brief description of the work being done. More often than not, this is the most important field for EP's to find clues to the prior use (s) of the property.
- Permit Type: Generally a brief designation of the type of job being done. For example BLDG-RES, BLDG-COM, ELEC, MECH etc.

Sample Building Permit Data

Date: Nov 09, 2000
Permit Type: Bldg -
New Permit Number: 101000000405
Status: Valuation: $1,000,000.00
Contractor Company: OWNER-BUILDER
Contractor Name:

Description: New one store retail (SAV-ON) with drive-thru pharmacy. Certificate of Occupancy.

VTTM 943
Hanford Armona Road
Hanford, CA 93230

Inquiry Number: 7674781.5
June 07, 2024

The EDR-City Directory Image Report

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available business directory data at approximately five year intervals.

RECORD SOURCES

The EDR City Directory Report accesses a variety of business directory sources, including Haines, InfoUSA, Polk, Cole, Bresser, and Stewart. Listings marked as EDR Digital Archive access Cole and InfoUSA records. The various directory sources enhance and complement each other to provide a more thorough and accurate report.

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

Year	*Target Street*	*Cross Street*	*Source*
2020	☑	☐	EDR Digital Archive
2017	☑	☐	Cole Information
2014	☑	☐	Cole Information
2010	☑	☐	Cole Information
2005	☑	☐	Cole Information
2000	☑	☐	Cole Information
1995	☑	☐	Cole Information
1992	☑	☐	Cole Information
1990	☑	☐	Haines Criss-Cross Directory
1985	☑	☐	Haines Criss-Cross Directory
1980	☑	☐	Haines Criss-Cross Directory
1975	☑	☐	Haines Criss-Cross Directory
1973	☑	☐	Haines Criss-Cross Directory

FINDINGS

TARGET PROPERTY STREET

Hanford Armona Road
Hanford, CA 93230

Year	*CD Image*	*Source*
HANFORD ARMONA RD		
2020	pg A2	EDR Digital Archive
2017	pg A7	Cole Information
2014	pg A12	Cole Information
2010	pg A18	Cole Information
2005	pg A24	Cole Information
2000	pg A31	Cole Information
1995	pg A36	Cole Information
1992	pg A40	Cole Information
1990	pg A43	Haines Criss-Cross Directory
1990	pg A44	Haines Criss-Cross Directory
1990	pg A45	Haines Criss-Cross Directory
1985	pg A46	Haines Criss-Cross Directory
1985	pg A47	Haines Criss-Cross Directory
1980	pg A48	Haines Criss-Cross Directory
1980	pg A49	Haines Criss-Cross Directory
1975	pg A50	Haines Criss-Cross Directory
1975	pg A51	Haines Criss-Cross Directory
1973	pg A52	Haines Criss-Cross Directory
1973	pg A53	Haines Criss-Cross Directory
1973	pg A54	Haines Criss-Cross Directory

FINDINGS

CROSS STREETS

No Cross Streets Identified

City Directory Images

Target Street	Cross Street	Source
✓	-	EDR Digital Archive

HANFORD ARMONA RD 2020

1433	ALBERT GRAAF
	ALBERT VANDERGRAAF
	DER VAN
	MARINUS VANDERGRAAF
	RIEKIE VANDERGRAAF
1580	ATM
1660	ATM
2911	B & R TEVELDE
	B T V SENIOR HOUSING LLC
	LONE OAK ENERGY LLC
	SANTA FE FARMS INC
6025	PATRICIA CARDOZA
6160	BELLE LEAL
	DANIEL LEAL
	JULIAN AGUAYO
6236	BELLE ACQUISTAPACE
	BELMIRA LEAL
	DANIEL LEAL
6380	EARL IRBY
6431	MANUEL TOSTE
6585	SUSIE NORWOOD
	TILDE NORWOOD
6624	CARLOS BORGES
	LUZIA BORGES
6672	IRENE CORREIA
	JASON CORREIA
	KRISTI CLOWER
	WYATT BUTTLE
6714	CHERYL DUTRA
	EDDIE DUTRA
6749	DAVID CLACHER
	KARA CLACHER
	SANTIAGO RODRIGUEZ
6750	ANDREW JAMES
6780	DAVID KELLENBERGER
	TAMMI KELLENBERGER
6812	LYNNE ELLIS
6850	ELAINE MEYER
	FRANK MEYER
6894	IGNACIO GARZA
6976	DIANE TAMEZ
	GLORIA TAMEZ
	PEDRO TAMEZ
	RICARDO TAMEZ
7140	DAVID GONZALEZ
7184	WILLIAM COX
7216	ELUTERIO CORONADO
	FLORIBERTA CORONADO
7252	CATALINA QUIRINO
	FLORITA ALCARAZ

HANFORD ARMONA RD 2020 (Cont'd)

7480	BAKER COMMODITIES INC
	DOUGLAS FLETCHER
7533	THRESHER INDUSTRIES INC
7761	SOUTH VALLEY MATERIALS INC
	VALLEY READY MIX
7803	KINGS WASTE & RECYCLING
8038	PATRICK BRASIL
8076	BRIAN SOUSA
	JENNIFER SOUSA
8211	DAVID DANELL
	DEZERAYE DANELL
8265	BILL DANELL
	CLAIRE DANELL
	JR LAND CO LLC
8395	JOSE TEIXEIRA
	LIZUARTE TEIXEIRA
	MARIA TEIXEIRA
8415	JOHN TEIXEIRA
	MARIA TEIXEIRA
8471	CECELIA PEREZ
	LUPE PEREZ
8945	LEONARD MATTOS
9102	LONNIE CLEMENT
9144	MARGARET BORBOLLA
	RALPH BORBOLLA
9184	ADRIANNA LUNA
	ANGEL LUNA
	HAROLD PRIETO
	KELLY LUNA
9248	GENEVIEVE MAGNIA
	GUADALUPE MAGNIA
	LUPE MAGNIA
9513	GLORIA DURAN
	JOHNNY DURAN
9539	GUS LOPEZ
	OTILIA LOPEZ
9615	YVONNE GARZA
9839	R-N-R WELDING
	SAN JOSE MOTOSPORTS INC
10519	ANTHONY SANTOS
	BUFFY SANTOS
10556	ADDIE BURKETT
	SANDRA BURKETT
10700	HANFORD COMMODITIES LLC
10833	CRICKET WIRELESS AUTH RETAILER
	EL REY SUPERMERCADO
10870	JERRY WOOD
10874	VERA DIETRICH
	WILLIAM DIETRICH
10890	BRENDA JONES

HANFORD ARMONA RD 2020 (Cont'd)

10898	JOSE AMARAL
	JOSE PALOMERA
10904	DONALD GILBERT
10912	MALVIN GIPSON
10914	PAULA ROBINSON
10915	DHARAM MANAGEMENT LLC
	STOP ZONE INC
10918	CHERYL WARMERDAM
10926	WILFRIDO VALENTINE
10928	KATHY FLORES
10936	JOSE CAJERO
	MARIA CAJERO
10937	AUGIE JAURIGUI
	EMMA JAURIGUI
	LEROY JAURIGUI
	SAMANTHA JAURIGUI
10938	ARNOLD ALCALA
10942	RONDA SILVA
10946	OLIVE MCHANEY
10948	BEATRICE MARTIN
10954	BELAIR MOBILE HOME PARK
	JUDITH GRIFFITHS
	LEROY GRIFFITH
	LESTER HAUGHT
10992	GLENN JAMES
10994	SUSAN EAST
10998	CLARENCE STROUP
	DEBRA DODD
	SANDRA STROUP
11130	MARISSA NUNES
11151	ANGELO NATALI
	CAIN SANCHEZ
11212	JARRED CORDEIRO
	MARIO CORDEIRO
11274	CALVARY CHRISTIAN CTR
11303	BRIAN MARTINEZ
	LOUIS MARTINEZ
	MARTINEZ MARINA
11356	FUKUKO HAAS
	WALTER HAAS
11386	DEBORAH MINCHUE
	DICKIE MINCHUE
	JC MINCHUE
	VICKIE MINCHUE
11400	ETHAN VELACRUZ
	RUSSELL CHISM
11402	MARLENE MACEDO
	WILLIAM MACEDO
11454	CYNTHIA LONG
	GALEN LONG

HANFORD ARMONA RD 2020 (Cont'd)

11454	KENNETH LONG
11474	IAN TREADWELL
	IRENE TREADWELL
	JONATHAN TREADWELL
11526	JOEL CASTILLO
11540	FRANCISCO SIGALA
12150	NORMA MARTINEZ
12168	JERRY KENNEDY
	SUSAN KENNEDY
12182	MELVIN EVANS
12184	CASA DEL SOL
12188	ADRIANA QUINONES
	ANESSA AGREDANO
	IVAN AGREDANO
12192	ANDREW YBARRA
	KAREN GARCIA
	TAMMY JACKSON
12196	KIMBERLY BURCH
12202	ROSEANNE DELGADO
12204	PAULINE MOZ
12208	VINCENT INGELLIS
12358	ADOLFO MENDOZA-SOSA
	AMPARO MENDOZA-SOSA
12536	KOINONIA CHRISTIAN FELLOWSHIP
12591	GINA CATTUZZO
	RICK WILLIAMS
12628	KINGS PANTRY
12629	DONNA THOMAS
12642	ALLEGIANCE COLLISION
	J N NELSON PROPERTIES LLC
12645	ERIK ROCHA
	LEONARD DUTRA
	MARGARET DUTRA
	MELANIE DUTRA
	NADINE DUTRA
12659	ANGIE DUTRA
	HENRY DUTRA
	JUSTIN DUTRA
12918	MORGAN & SLATES MFG & SUPLS
12939	JOSE AGUILAR
13180	BARBER STORAGE
	HANFORD PURELY STORAGE
	LISA BANKY
	RUSSELL BANKY
13225	D D N K INC
	G2 AUTO LOCATORS
	GTWO PARTNERS
13235	AUTOMOTIVE PERFORMANCE
13321	HANFORD TOWING SVC
13375	QUALITY MACHINERY CTR

HANFORD ARMONA RD 2020 (Cont'd)

13400 LAYNE
MMIM INC
13405 JIM MACIEL
KATHRYN MACIEL
13488 ALEX LARSON
AMERICAN TRAVELING SHOWS
JACQUELINE LARSON
13520 JESUS RODRIQUEZ
13529 ALFONSO ORTEGA
JOE SILVEIRA
MARY ORTEGA
SILVEIRA'S AIR CONDITIONING
13539 MICHAEL YATTY
13549 KINGS COMMUNITY ACTION ORG-OPR
13594 MITCHELL'S AIR CONDITIONING
SUSAN MITCHELL
13704 AQUA AZUL
CANNERY INDUSTRIAL PARK
CENTRAL VALLEY HEALTH TRNSPRT
COLLINS AIR
GMT GAME
WINDTAMER TARPS
14514 JOHN LABANDEIRA
14552 LAURA KILNER
14570 CHARLES YOUNG
14670 KINGS COUNTY AIR COND INC
14992 DAVID BOWMAN

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2017

1318	HANFORD ARMONA SELFSTORAGE
1365	STUHAAN, EVERETT
6236	LEAL, KURT A
6255	RODRIGUEZ, ZENAIDA N
6380	IRBY, EARL B
6431	TOSTE, MANUEL B
6435	KELI, NANCY
6585	NORWOOD, RICHARD
6624	BORGES, CARLOS A
6672	CORREIA, JASON M
6713	TORRES, ADRIANA A
6749	CLACHER, AARON M
	D C ELECTRIC
6780	KELLENBERGER, DAVID W
6812	ELLIS, JOHN C
6850	MEYER, FRANK F
6976	TAMEZ, RICARDO R
7184	COX, WILLIAM F
7216	CORONADO, FRANCIS V
7479	AGUILAR, JOSE B
7480	BAKER COMMODITIES INCKERMAN DIVISIO
	BAKER COMMODITIES INCKINGS TULARE
	FLETCHER, DOUGLAS D
7761	SOUTH VALLEY MATERIALS INC
	VALLEY READY MIX
7767	KENNIES INDOOR COMFORT SPECIALISTS
7803	KINGS WASTE & RECYCLING AUTH
7818	PEREIRRA, JOSEPH B
8038	BRASIL, PATRICK D
8211	DANELL, DAVID M
8265	DANELL BROS CUSTOM CHOPPING
8395	TEIXEIRA, MARIA J
8471	PEREZ, ALEXANDER M
9144	BORBOLLA, RALPH R
9184	LUNA, ANGEL D
9539	LOPEZ, CARLOS
9615	GARZA, YVONNE M
9617	DUTRA, TONY
9619	TRUJILLO, LAWRENCE L
9839	RNR WELDING
9845	CENTRAL VALLEY COOPERATIVE
10355	IMMACULATE HEART
10435	IMMACULATE HEART OF MARY CHURCH
	ROMAN CATHOLIC BISHOP THE
10443	BRISTOL, ROBERT
10519	ESCOBAR, MARISELA
10531	AGUILAR, ANGELICA
10556	BURKETT, SANDRA L
10569	CERON, LUIS
10623	RANGEL, CHRISTOPHER

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2017 (Cont'd)

10626 SAENZ, LYNDA
10700 HANFORD COMMODITIES LLC
HANFORD COMMODITIES TRANSPORT
10833 DOLLAR RENT A CAR
RN MARKET
10862 LEON, HILARIO
10864 GUECHO, RONALD J
10870 WOOD, JERRY E
10872 IVINGS, RICHARD
10874 DIETRISH, VERA B
10876 GONZALEZ, ADRIANA
10878 SHEPHERD, RONALD L
10880 SHERWOOD, LESLIE W
10882 LICON, DIXIE L
10886 MALDONADO, MARIA T
10888 ABLES, SHIRLEY
10890 CIBRIAN, MARIA G
10892 ACOSTA, LOIS L
10894 SANCHEZ, GEMA
10896 ANA, ZAZUETA
10898 PALOMERA, JOSE
10900 CANTORIANO-ANDRACA, ELIO
10904 GILBERT, DONALD
10910 ALVES, TIMOTHY A
10912 KNAUER, KATHRYN
10914 ROBINSON, JOHNNY G
10915 STOP ZONE INC
10916 ALVAREZ, FRANCISCO
10918 WARMERDAM, CHERYL L
10920 CORONADO, HENRY
10924 WILLIAMS, JACKIE
10926 VALENTINE, WILFRED C
10930 DENISON, SHERYL
10934 POTTER, LEROY
10936 CAJERO, JOSE
10937 JAURIGUI, LEROY P
10940 TAJUM, MATTHEW
10942 SILVA, RONDA N
10946 MCHANEY, BILLY F
10948 MARTIN, BEATRICE
10950 LUGO, JEANNINE R
10954 BEL AIR MOBILE HOME PARK
GRIFFITH, LEROY L
10958 RAMIREZ, EVELYN
10960 HAMMOND, JAY
10992 JAMES, GLEN E
10994 QUAIR, ELEANOR
10998 STROUP, CLARENCE C
11122 VENTURA, JOSE
11124 DUONG, PHUONG V

HANFORD ARMONA RD 2017 (Cont'd)

11126 BLAZQUEZ, VENANCIO
11132 SOLARIO, HELEN
11134 LEWIS, DAVID L
11151 SANCHEZ, CAIN
11212 CORDEIRO, MARIO D
11274 CALVARY CHRISTIAN CENTER
11303 MANITAS DEAMOR
MARTINEZ, BRIAN I
11356 HAAS, WALTER G
11386 SPOLINI, GARY L
11400 CHISM, RUSSELL J
11402 MACEDO, WILLIAM E
11454 LONG, DAVID L
11474 TREADWELL, JONATHAN D
11526 CASTILLO, JOEL R
11540 SIGALA, FRANCISCO
12168 KENNEDY, JERRY A
12182 REEVES, TERRI L
12184 CASA DEL SOL
12186 GARCIA, SHARON R
HAMILTON, RENAE
MORAN, LUIS D
PEREZ, BAUDELIO
WRIGHT, RODERICK N
12188 AGREDANO, ANESSA M
QUINONES, EUGENI
SAUCEDO, SANDRA
12190 JOHNSON, MARILYN L
RANGEL, MARIA D
12192 CHAVEZ, JOSEFA
GARCIA, PHILLIP E
RANGEL, JOSE N
12194 ANGELA, CORONA
12198 CARRANZA, ALICIA
GARCIA, ANACCA
HIGINIA, RAMIRIZ Z
NUNO, JOSE A
SALAZAR, MARIA D
SERNA, HELEN R
12200 CERVANTEZ, TINO
FULLER, JODI L
ROSSEL, ROSALINDA C
STARR, CHARLES R
WILSON, SONIA
12202 FERNANDEZ, R
RODRIGUEZ, ANTONETTE
ULLOA, MARIBETH
12204 DAUENHAUER, DAVID R
GARCIA, JENNIFER
GARCIA, LILIANA

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2017 (Cont'd)

12204 MEDEIROS, ELIZABETH
MOZ, PAULINE D
VALDERIA, SANDRA
12206 JOHN, CANO
PUGA, MIGUEL
12208 GUILLEN, LISA
PIZANO, LUZ M
RAMOS, ANA M
12358 MAGANA, ADOLFO M
12536 FUTURE HOPE PRESCHOOL
KOINONIA CHRISTIAN FELLOWSHIP
12589 LARA-SITIZ, ANDY
12591 WILLIAMS, RICK B
12628 KINGS PANTRY
12629 THOMAS, DONNA L
12642 PREMIERE COLLISION CENTER
PRO TOW
12659 DUTRA, LEONARD A
12918 MORGAN & SLATES INC
12939 AGUILAR, JOSE A
13069 SD ATV SERVICE
13159 VETERINARY PHARMACEUTICALS INC
13180 HANFORD ARMONA SELFSTORAGE
13225 PEDDLERS MALL
UHAUL
13235 AUTOMOTIVE PERFORMANCE
13291 HUFFENBERGER RESTORATIONS
M C TRUCK & TRAILER PARTS
13321 HANFORD TOWING SERVICE
13375 GRANGER WATER SPECIALTIES
QUALITY MACHINERY CENTER
13400 KIDS BARN LLC
LAYNE
13405 MACIEL, JIM K
13488 LARSON, RICK L
13508 FIVE STAR MINI STORAGE
13520 RODRIQUEZ, JESUS
13529 SILVEIR, JOE M
SILVEIRAS AIR CONDITIONING & HEATIN
13539 YATTY, MICHAEL M
13549 KINGS COMMUNITY ACTION ORGANIZATION
13594 MITCHELL, SUSAN L
MITCHELLS AIR CONDITIONING & HEATIN
13704 CENTRAL VALLEY HEALTH TRANSPORT
COLLINS AIR
G M T GAMES
HOUR OF TRUTH MINISTRIES INC
WINDTAMER TARPS
13738 J & D JOSHUAS TOWING
13784 FRANKS ARMONA AUTO BODY

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2017 (Cont'd)

14514	LABANDEIRA, JANENE M
14570	YOUNG, CECELIA
14666	LIU, CYNTHIA M
14670	KINGS COUNTY AIR CONDITIONING INC
14724	CENTRAL VALLEY ROD & RESTORATIONS
14992	MARVIN, LINDA D

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2014

1058	JACQUILLARD, PAMELA
1115	NATALL, ANGELO
1433	VANDER, GRAAF A
2511	OCCUPANT UNKNOWN,
2911	OCCUPANT UNKNOWN,
6160	HOOPER, JAMES R
6236	LEAL, DANNY J
6255	RODRIGUEZ, NIKE
6380	IRBY, EARL B
6431	TOSTE, MANUEL B
6435	KELI, NANCY
6509	COELHO, TELMO
6585	NORWOOD, SUSIE M
6624	BORGES, CARLOS A
6672	OCCUPANT UNKNOWN,
6713	TORRES, ADRIANA A
6714	DIAS, JACLYN
6749	CLACHER, AARON M
	D C ELECTRIC
6750	DUTRA, EDDIE S
6780	KELLENBERGER, DAVID W
6812	ELLIS, JOHN C
6850	MEYER, FRANK F
6894	GARZA, IGNACIO G
6976	TAMEZ, RICARDO R
7140	CORONADO, JESUS
7184	COX, WILLIAM F
7216	CORONADO, FRANCIS V
7252	VRYHOF, KIMBERLY L
7257	OCCUPANT UNKNOWN,
7441	OCCUPANT UNKNOWN,
7479	AGUILAR, JOSE B
7480	BAKER COMMODITIES INCKERMAN DIVISIO
	BAKER COMMODITIES INCKINGS TULARE
	FLETCHER, DOUGLAS D
	KINGS TULARE TALLOW DIVISION OF BAKE
7761	SOUTH VALLEY MATERIALS
	SOUTH VALLEY MATERIALS INC
	VALLEY READY MIX
7767	KENNIES INDOOR COMFORT SPECIALISTS I
7803	KINGS WASTE & RECYCLING AUTH
7818	PEREIRRA, JOSEPH B
8038	OCCUPANT UNKNOWN,
8076	GOMES, MICHAEL T
	PROLITE SIGNS
8211	DANELL, DAVID M
8263	DANELL, CLAIRE L
8265	DANELL BROS CUSTOM CHOPPING
8395	TEIXEIRA, JOSE L
8415	HOLLAR, PAUL R

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2014 (Cont'd)

8471	PEREZ, ALEXANDER M
9102	CLEMENT, LONNIE
9144	BORBOLLA, RALPH R
9184	COTTA, CYNTHIA
9248	MAGNIA, LUPE
9513	DURAN, GREGORY V
9539	LOPEZ, CARLOS
9615	WULFFENSTEIN, BESSIE
9617	DUTRA, TONY
9619	TRUJILLO, LAWRENCE L
9839	R NR WELDING
9842	OCCUPANT UNKNOWN,
9845	CENTRAL VALLEY COOPERATIVE
10355	IMMACULATE HEART
10435	IMMACULATE HEART OF MARY CHURCH
10443	ASPEITIA, PIERRE
10519	ESCOBAR, MARISELA
10531	BASS, ANTHONY
10556	BURKETT, SANDRA L
10569	CERON, LUIS
10595	OCCUPANT UNKNOWN,
10623	DELACRUZ, STEVE D
10626	SAENZ, LYNDA
10628	WHARRY, WILLIAN
10630	FRANKLIN, ARETHA E
10632	OCCUPANT UNKNOWN,
10636	OCCUPANT UNKNOWN,
10700	HANFORD COMMODITIES LLC
	HANFORD COMMODITIES TRANSPORT
10833	DOLEX
	JOYERIA FB
	RN MARKET
10862	LEON, HILARIO
10864	GUECHO, RONALD J
10868	OCCUPANT UNKNOWN,
10870	OCCUPANT UNKNOWN,
10872	DENISON, SHERYL
10874	DIETRICH, WILLIAM E
	DIETRISH, VERA B
10876	GONZALEZ, ADRIANA
10878	SHEPHERD, RONALD L
10880	SHERWOOD, M W
10882	LICON, DIXIE L
10886	MALDONADO, MARIA T
10888	ABLES, SHIRLEY
10890	CIBRIAN, GUADALUPE
10894	SANCHEZ, GEMA
10896	ANA, ZAZUETA
10898	HENDRICKSON, RICHARD M
	PALOMERA, JOSE

HANFORD ARMONA RD 2014 (Cont'd)

10900 CANTORIANO-ANDRACA, ELIO
ENSALDO, IRENE
10902 LIMA, MAYRA
10904 GILBERT, DONALD
10906 BETTENCOURT, LEONARD M
10908 DUTRA, MANUEL
10910 ALVES, TIMOTHY A
10912 TAYLOR, LORA E
10914 JENSEN, SHELLY M
10915 STOP ZONE INC
10916 ALVAREZ, FRANCISCO
10918 MCDONALD, CYRENA A
WARMERDAM, CHERYL L
10920 ROMERO, MAYRA
10924 WILLIAMS, JACKIE
10926 VALENTINE, WILFRED C
10928 HAMMOND, JAY
10930 WOOD, BOBBY
10932 BOYCE, MARTHA L
10934 POTTER, LEROY
10936 CAJERO, MARIA L
10937 JAURIGUI, LEROY P
10940 OCCUPANT UNKNOWN,
10942 SILVA, RONDA N
10946 MCHANEY, BILLY F
10948 MARTIN, BEATRICE
10950 LUGO, HILARIO
10952 OCCUPANT UNKNOWN,
10954 BEL AIR MOBILE HOME PARK
GRIFFITH, LEROY L
10958 CRANFORD, MARALYN J
DAVIS, ALFRED L
10960 OCCUPANT UNKNOWN,
10962 OCCUPANT UNKNOWN,
10964 OCCUPANT UNKNOWN,
10970 BERRY, SARAH
10972 OCCUPANT UNKNOWN,
10974 OCCUPANT UNKNOWN,
10975 SILVA, RICHARD
10976 OCCUPANT UNKNOWN,
10986 OCCUPANT UNKNOWN,
10990 WILES, AMANDA E
10992 ABLES, JIMMY L
10994 EAST, JOHN
10998 STROUP, CLARENCE C
11122 CELAYA, JOSE O
11124 DUONG, PHUONG V
11126 BLAZQUEZ, VENANCIO
11130 FERNANDEZ, EFREN
11132 SOLARIO, HELEN

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2014 (Cont'd)

11134	LEWIS, DAVID L
11136	ALNAGAR, G
11151	OCCUPANT UNKNOWN,
11212	OCCUPANT UNKNOWN,
11274	CALVARY CHRISTIAN CENTER
11303	MANITAS DE AMOR PRESCHOOL & CHILDCAR
	MARTINEZ, LOUIS M
11356	HAAS, WALTER G
11386	MINCHUE, DICKIE L
11400	CHISM, RUSSELL J
11402	MACEDO, WILLIAM E
11454	LONG, DAVID L
11464	OCCUPANT UNKNOWN,
11474	TREADWELL, JON D
11526	OCCUPANT UNKNOWN,
11540	SIGALA, FRANCISCO
11580	MARTINEZ, PAULINE
12150	OCCUPANT UNKNOWN,
12168	KENNEDY, JERRY A
12182	CHAVEZ, SYLVIA
	MEDEIROS, RICKEY
12184	CASA DEL SOL
12186	CASTRO, MOISES
	ESPINOZA, YESENIA
	FOSTER, CRYSTAL
	GARCIA, SHARON R
	HOLMES, CHARLOTT L
	LAVARES, YOSSI
	MONCADA, MARITZA
	RODRIGUEZ, NORMA
	SOLIS, MAXINE I
12188	AGREDANO, ANESSA M
	PRIGGETT, TERRY
	SAUCEDO, SANDRA
	TAMAYO, VIRGINIA
12190	BOTELLO, ALEJANDRA
	JOHNSON, MARILYN L
	SMITH, GUADALUPE
12192	DELACRUZ, MIKE M
	GARCIA, PHILLIP T
	VALDEZ, ORTIZ C
12194	JARAMILLO, DORA M
12196	GRANADOS, AMILCAR
12198	GARCIA, ANGELA
	GONZALEZ, ANNA
	HIGINIA, RAMIRIZ Z
	MEDINA, FELICIANO
	ORELLANA, SANDRA
	SERNA, HELEN R
	ZARAGOZA, MARIA O

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2014 (Cont'd)

12200	FULLER, JODI L
	GARZIA, ISABEL
	RONQUILLO, JOHN A
	ROSSEL, ROSALINDA C
12202	FERNANDEZ, R
	MONTOYA, DANIELL
	RODRIGUEZ, MARCI
	ULLOA, MARIBETH
12204	GARCIA, LILIANA
	MOZ, PAULINE D
	RODRIGUEZ, NORMA G
12206	AGUAYO, R
	BESOUGLOFF, PETER I
	LISA, DESOTO
	MORENO, GLORIA
	TORRES, AMY E
12208	FAGUNDES, ASHLEY
	GIRON, KIMBERLY
	LOPEZ, R
	MACIEL, MEELENA
	PIZANO, LUZ M
	RAMOS, ANA M
	SNOW, KARI
12246	OCCUPANT UNKNOWN,
12358	PENSIERO, GENE
12406	WINTERBERG, WILLIAM L
12458	SILKWOOD, FRANK L
12536	KOINONIA CHRISTIAN FELLOWSHIP
12589	LARA-SITIZ, ANDY
12591	OCCUPANT UNKNOWN,
12628	KINGS PANTRY
	OCCUPANT UNKNOWN,
12629	THOMAS, RICK R
12631	GIBSON, JOE D
12633	OCCUPANT UNKNOWN,
12642	PREMIERE COLLISION CENTER
	PRO TOW
12645	DUTRA, LEONARD A
12659	DUTRA, HENRY J
12784	OCCUPANT UNKNOWN,
12918	MORGAN & SLATES MANUFACTURING & SUPP
12939	AGUILAR, MARCUS A
13069	SD ATV SERVICE
13180	HANFORD ARMONA SELFSTORAGE
13225	PEDDLERS MALL
13235	AUTOMOTIVE PERFORMANCE
13291	HUFFENBERGER RESTORATIONS
13321	HANFORD TOWING SERVICE
13331	OCCUPANT UNKNOWN,
13405	MACIEL, JIM K

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2014 (Cont'd)

13488 LARSON, RICK L
13508 FIVE STAR MINI STORAGE
HERITAGE STORAGE
13520 OCCUPANT UNKNOWN,
13529 SILVEIR, JOE M
SILVEIRAS AIR CONDITIONING & HEATIN
13539 YATTY, MICHAEL M
13549 KINGS COMMUNITY ACTION ORGANIZATION
13572 OCCUPANT UNKNOWN,
13594 MITCHELL, GARY E
MITCHELLS AIR CONDITIONING & HEATIN
13704 COLLINS AIR
G M T GAMES
WINDTAMER TARPS
13706 VITZ, JULIET
13708 WESTSCAPES
13781 DANIELSON, WIL R
13784 FRANKS ARMONA AUTO BODY
13840 RAZO, ROGELIO
14514 LABANDEIRA, JOHNNY R
14552 OCCUPANT UNKNOWN,
14570 MANCILLA, DAVID
14650 ALEXANDER, LORETTA
14670 KINGS COUNTY AIR CONDITIONING INC
14724 CENTRAL VALLEY ROD & RESTORATIONS
14992 MARVIN, LINDA

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2010

1115	NATALL, ANGELO
1365	HELM, JERRY E
1433	VANDERGRAAF, ALBERT A
2243	OCCUPANT UNKNOWN,
2511	OCCUPANT UNKNOWN,
2911	CASTRO, VERONICA
6160	HOOPER, ROBERT J
6236	LEAL, DANNY J
6255	PAYAN, M J
6380	IRBY, EARL B
6431	TOSTE, MANUEL B
6433	BRAVO, RAMIREZ J
6509	COELHO, TELMO
6624	BORGES, CARLOS A
6672	CORREIA, JOHN M
6713	TORRES, ADRIANA
6714	DIAS, CHERYL L
6749	D C ELECTRIC
	OCCUPANT UNKNOWN,
6750	DUTRA, EDDIE S
6780	TOLAN, C
6812	ELLIS, JOHN C
6850	MEYER, FRANK F
6894	GARZA, IGNACIO G
6976	TAMEZ, RICARDO R
7140	CORONADO, JESUS
7184	COX, WALLACE G
7216	CORONADO, ELUTERIO V
7252	VICTORIA, FLORITA
7257	ASAP PLUMBING
	SOSA, ESTELA C
7441	WHITE, JAMES M
7479	OCCUPANT UNKNOWN,
7480	BAKER COMMODITIES INC
	FLETCHER, DOUGLAS D
7761	SOUTH VALLEY MATERIALS INC
	VALLEY READY MIX
7803	KINGS WASTE & RECYCLING AUTH
7818	PEREIRRA, JOSEPH B
8076	OCCUPANT UNKNOWN,
8211	DANELL, DAVID M
8263	DANELL, CLAIRE L
8265	DANELL BROTHERS CUSTOM CHOPPNG
8395	TEIXEIRA, MARIA J
8471	OCCUPANT UNKNOWN,
8945	LAKEVIEW GOLF COURSE
9102	CLEMENT, ELNORA E
9144	BORBOLLA, RALPH R
9184	PRIETO, HAROLD D
9248	MAGNIA, GUADALUPE C

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2010 (Cont'd)

9513	DURAN, GREGORY V
9539	LOPEZ, CARLOS
9615	OREGEL, SANDRA
9617	DUTRA, TONY
9619	GUTIERREZ, JESUS E
9839	RNR WELDING
9842	OCCUPANT UNKNOWN,
9845	CENTRAL VALLEY COOP
	INTERNATIONAL FIBER PACKAGING
10355	IMMACULATE HEART OF MARY CHR
10435	IMMACULATE HEART SCHLRELIGION
	OCCUPANT UNKNOWN,
10519	OCCUPANT UNKNOWN,
10531	COELHO, DIMAS
10556	BURKETT, SANDRA L
10569	CERON, LINDA
10595	DELACRUZ, KIRK
10623	HINOJOSA, VALERIE
10628	WHARRY, WILLIAN
10630	CLEVAND, NICOLE
10632	OCCUPANT UNKNOWN,
10636	MITCHELL, DEANNA M
10815	K & D LIQUOR FOOD & GAS
10833	DOLEX DOLLAR EXPRESS
	JOYERIA FB
	RN MARKET
10862	LEON, HILARIO
10864	GUECHO, RONALD R
10870	DENISON, SHERYL
10872	DENISON, JIMMY L
10874	DIETRICH, WILLIAM E
	DIETRISH, VERA
10876	HOANEY, EUNIA
10878	SHEPHERD, RONALD L
10882	LICON, DIXIE L
10884	DIVINE, REECE D
10886	MALDONADO, MARIA T
10888	ABLES, SHIRLEY
10890	CIBRIAN, GUADALUPE
	LYNCH, LARRY G
10892	OLIVEIRA, GEORGE L
10894	OCCUPANT UNKNOWN,
10896	OCCUPANT UNKNOWN,
10898	AMARAL, JOSE P
10900	HERNANDEZ, ELSA
10902	LIMA, MAYRA
10904	ASBILL, JAMES
10906	BETTENCOURT, LEONARD M
10910	ALVES, JAN M
10912	RAY, KATHY K

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2010 (Cont'd)

10914 ROBINSON, JOHNNY G
10915 STOP ZONE
10916 CAJERO, NORMA
10918 WARMERDAM, CHERYL L
10922 BINDER, ALLEN
10924 WILLIAMS, JACKIE
10926 VALENTINE, WILFRED C
10930 DENISON, S
10932 BOYCE, MARTHA L
10934 HARDIN, GUY G
10936 CAJERO, MARIA L
10937 JAURIGUI, LEROY P
10940 EVERSOLE, CHARLES D
10942 OCCUPANT UNKNOWN,
10946 MCHANEY, BILLY J
10950 BARRERA, DENNY J
LUGO, HILARIO
10952 OCCUPANT UNKNOWN,
10954 BELAIR MOBILE HOME PARK
GRIFFITH, LEROY L
10958 CRANFORD, MARALYN J
10962 BRIGHT, JAMES
10964 HOLLAND, EDWARD
10968 KINSER, DENISE L
10970 BERRY, SARAH
10972 OCCUPANT UNKNOWN,
10974 OCCUPANT UNKNOWN,
10976 OCCUPANT UNKNOWN,
10978 OCCUPANT UNKNOWN,
10982 STARLINE, MELISSA M
10984 CORONADO, ALEX
10986 OCCUPANT UNKNOWN,
10988 STANLEY, FRANCES A
10992 ABLES, SHIRLEY
10994 EAST, JOHN
10998 STROUP, CLARENCE C
11122 RUIZ, CANDACE
11124 DUONG, PHUONG V
11126 BLAZQUEZ, VENANCIO
11130 FERNANDEZ, EFREN
11132 SOLARIO, PAULINE H
11134 OCCUPANT UNKNOWN,
11136 ALNAGAR, G
11151 HARP, KENNETH A
11212 CORDEIRO, MARIO D
11303 MANITAS DE AMOR CHILDCARE
OCCUPANT UNKNOWN,
11356 HAAS, WALTER G
11386 MINCHUE, DICKIE L
11400 DELACRUZ, DAVID L

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2010 (Cont'd)

11402	MACEDO, WILLIAM E
11454	LONG, GALEN L
11464	OCCUPANT UNKNOWN,
11474	TREADWELL, IRENE
11526	OCCUPANT UNKNOWN,
11540	SIGALA, FRANCISCO
11580	MARTINEZ, PAULINE
12150	MARTINEZ, ALBERT F
12168	KENNEDY, JERRY A
12184	CASA DEL SOL
12186	ESPINOZA, YESENIA
	FLORES, A F
	FRANCO, ELIZABETH H
	FULLER, JODI L
	GARCIA, GENESIS
	HOLMES, CHARLOTTE L
	MORAN, LUIS D
	NORAT, NIVIA N
	THOMAS, JANINE E
12188	AGREDANO, ANESSA M
	GUADRON, FRANCISCO E
	JARAMILLO, DORA
	PATINO, ROSARIO
	QUINONES, EUGENI
	TAMAYO, VIRGINIA
12190	JOHNSON, MARILYN L
	QUINONES, SERGIO G
12192	DELACRUZ, MIKE
	GARCIA, VIRGINIA
	RANGEL, JOSE N
	WELSH, BETTY
12194	BOJORQUEZ, NORMA
	CAMACHO, ARMANDO
	CORONA, ANGELA
	HEBERT, AMBER
	HINES, HEATHER
12196	MENDEZ, JOSE
	NUNES, LU A
	PETERSON, RICK
12198	BIBEE, DENNIS
	BURCIAGA, ALENE R
	FINNELL, MELODY
	MEDINA, FELICIANO
	NUNO, MARIA
	RODRIGUEZ, JOSE
	WOODS, BRANDI
	YBARRA, ELIZABETH
12200	ROSSEL, ROSALINDA
	URRUTIA, MANUEL V
12202	FERNANDEZ, R

HANFORD ARMONA RD 2010 (Cont'd)

12202	RAMIREZ, MARIA
	VALE, GILBERT
	VARGAS, EDUARDO
	WILKINSON, JENNIFER
12204	AZURDIA, GEORGINA
	BENITEZ, VERONICA
	FLORES, ALEX
	MARTINEZ, MARIA
	MCCULLUM, CHRISTINE
	MEDEIRO, ELIZABETH
	MOZ, PAULINE D
	PEREZ, RACHEL
	RODRIGUEZ, NORMA
	SANCHEZ, ELVIRA
	SKINNER, SHAMYRA
12206	ALLEN, DUSTIN
	BAIZE, SHANEEQUA
	GONZALES, ADRIAN
	GONZALEZ, LILIANA
	KING, RACHEL W
	MORENO, GLORIA
	MORENO, YESENIA
	NEVAREZ, CRYSTAL
	VALDEZ, RAMIRO
12208	GONZALES, LORINDA
	GUILLEN, LISA
	PIZANO, LUZ M
	RAMOS, ANA M
	VALLEJO, MELISSA
12246	OCCUPANT UNKNOWN,
12358	OCCUPANT UNKNOWN,
12406	WINTERBERG, WILLIAM L
12458	SILKWOOD, RANDY C
12589	LARA-SITIZ, ANDY
12591	WILLIAMS, RICK B
12628	OCCUPANT UNKNOWN,
12631	GIBSON, JOE D
12633	OCCUPANT UNKNOWN,
12642	PREMIERE COLLISION CTR
12645	DUTRA, LEONARD A
12659	DUTRA, HENRY J
12782	OCCUPANT UNKNOWN,
12784	OCCUPANT UNKNOWN,
12918	MORGAN & SLATES MFG & SUPPLIES
12939	AGUILAR, JOSE A
13180	HANFORD ARMONA SELF STORAGE
13218	HANFORD TOWING
13235	AUTOMOTIVE PERFORMANCE
13261	CARLOS TRANSMISSION SHOP
13291	HUFFENBERGER RESTORATIONS

HANFORD ARMONA RD 2010 (Cont'd)

13291	M C TRUCK & TRAILER
	MC TRUCK & TRAILER PARTS
13321	HANFORD TOWING SVC
13331	OCCUPANT UNKNOWN,
13375	QUALITY MACHINERY CTR
13400	KROY WEST INC
	RAS MARKETING INC
	THRESHER INDUSTRIES INC
13405	MACIEL, JIM K
13488	REED, WILMA
13508	FIVE STAR MINI STORAGE
13515	FANN, RUSSELL E
13520	COCHRAN, BRYAN
13529	SILVEIR, JOE M
13539	YATTY, MICHAEL M
13572	OCCUPANT UNKNOWN,
13594	MITCHELL, SUSAN L
13704	ALTA PILLOW FORMS
	AQUA AZUL
	WINDTAMER TARPS
13706	VITZ, JULIET
13781	DANIELSON, WIL R
14514	LABANDEIRA, JANENE M
14552	BIVENS, SAY
14570	MORALES, STEVEN L
14650	ALEXANDER, LORETTA
14670	KINGS COUNTY AIR CONDITIONING
14724	CENTRAL VALLEY ROD & RSTRTN
14992	MARVIN, RICHARD E

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2005

1365	STUHAAN, EVERETT C
1433	VANDERGRAAF, ALBERT A
2243	VEIGA, MANUEL C
2511	BETTENCOURT, GIL M
2911	JUAREZ, JOSE
6025	OCCUPANT UNKNOWN,
6160	HOOPER, ROBERT J
6236	LEAL, DANNY J
6255	NAVARRO, MICHELLE
6380	IRBY, EARL B
6431	MANUEL TOSTE
	MORENO, CARMEN C
	TOSTE, MANUEL B
6433	BRAVO, RAMIREZ J
6435	OCCUPANT UNKNOWN,
6509	OCCUPANT UNKNOWN,
6624	BORGES, CARLOS A
6672	OCCUPANT UNKNOWN,
6713	GARCIA, ELIAS
6714	DUTRA, EDDIE S
6749	CLACHER, ROBERT
	D C ELECTRIC
6750	DUTRA, JOAQUIN J
6780	TOLAN, C
6812	ELLIS, JOHN C
6850	MEYER, FRANK F
6894	GARZA, IGNACIO G
6976	TAMEZ, RICARDO R
7140	LEWIS, JAMES R
7184	COX, MARY J
7216	CORONADO, ANTONIO G
7218	COMMERCIAL GROUND MAINTENANCE
7252	ALCARAZ, JOSE
7257	ASAP PLUMBING
	SOSA, RAMIRO R
7441	NAVARRO, MICHELLE
7479	BETTENCOURT, ROWENA J
7480	BAKER COMMODITIES INC
	FLETCHER, DOUGLAS D
7721	SOUTH VALLEY MATERIALS
7761	SOUTH VALLEY HEIDELBER CEMENT GROUP
	SOUTH VALLEY MATERIALS
	VALLEY READY MIX OF TULARE
7803	KINGS WASTE & RECYCLING AUTHORITY
	RECYCLING HOT LINE
7818	PEREIRRA, JOSEPH B
8038	OCCUPANT UNKNOWN,
8211	DANELL, DAVID M
8265	DANELL BROTHERS INC CA
8395	TEIXEIRA, MARIA J

HANFORD ARMONA RD 2005 (Cont'd)

8471 MID VALLEY ENTERPRISES
PEREZ, ALEXANDER M
8945 ART OF DECOR
LAKESIDE GOLF PARK
9102 CLEMENT, ELNORA
9144 BORBOLLA, RALPH R
9184 PRIETO, HAROLD D
9248 MAGNIA, GUADALUPE C
9491 OCCUPANT UNKNOWN,
9513 DURAN, GREGORY V
9539 LOPEZ, CARLOS
9615 OCCUPANT UNKNOWN,
9619 GUTIERREZ, JESUS E
9842 OCCUPANT UNKNOWN,
9845 CENTRAL VALLEY COOP
10355 IMMACULATE HEART OF MARY CHURCH
10443 GUERRA, JOSE I
10519 OCCUPANT UNKNOWN,
10531 BASS, ANTHONY
10556 BURKETT, SANDRA
10569 RODRIGUEZ, TONY
10595 OCCUPANT UNKNOWN,
10628 WHARRY, WILLIAN
10630 CLEVAND, NICOLE
10632 OCCUPANT UNKNOWN,
10634 NELSON, VIRGINIA
10636 MITCHELL, DEANNA M
10700 JACOB STERN & SONS INC
10833 JOYERIA YURANI
R N MARKET
10862 LEON, HILARIO
10864 GUECHO, RONALD J
10866 GONZALEZ, JOSE D
10868 BURRIS, MIKE
10870 SANFORD, LEN L
10872 POTTS, RONALD
10874 DIETRICH, WILLIAM E
10876 DUDLEY, WILLARD J
10882 LICON, DIXIE L
10886 BROCHU, WANDA L
10888 NELSON, JAMES I
10890 BOYCE, MARTHA
LYNCH, LARRY G
10892 OLIVEIRA, GEORGE L
10894 OCCUPANT UNKNOWN,
10896 BARAJAS, JOSE
10898 GARCIA, JUAN
HINTON, LEON B
10900 GARCIA, BENJAMIN C
10902 OCCUPANT UNKNOWN,

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2005 (Cont'd)

10904 ASBILL, JAMES
10906 BETTENCOURT, LEONARD M
10910 ALVES, JAN M
10914 ROBINSON, JOHNNY G
10916 PICENO, MIGUEL
10918 LONG, KENNETH L
10920 WILLIAMS, RUBY J
10922 BINDER, ALLEN
DENISON, MARGARET L
STURGEON, PAMELA J
10926 VALENTINE, WILFRED C
10928 GARCIA, DORAIMELDA E
10930 ADAMS, TINA M
10932 BOYCE, MARTHA L
10934 HARDIN, GUY
10936 HUDSON, ART C
10937 JAURIGUI, LUPE A
10940 EVERSOLE, CHARLES D
10942 OCCUPANT UNKNOWN,
10946 MCHANEY, BILLY F
10950 MILAM, HAZEL E
10952 OCCUPANT UNKNOWN,
10954 GRIFFITH, LEROY L
L & J AUTO AIR CONDITION
10956 ABLES, DONALD S
10958 CRAWFORD, MARALYN
10960 OCCUPANT UNKNOWN,
10964 HOLLAND, EDWARD
10968 BRIGHT, J
10970 ROBERTS, JOHN
10972 OCCUPANT UNKNOWN,
10974 OCCUPANT UNKNOWN,
10976 OCCUPANT UNKNOWN,
10982 ETTER, JANICE
10984 MADINA, PAUL
10986 OCCUPANT UNKNOWN,
10988 STANLEY, FRANCES
10990 OCCUPANT UNKNOWN,
10992 JAMES, GLEN E
10994 WALLACE, RICHARD L
10998 BELAIR MOBILE HOME PARK
DENISON, JIMMY L
11120 REYES, JESUS
11122 CAMPOS, LETICIA
11124 JIMENEZ, FRANCISCO
11126 BLAZQUEZ, VENANCIO
11130 SANCHEZ, MIGUEL G
11132 SOLARIO, PAULINE H
11134 CRAFT, STACEY L
11151 NATALI, IRENE

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2005 (Cont'd)

11212 CORDEIRO, MARIO D
11274 CALVARY CHRISTIAN CENTER
11303 MANITAS DE AMOR CHILDCARE AND DEV CE
OCCUPANT UNKNOWN,
11356 HAAS, WALTER G
11386 MINCHUE, DICKIE L
11400 DELACRUZ, DAVID L
11402 MACEDO, WILLIAM E
11454 LONG, GALEN L
11526 CALIFORNIA ROOFING SERVICES
VAIDEZ, MICHAEL R
11540 OCCUPANT UNKNOWN,
12150 MARTINEZ, ALBERT F
12168 KENNEDY, JERRY A
12182 GONZALEZ, MARY
12184 CASA DEL SOL
12186 ALEXANDER, DEMETRIA
FATH, REIL
FORSYTHE, FRANCO
FRANCO, E
GONSALVES, AMY
HUSTON, MEKA
SMITH, BRIA
THOMAS, JANINE E
VILLALOBOS, MISTY M
WOODS, MICHELLE D
12188 FRAUSTO, ANESSA M
FURCH, HOWARD J
GUADRON, FRANCISCO
JOHNSON, ERIC
LEVEQUE, MARTINA
MOON, VIRGINIA
NUNES, LUANN
QUINONES, EUGENIA
RAMIREZ, GUADALUPE
12190 ELLIS, ROBIN
JOHNSON, ERNEST
JOHNSON, MARILYN L
QUINONES, SERGIO G
SAIS, YOLANDA
SMITH, GUADALUPE
12192 GARCIA, KAREN
JAMES, INGRID
LANG, CYNTHIA
RODRIGUEZ, NORMA
WELSH, BETTY
12194 BRIGHT, ANGELA
HAYES, MARLENA
MCCORMICK, MICHAEL J
MOZ, CAYETANA C

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2005 (Cont'd)

12196 HOUSTON, SHELLY
VILLA, ABEL
12198 BURCIAGA, ALENE
MACIEL, IGNACIO
12200 BARKER, COREY
BOWLES, STEVEN
DOUGLAS, DEXTER
GRUETZMACHER, A
HALL, TAMMY
RENTERIA, ANDREW
RODRIGUEZ, JUANITA T
SKINNER, ISAAC L
12202 FERNANDEZ, R
QUINONEZ, JUAN
SANCHEZ, DELILAH Y
VALE, KATHY R
12204 ALCALA, MARQUEZ A
DIAZ, REANNA C
GARCIA, AMY
LOZA, ANTONIO
MACHADO, MELISSA A
MARTINEZ, KAREN D
MCCULLUM, CHRISTINE
MOZ, PAULINE
NORAT, NIVIA N
SANTIAGO, J C
SMIT, CRYSTAL
SOLORIO, IRMA
TAMAYO, REANNA
VALDEZ, FRANCISCA
WARREN, TERRY L
WRIGHT, RODERICK N
12206 ALLEN, DUSTIN
ALMAREZ, MARIA
BIBEE, DENNIS
GARCIA, DIANA I
GARZA, ROSEMARY
JOHNSON, LASHAWN
LAURA, C
MONROY, CIRILIO
SIMPILCIANO, ROBERT R
12208 BALL, L
CASTRO, DENISE
DELA, CRUZ C
GARCIA, CHRISTINA
GARDNER, GARZA
GARZA, MIA
HORN, DEBRA A
HOUSTON, JOHN D
LEON, PAULINA

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2005 (Cont'd)

12208 MEDINA, PARICIA
MUNOZ, SHAREL
PAUWELLS, LOPEZ
PIERCE, KARLA
RUBIO, ANA P
12246 OCCUPANT UNKNOWN,
12358 SCHUMACHER, GERALD H
12406 WINTERBERG, WILLIAM L
12458 MORALES, JOSE
12591 OCCUPANT UNKNOWN,
12628 CARROLL, JAY
12629 THOMAS, DONNA H
12631 GIBSON, JOE D
12633 GONZALES, LOUIE
12645 DUTRA, LEONARD
12659 DUTRA, HENRY J
12782 OCCUPANT UNKNOWN,
12784 COMMERCIAL LANDSCAPE MAINTENANCE
COMMERCIAL LANDSCAPE MNTNNC
VASQUEZ, HEATHER
12939 OCCUPANT UNKNOWN,
13159 VETERINARY PHARMACEUTICALS INC
13235 AUTOMOTIVE PERFORMANCE
13261 MAJESTIC MUSIC
13291 HUFFENBERGER RESTORATIONS
13331 OCCUPANT UNKNOWN,
13375 QUALITY MACHINERY CENTER
TRI COUNTIES EQUIPMENT CO
13400 BELTON INDUSTRIES
CENTRAL VALLEY WELDING
KROY WEST INC
THRESHER INDUSTRIES LLC
13405 MACIEL, JIM K
13488 AMERICAN TRAVELING SHOWS
JR SELF STORAGE & RV
REED, WILMA
13508 JR SELF STORAGE
13515 FANN, RUSSELL E
13520 COCHRAN, BRYAN
13529 SILVEIR, JOE M
SILVEIRAS & FOUR SEASONS CNTN
SILVEIRAS & FOUR SEASONS CONTINUOUS
13539 YATTY, MICHAEL M
13572 OCCUPANT UNKNOWN,
13704 AQUA AZUL
AUDIO N VISION
CANNERY INDUSTRIAL PARK
GMT GAMES
13706 VITZ, JULIET
13738 J & D JOSHUAS TOWING

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2005 (Cont'd)

13795 KOS, LEWIS
13824 DENIZ, DAVID M
13860 RAZO, PEREZ
13872 HILLMAN, L
13882 LEMOS, FAYE
13921 LONG, DEBRA K
13981 DANIELSON, W R
13993 DANIELSONS HARDWARE RENTALS SAW & MO
14514 LABANDEIRA, JANENE M
14552 BIVENS, RAY R
14570 MORALES, STEVEN L
14724 ROD CENTRAL VLY & RESTORATION
14940 OCCUPANT UNKNOWN,
14992 OCCUPANT UNKNOWN,

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2000

1365	STUHAAN, EVERETT
1433	OCCUPANT UNKNOWN,
1605	OCCUPANT UNKNOWN,
1705	ARTS AUTO DIAGNOSTICS
2243	OCCUPANT UNKNOWN,
2511	BETTENCOURT, GIL
6025	CARDOZA, P
6160	CASPARY, SHERRY L
6236	LEAL, DANNY
6431	MILLS, GARY A
	TOSTE, MANUEL B
6433	OCCUPANT UNKNOWN,
6435	OCCUPANT UNKNOWN,
6585	OCCUPANT UNKNOWN,
6624	BORGES, CARLOS A
6672	CORREIA, JOHN M
6713	OCCUPANT UNKNOWN,
6714	OCCUPANT UNKNOWN,
6749	CLACHER, DAVID L
	D C ELECTRIC
6812	ELLIS, JOHN
6850	OCCUPANT UNKNOWN,
6894	GARZA, IGNACIO
6976	TAMEZ, RICARDO V
7140	LEWIS, JAMES
7184	COX, MARY J
7216	CORONADO, ANTONIO
7252	OCCUPANT UNKNOWN,
7257	SOSA, RAMIRO R
7479	OCCUPANT UNKNOWN,
7480	BAKER COMMODITIES INCORPORATED KINGS TULARE
	KINGS TULARE TALLOW DIVISION OF BAKER COMMODITIES INCORPORAT
	OCCUPANT UNKNOWN,
7761	SOUTH VALLEY MATERIALS INCORPORATED
7803	KINGS WASTE & RECYCLING AUTHORITY
	RECYCLING HOT LINE THE
7818	PEREIRRA, JOSEPH
8038	BENEDICT, DUANE W
8076	WILLIAMS, RAYMOND C
8211	OCCUPANT UNKNOWN,
8263	DANELL, CLAIRE L
8265	DANELL BROTHERS CUSTOM CHOPPING
	DANELL, CLAIRE L
8395	TEIXEIRA, JOSE L
8415	OCCUPANT UNKNOWN,
8471	MID VALLEY DIESEL TRUCK & TRAILER REPAIR
	PEREZ, A M
8945	LAKESIDE GOLF COURSE
	OCCUPANT UNKNOWN,
9102	OCCUPANT UNKNOWN,

HANFORD ARMONA RD 2000 (Cont'd)

9144 OCCUPANT UNKNOWN,
9184 OCCUPANT UNKNOWN,
9248 ARCHULETA, G
9365 HODGE, DELLA M
9443 OCCUPANT UNKNOWN,
9483 KINGS COUNTY ROOFING COMPANY
9513 OCCUPANT UNKNOWN,
9539 LOPEZ, GUS M
9615 OCCUPANT UNKNOWN,
9617 OCCUPANT UNKNOWN,
9619 MARTINEZ, F
9839 RHINO LININGS OF HANFORD HANFORD GOLD PLATING
9845 CENTRAL VALLEY COOPERATIVE
10355 IMMACULATE HEART OF MARY
10531 OCCUPANT UNKNOWN,
10556 BURKETT, MYRTLE L
10569 OCCUPANT UNKNOWN,
10595 MARTINEZ, HOPE
10623 DELACRUZ, STEVE
10626 OCCUPANT UNKNOWN,
10630 OCCUPANT UNKNOWN,
10632 OCCUPANT UNKNOWN,
10634 CASTANEDA, STELLA
10636 OCCUPANT UNKNOWN,
10700 SNOW COMMODITIES COMPANY INCORPORATED
10833 OCCUPANT UNKNOWN,
R N MARKET
10862 EDWARDS, ROY
10864 MINTER, JASON W
10866 OCCUPANT UNKNOWN,
10868 OCCUPANT UNKNOWN,
10870 MCCORD, DANIEL
10872 FREELAND, TERRY D
10874 HOWE, GLENDA F
10876 DUDLEY, WILLARD
10878 OCCUPANT UNKNOWN,
10882 OCCUPANT UNKNOWN,
10886 MILAM, HAZEL
10888 NELSON, JAMES I
10892 OLIVEIRA, GEORGE
10894 LINDSEY, GUY L
10898 WEISSER, MICHAEL
10900 SMITH, ROBERT L
10904 CHENEY, RICHARD D
10906 BETTENCOURT, LEONARD
10908 OCCUPANT UNKNOWN,
10910 ALVES, LAURA L
10914 ROBERTS, D
10915 K & D LIQUOR & FOOD
10918 OCCUPANT UNKNOWN,

HANFORD ARMONA RD 2000 (Cont'd)

10920 OCCUPANT UNKNOWN,
10922 DENISON, M L
WELLS, LORI
10924 WILLIAMS, OVAL B
10926 OCCUPANT UNKNOWN,
10930 BENNINGFIELD, JOHN H
10932 BOYCE, MARTHA L
10934 HARDIN, GUY
10936 OCCUPANT UNKNOWN,
10937 JAURIGUI, LEROY P
10938 OCCUPANT UNKNOWN,
10942 OCCUPANT UNKNOWN,
10946 MCHANEY, BILLY F
10948 RUTHERFORD, M M
10950 CHRISTENSEN, NADINE
10952 INGLE, DAVID W
10954 GRIFFITH, LORY
10956 MORTON, ALICE L
10958 KELLER, DONALD G
10960 STANLEY, FRANCES
10964 LEAL, VERNON M
NORTON, LUTHER R
STOUT, DIANA M
10966 ADAMS, HAZEL
10968 SULLIVAN, JUDY E
10970 TAYLOR, LEANNA
10974 OCCUPANT UNKNOWN,
10976 OCCUPANT UNKNOWN,
10986 GILLAM, PAUL
10998 BELAIR MOBILE HOME PARK
11120 OCCUPANT UNKNOWN,
11122 OCCUPANT UNKNOWN,
11132 SOLARIO, PAULINE H
11134 OCCUPANT UNKNOWN,
11151 NATALI, IRENE
11212 OCCUPANT UNKNOWN,
11274 CALVARY CHRISTIAN CENTER
11303 MARTINEZ, NANCY C
11306 OCCUPANT UNKNOWN,
11356 HAAS, WALTER
11386 OCCUPANT UNKNOWN,
11400 DELACRUZ, SHEILA
11402 MACEDO, WILLIAM E
11454 LONG, GALEN L
11464 AVALOS, LUIS
11474 SAIV, LEONEL
11526 CALIFORNIA ROOFING SERVICES
12186 HARRIS, MARTIE G
VILLALOBOS, MISTY M
12188 VALE, LIZETTE

HANFORD ARMONA RD 2000 (Cont'd)

12190 BANEGAS, CHERYL
JOHNSON, MARY E
12192 REIL, FAITH A
12194 GONZALES, RENEE
MOZ, C
12200 SKINNER, EDITH
12202 VEIGA, E
12204 DESOTO, C
GAYTON, D
RANGEL, SYLVIA
ROGERS, REGINA
12206 BESOUGLOFF, DEANNA
CARTER, KIMYATA A
DELATORRE, ALICIA
DIAZ, C M
12208 MARTINEZ, DAMIAN
12358 SHOEMAKER, GERALD
12406 WINTERBERG, W L
12458 DOMINGUEZ, RUBEN
12536 STRAIN, LOIS
12589 BILLINGSLEY, SAMUEL E
12591 RUFO, BENIGNO O
12628 ORR, MISTI K
12629 OCCUPANT UNKNOWN,
12631 MITCHELL, HERBERT
12633 RODRIGUEZ, EULAILO
12645 DUTRA, HENRY J
12659 DUTRA, HENRY J
12744 TIRE CENTERS
12780 OCCUPANT UNKNOWN,
12782 BOWLES, C
CHRISTINES FLOWERS
12918 MORGAN & SLATES MANUFACTURING & SUPPLIES INCORPORATED RTL OU
12939 PACE, ELDON D
13159 DESJARDINS HAROLD VETERINARY PHARMACEUTICALS INCORPORATED
VETRNRY PHARMACEUTICALS INCORPORATED DRY MEDICINES ONLY
13265 AUTOMOTIVE PERFORMANCE
BROCK & LOVETT CONSTRUCTION
13291 HUFFENBERGER RESTORATIONS
13375 MACIEL JOHN TRI COUNTIES EQUIPMENT CO
TRI-COUNTIES EQUIPMENT CO
13400 ASC TUBING INCORPORATED
BELTON INDUSTRIES INCORPORATED
KROY WEST INCORPORATED
13405 MACIEL, JIM
13520 COCHRAN, BRYAN
13529 GONZALEZ, RICK E
13539 YATTY, MICHAEL M
13594 MITCHELLS AIR CONDITIONING & HEATING
13704 COLLINS AIR

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 2000 (Cont'd)

13704	G M T GAMES
13706	BORNEFELD, GROVER
13710	D & S CUSTOM CABINETS
13795	KOS, LEWIS
13818	DONEZ, JUAN
	HERNANDEZ, NORMA P
13882	OCCUPANT UNKNOWN,
13921	LUCERO, JESSICA
13935	OCCUPANT UNKNOWN,
13963	OCCUPANT UNKNOWN,
13981	DANIELSON, W R
14013	ARMONA UNITED METHODIST CHURCH
14341	ARMONA CENTRAL ASSEMBLY OF GOD
14514	CAMARA, EDWIN R
14552	BIVENS, RAY
14570	MORALES, STEVEN L
14602	BATES, WOODROW W
14992	MARVIN, RICHARD L
15279	KJOP 1240 AM REQUEST LINE

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 1995

1035	SEVENTH DAY ADVENTIST CHURCH
1150	KNEE, FRED M
1170	WATSON, ROGER
1365	STUHAAN, EVERETT
1433	VANDER, ALBERT
1705	EDS REFRIGERATOR SHOP
	U HAUL CO
2243	ANDRADA, LOUIS
2511	BETTENCOURT, GIL
5471	OCCUPANT UNKNOWNN
6160	DAVAL BUILDING MAINTENANCE
	MATTOS, ALFRED J
6233	OCCUPANT UNKNOWNN
6236	LEAL, DANNY
6255	CONDIE, HELEN R
6431	TOSTE, MANUEL B
6433	FRANCO, MANUEL
	GALLEGOS, JULIAN
6435	LIMA, FRANK P
6509	QUESADO, LINDA
6585	NORWOOD, DICK
6624	BORGES, CARLOS A
6672	CORREIA, JOHN M
6714	BARNETT, DOYLE H
6749	D C ELECTRIC
6750	OCCUPANT UNKNOWNN
6780	DELGADILLO, ADALINE
6812	ELLIS, JOHN
6850	MEYER, FRANK F
6894	GARZA, IGNACIO
7140	SUELTER, VIVIAN
7184	COX, W F
7216	OCCUPANT UNKNOWNN
7479	BETTENCOURT, JOHN
7480	BAKER COMMODITIES INC
	OCCUPANT UNKNOWNN
7761	CROOKSHANKS READY MIX
7818	PEREIRRA, JOSEPH
7875	KINGS COUNTY WASTE MANAGEMENT
	MITCHELL BROWN GENERAL ENGRNG
8076	HEWETT, ROGER
8211	BETTENCOURT, MANUEL A
8265	DANELL, BILL
8395	TEIXEIRA, JOE L
8415	TEIXEIRA, JOHN
8471	ALS DIESEL TRUCK & TRAILER
	OCCUPANT UNKNOWNN
9184	PRIETO, HAROLD
9248	MAGNIA, G
9365	HAIRPORT BARBER SHOP

HANFORD ARMONA RD 1995 (Cont'd)

9365	LOPEZ, JOE R
9443	SATURNINO, JIMENEZ
9483	KINGS COUNTY ROOFING CO
9513	DURAN, JOHN A
9539	LOPEZ, GUS M
9615	SANCHEZ, ROBERT
9617	JUAREZ, RIOS J
9619	SANCHEZ, EVERARD
9845	CENTRAL VALLEY COOPERATIVE
10355	IMMACULATE HEART OF MARY
10443	GUERRA, JOSE I
10519	SANCHEZ, JESUS G
10556	OCCUPANT UNKNOWNN
10569	VIZCARRA, JULIO
10595	OCCUPANT UNKNOWNN
10623	DELA, STEVE
10626	CERVANTES, JESUS
10632	HERNANDEZ, R
10833	R N MARKET
10862	EDWARDS, ROY
10864	OCCUPANT UNKNOWNN
10868	OCCUPANT UNKNOWNN
10870	OCCUPANT UNKNOWNN
10876	DUDLEY, WILLARD
	HOANEY, EUNIA
10878	RITCHIE, BERNERD
10882	LICON, DIXIE
10886	KLIEVER, HERB
10890	SALINAS, TINA
10894	MASSEY, ELAINE M
10900	SMITH, ROBERT L
10902	STAGGS, JOHN
10904	ANDERSON, ALMA H
10906	BETTENCOURT, LEONARD
10908	AERNI, DALE
10914	ROBERTS, DOROTHE
10915	K & D LIQUOR & FOOD
10918	OCCUPANT UNKNOWNN
10920	SHAVER, HUGH C
10924	WILLIAMS, OVAL B
10930	BENNINGFIELD, JOHN H
10932	HILL, BOYD
10934	HARDIN, GUY
10937	JAUREQUI, GONZALE C
10938	OCCUPANT UNKNOWNN
10940	EVERSOLE, CHARLES
10942	OCCUPANT UNKNOWNN
10946	MCHANEY, BILL F
10948	RUTHERFORD, HOMER
10950	OCCUPANT UNKNOWNN

HANFORD ARMONA RD 1995 (Cont'd)

10952 OCCUPANT UNKNOWNN
10954 OCCUPANT UNKNOWNN
10956 MORTON, STANLEY
10958 KELLER, DONALD G
10960 BURGESS, JAMES
10968 OCCUPANT UNKNOWNN
10974 OCCUPANT UNKNOWNN
10976 HUTSELL, IVEL O
10986 OCCUPANT UNKNOWNN
10988 OCCUPANT UNKNOWNN
10994 OCCUPANT UNKNOWNN
10996 MASSEY, JOE JR
10998 BELAIR MOBILE HOME PARK
11122 SILVA, RENE
11124 OCCUPANT UNKNOWNN
11130 OCCUPANT UNKNOWNN
11132 OCCUPANT UNKNOWNN
11134 OCCUPANT UNKNOWNN
11136 SANDERSON, H M
11151 NATALI, ANGELO
11274 CALVARY CHRISTIAN CTR
11306 OCCUPANT UNKNOWNN
11356 OCCUPANT UNKNOWNN
11402 MACEDO, WILLIAM E
11464 AVALOS, LOUIS
11474 TORRES, JESUS
12246 DOMINGUEZ, RUBEN
12358 SCHUMACHER, GERALD
SHOEMAKER, GERALD
12406 WINTERBERG, W L
12458 FLOODMAN, JOHN A
12589 BILLINGSLEY, SAMUEL E
12628 BARLOW, MARK
12631 MITCHELL, HERBERT
12633 RODRIGUEZ, EULALIO
12918 LEROY MORGAN
12939 AVILA, ROSEMAY
13035 OCCUPANT UNKNOWNN
13101 OCCUPANT UNKNOWNN
13159 DESJARDINS, SHANE
VET PHARMACEUTICALS INC
13291 DAVES UPHOLSTERY
13375 TRI COUNTIES EQUIPMENT CO
13400 ASC TUBING INC
RAYS APPAREL
13405 MACIEL, JIM
13520 COCHRAN, BRYAN
13529 GONZALEZ, RICK E
13704 DAWSON WOODWORKS
DAWSON, WOODWOR

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 1995 (Cont'd)

13795 KOS, LEWIS
13963 OCCUPANT UNKNOWNN
13981 DANIELSON, W R
14514 ANTHONYS CARPET & UPHOLSTERY
14700 LEMOORE BODY WORKS

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 1992

1150	KNEE, FRED M
1170	WATSON, ROGER
1433	VANDERGRAAF, ALBERT
2243	ANDRADA, LOUIS
2511	BETTENCOURT, GIL
6160	DAVAL BUILDING MNTC
	MATTOS, ALFRED J
6431	TOSTE, MANUEL B
6435	LIMA, FRANK P
6585	NORWOOD, DICK
6624	BORGES, CARLOS A
6672	CORREIA, JOHN M
6714	BARNETT, DOYLE H
6749	D C ELECTRIC
6812	ELLIS, JOHN
6850	MEYER, FRANK F
7184	COX, W F
7479	BETTENCOURT, JOHN
7480	BAKER COMDTYS KINGS
	KINGS TULARE TALLOW
7761	CROOKSHANKS RDY MIX
7818	PEREIRRA, JOSEPH
7875	BROWN M GENL ENGRG
	KINGS CO SOLID WST
8076	HEWIETT, ROGER
8265	DANELL BROS CHOPPNG
	DANELL, BILL
8395	TEIXEIRA, JOE L
8471	ALS DIESEL TRCK RPR
9184	PRIETO, HAROLD
9365	HAIRPORT BARBER SHP
	LOPEZ, JOE R
9443	JIMENEZ ROSA RADIO
	SATURNINO, JIMENEZ
9483	KINGS CO IRRIGATION
9513	DURAN, JOHN A
9539	LOPEZ, GUS M
9615	SANCHEZ, ROBERT
9619	JUAREZ, BULMARO
9839	T&G TRUCKING
	VERNONS TRUCK RPR
9845	CENTRL VLY COOPERTV
9865	ARTISTIC VISIONS
10355	IMMACULT HEART MARY
10443	GUERRA, JOSE I
10519	SANCHEZ, JESUS G
10569	VIZCARRA, JULIO
10595	VARGAS, MARIA
10623	DELACRUZ, STEVE
10700	SNOW COMMODITIES CO

HANFORD ARMONA RD 1992 (Cont'd)

10833 R N MARKET
10862 EDWARDS, ROY
10864 STONE, HARLIN
10868 WILLETT, ARMAND J
10870 SNOWDER, L J
10876 DUDLEY, WILLARD
HOANEY, EUNIA
10878 RITCHIE, BERNERD
10882 LICON, DIXIE
10886 KLIEVER, HERB
10894 MASSEY, ELAINE M
10900 HUDSON, MYRTIE M
10902 JOHNSON, ROYAL A
10906 BETTENCOURT, LEONARD
10908 ARNOLD, DIRK
10914 ROBERTS, D
10915 R&D LIQUOR&FOOD
10916 TINDELL, JOE
10918 SILVA, TONY R
10922 DENISON, AMBUS
10924 WILLIAMS, OVAL B
10930 KIRBY, O
10932 HILL, BOYD
10934 HARDIN, GUY
10942 HANDLEY, J B
10948 RUTHERFORD, HOMER
10968 PHILLIPS, LALA
10976 HUTSELL, IVEL O
10982 TANNER, EMORY
10996 THORNSBERRY, CLARK
10998 BELAIR MOBILE HM PK
11132 WONG, KWONG H
11151 NATALI, ANGELO
11274 CALVARY CHRSTN CNTR
11356 HAAS, WALTER
11402 MACEDO, WILLIAM E
11464 AVALOS, LOUIS
11474 TORRES, JESUS
11540 PURDY, NEAL
12246 DOMINGUEZ, RUBEN
12358 SHOEMAKER, GERALD
12406 SILKWOOD, FRANK
WINTERBERG, W L
12458 FLOODMAN, JOHN A
12589 BILLINGSLEY, SAMUEL E
12631 MITCHELL, HERBERT
12633 RODRIGUEZ, EULALIO
SUICIDE MTRCYCL RPR
12778 VERBURG BROTHERS
13101 VANDERLAS, H R

Target Street	Cross Street	Source
✓	-	Cole Information

HANFORD ARMONA RD 1992 (Cont'd)

13159 DESJARDINS HAROLD
DESJARDINS, HAROLD
13331 LEMOORE CHRSTN CNTR
13375 TRI COUNTIES EQUIP
13400 A S C TUBING INC
BELTON INDUSTRY INC
PRIVATE LABEL
13405 MACIEL, JIM
13520 COCHRAN, BRYAN
13529 GONZALEZ, RICK E
13576 RAMOS, DANNY
13704 DAWSON WOODWORKS
13712 AG COVERS INC
13914 SOUTH VLY AMBULANCE
13963 ADAMS, GEORGE H
13981 DANIELSON, W R
13993 DANIELSONS HARDWARE
14041 ARMONA UN METHODIST
14118 COMBS, ALLEN
14223 BARBOZ, M
14341 ARMONA ASSEMBLY GOD
14352 DIBBLE, DOUGLAS D
14552 SANSOM, HAROLD
14700 LEMOORE BODY WORKS
14724 HOUSE OF PLANTS
14992 MARVIN, RICHARD L

Target Street	Cross Street	Source
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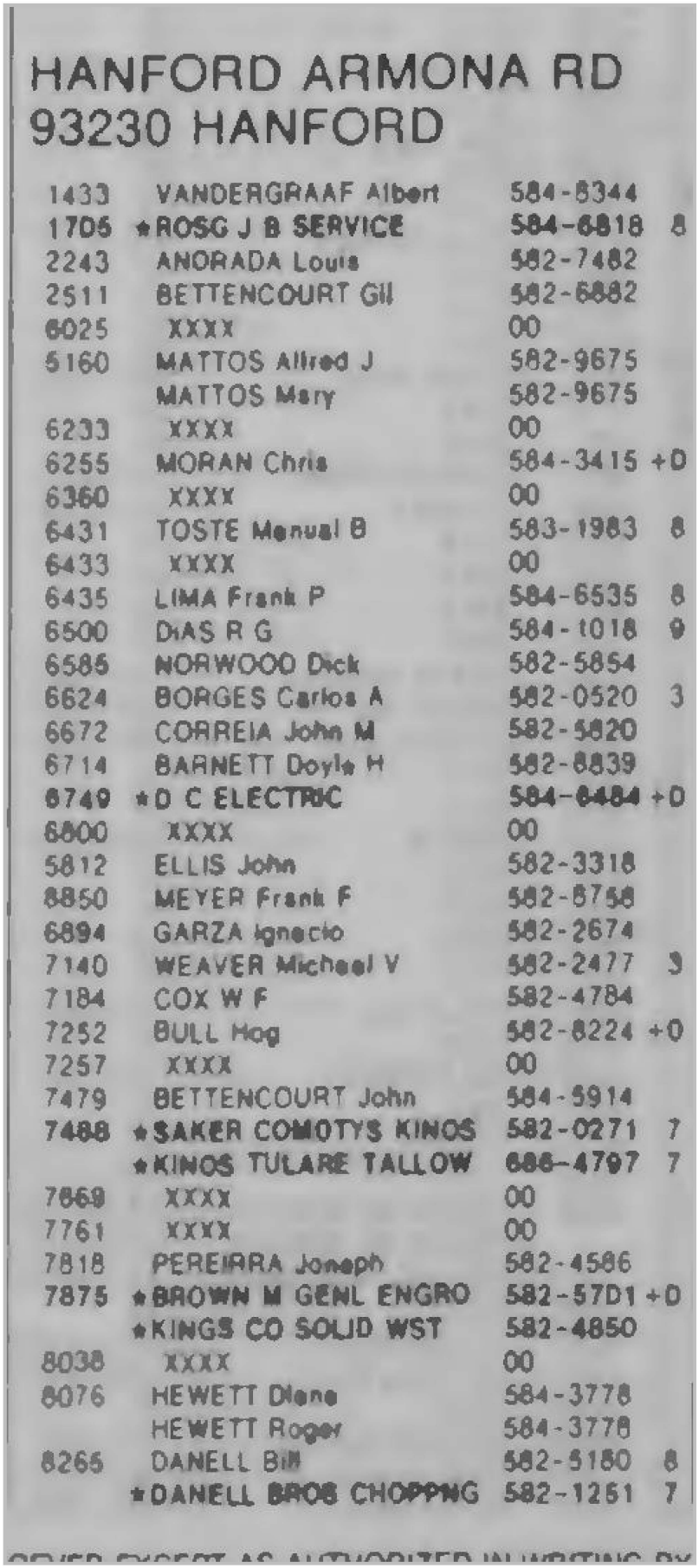
HANFORD ARMONA RD 1990

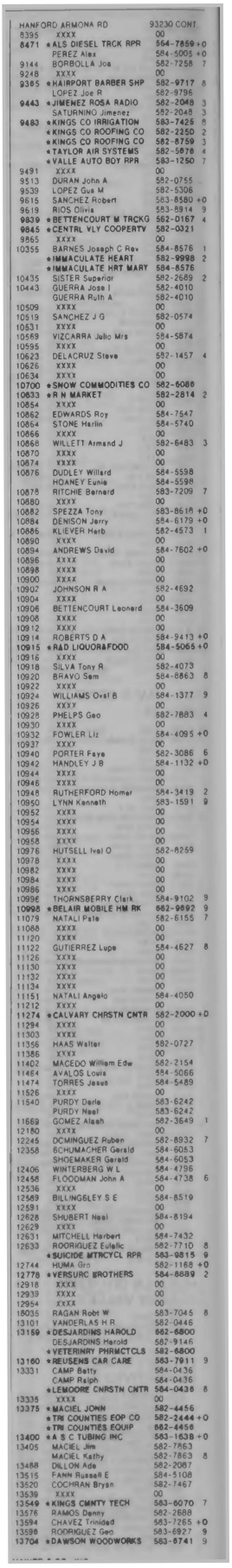


HANFORD ARMONA RD
93230 HANFORD

1433	VANDERGRAAF Albert	584-8344	
1705	*ROSG J B SERVICE	584-6818	8
2243	ANORADA Louis	582-7482	
2511	BETTENCOURT Gil	582-6882	
6025	XXXX	00	
5160	MATTOS Alfred J	582-9675	
	MATTOS Mary	582-9675	
6233	XXXX	00	
6255	MORAN Chris	584-3415	+D
6360	XXXX	00	
6431	TOSTE Manual B	583-1983	8
6433	XXXX	00	
6435	LIMA Frank P	584-6535	8
6500	DIAS R G	584-1018	9
6585	NORWOOD Dick	582-5854	
6624	BORGES Carlos A	582-0520	3
6672	CORREIA John M	582-5820	
6714	BARNETT Doyle H	582-8839	
6749	*D C ELECTRIC	584-6484	+D
6800	XXXX	00	
5812	ELLIS John	582-3318	
6850	MEYER Frank F	582-8758	
6894	GARZA Ignacio	582-2674	
7140	WEAVER Michael V	582-2477	3
7184	COX W F	582-4784	
7252	BULL Hog	582-8224	+D
7257	XXXX	00	
7479	BETTENCOURT John	584-5914	
7488	*SAKER COMOTYS KINGS	582-0271	7
	*KINGS TULARE TALLOW	686-4797	7
7669	XXXX	00	
7761	XXXX	00	
7818	PEREIRRA Joneph	582-4586	
7875	*BROWN M GENL ENGRO	582-57D1	+D
	*KINGS CO SOLID WST	582-4850	
8038	XXXX	00	
8076	HEWETT Diane	584-3778	
	HEWETT Roger	584-3778	
8265	DANELL Bill	582-5180	8
	*DANELL BROS CHOPPNG	582-1251	7

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

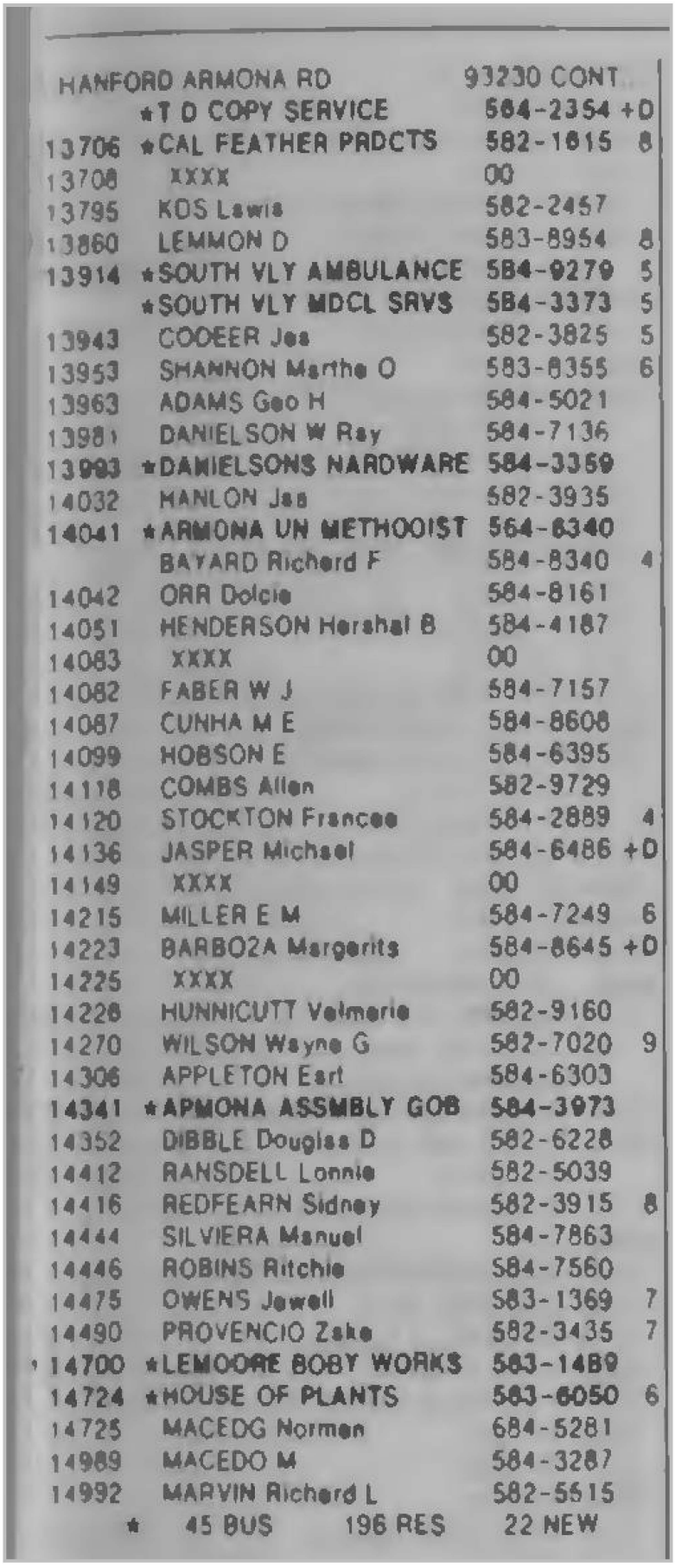
HANFORD ARMONA RD 1990



HANFORD ARMONA RD		93230 CONT.	
8395	XXXX	00	
8471	*ALS DIESEL TRCK RPR	564-7859	+0
	PEREZ Alex	584-5005	+0
9144	BORBOLLA Joe	582-7258	7
9248	XXXX	00	
9365	*HAIRPORT BARBER SHP	582-9717	8
	LOPEZ Joe R	582-9796	
9443	*JIMENEZ ROSA RADIO	582-2048	3
	SATURNINO Jimenez	582-2048	3
9483	*KINGS CO IRRIGATION	583-7425	8
	*KINGS CO ROOFING CO	582-2250	2
	*KINGS CO ROOFING CO	582-8759	3
	*TAYLOR AIR SYSTEMS	582-5876	4
	*VALLE AUTO BOY RPR	583-1250	7
9491	XXXX	00	
9513	DURAN John A	582-0755	
9539	LOPEZ Gus M	582-5306	
9615	SANCHEZ Robert	583-8580	+0
9619	RIOS Olivia	583-8914	9
9839	*BETTENCOURT M TRCKG	582-0167	4
9845	*CENTRL VLY COOPERTV	582-0321	
9865	XXXX	00	
10355	BARNES Joseph C Rev	584-8576	1
	*IMMACULATE HEART	582-9998	2
	*IMMACULATE HRT MARY	584-8576	
10435	SISTER Superior	582-2689	2
10443	GUERRA Jose I	582-4010	
	GUERRA Ruth A	582-4010	
10509	XXXX	00	
10519	SANCHEZ J G	582-0574	
10531	XXXX	00	
10569	VIZCARRA Julio Mrs	584-5874	
10595	XXXX	00	
10623	DELACRUZ Steve	582-1457	4
10626	XXXX	00	
10634	XXXX	00	
10700	*SNOW COMMODITIES CO	582-5088	
10833	*R N MARKET	582-2814	2
10854	XXXX	00	
10862	EDWARDS Roy	584-7547	
10864	STONE Harlin	584-5740	
10866	XXXX	00	
10868	WILLETT Armand J	582-6483	3
10870	XXXX	00	
10874	XXXX	00	
10876	DUDLEY Willard	584-5598	
	HOANEY Eunie	584-5598	
10878	RITCHIE Bernard	583-7209	7
10880	XXXX	00	
10882	SPEZZA Tony	583-8618	+0
10884	DENISON Jerry	584-6179	+0
10886	KLIEVER Herb	582-4573	1
10890	XXXX	00	
10894	ANDREWS David	584-7602	+0
10896	XXXX	00	
10898	XXXX	00	
10900	XXXX	00	
10902	JOHNSON R A	582-4692	
10904	XXXX	00	
10906	BETTENCOURT Leonard	584-3609	
10908	XXXX	00	
10912	XXXX	00	
10914	ROBERTS D A	584-9413	+0
10915	*R&D LIQUOR&FOOD	584-5065	+0
10916	XXXX	00	
10918	SILVA Tony R	582-4073	
10920	BRAVO Sam	584-8863	8
10922	XXXX	00	
10924	WILLIAMS Oval B	584-1377	9
10926	XXXX	00	
10928	PHELPS Geo	582-7883	4
10930	XXXX	00	
10932	FOWLER Liz	584-4095	+0
10937	XXXX	00	
10940	PORTER Faye	582-3086	6
10942	HANDLEY J B	584-1132	+0
10944	XXXX	00	
10946	XXXX	00	
10948	RUTHERFORD Homer	584-3419	2
10950	LYNN Kenneth	583-1591	9
10952	XXXX	00	
10954	XXXX	00	
10956	XXXX	00	
10958	XXXX	00	
10976	HUTSELL Ival O	582-8259	
10978	XXXX	00	
10982	XXXX	00	
10984	XXXX	00	
10986	XXXX	00	
10996	THORNSBERRY Clark	584-9102	9
10998	*BELAIR MOBILE HM RK	582-9892	9
11079	NATALI Pete	582-6155	7
11088	XXXX	00	
11120	XXXX	00	
11122	GUTIERREZ Lupe	584-4627	8
11126	XXXX	00	
11130	XXXX	00	
11132	XXXX	00	
11134	XXXX	00	
11151	NATALI Angelo	584-4050	
11212	XXXX	00	
11274	*CALVARY CHRSTN CNTR	582-2000	+0
11294	XXXX	00	
11303	XXXX	00	
11356	HAAS Walter	582-0727	
11386	XXXX	00	
11402	MACEDO William Edw	582-2154	
11464	AVALOS Louis	584-5066	
11474	TORRES Jesus	584-5489	
11526	XXXX	00	
11540	PURDY Darle	583-6242	
	PURDY Neal	583-6242	
11669	GOMEZ Alash	582-3649	1
12180	XXXX	00	
12245	DOMINGUEZ Ruben	582-8932	7
12358	SCHUMACHER Gerald	584-6053	
	SHOEMAKER Gerald	584-6053	
12406	WINTERBERG W L	584-4796	
12458	FLOODMAN John A	584-4738	6
12536	XXXX	00	
12569	BILLINGSLEY S E	584-8519	
12591	XXXX	00	
12628	SHUBERT Neal	584-8194	
12629	XXXX	00	
12631	MITCHELL Herbert	584-7432	
12633	RODRIGUEZ Eulalio	582-7710	8
	*SUICIDE MTRCYCL RPR	583-9815	9
12744	HUMA Gro	582-1168	+0
12778	*VERSURC BROTHERS	584-8889	2
12918	XXXX	00	
12939	XXXX	00	
12954	XXXX	00	
13035	RAGAN Robt W	583-7045	8
13101	VANDERLAS H R	582-0446	
13159	*DESJARDINS HAROLD	582-6800	
	DESJARDINS Harold	582-9146	
	*VETERINRY PHRMCTCLS	582-6800	
13160	*REUSENS CAR CARE	583-7911	9
13331	CAMP Betty	584-0436	
	CAMP Ralph	584-0436	
	*LEMOORE CHRSTN CNTR	584-0436	8
13335	XXXX	00	
13375	*MACIEL JOHN	582-4456	
	*TRI COUNTIES EQP CO	582-2444	+0
	*TRI COUNTIES EQUIP	582-4456	
13400	*A S C TUBING INC	583-1638	+0
13405	MACIEL Jim	582-7863	
	MACIEL Kathy	582-7863	8
13488	DILLON Ada	582-2087	
13515	FANN Russell E	584-5108	
13520	COCHRAN Brysn	582-7467	
13539	XXXX	00	
13549	*KINGS CMNTY TECH	583-6070	7
13576	RAMOS Danny	582-2688	
13594	CHAVEZ Trinidad	583-7265	+0
13598	RODRIGUEZ Geo	583-6927	9
13704	*DAWSON WOODWORKS	583-8741	9

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

HANFORD ARMONA RD 1990



HANFORD ARMONA RD		93230 CONT	
	*T D COPY SERVICE	584-2354	+D
13706	*CAL FEATHER PRDCTS	582-1615	8
13708	XXXX	00	
13795	KOS Lewis	582-2457	
13860	LEMMON D	583-8954	8
13914	*SOUTH VLY AMBULANCE	584-9279	5
	*SOUTH VLY MDCL SRVS	584-3373	5
13943	COOEER Jes	582-3825	5
13953	SHANNON Marthe O	583-8355	6
13963	ADAMS Geo H	584-5021	
13981	DANIELSON W Ray	584-7136	
13983	*DANIELSONS HARDWARE	584-3359	
14032	HANLON Jas	582-3935	
14041	*ARMONA UN METHODIST	564-6340	
	BAYARD Richard F	584-8340	4
14042	ORR Dolcie	584-8161	
14051	HENDERSON Hershal B	584-4187	
14083	XXXX	00	
14082	FABER W J	584-7157	
14087	CUNHA M E	584-8608	
14099	HOBSON E	584-6395	
14118	COMBS Allen	582-9729	
14120	STOCKTON Frances	584-2889	4
14136	JASPER Michael	584-6486	+D
14149	XXXX	00	
14215	MILLER E M	584-7249	6
14223	BARBOZA Margerita	584-8645	+D
14225	XXXX	00	
14228	HUNNICUTT Velmerie	582-9160	
14270	WILSON Wayne G	582-7020	9
14306	APPLETON Earl	584-6303	
14341	*APMONA ASSMBLY GOD	584-3973	
14352	DIBBLE Douglas D	582-6228	
14412	RANSDELL Lonnie	582-5039	
14416	REDFEARN Sidney	582-3915	8
14444	SILVIERA Manuel	584-7863	
14446	ROBINS Ritchie	584-7560	
14475	OWENS Jewell	583-1369	7
14490	PROVENCIO Zeke	582-3435	7
14700	*LEMOORE BOBY WORKS	583-1489	
14724	*HOUSE OF PLANTS	583-6050	6
14725	MACEDO Norman	684-5281	
14989	MACEDO M	584-3287	
14992	MARVIN Richard L	582-5515	
	* 45 BUS	196 RES	22 NEW

Target Street	Cross Street	Source
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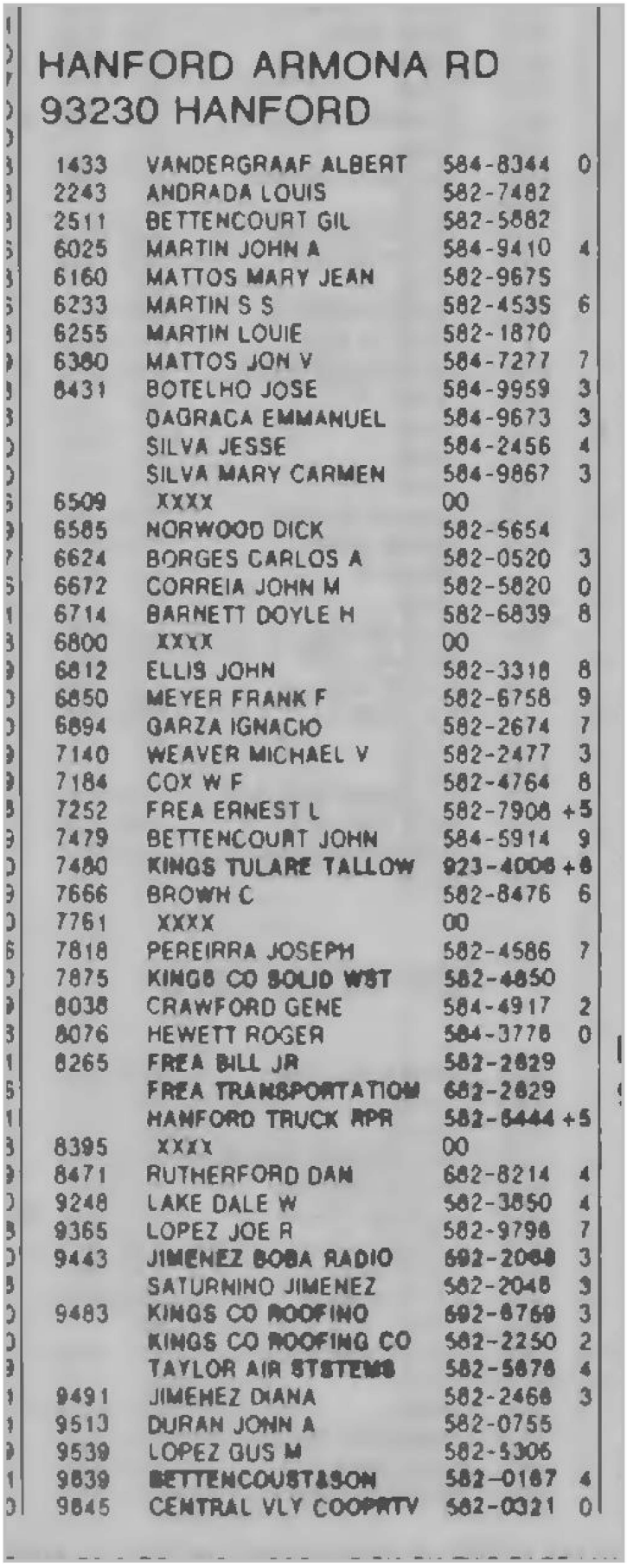
HANFORD ARMONA RD 1985

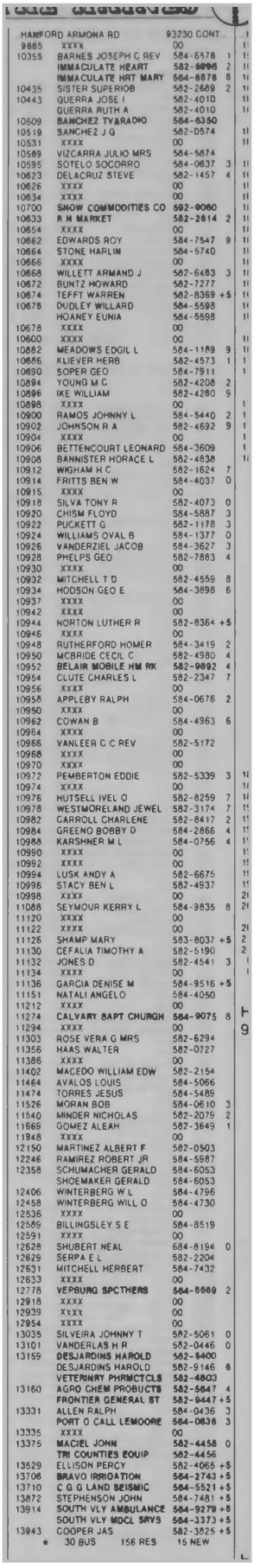


HANFORD ARMONA RD
93230 HANFORD

1433	VANDERGRAAF ALBERT	584-8344	0
2243	ANDRADA LOUIS	582-7482	
2511	BETTENCOURT GIL	582-5882	
6025	MARTIN JOHN A	584-9410	4
6160	MATTOS MARY JEAN	582-9675	
6233	MARTIN S S	582-4535	6
6255	MARTIN LOUIE	582-1870	
6380	MATTOS JON V	584-7277	7
6431	BOTELHO JOSE	584-9959	3
	DAGRACA EMMANUEL	584-9673	3
	SILVA JESSE	584-2456	4
	SILVA MARY CARMEN	584-9867	3
6509	XXXX	00	
6585	NORWOOD DICK	582-5654	
6624	BORGES CARLOS A	582-0520	3
6672	CORREIA JOHN M	582-5820	0
6714	BARNETT DOYLE H	582-6839	8
6800	XXXX	00	
6812	ELLIS JOHN	582-3318	8
6850	MEYER FRANK F	582-6758	9
6894	GARZA IGNACIO	582-2674	7
7140	WEAVER MICHAEL V	582-2477	3
7184	COX W F	582-4764	8
7252	FREA ERNEST L	582-7908	+5
7479	BETTENCOURT JOHN	584-5914	9
7480	KINGS TULARE TALLOW	923-4006	+8
7666	BROWN C	582-8476	6
7761	XXXX	00	
7818	PEREIRRA JOSEPH	582-4586	7
7875	KINGS CO SOLID WST	582-4850	
8038	CRAWFORD GENE	584-4917	2
8076	HEWETT ROGER	584-3778	0
8265	FREA BILL JR	582-2829	
	FREA TRANSPORTATION	582-2829	
	HANFORD TRUCK RPR	582-8444	+5
8395	XXXX	00	
8471	RUTHERFORD DAN	582-8214	4
9248	LAKE DALE W	582-3850	4
9365	LOPEZ JOE R	582-9798	7
9443	JIMENEZ BOBA RADIO	582-2068	3
	SATURNINO JIMENEZ	582-2048	3
9483	KINGS CO ROOFING	582-8768	3
	KINGS CO ROOFING CO	582-2250	2
	TAYLOR AIR STSTEMS	582-5878	4
9491	JIMENEZ DIANA	582-2468	3
9513	DURAN JOHN A	582-0755	
9539	LOPEZ GUS M	582-5306	
9839	BETTENCOUST&SON	582-0187	4
9845	CENTRAL VLY COOPRTV	582-0321	0

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

HANFORD ARMONA RD 1985



HANFORD ARMONA RD		93230 CONT.	
9865	XXXX	00	
10355	BARNES JOSEPH C REV	584-6576	1
	IMMACULATE HEART	582-6096	2
	IMMACULATE HRT MARY	584-6876	6
10435	SISTER SUPERIOR	582-2689	2
10443	QUERRA JOSE I	582-4010	
	QUERRA RUTH A	582-4010	
10509	SANCHEZ TV&RADIO	584-6350	
10519	SANCHEZ J G	582-0574	
10531	XXXX	00	
10589	VIZCARRA JULIO MRS	584-5874	
10595	SOTELO SOCORRO	584-0637	3
10623	DELACRUZ STEVE	582-1457	4
10626	XXXX	00	
10634	XXXX	00	
10700	SNOW COMMODITIES CO	692-9080	
10633	R N MARKET	582-2814	2
10654	XXXX	00	
10662	EDWARDS ROY	584-7547	9
10664	STONE HARLIN	584-5740	
10666	XXXX	00	
10668	WILLETT ARMAND J	582-6483	3
10672	BUNTZ HOWARD	582-7277	
10674	TEFFT WARREN	582-8369	+5
10678	DUDLEY WILLARD	584-5598	
	HOANEY EUNIA	584-5598	
10678	XXXX	00	
10600	XXXX	00	
10882	MEADOWS EDGIL L	584-1189	9
10686	KLIEVER HERB	582-4573	1
10690	SOPER GEO	584-7911	
10894	YOUNG M C	582-4208	2
10896	IKE WILLIAM	582-4280	9
10898	XXXX	00	
10900	RAMOS JOHNNY L	584-5440	2
10902	JOHNSON R A	582-4692	9
10904	XXXX	00	
10906	BETTENCOURT LEONARD	584-3609	
10908	BANNISTER HORACE L	582-4838	
10912	WIGHAM H C	582-1624	7
10914	FRITTS BEN W	584-4037	0
10915	XXXX	00	
10918	SILVA TONY R	582-4073	0
10920	CHISM FLOYD	584-5887	3
10922	PUCKETT G	582-1178	3
10924	WILLIAMS OVAL B	584-1377	0
10926	VANDERZIEL JACOB	584-3627	3
10928	PHELPS GEO	582-7883	4
10930	XXXX	00	
10932	MITCHELL T D	582-4559	8
10934	HODSON GEO E	584-3898	6
10937	XXXX	00	
10942	XXXX	00	
10944	NORTON LUTHER R	582-8364	+5
10946	XXXX	00	
10948	RUTHERFORD HOMER	584-3419	2
10950	MCBRIDE CECIL C	582-4980	4
10952	BELAIR MOBILE HM RK	582-9892	4
10954	CLUTE CHARLES L	582-2347	7
10956	XXXX	00	
10958	APPLEBY RALPH	584-0676	2
10950	XXXX	00	
10962	COWAN B	584-4963	6
10964	XXXX	00	
10966	VANLEER C C REV	582-5172	
10968	XXXX	00	
10970	XXXX	00	
10972	PEMBERTON EDDIE	582-5339	3
10974	XXXX	00	
10976	HUTSELL IVEL O	582-8259	7
10978	WESTMORELAND JEWEL	582-3174	7
10982	CARROLL CHARLENE	582-8417	2
10984	GREENO BOBBY D	584-2866	4
10988	KARSHNER M L	584-0756	4
10990	XXXX	00	
10992	XXXX	00	
10994	LUSK ANDY A	582-6675	
10996	STACY BEN L	582-4937	
10998	XXXX	00	
11088	SEYMOUR KERRY L	584-9835	8
11120	XXXX	00	
11122	XXXX	00	
11126	SHAMP MARY	583-8037	+5
11130	CEFALIA TIMOTHY A	582-5190	
11132	JONES D	582-4541	3
11134	XXXX	00	
11136	GARCIA DENISE M	584-9516	+5
11151	NATALI ANGELO	584-4050	
11212	XXXX	00	
11274	CALVARY BAPT CHURCH	584-9075	8
11294	XXXX	00	
11303	ROSE VERA G MRS	582-6294	
11356	HAAS WALTER	582-0727	
11386	XXXX	00	
11402	MACEDO WILLIAM EDW	582-2154	
11464	AVALOS LOUIS	584-5066	
11474	TORRES JESUS	584-5489	
11526	MORAN BOB	584-0610	3
11540	MINDER NICHOLAS	582-2079	2
11669	GOMEZ ALEAH	582-3649	1
11948	XXXX	00	
12150	MARTINEZ ALBERT F	582-0503	
12246	RAMIREZ ROBERT JR	584-5987	
12358	SCHUMACHER GERALD	584-6053	
	SHOEMAKER GERALD	584-6053	
12406	WINTERBERG W L	584-4796	
12458	WINTERBERG WILL O	584-4730	
12536	XXXX	00	
12586	BILLINGSLEY S E	584-8519	
12591	XXXX	00	
12628	SHUBERT NEAL	584-8194	0
12629	SERPA E L	582-2204	
12631	MITCHELL HERBERT	584-7432	
12633	XXXX	00	
12778	VEPSURG SPCTHERS	584-8669	2
12918	XXXX	00	
12939	XXXX	00	
12954	XXXX	00	
13035	SILVEIRA JOHNNY T	582-5061	0
13101	VANDERLAS H R	582-0446	0
13159	DESJARDINS HAROLD	582-8400	
	DESJARDINS HAROLD	582-9146	8
	VETERINARY PHRMCTCLS	582-4803	
13160	AGRO CHEM PROBUCTS	582-5647	4
	FRONTIER GENERAL ST	582-9447	+5
13331	ALLEN RALPH	584-0436	3
	PORT O CALL LEMOORE	584-0836	3
13335	XXXX	00	
13375	MACIEL JOHN	582-4458	0
	TRI COUNTIES EQUIP	582-4456	
13529	ELLISON PERCY	582-4065	+5
13706	BRAVO IRRIGATION	584-2743	+5
13710	C G G LAND SEISMIC	584-5521	+5
13872	STEPHENSON JOHN	584-7481	+5
13914	SOUTH VLY AMBULANCE	584-9279	+8
	SOUTH VLY MDCL SRVS	584-3373	+5
13943	COOPER JAS	582-3825	+5
*	30 BUS 156 RES	15 NEW	

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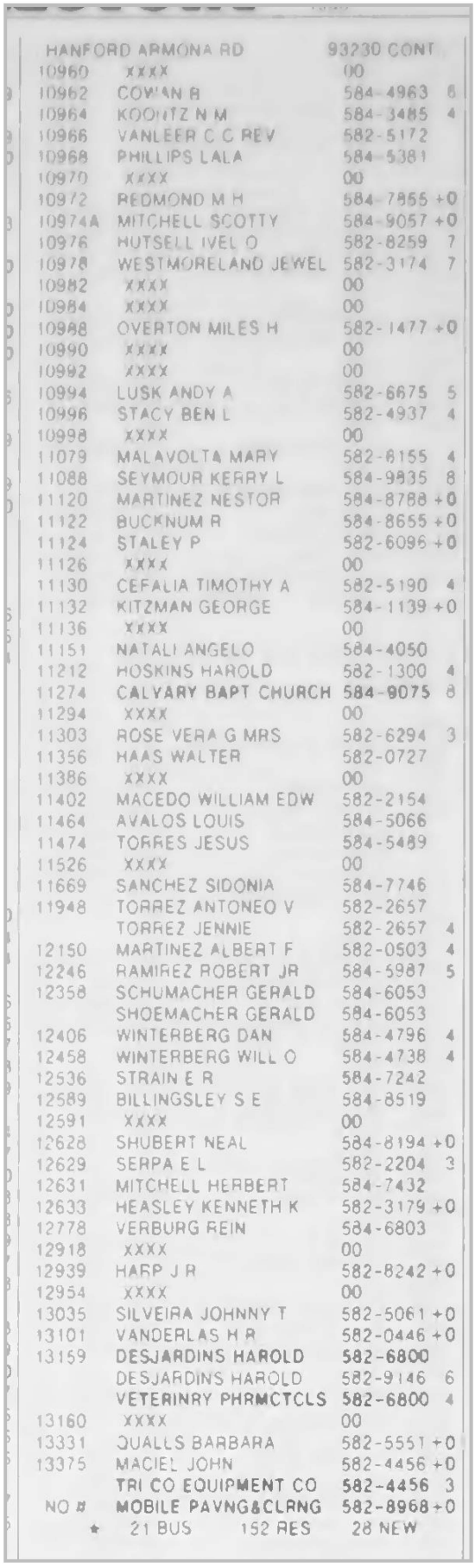
HANFORD ARMONA RD 1980

HANFORD ARMONA RD
93230 HANFORD

1365	XXXX	00	
1433	VANDERGRAAF ALBERT	584-8344	+0
2243	ANDRADA LOUIS	582-7482	4
2511	BETTENCOURT GIL	582-5882	4
6160	MATTOS MARY JEAN	582-9675	
6233	MARTIN S S	582-4535	6
6255	MARTIN LOUIE	582-1870	5
6380	MATTOS JON V	584-7277	7
6431	GONZALES MANUEL	584-4943	8
	SILVA JESSE	584-6967	9
6509	XXXX	00	
6585	NORWOOD DICK	582-5654	4
6624	DANELL KELLY	582-6627	7
6672	CORREIA JOHN M	582-5820	+0
6714	BARNETT DOYLE H	582-8839	8
6812	ELLIS JOHN	582-3318	8
6850	MEYER FRANK F	582-6758	9
6894	GARZA IGNACIO	582-2674	7
7184	COX W F	582-4764	8
7252	XXXX	00	
7257	SOSA ROSALINDA	582-8007	8
7479	BETTENCOURT JOHN	584-5914	9
7480	KARST DENNIS R	584-9953	+0
	KINGS TULARE TALLOW	686-4797	7
	KINGS TULARE TALLOW	582-0271	6
	KINGS TULARE TALLOW	923-4908	6
7666	BROWN C	582-8476	6
7761	BROWN MARY MISS	584-6752	
7818	PEREIRRA JOSEPH	582-4586	7
7875	KINGS CO OF WASTE	582-4850	5
8038	XXXX	00	
8076	HEWETT ROGER	584-3778	+0
8265	FREA BILL JR	582-2629	
	FREA TRANSPORTATION	582-2629	7
	FREA TRANSPORTATION	686-0007	6
8395	HOMAN ALBERT	582-0647	
9248	XXXX	00	
9365	LOPEZ JOE R	582-9796	7
9443	JIMENEZ ROSA MARIA	582-2048	
	JIMENEZ SATURNINO	582-2048	
9483	KINGS CO ROOFING CO	582-2250	
	KINGS COUNTY ROOFNG	582-8759	+0
9491	ABBOTT RICK	582-8285	8
9513	DURAN JOHN A	582-0755	
9539	LOPEZ GUS M	582-5306	
9845	C V C CNTRL GINNING	582-0321	+0
	COTTON GINNING DEPT	582-0321	+0
9865	XXXX	00	
10355	IMMACULATE HRT MARY	584-8576	6
	IMMACULATE HRT MARY	582-9998	5
10435	SISTER SUPERIOR	582-2689	
10443	GUERRA JOSE I	582-4010	8
	GUERRA RUTH A	582-4010	8
10509	SANCHEZ TV&RADIO	584-8350	
10519	SANCHEZ J G	582-0574	
10569	VIZCARRA JULIO MRS	584-5874	
10700	SNOW COMMODITIES CO	582-9086	5
10854	PEREZ RICHARD A JR	582-6093	+0
10862	EDWARDS ROY	584-7547	9
10864	STONE HARLIN	584-5740	5
10868	NORTON LUTHER R	582-7623	9
10872	BUNTZ HOWARD	582-7277	
10874	SILVA G M	584-5963	7
10876	DUDLEY WILLARD	584-5598	3
	HOANEY EUNIA	584-5598	
10878	THOMAS E	584-6004	7
10880	XXXX	00	
10882	MEADOWS EDGIL L	584-1189	9
10886	XXXX	00	
10890	SOPER GEO	584-7911	3
10894	PRESLEY K L	584-3656	6
10896	IKE WILLIAM	582-4280	9
10898	CARVITTO SHERRY	584-9342	+0
	VIGARIO PEANUTS	564-9042	9
10900	COLVERT C	584-8740	9
10902	JOHNSON R A	582-4692	9
10904	ANDERSON A H	584-7086	7
10906	BETTENCOURT L	584-3609	3
10908	BANNISTER HORACE L	582-4838	
10912	WIGHAM H C	582-1624	7
10914	FRITTS BEN W	584-4037	+0
10915	XXXX	00	
10918	SILVA TONY R	582-4073	+0
10920	WAITE RAY	584-5034	
10922	HARSCHER I	582-6944	4
10924	WILLIAMS OVAL B	584-1377	+0
10926	YOUNG D M	582-2339	
10928	REEDY MAMIE	582-5230	5
10930	GREEN OPAL M	584-7901	
10932	MITCHELL T D	582-4559	8
10934	HODSON GEORGE E	584-3898	6
10937	BRATTON RAS	582-2713	8
10938	RUTLEDGE ALICE L	584-4040	
10940	XXXX	00	
10942	FANSETT ILAND	584-4209	8
10944	XXXX	00	
10946	FAITH MARVIN	582-1230	9
10948	XXXX	00	
10950	MENDENHALL D F	584-7768	7
10952	BEL AIR MBL HM PK	584-6322	9
	HERRICK E M	584-5672	7
	HODSON RALPH M	584-6322	9
10954	GLUTE CHARLES L	582-2347	7
10956	MORRIS JACK R	584-6058	6
10958	CADLE WILLIAM V	584-1320	+0

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

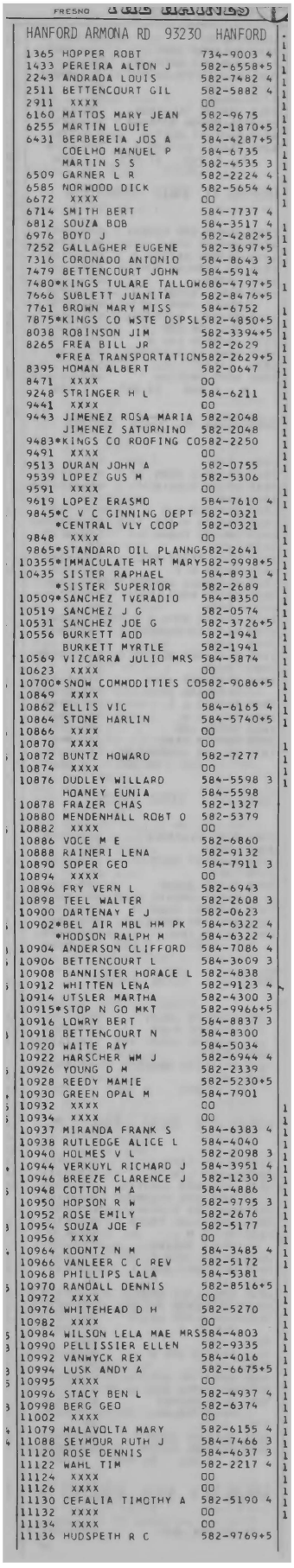
HANFORD ARMONA RD 1980



HANFORD ARMONA RD		93230 CONT	
10960	XXXX	00	
10962	COWAN B	584-4963	6
10964	KOONTZ N M	584-3485	4
10966	VANLEER C C REV	582-5172	
10968	PHILLIPS LALA	584-5381	
10970	XXXX	00	
10972	REDMOND M H	584-7855	+0
10974A	MITCHELL SCOTTY	584-9057	+0
10976	HUTSELL IVEL O	582-8259	7
10978	WESTMORELAND JEWEL	582-3174	7
10982	XXXX	00	
10984	XXXX	00	
10988	OVERTON MILES H	582-1477	+0
10990	XXXX	00	
10992	XXXX	00	
10994	LUSK ANDY A	582-6675	5
10996	STACY BEN L	582-4937	4
10998	XXXX	00	
11079	MALAVOLTA MARY	582-6155	4
11088	SEYMOUR KERRY L	584-9835	8
11120	MARTINEZ NESTOR	584-8788	+0
11122	BUCKNUM R	584-8655	+0
11124	STALEY P	582-6096	+0
11126	XXXX	00	
11130	CEFALIA TIMOTHY A	582-5190	4
11132	KITZMAN GEORGE	584-1139	+0
11136	XXXX	00	
11151	NATALI ANGELO	584-4050	
11212	HOSKINS HAROLD	582-1300	4
11274	CALVARY BAPT CHURCH	584-9075	8
11294	XXXX	00	
11303	ROSE VERA G MRS	582-6294	3
11356	HAAS WALTER	582-0727	
11386	XXXX	00	
11402	MACEDO WILLIAM EDW	582-2154	
11464	AVALOS LOUIS	584-5066	
11474	TORRES JESUS	584-5489	
11526	XXXX	00	
11669	SANCHEZ SIDONIA	584-7746	
11948	TORREZ ANTONEO V	582-2657	
	TORREZ JENNIE	582-2657	4
12150	MARTINEZ ALBERT F	582-0503	4
12246	RAMIREZ ROBERT JR	584-5987	5
12358	SCHUMACHER GERALD	584-6053	
	SHOEMACHER GERALD	584-6053	
12406	WINTERBERG DAN	584-4796	4
12458	WINTERBERG WILL O	584-4738	4
12536	STRAIN E R	584-7242	
12589	BILLINGSLEY S E	584-8519	
12591	XXXX	00	
12628	SHUBERT NEAL	584-8194	+0
12629	SERPA E L	582-2204	3
12631	MITCHELL HERBERT	584-7432	
12633	HEASLEY KENNETH K	582-3179	+0
12778	VERBURG REIN	584-6803	
12918	XXXX	00	
12939	HARP J R	582-8242	+0
12954	XXXX	00	
13035	SILVEIRA JOHNNY T	582-5061	+0
13101	VANDERLAS H R	582-0446	+0
13159	DESJARDINS HAROLD	582-6800	
	DESJARDINS HAROLD	582-9146	6
	VETERINRY PHRMCTCLS	582-6800	4
13160	XXXX	00	
13331	QUALLS BARBARA	582-5551	+0
13375	MACIEL JOHN	582-4456	+0
	TRI CO EQUIPMENT CO	582-4456	3
NO #	MOBILE PAVNG&CLRNG	582-8968	+0
*	21 BUS 152 RES	28 NEW	

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

HANFORD ARMONA RD 1975



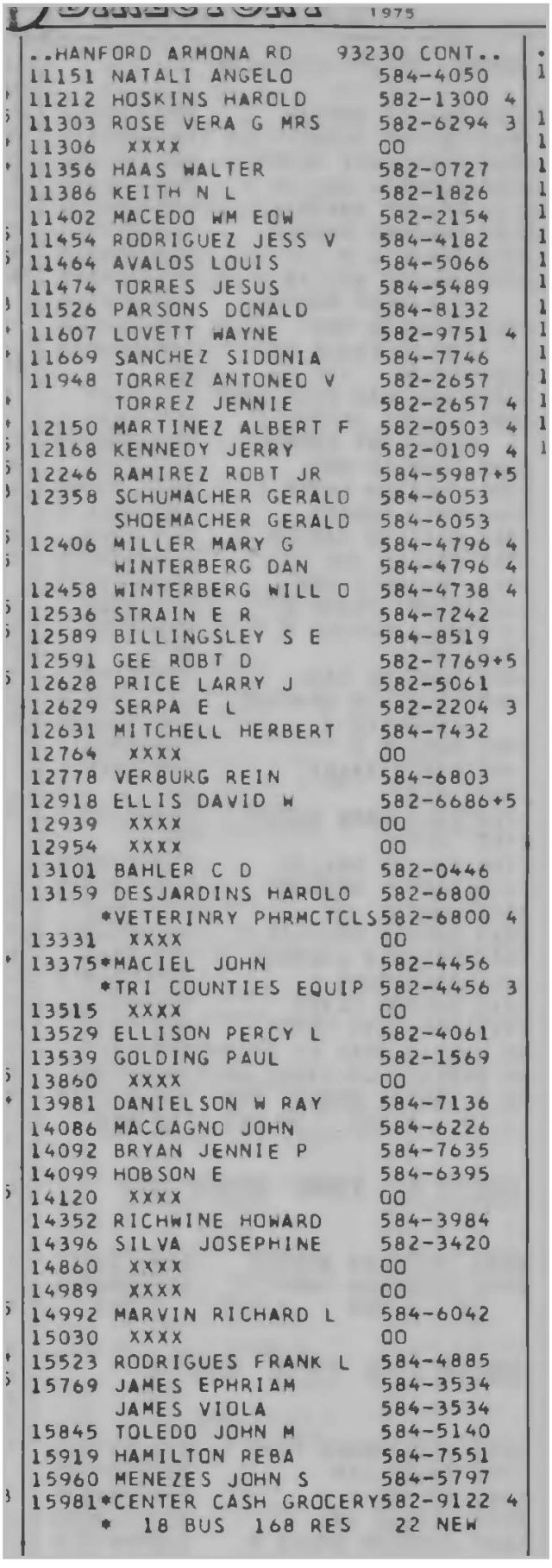
FRESNO CROSS DIRECTORY

HANFORD ARMONA RD 93230 HANFORD

1365	HOPPER ROBT	734-9003	4
1433	PEREIRA ALTON J	582-6558	+5
2243	ANDRADA LOUIS	582-7482	4
2511	BETTENCOURT GIL	582-5882	4
2911	XXXX	OO	
6160	MATTOS MARY JEAN	582-9675	
6255	MARTIN LOUIE	582-1870	+5
6431	BERBEREIA JOS A	584-4287	+5
	COELHO MANUEL P	584-6735	
	MARTIN S S	582-4535	3
6509	GARNER L R	582-2224	4
6585	NORWOOD DICK	582-5654	4
6672	XXXX	OO	
6714	SMITH BERT	584-7737	4
6812	SOUZA BOB	584-3517	4
6976	BOYD J	582-4282	+5
7252	GALLAGHER EUGENE	582-3697	+5
7316	CORONADO ANTONIO	584-8643	3
7479	BETTENCOURT JOHN	584-5914	
7480	*KINGS TULARE TALLOW	686-4797	+5
7666	SUBLETT JUANITA	582-8476	+5
7761	BROWN MARY MISS	584-6752	
7875	*KINGS CO WSTE DSPSL	582-4850	+5
8038	ROBINSON JIM	582-3394	+5
8265	FREA BILL JR	582-2629	
	*FREA TRANSPORTATION	582-2629	+5
8395	HOMAN ALBERT	582-0647	
8471	XXXX	OO	
9248	STRINGER H L	584-6211	
9441	XXXX	OO	
9443	JIMENEZ ROSA MARIA	582-2048	
	JIMENEZ SATURNINO	582-2048	
9483	*KINGS CO ROOFING CO	582-2250	
9491	XXXX	OO	
9513	DURAN JOHN A	582-0755	
9539	LOPEZ GUS M	582-5306	
9591	XXXX	OO	
9619	LOPEZ ERASMO	584-7610	4
9845	*C V C GINNING DEPT	582-0321	
	*CENTRAL VLY COOP	582-0321	
9848	XXXX	OO	
9865	*STANDARD OIL PLANNG	582-2641	
10355	*IMMACULATE HRT MARY	582-9998	+5
10435	SISTER RAPHAEL	584-8931	4
	*SISTER SUPERIOR	582-2689	
10509	*SANCHEZ TV&RADIO	584-8350	
10519	SANCHEZ J G	582-0574	
10531	SANCHEZ JOE G	582-3726	+5
10556	BURKETT AOD	582-1941	
	BURKETT MYRTLE	582-1941	
10569	VIZCARRA JULIO MRS	584-5874	
10623	XXXX	OO	
10700	*SNOW COMMODITIES CO	582-9086	+5
10849	XXXX	OO	
10862	ELLIS VIC	584-6165	4
10864	STONE HARLIN	584-5740	+5
10866	XXXX	OO	
10870	XXXX	OO	
10872	BUNTZ HOWARD	582-7277	
10874	XXXX	OO	
10876	DUDLEY WILLARD	584-5598	3
	HOANEY EUNIA	584-5598	
10878	FRAZER CHAS	582-1327	
10880	MENDENHALL ROBT O	582-5379	
10882	XXXX	OO	
10886	VOCE M E	582-6860	
10888	RAINERI LENA	582-9132	
10890	SOPER GEO	584-7911	3
10894	XXXX	OO	
10896	FRY VERN L	582-6943	
10898	TEEL WALTER	582-2608	3
10900	DARTENAY E J	582-0623	
10902	*BEL AIR MBL HM PK	584-6322	4
	*HODSON RALPH M	584-6322	4
10904	ANDERSON CLIFFORD	584-7086	4
10906	BETTENCOURT L	584-3609	3
10908	BANNISTER HORACE L	582-4838	
10912	WHITTEN LENA	582-9123	4
10914	UTSLER MARTHA	582-4300	3
10915	*STOP N GO MKT	582-9966	+5
10916	LOWRY BERT	584-8837	3
10918	BETTENCOURT N	584-8300	
10920	WAITE RAY	584-5034	
10922	HARSCHER WM J	582-6944	4
10926	YOUNG D M	582-2339	
10928	REEDY MAMIE	582-5230	+5
10930	GREEN OPAL M	584-7901	
10932	XXXX	OO	
10934	XXXX	OO	
10937	MIRANDA FRANK S	584-6383	4
10938	RUTLEDGE ALICE L	584-4040	
10940	HOLMES V L	582-2098	3
10944	VERKUYL RICHARD J	584-3951	4
10946	BREEZE CLARENCE J	582-1230	3
10948	COTTON M A	584-4886	
10950	HOPSON R W	582-9795	3
10952	ROSE EMILY	582-2676	
10954	SOUZA JOE F	582-5177	
10956	XXXX	OO	
10964	KOONTZ N M	584-3485	4
10966	VANLEER C C REV	582-5172	
10968	PHILLIPS LALA	584-5381	
10970	RANDALL DENNIS	582-8516	+5
10972	XXXX	OO	
10976	WHITEHEAD D H	582-5270	
10982	XXXX	OO	
10984	WILSON LELA MAE MRS	584-4803	
10990	PELLISSIER ELLEN	582-9335	
10992	VANWYCK REX	584-4016	
10994	LUSK ANDY A	582-6675	+5
10995	XXXX	OO	
10996	STACY BEN L	582-4937	4
10998	BERG GEO	582-6374	
11002	XXXX	OO	
11079	MALAVOLTA MARY	582-6155	4
11088	SEYMOUR RUTH J	584-7466	3
11120	ROSE DENNIS	584-4637	3
11122	WAHL TIM	582-2217	4
11124	XXXX	OO	
11126	XXXX	OO	
11130	CEFALIA TIMOTHY A	582-5190	4
11132	XXXX	OO	
11134	XXXX	OO	
11136	HUDSPETH R C	582-9769	+5

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

HANFORD ARMONA RD 1975



1975

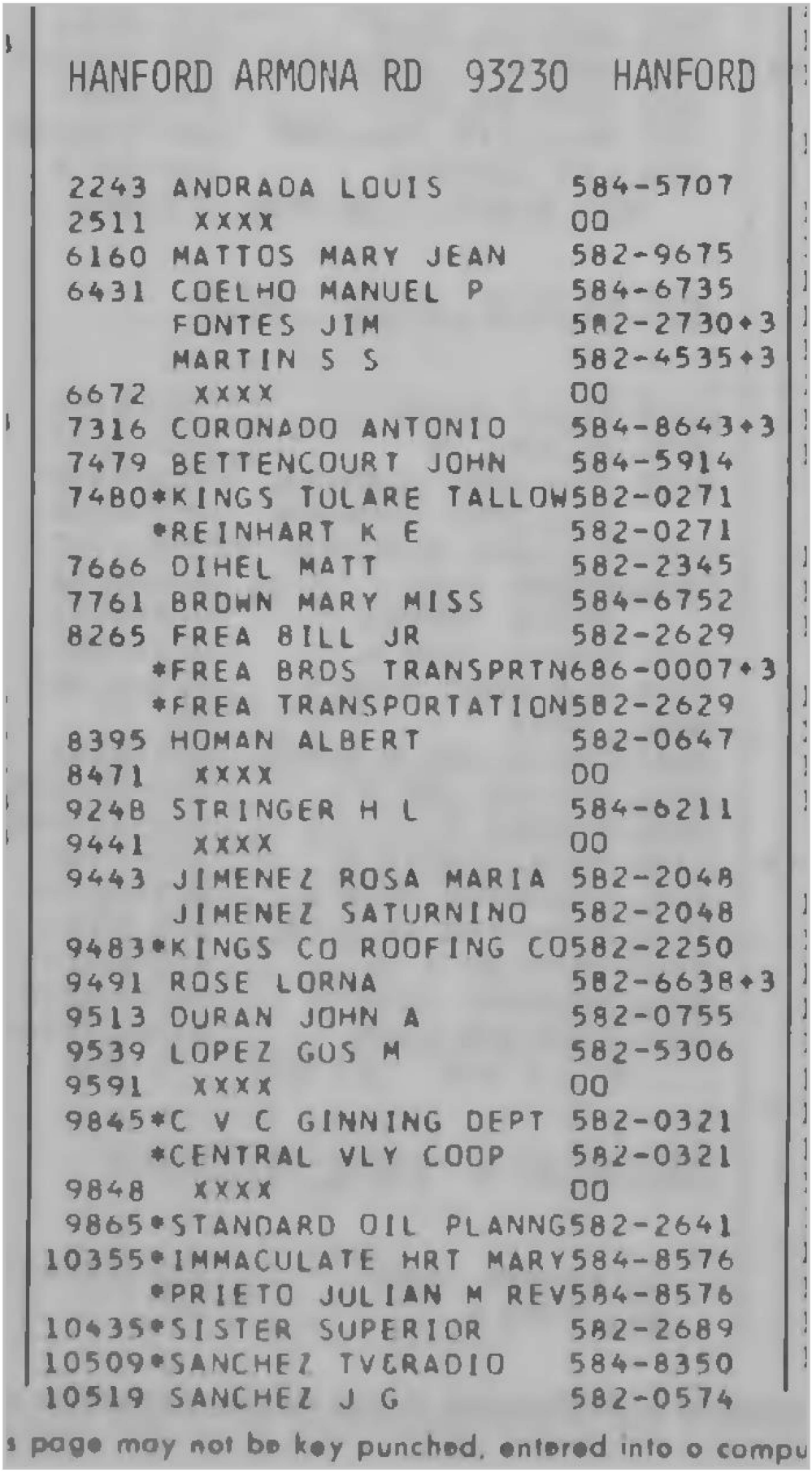
..HANFORD ARMONA RD 93230 CONT..

11151	NATALI ANGELO	584-4050	
11212	HOSKINS HAROLD	582-1300	4
11303	ROSE VERA G MRS	582-6294	3
11306	XXXX	00	
11356	HAAS WALTER	582-0727	
11386	KEITH N L	582-1826	
11402	MACEDO WM EOW	582-2154	
11454	RODRIGUEZ JESS V	584-4182	
11464	AVALOS LOUIS	584-5066	
11474	TORRES JESUS	584-5489	
11526	PARSONS DONALD	584-8132	
11607	LOVETT WAYNE	582-9751	4
11669	SANCHEZ SIDONIA	584-7746	
11948	TORREZ ANTONEO V	582-2657	
	TORREZ JENNIE	582-2657	4
12150	MARTINEZ ALBERT F	582-0503	4
12168	KENNEDY JERRY	582-0109	4
12246	RAMIREZ ROBT JR	584-5987	+5
12358	SCHUMACHER GERALD	584-6053	
	SHOEMACHER GERALD	584-6053	
12406	MILLER MARY G	584-4796	4
	WINTERBERG DAN	584-4796	4
12458	WINTERBERG WILL O	584-4738	4
12536	STRAIN E R	584-7242	
12589	BILLINGSLEY S E	584-8519	
12591	GEE ROBT D	582-7769	+5
12628	PRICE LARRY J	582-5061	
12629	SERPA E L	582-2204	3
12631	MITCHELL HERBERT	584-7432	
12764	XXXX	00	
12778	VERBURG REIN	584-6803	
12918	ELLIS DAVID W	582-6686	+5
12939	XXXX	00	
12954	XXXX	00	
13101	BAHLER C D	582-0446	
13159	DESJARDINS HAROLD	582-6800	
	*VETERINRY PHRMCTCLS	582-6800	4
13331	XXXX	00	
13375	*MACIEL JOHN	582-4456	
	*TRI COUNTIES EQUIP	582-4456	3
13515	XXXX	00	
13529	ELLISON PERCY L	582-4061	
13539	GOLDING PAUL	582-1569	
13860	XXXX	00	
13981	DANIELSON W RAY	584-7136	
14086	MACCAGNO JOHN	584-6226	
14092	BRYAN JENNIE P	584-7635	
14099	HOBSON E	584-6395	
14120	XXXX	00	
14352	RICHWINE HOWARD	584-3984	
14396	SILVA JOSEPHINE	582-3420	
14860	XXXX	00	
14989	XXXX	00	
14992	MARVIN RICHARD L	584-6042	
15030	XXXX	00	
15523	RODRIGUES FRANK L	584-4885	
15769	JAMES EPHRIAM	584-3534	
	JAMES VIOLA	584-3534	
15845	TOLEDO JOHN M	584-5140	
15919	HAMILTON REBA	584-7551	
15960	MENEZES JOHN S	584-5797	
15981	*CENTER CASH GROCERY	582-9122	4

* 18 BUS 168 RES 22 NEW

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

HANFORD ARMONA RD 1973



HANFORD ARMONA RD 93230 HANFORD

2243	ANDRADA LOUIS	584-5707
2511	XXXX	OO
6160	MATTOS MARY JEAN	582-9675
6431	COELHO MANUEL P	584-6735
	FONTES JIM	582-2730•3
	MARTIN S S	582-4535•3
6672	XXXX	OO
7316	CORONADO ANTONIO	584-8643•3
7479	BETTENCOURT JOHN	584-5914
7480	*KINGS TULARE TALLOW	582-0271
	*REINHART K E	582-0271
7666	DIHEL MATT	582-2345
7761	BROWN MARY MISS	584-6752
8265	FREA BILL JR	582-2629
	*FREA BROS TRANSPRTN	686-0007•3
	*FREA TRANSPORTATION	582-2629
8395	HOMAN ALBERT	582-0647
8471	XXXX	OO
9248	STRINGER H L	584-6211
9441	XXXX	OO
9443	JIMENEZ ROSA MARIA	582-2048
	JIMENEZ SATURNINO	582-2048
9483	*KINGS CO ROOFING CO	582-2250
9491	ROSE LORNA	582-6638•3
9513	DURAN JOHN A	582-0755
9539	LOPEZ GUS M	582-5306
9591	XXXX	OO
9845	*C V C GINNING DEPT	582-0321
	*CENTRAL VLY COOP	582-0321
9848	XXXX	OO
9865	*STANDARD OIL PLANNG	582-2641
10355	*IMMACULATE HRT MARY	584-8576
	*PRIETO JULIAN M REV	584-8576
10435	*SISTER SUPERIOR	582-2689
10509	*SANCHEZ TV&RADIO	584-8350
10519	SANCHEZ J G	582-0574

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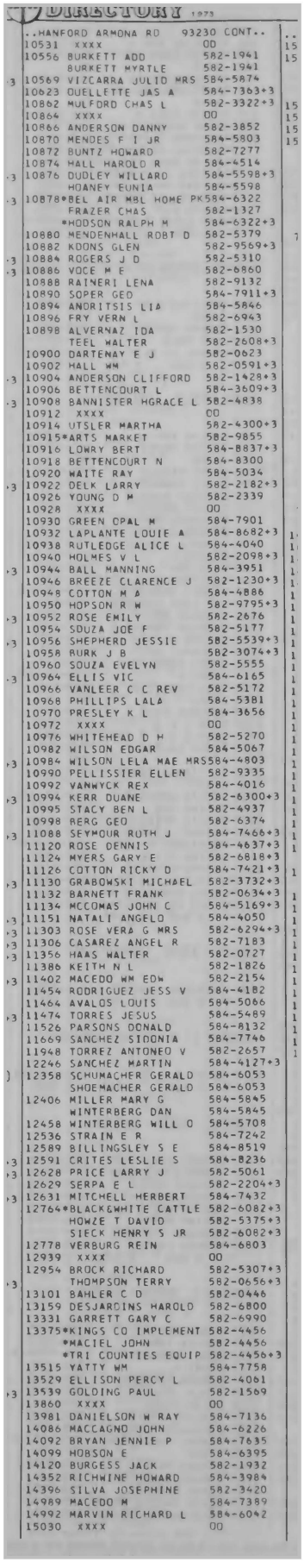
Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

HANFORD ARMONA RD 1973



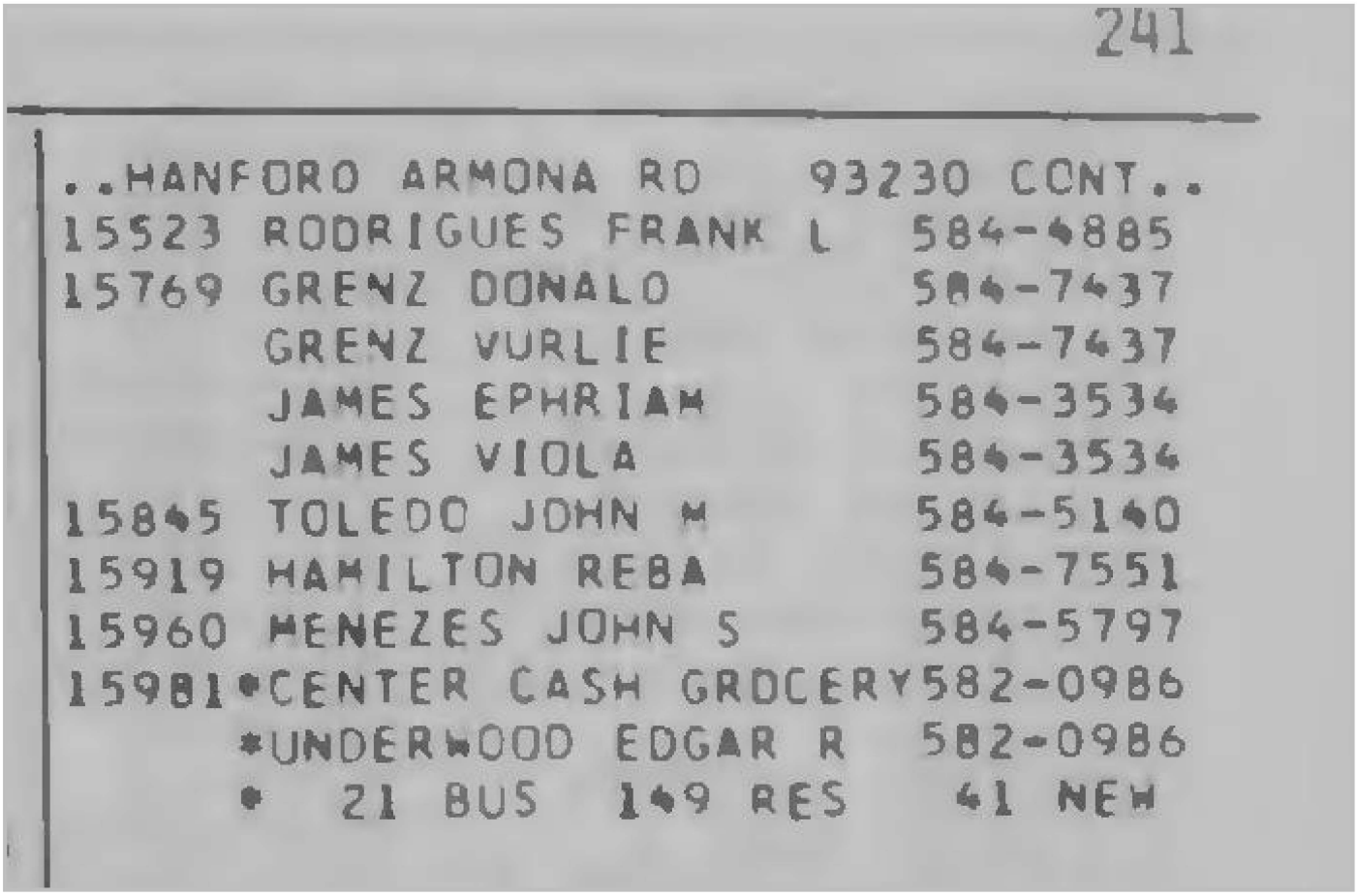
DIRECTORY 1973

..HANFORD ARMONA RD 93230 CONT..

10531 XXXX OO
10556 BURKETT ADD 582-1941
BURKETT MYRTLE 582-1941
10569 VIZCARRA JULIO MRS 584-5874
10623 OUELLETTE JAS A 584-7363+3
10862 MULFORD CHAS L 582-3322+3
10864 XXXX OO
10866 ANDERSON DANNY 582-3852
10870 MENDES F I JR 584-5803
10872 BUNTZ HOWARD 582-7277
10874 HALL HAROLD R 584-4514
10876 DUDLEY WILLARD 584-5598+3
HOANEY EUNIA 584-5598
10878*BEL AIR MBL HOME PK 584-6322
FRAZER CHAS 582-1327
*HODSON RALPH M 584-6322+3
10880 MENDENHALL ROBT D 582-5379
10882 KOONS GLEN 582-9569+3
10884 ROGERS J D 582-5310
10886 VOCE M E 582-6860
10888 RAINERI LENA 582-9132
10890 SOPER GEO 584-7911+3
10894 ANDRITSIS LIA 584-5846
10896 FRY VERN L 582-6943
10898 ALVERNAZ IDA 582-1530
TEEL WALTER 582-2608+3
10900 DARTENAY E J 582-0623
10902 HALL WM 582-0591+3
10904 ANDERSON CLIFFORD 582-1428+3
10906 BETTENCOURT L 584-3609+3
10908 BANNISTER HGRACE L 582-4838
10912 XXXX OO
10914 UTSLER MARTHA 582-4300+3
10915*ARTS MARKET 582-9855
10916 LOWRY BERT 584-8837+3
10918 BETTENCOURT N 584-8300
10920 WAITE RAY 584-5034
10922 DELK LARRY 582-2182+3
10926 YOUNG D M 582-2339
10928 XXXX OO
10930 GREEN OPAL M 584-7901
10932 LAPLANTE LOUIE A 584-8682+3
10938 RUTLEDGE ALICE L 584-4040
10940 HOLMES V L 582-2098+3
10944 BALL MANNING 584-3951
10946 BREEZE CLARENCE J 582-1230+3
10948 COTTON M A 584-4886
10950 HOPSON R W 582-9795+3
10952 ROSE EMILY 582-2676
10954 SOUZA JOE F 582-5177
10956 SHEPHERD JESSIE 582-5539+3
10958 RURK J B 582-3074+3
10960 SOUZA EVELYN 582-5555
10964 ELLIS VIC 584-6165
10966 VANLEER C C REV 582-5172
10968 PHILLIPS LALA 584-5381
10970 PRESLEY K L 584-3656
10972 XXXX OO
10976 WHITEHEAD D H 582-5270
10982 WILSON EDGAR 584-5067
10984 WILSON LELA MAE MRS 584-4803
10990 PELLISSIER ELLEN 582-9335
10992 VANWYCK REX 584-4016
10994 KERR DUANE 582-6300+3
10995 STACY BEN L 582-4937
10998 BERG GEO 582-6374
11088 SEYMOUR RUTH J 584-7466+3
11120 ROSE DENNIS 584-4637+3
11124 MYERS GARY E 582-6818+3
11126 COTTON RICKY D 584-7421+3
11130 GRABOWSKI MICHAEL 582-3732+3
11132 BARNETT FRANK 582-0634+3
11134 MCCOMAS JOHN C 584-5169+3
11151 NATALI ANGELO 584-4050
11303 ROSE VERA G MRS 582-6294+3
11306 CASAREZ ANGEL R 582-7183
11356 HAAS WALTER 582-0727
11386 KEITH N L 582-1826
11402 MACEDO WM EDW 582-2154
11454 RODRIGUEZ JESS V 584-6182
11464 AVALOS LOUIS 584-5066
11474 TORRES JESUS 584-5489
11526 PARSONS DONALD 584-8132
11669 SANCHEZ SIDONIA 584-7746
11948 TORREZ ANTONEO V 582-2657
12246 SANCHEZ MARTIN 584-4127+3
12358 SCHUMACHER GERALD 584-6053
SHOEMACHER GERALD 584-6053
12406 MILLER MARY G 584-5845
WINTERBERG DAN 584-5845
12458 WINTERBERG WILL O 584-5708
12536 STRAIN E R 584-7242
12589 BILLINGSLEY S E 584-8519
12591 CRITES LESLIE S 584-8236
12628 PRICE LARRY J 582-5061
12629 SERPA E L 582-2204+3
12631 MITCHELL HERBERT 584-7432
12764*BLACK&WHITE CATTLE 582-6082+3
HOWZE T DAVID 582-5375+3
SIECK HENRY S JR 582-6082+3
12778 VERBURG REIN 584-6803
12939 XXXX OO
12954 BROCK RICHARD 582-5307+3
THOMPSON TERRY 582-0656+3
13101 BAHLER C D 582-0446
13159 DESJARDINS HAROLD 582-6800
13331 GARRETT GARY C 582-6990
13375*KINGS CO IMPLEMENT 582-4456
*MACIEL JOHN 582-4456
*TRI COUNTIES EQUIP 582-4456+3
13515 YATTY WM 584-7758
13529 ELLISON PERCY L 582-4061
13539 GOLDING PAUL 582-1569
13860 XXXX OO
13981 DANIELSON W RAY 584-7136
14086 MACCAGNO JOHN 584-6226
14092 BRYAN JENNIE P 584-7635
14099 HOBSON E 584-6395
14120 BURGESS JACK 582-1932
14352 RICHWINE HOWARD 584-3984
14396 SILVA JOSEPHINE 582-3420
14989 MACEDO M 584-7389
14992 MARVIN RICHARD L 584-6042
15030 XXXX OO

Target Street	Cross Street	Source
✓	-	Haines Criss-Cross Directory

HANFORD ARMONA RD 1973



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..HANFORD ARMONA RD 93230 CONT..
15523 RODRIGUES FRANK L 584-4885
15769 GRENZ DONALD 584-7437
GRENZ VURLIE 584-7437
JAMES EPHRIAM 584-3534
JAMES VIOLA 584-3534
15845 TOLEDO JOHN M 584-5140
15919 HAMILTON REBA 584-7551
15960 MENEZES JOHN S 584-5797
15981 *CENTER CASH GRDCERY 582-0986
*UNDERWOOD EDGAR R 582-0986
* 21 BUS 149 RES 41 NEW

VTTM 943
Hanford Armona Road
Hanford, CA 93230

Inquiry Number: 7674781.7
June 10, 2024

EDR Environmental Lien and AUL Search

EDR® Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

EDR Environmental Lien and AUL Search

The EDR Environmental Lien Search Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations (AULs), such as engineering controls and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied address information to:

- search for parcel number and/or legal description
- search for ownership information
- research official land title documents recorded at jurisdictional agencies such as recorders' offices, registries of deeds, county clerks' offices, etc.
- search for publicly available environmental encumbering instrument(s) filed on or after the recording of the current deed; between the recording of the current deed and the most current publicly available date
- provide a copy of any environmental encumbrance(s)
- provide a copy of the current deed when available

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EDR Environmental Lien and AUL Search

TARGET PROPERTY INFORMATION

ADDRESS

Hanford Armona Road
VTTM 943
Hanford, CA 93230

ENVIRONMENTAL LIEN

Environmental Lien: Found ☐ Not Found ☒

OTHER ACTIVITY AND USE LIMITATIONS (AULs)

AULs: Found ☐ Not Found ☒

RESEARCH SOURCE

Source 1:

Kings Recorder
Kings, CA

PROPERTY INFORMATION

Deed 1:

Type of Deed:	deed
Title is vested in:	Middlefield Manor LLC
Title received from:	Quercus Grp LLC Margot Griswold Charlotte Griswold
Deed Dated	3/2/2018
Deed Recorded:	4/10/2018
Book:	NA
Page:	na
Volume:	na
Instrument:	na
Docket:	NA
Land Record Comments:	
Miscellaneous Comments:	
Legal Description:	See Exhibit
Legal Current Owner:	Middlefield Manor LLC
Parcel # / Property Identifier:	011-040-008
Comments:	See Exhibit

Deed Exhibit 1

DOC NBR: 1805681 04/10/2018 08:34:00 AM
OFFICIAL RECORDS OF Kings County
Clerk-Recorder, Kristine Lee
RECORDING FEE: $37.00
COUNTY TAX: $1,809.50
CITY TAX: $0.00

DOC TYPE: 07
9 PGS
R057

STEWART TITLE

RECORDING REQUESTED BY:
Stewart Title of California, Inc.

WHEN RECORDED MAIL TO:
AND MAIL TAX STATEMENT TO:

Middlefield Manor, LLC
20900 Boyce Lane
Saratoga, CA 95070

ORDER NO. 174793
APN: 011-040-008, 011-040-040, 011-040-027

SPACE ABOVE THIS LINE FOR RECORDERS USE

GRANT DEED

THE UNDERSIGNED GRANTOR(s) DECLARE(s)
DOCUMENTARY TRANSFER TAX is $1,809.50 CITY TAX $0.00

☐ Monument Preservation Fee is: $
☒ computed on full value of property conveyed, or
☐ computed on full value less value of liens or encumbrances remaining at time of sale.

X Unincorporated area City of _____

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

Margot Griswold , as her sole and separate property, as to an undivided 12.50% interest and Charlotte Griswold-Tergis , as her sole and separate property, as to an undivided 12.50% interest and Edward H. Griswold , as his sole and separate property, as to an undivided 12.50% interest and Wendy Lewis , as her sole and separate property, as to an undivided 12.50% interest and Tedra Lee Battaglia , as her sole and separate property, as to an undivided 12.50% interest and The Quercus Group, LLC a California Limited Liability Company, as to an undivided 37.50% interest

hereby GRANT(S) to Middlefield Manor, LLC, A California Limited Liability Company

the following described real property in an unincorporated area, County of Kings, State of California:

See Exhibit "A" attached hereto and made a part hereof.

Date: March 2, 2018

Margot Griswold

Charlotte Griswold-Tergis

Edward H. Griswold

Wendy Lewis

Tedra Lee Battaglia

The Quercus Group, LLC a California Limited Liability Company

By: Susan J. Kennedy, Operating Manager and Treasurer

By: Marjorie R. Eldevik, Manager and Secretary

MAIL TAX STATEMENT AS DIRECTED ABOVE

Margot Griswold

Charlotte Griswold-Tergis

Edward H. Griswold

Wendy Lewis

Tedra Lee Battaglia

The Quercus Group, LLC a California Limited Liability Company

By: _____
Susan J. Kennedy, Operating Manager and Treasurer

By: Marjorie R. Eldevik Manager and Secretary
Marjorie R. Eldevik, Manager and Secretary

MAIL TAX STATEMENT AS DIRECTED ABOVE

Margot Griswold 3/26/18

Margot Griswold

Charlotte Griswold-Tergis

Edward H. Griswold

Wendy Lewis

Tedra Lee Battaglia

The Quercus Group, LLC a California Limited Liability Company

By: Susan J. Kennedy, Operating Manager and Treasurer

By: Marjorie R. Eldevik, Manager and Secretary

MAIL TAX STATEMENT AS DIRECTED ABOVE

California Notarial
Loose Certificate
Attached

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

State of California
County of Kings

On 3/24/2018 before me C. Houk -, Notary Public personally appeared Charlotte Griswold-Tergis and Susan J. Kennedy, who proved to me on the basis of satisfactory evidence to be the person(s), whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

Signature C. Houk (seal)

C. HOUK
Notary Public - California
Kings County
Commission # 2216928
My Comm. Expires Nov 1, 2021

All-Purpose Acknowledgement

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

State of California
County of Ventura)

On MARCH 26th 2018 before me, Ethan Koerten, Notary Public personally appeared
(insert name and title of the officer)

MARGOT CRESWOLD,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

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

Ethan Koerten
Comm. #2207996
Notary Public California
Ventura County
Comm. Expires Aug. 25, 2021

WITNESS my hand and official seal.

(SEAL) SIGNATURE

OPTIONAL INFORMATION

The acknowledgment contained within this document is in accordance with California law. Any certificate of acknowledgment performed within the State of California shall use the preceding wording pursuant to Civil Code section 1189. An acknowledgment cannot be affixed to a document sent by mail or otherwise delivered to a notary public, including electronic means, whereby the signer did not personally appear before the notary public, even if the signer is known by the notary public. In addition, the correct notarial wording can only be signed and sealed by a notary public. The seal and signature cannot be affixed to a document without the correct notarial wording.

THE INFORMATION BELOW IS OPTIONAL. HOWEVER, IT MAY PROVE VALUABLE AND COULD PREVENT FRAUDULENT ATTACHMENT OF THIS FORM TO AN UNAUTHORIZED DOCUMENT.

CAPACITY CLAIMED BY THE SIGNER

- ☐ INDIVIDUAL
- ☐ CORPORATE OFFICER
- ☐ PARTNER (S)
- ☐ ATTORNEY-IN-FACT
- ☐ TRUSTEE
- ☐ OTHER _____

DESCRIPTION OF ATTACHED DOCUMENT

GRANT DEED
TITLE OR TYPE OF DOCUMENT

5
NUMBER PAGES (INCLUDING ACKNOWLEDGMENT)

3/26/2018
DATE OF DOCUMENT

OTHER

GENERAL CALIFORNIA ACKNOWLEDGEMENT

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

State of California }
} ss.
County of Kings }

On March 29, 2018 before me Cheryl Anne Amos

Notary Public (here insert name and title of the officer) personally appeared

Edward H. Griswold

who proved to me on the basis of satisfactory evidence to be the person(s), whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.
WITNESS my hand and official seal.

Signature C Anne Amos

CHERYL ANNE AMOS
Commission # 2072184
Notary Public - California
Kings County
My Comm. Expires Jul 11, 2018
(Seal)

State of California }
} ss.
County of Kings }

On April 2, 2018 before me Cheryl Anne Amos

Notary Public (here insert name and title of the officer) personally appeared

Wendy Lewis and Tedra Lee Battaglia

who proved to me on the basis of satisfactory evidence to be the person(s), whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.
WITNESS my hand and official seal.

Signature C Anne Amos

CHERYL ANNE AMOS
Commission # 2072184
Notary Public - California
Kings County
My Comm. Expires Jul 11, 2018
(Seal)

File No.: 01180-6700
Notary Acknowledgement SCE

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

State of California
County of Kings

On March 30 2018 before me Jessica Lynn Darnell, Notary Public personally appeared Marjorie R. Eldevik, who proved to me on the basis of satisfactory evidence to be the person(s), whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

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

WITNESS my hand and official seal.

Signature Jessica Lynn Darnell

(seal)

JESSICA LYNN DARNELL
Commission No. 2154369
NOTARY PUBLIC-CALIFORNIA
SAN BERNARDINO COUNTY
My Comm. Expires MAY 23, 2020

EXHIBIT "A"
LEGAL DESCRIPTION

Parcel 1: 011-040-008 and 011-040-010

All that portion of the west half of the northeast quarter of section 3, township 19 south, range 21 east, mount diablo base and meridian, according to the official plat thereof, described as follows:

Beginning at the northwest corner of said northeast quarter; thence south along the west line thereof a distance of 43.26 chains, more or less, to the southwest corner of said northeast quarter; thence east along the south line of said quarter section; 15.64 chains to the center of a water ditch; thence northerly along the center line of said water ditch 43.26 chains to a point in the north line of said northeast quarter; thence west along said north line a distance of 16.25 chains, more or less, to the point of beginning.

Parcel 2: 011-040-027

That portion of the southeast quarter of the northwest quarter of section 3, township 19 south, range 21 east, mount diablo base and meridian, in the county of Kings, state of California, more particularly described as parcel 2 of parcel map recorded in book 5, page 72, of parcel map recorded in Book 5, Page 72 of parcel maps, Kings County Records.

APN: 011-040-008, 011-040-010, 011-040-027

END OF DOCUMENT

VTTM 943
Hanford Armona Road
Hanford, CA 93230

Inquiry Number: 7674781.6
June 06, 2024

The EDR Property Tax Map Report

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

EDR Property Tax Map Report

Environmental Data Resources, Inc.'s EDR Property Tax Map Report is designed to assist environmental professionals in evaluating potential environmental conditions on a target property by understanding property boundaries and other characteristics. The report includes a search of available property tax maps, which include information on boundaries for the target property and neighboring properties, addresses, parcel identification numbers, as well as other data typically used in property location and identification.

NO COVERAGE

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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VTTM 943
Hanford Armona Road
Hanford, CA 93230

Inquiry Number: 7674781.3
June 06, 2024

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

06/06/24

Site Name:

VTTM 943
Hanford Armona Road
Hanford, CA 93230
EDR Inquiry # 7674781.3

Client Name:

Geotek
1548 North Maple Street
Corona, CA 92880
Contact: Kyle Richard Mchargue

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Geotek were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # 5F26-4BCF-B5FD

PO # 3951-CR

Project 3951-CR

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

Sanborn® Library search results

Certification #: 5F26-4BCF-B5FD

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ☑ Library of Congress
- ☑ University Publications of America
- ☑ EDR Private Collection

The Sanborn Library LLC Since 1866™

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VTTM 943
Hanford Armona Road
Hanford, CA 93230

Inquiry Number: 7674781.4
June 06, 2024

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

06/06/24

Site Name:	Client Name:
VTTM 943	Geotek
Hanford Armona Road	1548 North Maple Street
Hanford, CA 93230	Corona, CA 92880
EDR Inquiry # 7674781.4	Contact: Kyle Richard Mchargue

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Geotek were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:		*Coordinates:*	
P.O.#	3951-CR	**Latitude:**	36.309918 36° 18' 36" North
Project:	3951-CR	**Longitude:**	-119.680091 -119° 40' 48" West
		UTM Zone:	Zone 11 North
		UTM X Meters:	259371.98
		UTM Y Meters:	4021657.74
		Elevation:	243.00' above sea level

Maps Provided:

2021
2018
2015
2012
1976
1954
1926

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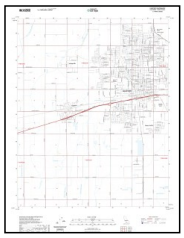
Topo Sheet Key

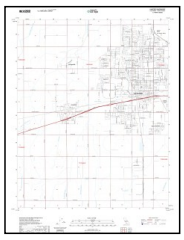
This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2021 Source Sheets



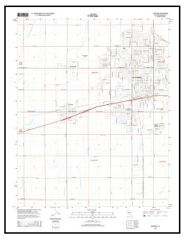
Hanford
2021
7.5-minute, 24000

2018 Source Sheets



Hanford
2018
7.5-minute, 24000

2015 Source Sheets



Hanford
2015
7.5-minute, 24000

2012 Source Sheets

Hanford
2012
7.5-minute, 24000

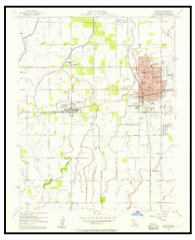
Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1976 Source Sheets

Hanford
1976
7.5-minute, 24000
Aerial Photo Revised 1976

1954 Source Sheets



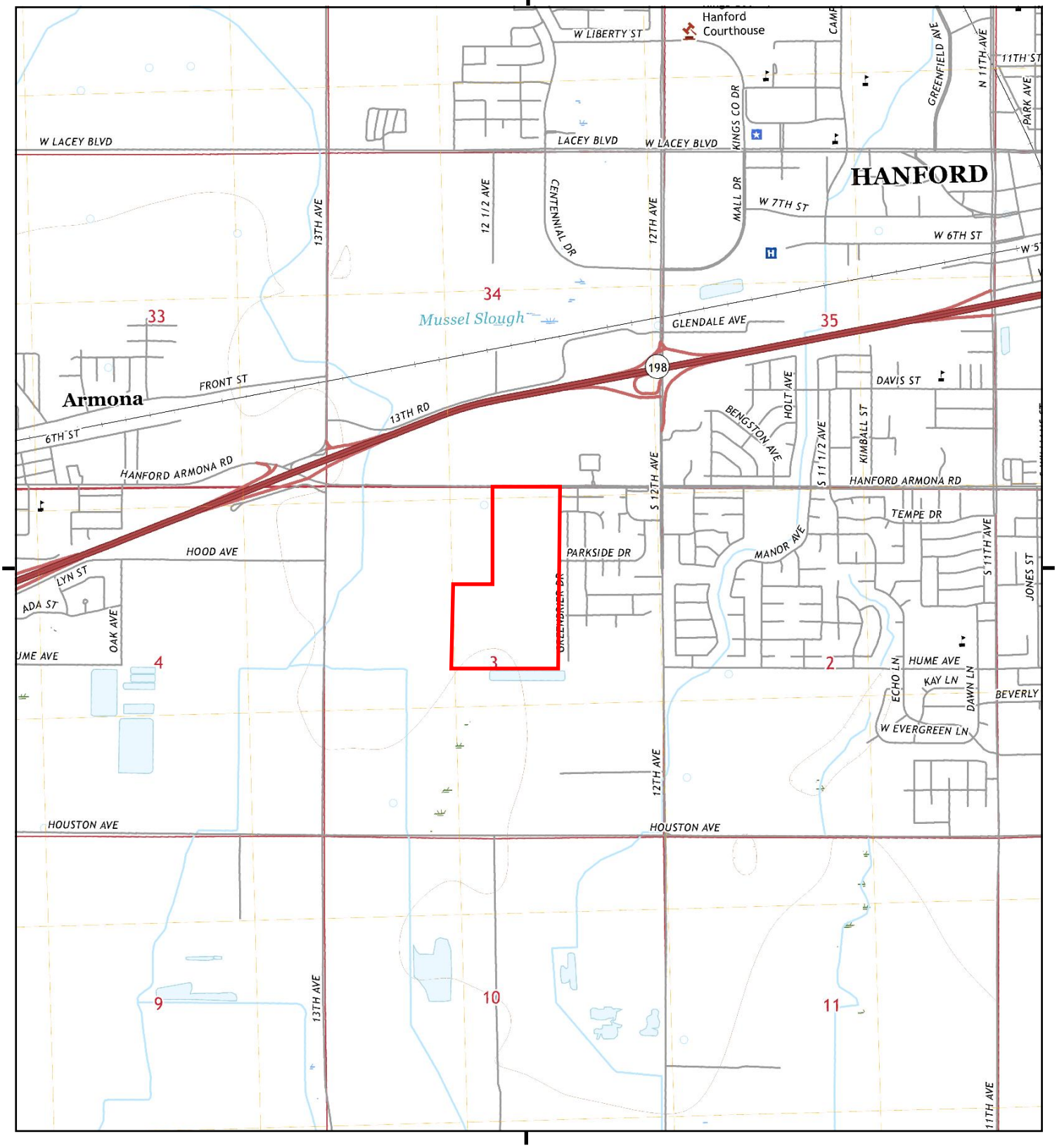
Hanford
1954
7.5-minute, 24000
Aerial Photo Revised 1950

1926 Source Sheets

Hanford
1926
7.5-minute, 31680

Historical Topo Map

2021



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Hanford, 2021, 7.5-minute

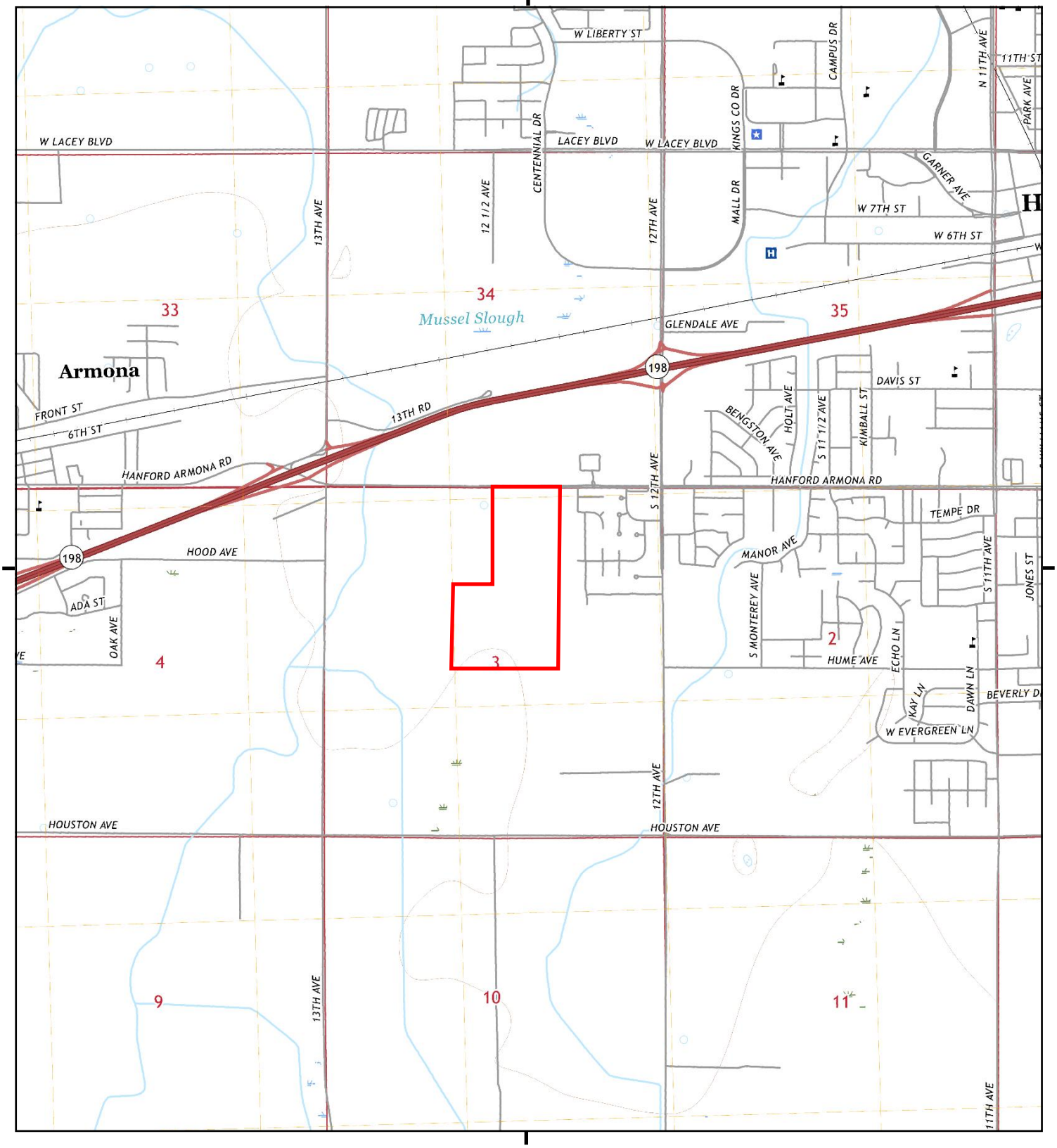
SITE NAME: VTTM 943
ADDRESS: Hanford Armona Road
Hanford, CA 93230
CLIENT: Geotek

N

7674781 - 4 page 5

Historical Topo Map

2018



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Hanford, 2018, 7.5-minute

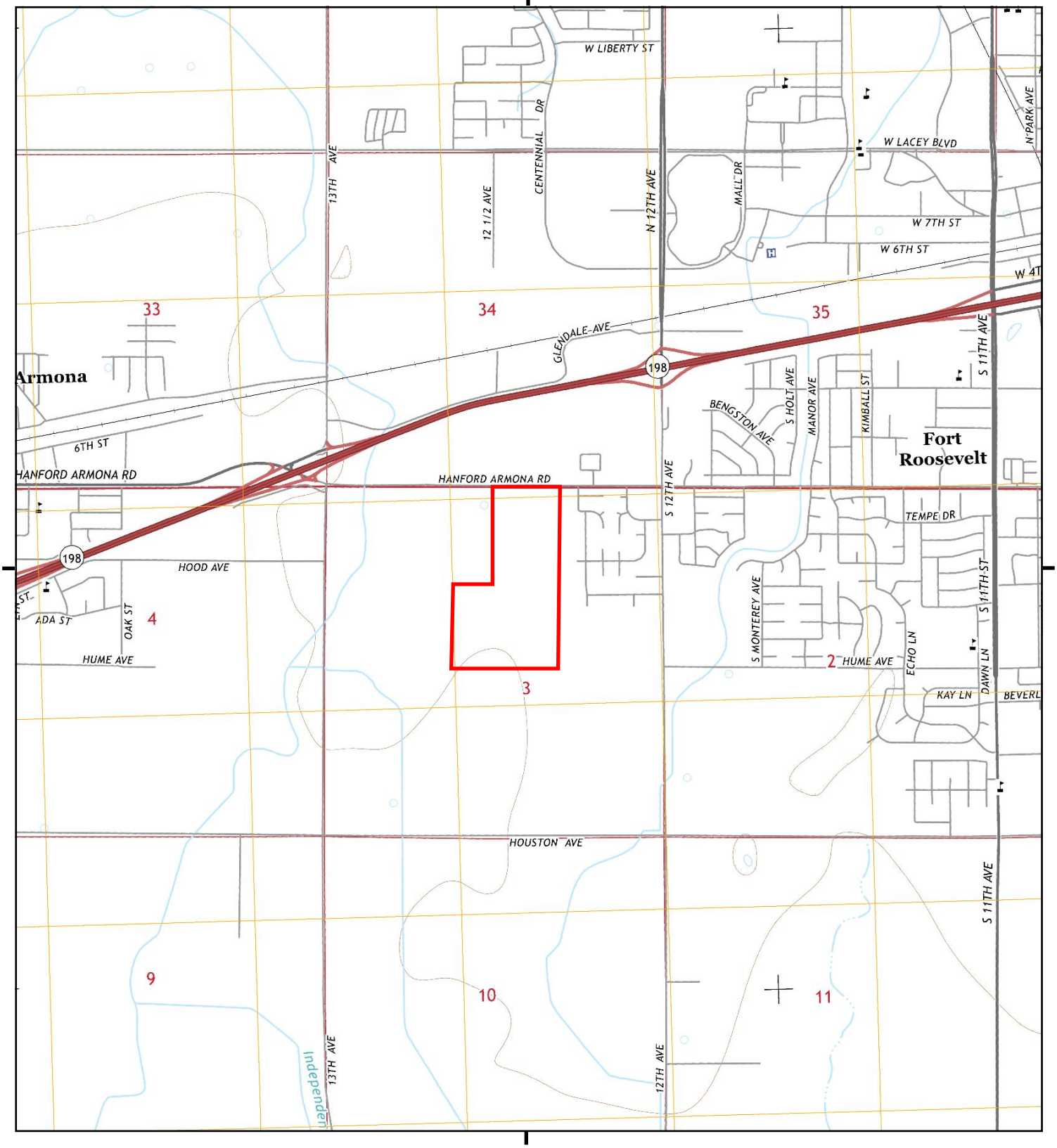
SITE NAME: VTTM 943
ADDRESS: Hanford Armona Road
Hanford, CA 93230
CLIENT: Geotek

N

7674781 - 4 page 6

Historical Topo Map

2015



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Hanford, 2015, 7.5-minute

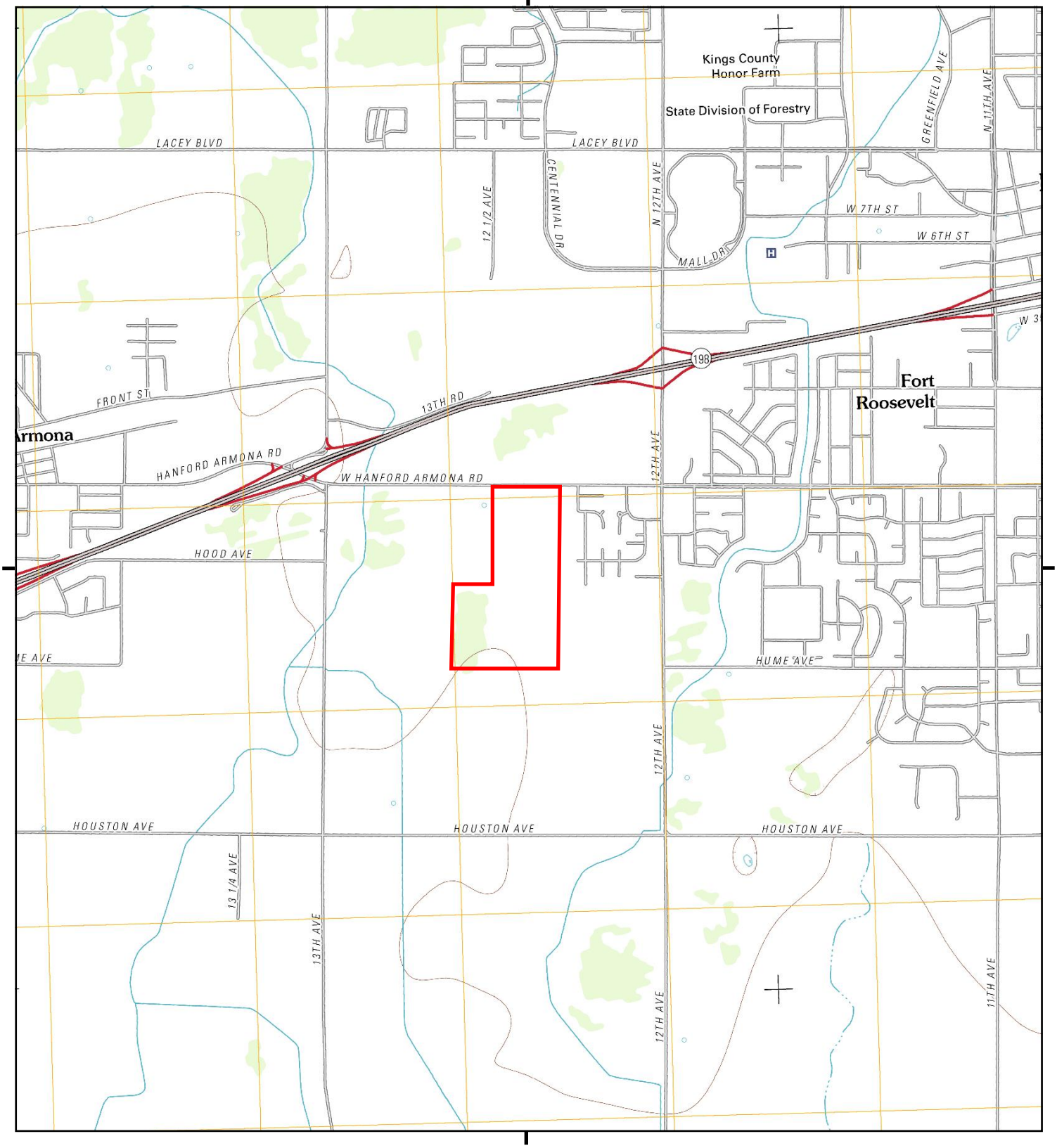
SITE NAME: VTTM 943
ADDRESS: Hanford Armona Road
Hanford, CA 93230
CLIENT: Geotek

N

7674781 - 4 page 7

Historical Topo Map

2012



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Hanford, 2012, 7.5-minute

SITE NAME: VTTM 943
ADDRESS: Hanford Armona Road
Hanford, CA 93230
CLIENT: Geotek

N

7674781 - 4 page 8

Historical Topo Map

1976

This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

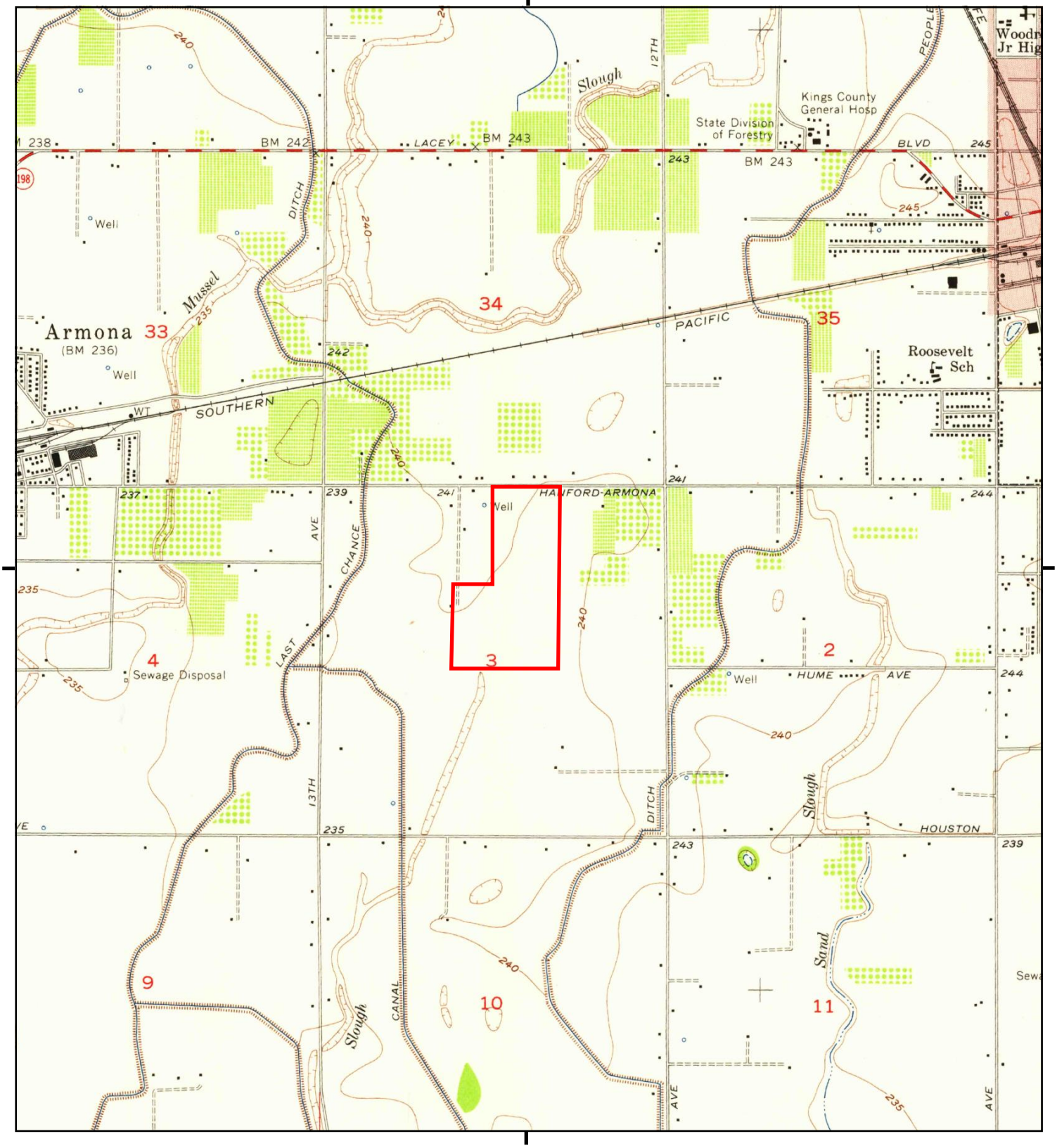
TP, Hanford, 1976, 7.5-minute

SITE NAME: VTTM 943
ADDRESS: Hanford Armona Road
Hanford, CA 93230
CLIENT: Geotek

N

Historical Topo Map

1954



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

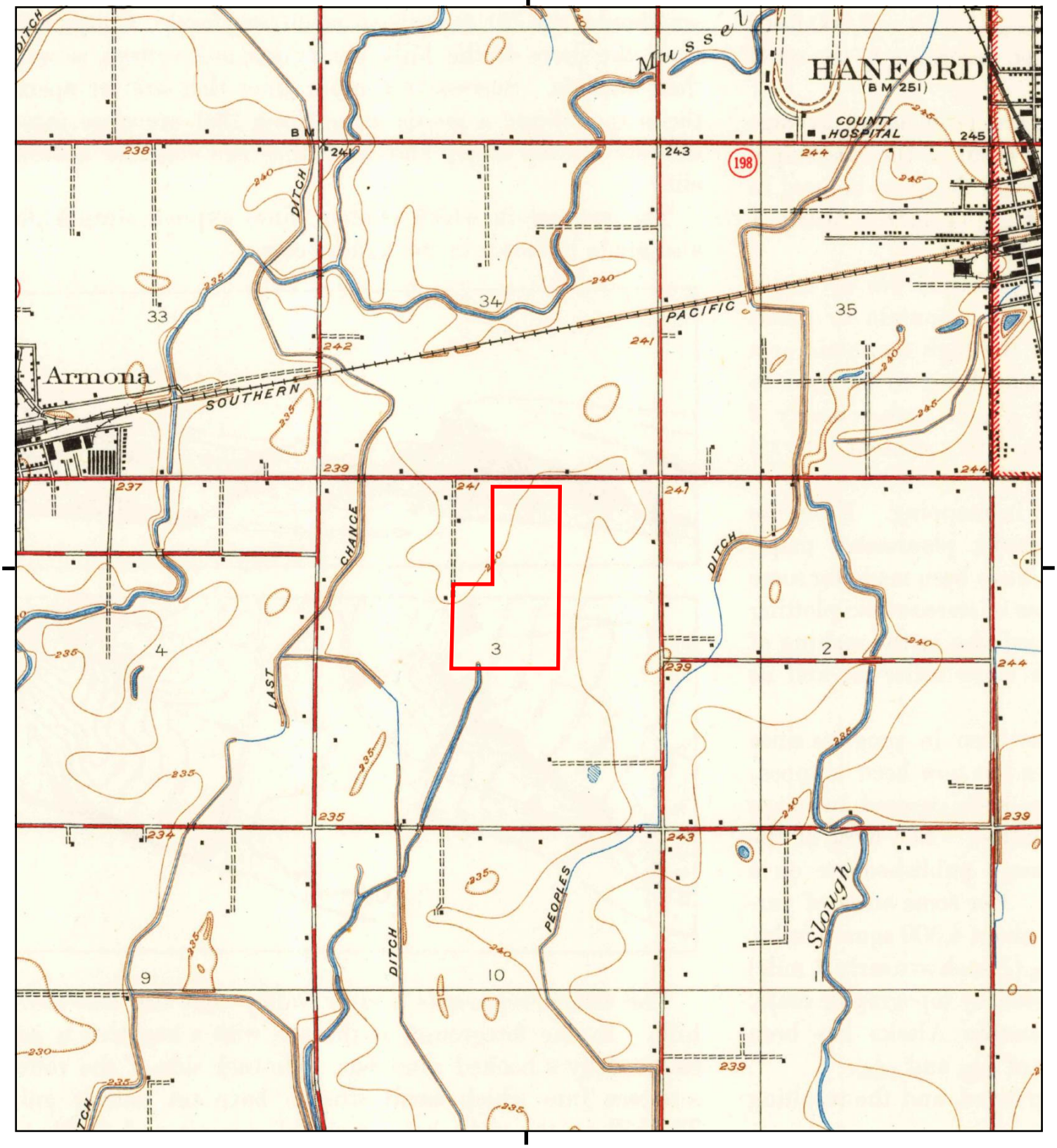
NW N NE
W E
SW S SE

TP, Hanford, 1954, 7.5-minute

SITE NAME: VTTM 943
ADDRESS: Hanford Armona Road
Hanford, CA 93230
CLIENT: Geotek

N

7674781 - 4 page 10



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Hanford, 1926, 7.5-minute

SITE NAME: VTTM 943
ADDRESS: Hanford Armona Road
Hanford, CA 93230
CLIENT: Geotek

N

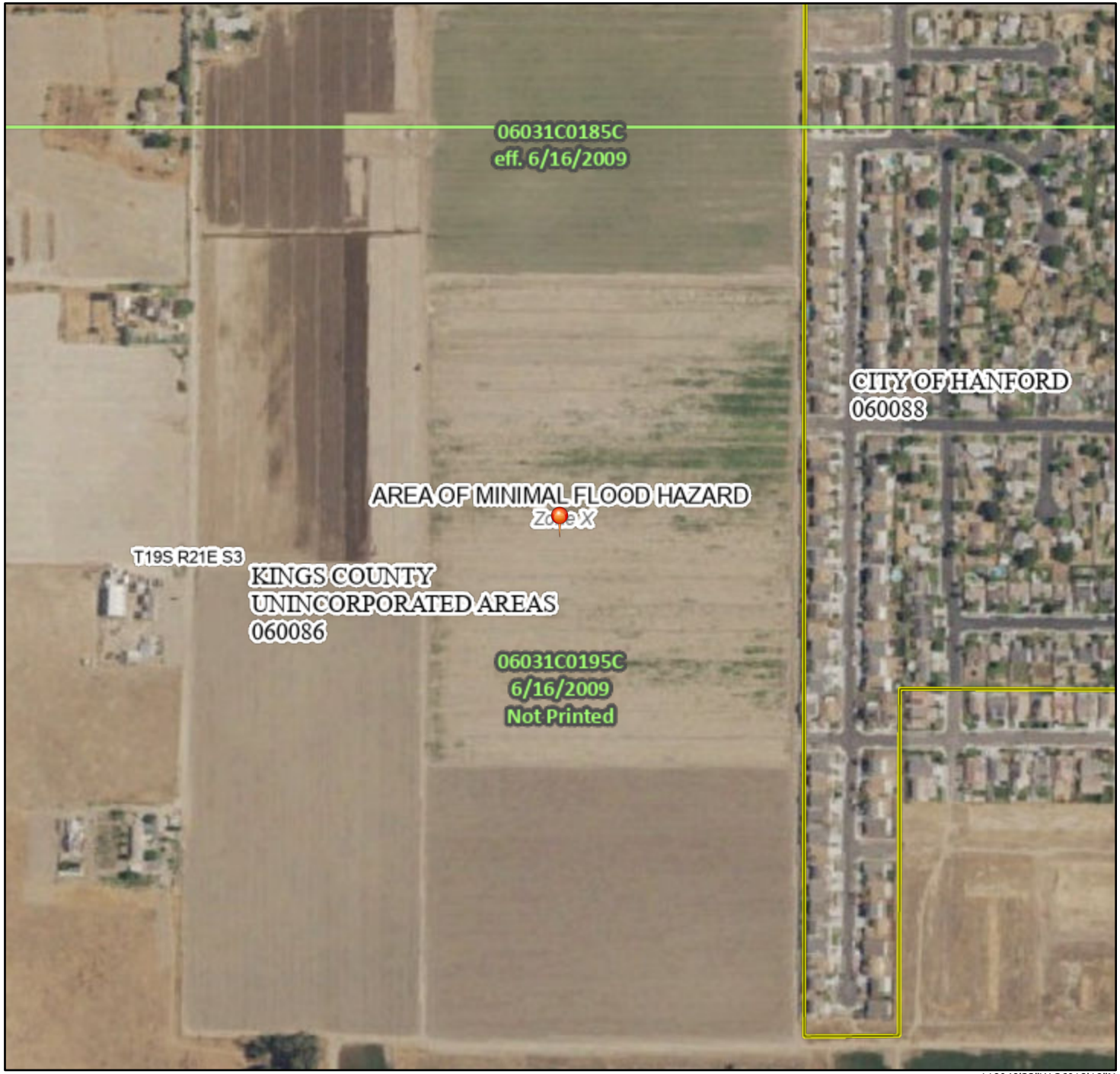
APPENDIX C

QUESTIONNAIRE(S) AND SITE DOCUMENTS FROM OTHER SOURCES

National Flood Hazard Layer FIRMette

FEMA

119°41'9"W 36°18'48"N



119°40'32"W 36°18'19"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/27/2024 at 2:53 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

PROPERTY QUESTIONNAIRE

To the best of your actual knowledge and in good faith, please complete the following property questionnaire and return to GeoTek (contact information below).

PROPERTY INFORMATION

Property/Site Name: 75 Acres, Hanford Armona Road
Property Street Address(es):
Property City, State, Zip: Hanford, CA, 93230

PROPERTY LAND USE DESCRIPTION

Area of Property (square feet or acres) 75.02 Acres, more or less
Assessor Parcel Number(s): 011-040-08; 10; 27
Additional Street Addresses used at Property (current or past) None
Description of Property and Improvements (number of buildings, date(s) of construction, type of buildings, former structures no longer on property): No buildings
Agricultural Irrigation System

UTILITY SERVICES (list suppliers/providers/servicers)

Electric: PG&E & SMUD
Natural Gas None
Propane: None
Water: None
Sewer: None
Trash Removal: Not at this time

CURRENT/PRIOR PROPERTY OWNERSHIP AND USE

How long have you owned the property? April, 2018
Describe the property usage during your ownership: Farming, Irrigated Row Crops

Who owned the property before you and for how long? Margot Griswold, Ed Griswold, Tedra Lee Battaglia, The Quercus Group - many years
Describe the property usage prior to your ownership: Same - farming, row crop. The SW 20 acres had walnuts (removed 2021)

ADJOINING PROPERTY LAND USE DESCRIPTION

North Land Use: Church, Ag
South Land Use: AG
East Land Use: SFR
West Land Use: AG → SFR

Your Name: Marc R. Frelier
Firm: MRF Lands / Silicon Valley Ranch, LLC

Please Return to GeoTek, Inc.
kmchargue@geotekusa.com
1548 N. Maple St., Corona, CA 92585
Phone: (951) 710-1160

PROPERTY QUESTIONNAIRE

Signature: Marc R. Fraley Date: May 17, 2024

No.	Question	Please indicate your response to each question. ("Unk" indicates a response of "unknown")			
		Yes	No	Unk	Please explain each affirmative or unknown answer in the space provided.
1a	Is the *property* used for an industrial use?		✓		
1b	Is any *adjoining property* used for an industrial use?			✓	
2a	Do you observe evidence or do you have any prior knowledge that the *property* has been used for an industrial use in the past?		✓		
2b	Did you observe evidence or do you have any prior knowledge that any *adjoining property* has been used for an industrial use in the past.		✓		
3a	Is the *property* used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?		✓		
3b	Is any *adjoining property* used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?		✓		
4a	Did you observe evidence or do you have any knowledge that the *property* has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?		✓		Fields had been lazer levelled in past & benched.
4b	Did you observe evidence or do you have any prior knowledge that any *adjoining property* has been used as a gasoline station, motor repair facility, commercial printing facility, dry cleaners, photo developing laboratory, junkyard or landfill, or as a waste treatment, storage, disposal, processing, or recycling facility (if applicable, identify which)?		✓		

PROPERTY QUESTIONNAIRE

No.	Question	Please indicate your response to each question. ("Unk" indicates a response of "unknown")			
		Yes	No	Unk	Please explain each affirmative or unknown answer in the space provided.
5a	Are there currently any damage or discarded automotive or industrial batteries, pesticides, paints, or other chemicals in individual containers of >5 gal (19L.) in volume or 50 gal (190 L.) in the aggregated, stored on or used at the *property* or at the facility?		✓		
5b	Did you observe evidence or do you have any prior knowledge that there have been previously any damaged or discarded automotive or industrial batteries, or pesticides, paints, or other chemicals in individual containers of >5 gal (19 L.) in volume or 50 gal (190 L.) in the aggregated, stored on or used at the *property* or at the facility?		✓		Only Chemicals or material for farming.
6a	Are there currently any industrial *drums* (typically 55-gal (208 L.)) or sacks of chemicals located on the property or at the facility?		✓		
6b	Did you observe evidence or do you have prior knowledge that there have been previously any industrial *drums*(typically 55 gal (208 L.)) or sacks of chemicals on located on the property of at the facility?		✓		
7a	Did you observe evidence or do you have prior knowledge that *fill dirt* that has been brought onto the property that originated from a contaminated site?		✓		
7b	Did you observe evidence or do you have prior knowledge that *fill dirt* that has been brought onto the property that is of an unknown origin?		✓		
8a	Are there currently *pits, ponds, or lagoons* located on the *property* in connection with waste treatment or waste disposal?		✓		Only temporary ditches & drains for farming.
8b	Did you observe evidence or do you have prior knowledge that there have been previously, any *pits, ponds, or lagoons* located on the *property* in connection with waste treatment or waste disposal?		✓		
9a	Is there currently any stained soil on the *property*?		✓		
9b	Did you observe evidence or do you have prior knowledge that there has been previously, any stained soil on the *property*?		✓		

PROPERTY QUESTIONNAIRE

No.	Question	Please indicate your response to each question. ("Unk" indicates a response of "unknown")			
		Yes	No	Unk	**Please explain each affirmative or unknown answer in the space provided.**
10a	Are there any currently any registered or unregistered storage tanks (above or underground) located on the *property*?		✓		
10b	Did you observe evidence or do you have prior knowledge that there have been previously, any registered or unregistered storage tanks (above or underground) located on the *property*?	✓			Small diesel tanks servicing AG Well.
11a	Are there currently any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the *property* or adjacent to any structure located on the *property*?	✓			for Ag irrigation
11b	Did you observe evidence or do you have prior knowledge that there have been previously, any vent pipes, fill pipes, or access ways indicating a fill pipe protruding from the ground on the *property* or adjacent to any structure located on the *property*?	✓			Irrigation Pipeline
12a	Is there currently evidence of leaks, spills or staining by substances other than water, or foul odors, associated with any flooring, drains, walls, ceilings, or exposed grounds on the property?		✓		
12b	Did you observe evidence or do you have any prior knowledge that there have been previously any leaks, spills, or staining by substances other than water, or foul odors, associated with any flooring, drains, walls, ceilings, or exposed grounds on the property?		✓		
13a	If the property is served by a private well or non-public water system, is there evidence or do you have prior knowledge that contaminants have been identified in the well or system of that exceed guidelines applicable to the water system?		✓		
13b	If the property is served by a private well or non-public system, is there evidence or do you have prior knowledge that the well has been designated a contaminated by any government environmental/health agency?		✓		

PROPERTY QUESTIONNAIRE

No.	Question	Please indicate your response to each question. ("Unk" indicates a response of "unknown")			
		Yes	No	Unk	**Please explain each affirmative or unknown answer in the space provided.**
14	Does the *owner* or *occupants* of the *property* have any knowledge of *environmental liens* or governmental notification relating to past or recurrent violations of environmental laws with respect to the *property* or any facility located on the *property*?		✓		
15a	Has the *owner* or *occupant* of the *property* been informed of the past existence of *hazardous substances* or *petroleum products* with respect to the *property* or any facility located on the *property*?		✓		
15b	Has the *owner* or *occupant* of the *property* been informed of the current existence of *hazardous substances* or *petroleum products* with respect to the *property* or any facility located on the *property*?		✓		
15c	Has the *owner* or *occupant* of the *property* been informed of the past existence of environmental violations with respect to the *property* or any facility located on the *property*?		✓		
15d	Has the *owner* or *occupant* of the *property* been informed of the current existence of environmental violations with respect to the *property* or any facility located on the *property*?		✓		
16	Does the *owner* or *occupant* of the *property* have any knowledge of any *environmental site assessments* of the *property* or facility that indicated the presence of *hazardous substances* or *petroleum products* on, or contamination of, the *property* or recommended further assessment of the *property*?		✓		
17	Does the *owner* or *occupant* of the *property* know of any past, threatened, or pending lawsuits or administrative proceedings concerning a release or threatened release of any *hazardous substance* or *petroleum products* involving the *property* by any owner or occupant of the *property*?		✓		
18a	Does the *property* discharge waste water (not including sanitary waste or storm water) onto or adjacent to the property and/or into a storm water system?		✓		May have been historical drainage at South end.

PROPERTY QUESTIONNAIRE

No.	Question	Please indicate your response to each question. ("Unk" indicates a response of "unknown")			
		Yes	No	Unk	**Please explain each affirmative or unknown answer in the space provided.**
18b	Does the *property* discharge waste water (not including sanitary waste or storm water) onto or adjacent to the property and/or into a sanitary sewer system?		✓		
19	Did you observe or do you have any knowledge that any *hazardous substances* or *petroleum products*, unidentified waste materials, tires, automotive or industrial batteries, or any other waste materials have been dumped above grade, buried and/or burned on the *property*?		✓		
20	Is there a transformer, capacitor, or any hydraulic equipment for which there are any records indicating the presence of PCBs?		✓		
21a	Are there hydraulic elevators on the property?		✓		
21b	Have the hydraulic elevators been tested within the past twelve months?				N/A
21c	Are there available maintenance records for the hydraulic elevators?				N/A
22a	Is there a Radiology installation located on this property?		✓		
22b	Does the Radiology installation use film?				N/A
22c	Is the Radiology film disposed-of by a licensed recycler or disposal company?				N/A
23a	Is there an emergency generator located on the property?		✓		
23b	Is the emergency generator fueled from aboveground or underground tanks?				N/A
24	Is there a Hematology facility located on the property?		✓		
25a	Is bulk medical gas stored on the property?		✓		

USER QUESTIONNAIRE

INTRODUCTION

In order to qualify for one of the *Landowner Liability Protections* offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2002, the *user* must provide the following information (if available) to the *environmental professional.* Failure to provide this information could result in a determination that "*all appropriate inquiry*" is not complete.

(1) Are you aware of any environmental cleanup liens against the property that are filed or recorded under federal, tribal, state or local law?

CIRCLE YES *or* NO

If yes, please explain in detail.

(2) Are you aware of any Act Use Limitations (AUL), such as *engineering controls*, land use restrictions or *institutional controls* that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state or local law?

YES *or* NO

If yes, please explain.

(3) As the *user* of this Environmental Site Assessment (ESA) do you have any specialized knowledge or familiarity related to the *property* or nearby properties? For example, are you involved in the same line of business as the current or former *occupants* of the *property* or its neighboring *property,* so that you may have specific knowledge of the chemicals and processes used by this type of business?

YES *or* NO

If yes, please explain.

(4) Does the purchase price being paid for this *property* reasonably reflect the fair market value of the *property*?

YES *or* NO

If you believe that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the property?

YES *or* NO

If yes, please explain.

(5) Are you aware of commonly known or *reasonably* ascertainable information that would help the *environment professional* to identify conditions pinpointing releases or threaten releases of hazardous materials and/ or chemicals? For example, as user,

(a.) Do you know of any past uses of the *property?* YES or NO

(b.) Do you know of specific chemicals that are present or once were present at the *property*? YES or NO

(c.) Do you know of any chemical spills or any other chemical releases that have taken place at the *property?* YES or NO

(d.) Do you know of any environmental cleanups that have taken place at the *property*? YES *or* NO

If any yes, please explain.

(6) As the user of this Environmental Site Assessment (ESA), based on your knowledge and experience related to the *property* are there any *obvious* indicators that point to the presence or likely presence of contamination at the *property*?

YES *or* NO

If yes, please explain.

Completed By__Gilbert Isaac Vazquez _____
Print Name

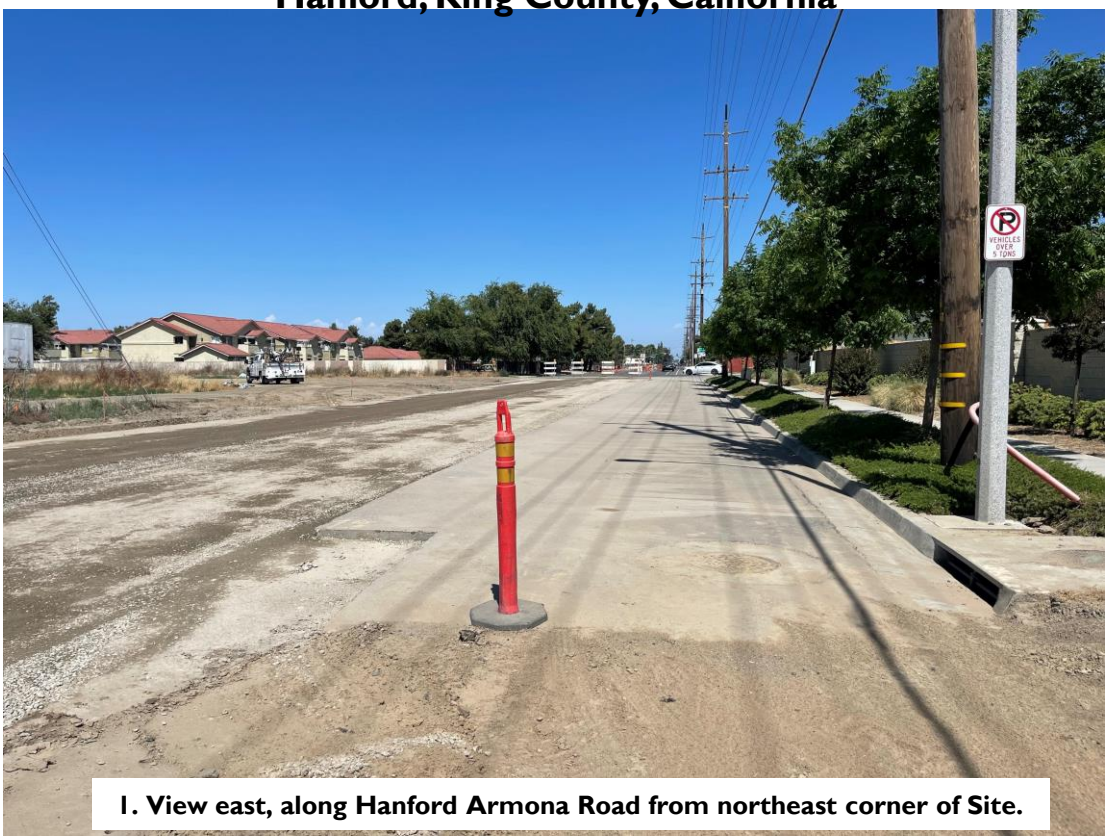
Gilbert Issac Vazquez
Signature

_____6.6.24_____
_____
Date

APPENDIX D

PHOTOGRAPHS

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California



1. View east, along Hanford Armona Road from northeast corner of Site.

2. View west, along Hanford Armona Road from northeast corner of Site.

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

3. View southwesterly, along Hanford Armona Road from northeast corner of Site.

4. View east from north portion of Site. Showing adjoining single-family development east of the Site.

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

5. View west from north portion of Site.

6. View northwesterly from north portion of Site.

GEOTEK

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

7. View south from north portion of Site.

8. Showing debris in east boundary of Site.

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

9. View westerly from east boundary of Site.

10. Showing abandoned shopping carts in east boundary of Site.

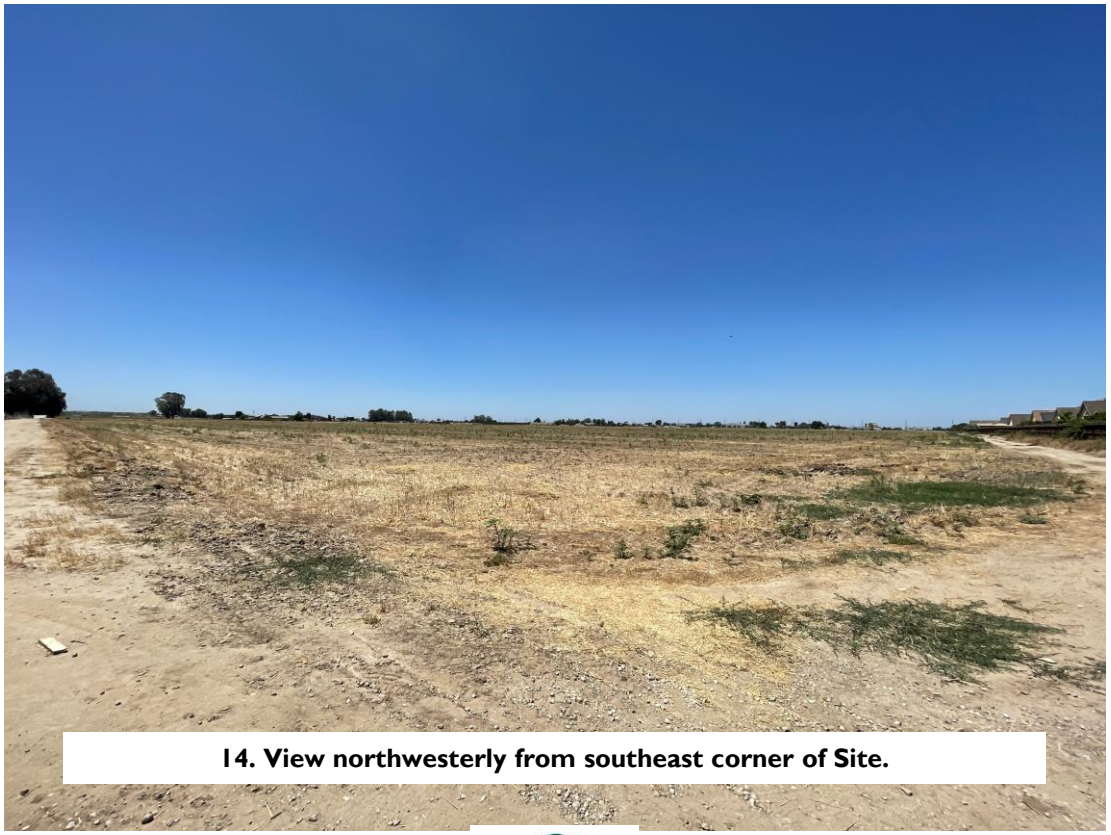
PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

11. Showing furniture debris and abandoned tires in southeast corner of Site.

12. Showing furniture debris in southeast corner of Site.

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

13. Showing furniture debris in southeast corner of Site.



14. View northwesterly from southeast corner of Site.

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

15. Showing furniture debris in south-central boundary of Site.

16. Showing debris in south boundary of Site.

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

17. View northeast from southwest boundary of Site. Showing water line pipe and wooden box.

18. View northwesterly from southwest boundary of Site.

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

19. View west from south boundary of Site.

20. View northeasterly from south boundary of Site.

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

21. View southwesterly from northwest boundary of Site.

22. View north from northwest boundary of Site. Showing adjoining vacant land to the northwest of the Site.

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

23. View southwesterly from central-west portion of Site.

24. View northeast from central-west portion of Site. Showing irrigation standpipe.

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

25. View northeasterly from central-west portion of Site.

26. View northwesterly from central-west portion of Site. Showing adjoining vacant land to the northeast of the Site.

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

27. View easterly from northwest boundary of Site.

28. View southeasterly from northwest boundary of Site.

PHOTOGRAPHS
Tentative Tract Map No. 943
Hanford, King County, California

29. View southwesterly from northwest boundary of Site. Showing adjoining vacant land to the northwest of the Site.

APPENDIX E

ENVIRONMENTAL DATABASE REPORT

VTTM 943
Hanford Armona Road
Hanford, CA 93230

Inquiry Number: 7674781.2s
June 06, 2024

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

FORM-LBB-TF5

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Map Findings	9
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GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
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Physical Setting SSURGO Soil Map	A-5
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Physical Setting Source Records Searched	PSGR-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E1527 - 21), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E2247 - 16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E1528 - 22) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

HANFORD ARMONA ROAD
HANFORD, CA 93230

COORDINATES

Latitude (North):	36.3099180 - 36° 18' 35.70''
Longitude (West):	119.6800910 - 119° 40' 48.32''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	259366.2
UTM Y (Meters):	4021456.5
Elevation:	243 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	50005774 HANFORD, CA
Version Date:	2021

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20200705
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
HANFORD ARMONA ROAD
HANFORD, CA 93230

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
1	DAVID HERNANDEZ	1166 EDGEWOOD DR	RCRA NonGen / NLR	Higher	331, 0.063, ENE
2	GILLIAN GARDNER	1255 CLING CIRCLE	RCRA NonGen / NLR	Higher	1029, 0.195, East
3	DANNY FLOREZ	1083 WOODLAND DR	RCRA NonGen / NLR	Higher	1132, 0.214, ENE
4	WL WINTERBG FARM	12458 HANFORD DRIVE	HIST UST	Higher	1156, 0.219, NW
5	CORNELIUS, BEN	11801 12TH AVENUE	ENVIROSTOR	Higher	2362, 0.447, SE
A6	HIGHWAY PATROL HEADQ	11050 13TH	LUST, Cortese, HIST CORTESE, CERS	Lower	2462, 0.466, WNW
A7	HIGHWAY PATROL HEADQ	11050 13TH AVE	UST FINDER RELEASE	Lower	2462, 0.466, WNW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL ---- National Priority List
Proposed NPL ---- Proposed National Priority List Sites
NPL LIENS ---- Federal Superfund Liens

Lists of Federal Delisted NPL sites

Delisted NPL ---- National Priority List Deletions

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY ---- Federal Facility Site Information listing
SEMS ---- Superfund Enterprise Management System

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE ---- Superfund Enterprise Management System Archive

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS ---- Corrective Action Report

Lists of Federal RCRA TSD facilities

RCRA-TSDF ---- RCRA - Treatment, Storage and Disposal

Lists of Federal RCRA generators

RCRA-LQG ---- RCRA - Large Quantity Generators
RCRA-SQG ---- RCRA - Small Quantity Generators
RCRA-VSQG ---- RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS ---- Land Use Control Information System

US ENG CONTROLS Engineering Controls Sites List
US INST CONTROLS Institutional Controls Sites List

Federal ERNS list

ERNS Emergency Response Notification System

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE State Response Sites

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF Solid Waste Information System

Lists of state and tribal leaking storage tanks

INDIAN LUST Leaking Underground Storage Tanks on Indian Land
CPS-SLIC Statewide SLIC Cases

Lists of state and tribal registered storage tanks

FEMA UST Underground Storage Tank Listing
UST Active UST Facilities
AST Aboveground Petroleum Storage Tank Facilities
INDIAN UST Underground Storage Tanks on Indian Land

Lists of state and tribal voluntary cleanup sites

VCP Voluntary Cleanup Program Properties
INDIAN VCP Voluntary Cleanup Priority Listing

Lists of state and tribal brownfield sites

BROWNFIELDS Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT Waste Management Unit Database
SWRCY Recycler Database
HAULERS Registered Waste Tire Haulers Listing
INDIAN ODI Report on the Status of Open Dumps on Indian Lands
ODI Open Dump Inventory
DEBRIS REGION 9 Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL Delisted National Clandestine Laboratory Register

HIST Cal-Sites ---- Historical Calsites Database
SCH ---- School Property Evaluation Program
CDL ---- Clandestine Drug Labs
CERS HAZ WASTE ---- California Environmental Reporting System Hazardous Waste
Toxic Pits ---- Toxic Pits Cleanup Act Sites
US CDL ---- National Clandestine Laboratory Register

Local Lists of Registered Storage Tanks

SWEEPS UST ---- SWEEPS UST Listing
CERS TANKS ---- California Environmental Reporting System (CERS) Tanks
CA FID UST ---- Facility Inventory Database

Local Land Records

LIENS ---- Environmental Liens Listing
LIENS 2 ---- CERCLA Lien Information
DEED ---- Deed Restriction Listing

Records of Emergency Release Reports

HMIRS ---- Hazardous Materials Information Reporting System
CHMIRS ---- California Hazardous Material Incident Report System
LDS ---- Land Disposal Sites Listing
MCS ---- Military Cleanup Sites Listing
SPILLS 90 ---- SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS ---- Formerly Used Defense Sites
DOD ---- Department of Defense Sites
SCRD DRYCLEANERS ---- State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR ---- Financial Assurance Information
EPA WATCH LIST ---- EPA WATCH LIST
2020 COR ACTION ---- 2020 Corrective Action Program List
TSCA ---- Toxic Substances Control Act
TRIS ---- Toxic Chemical Release Inventory System
SSTS ---- Section 7 Tracking Systems
ROD ---- Records Of Decision
RMP ---- Risk Management Plans
RAATS ---- RCRA Administrative Action Tracking System
PRP ---- Potentially Responsible Parties
PADS ---- PCB Activity Database System
ICIS ---- Integrated Compliance Information System
FTTS ---- FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS ---- Material Licensing Tracking System
COAL ASH DOE ---- Steam-Electric Plant Operation Data
COAL ASH EPA ---- Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER ---- PCB Transformer Registration Database
RADINFO ---- Radiation Information Database
HIST FTTS ---- FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS ---- Incident and Accident Data
CONSENT ---- Superfund (CERCLA) Consent Decrees
INDIAN RESERV ---- Indian Reservations

FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
MINES MRDS	Mineral Resources Data System
ABANDONED MINES	Abandoned Mines
FINDS	Facility Index System/Facility Registry System
DOCKET HWC	Hazardous Waste Compliance Docket Listing
ECHO	Enforcement & Compliance History Information
UXO	Unexploded Ordnance Sites
FUELS PROGRAM	EPA Fuels Program Registered Listing
PFAS NPL	Superfund Sites with PFAS Detections Information
PFAS FEDERAL SITES	Federal Sites PFAS Information
PFAS TSCA	PFAS Manufacture and Imports Information
PFAS TRIS	List of PFAS Added to the TRI
PFAS RCRA MANIFEST	PFAS Transfers Identified In the RCRA Database Listing
PFAS ATSDR	PFAS Contamination Site Location Listing
PFAS WQP	Ambient Environmental Sampling for PFAS
PFAS NPDES	Clean Water Act Discharge Monitoring Information
PFAS ECHO	Facilities in Industries that May Be Handling PFAS Listing
PFAS ECHO FIRE TRAIN	Facilities in Industries that May Be Handling PFAS Listing
PFAS PT 139 AIRPORT	All Certified Part 139 Airports PFAS Information Listing
AQUEOUS FOAM NRC	Aqueous Foam Related Incidents Listing
BIOSOLIDS	ICIS-NPDES Biosolids Facility Data
PFAS	PFAS Investigation Site Location Listing
AQUEOUS FOAM	Former Fire Training Facility Assessments Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
CHROME PLATING	Chrome Plating Facilities Listing
CUPA Listings	CUPA Resources List
DRYCLEANERS	Cleaner Facilities
EMI	Emissions Inventory Data
ENF	Enforcement Action Listing
Financial Assurance	Financial Assurance Information Listing
ICE	Inspection, Compliance and Enforcement
HWP	EnviroStor Permitted Facilities Listing
HWT	Registered Hazardous Waste Transporter Database
HWTS	Hazardous Waste Tracking System
HAZNET	Facility and Manifest Data
MINES	Mines Site Location Listing
MWMP	Medical Waste Management Program Listing
NPDES	NPDES Permits Listing
PEST LIC	Pesticide Regulation Licenses Listing
PROC	Certified Processors Database
Notify 65	Proposition 65 Records
HAZMAT	Hazardous Material Facilities
UIC	UIC Listing
UIC GEO	UIC GEO (GEOTRACKER)
WASTEWATER PITS	Oil Wastewater Pits Listing
WDS	Waste Discharge System
WIP	Well Investigation Program Case List
MILITARY PRIV SITES	MILITARY PRIV SITES (GEOTRACKER)
PROJECT	PROJECT (GEOTRACKER)
WDR	Waste Discharge Requirements Listing
CIWQS	California Integrated Water Quality System

CERS ---------- CERS
NON-CASE INFO ---------- NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS ---------- OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS ---------- PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT ---------- SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ ---------- Well Stimulation Project (GEOTRACKER)
UST FINDER ---------- UST Finder Database

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP ---------- EDR Proprietary Manufactured Gas Plants
EDR Hist Auto ---------- EDR Exclusive Historical Auto Stations
EDR Hist Cleaner ---------- EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF ---------- Recovered Government Archive Solid Waste Facilities List
RGA LUST ---------- Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 01/22/2024 has revealed that there is

1 ENVIROSTOR site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CORNELIUS, BEN Facility Id: 16200007 Status: Refer: RWQCB	11801 12TH AVENUE	SE 1/4 - 1/2 (0.447 mi.)	5	16

Lists of state and tribal leaking storage tanks

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there is 1 LUST site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HIGHWAY PATROL HEADQ Database: LUST REG 5, Date of Government Version: 07/01/2008 Database: LUST, Date of Government Version: 03/04/2024 Status: Completed - Case Closed Global Id: T0603100023 Status: Remediation Plan	***11050 13TH***	***WNW 1/4 - 1/2 (0.466 mi.)***	***A6***	***17***

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Registered Storage Tanks

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there is 1 HIST UST site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WL WINTERBG FARM Facility Id: 00000022683	12458 HANFORD DRIVE	NW 1/8 - 1/4 (0.219 mi.)	4	15

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 12/04/2023 has revealed that

there are 3 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DAVID HERNANDEZ EPA ID:: CAC003047707	1166 EDGEWOOD DR	ENE 0 - 1/8 (0.063 mi.)	1	9
GILLIAN GARDNER EPA ID:: CAC003223821	1255 CLING CIRCLE	E 1/8 - 1/4 (0.195 mi.)	2	11
DANNY FLOREZ EPA ID:: CAC002971005	1083 WOODLAND DR	ENE 1/8 - 1/4 (0.214 mi.)	3	13

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 12/13/2023 has revealed that there is 1 Cortese site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HIGHWAY PATROL HEADQ Cleanup Status: COMPLETED - CASE CLOSED	***11050 13TH***	***WNW 1/4 - 1/2 (0.466 mi.)***	***A6***	***17***

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there is 1 HIST CORTESE site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HIGHWAY PATROL HEADQ Reg Id: 5T16000022	***11050 13TH***	***WNW 1/4 - 1/2 (0.466 mi.)***	***A6***	***17***

UST FINDER RELEASE: US EPA's UST Finder data is a national composite of leaking underground storage tanks. This data contains information about, and locations of, leaking underground storage tanks. Data was collected from state sources and standardized into a national profile by EPA's Office of Underground Storage Tanks, Office of Research and Development, and the Association of State and Territorial Solid Waste Management Officials.

A review of the UST FINDER RELEASE list, as provided by EDR, and dated 06/08/2023 has revealed that there is 1 UST FINDER RELEASE site within approximately 0.5 miles of the target property.

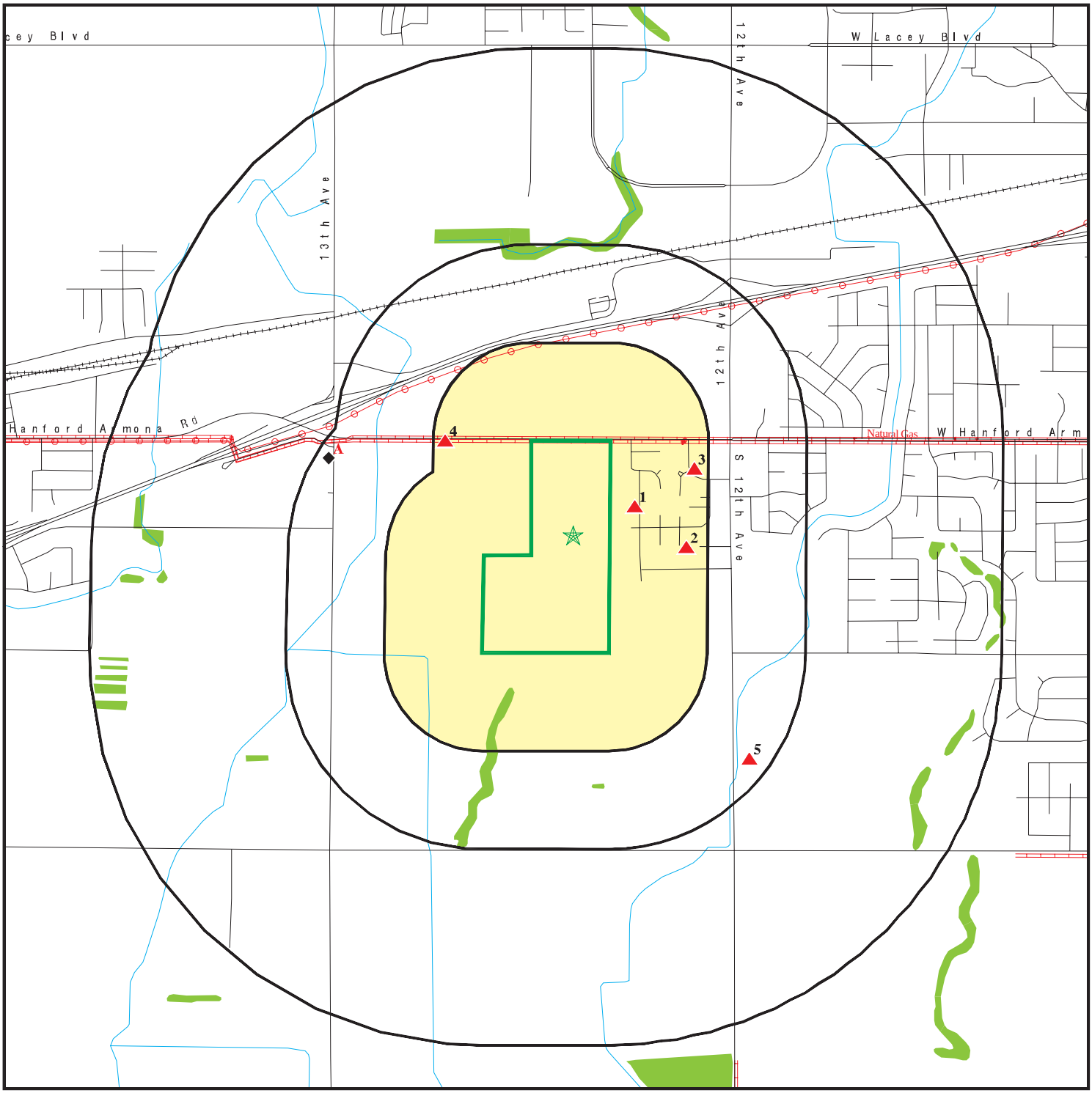
Lower Elevation	Address	Direction / Distance	Map ID	Page
HIGHWAY PATROL HEADQ	11050 13TH AVE	WNW 1/4 - 1/2 (0.466 mi.)	A7	28

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 1 records.

Site Name	Database(s)
	CDL

OVERVIEW MAP - 7674781.2S



0 1/4 1/2 1 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: VTTM 943	CLIENT: Geotek
ADDRESS: Hanford Armona Road Hanford CA 93230	CONTACT: Kyle Richard Mchargue INQUIRY #: 7674781.2s
LAT/LONG: 36.309918 / 119.680091	DATE: June 06, 2024 6:57 pm

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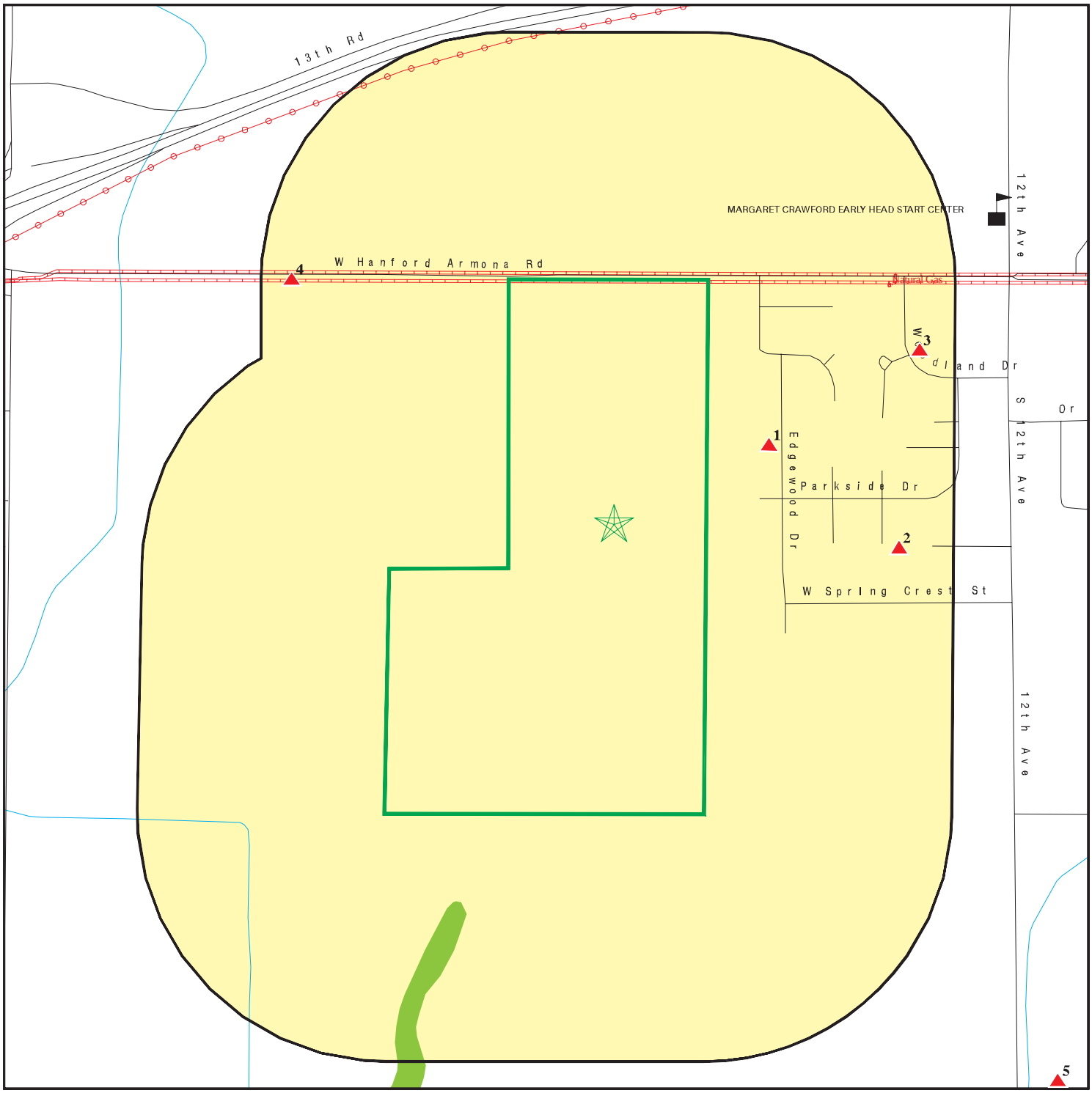
DETAIL MAP - 7674781.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/8 1/4 1/2 Miles

Indian Reservations BIA

Power transmission lines

Pipelines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: VTTM 943	CLIENT: Geotek
ADDRESS: Hanford Armona Road Hanford CA 93230	CONTACT: Kyle Richard Mchargue
LAT/LONG: 36.309918 / 119.680091	INQUIRY #: 7674781.2s DATE: June 06, 2024 6:58 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Lists of Federal NPL (Superfund) sites								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Lists of Federal Delisted NPL sites								
Delisted NPL	1.000		0	0	0	0	NR	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Lists of Federal CERCLA sites with NFRAP								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA facilities undergoing Corrective Action								
CORRACTS	1.000		0	0	0	0	NR	0
Lists of Federal RCRA TSD facilities								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Lists of Federal RCRA generators								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	0	NR	NR	NR	0
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
Lists of state- and tribal (Superfund) equivalent sites								
RESPONSE	1.000		0	0	0	0	NR	0
Lists of state- and tribal hazardous waste facilities								
ENVIROSTOR	1.000		0	0	1	0	NR	1
Lists of state and tribal landfills and solid waste disposal facilities								
SWF/LF	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
Lists of state and tribal leaking storage tanks								
LUST	0.500		0	0	1	NR	NR	1
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	0	NR	NR	0
Lists of state and tribal registered storage tanks								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
Lists of state and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
Lists of state and tribal brownfield sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		0	0	NR	NR	NR	0
HIST UST	0.250		0	1	NR	NR	NR	1
CERS TANKS	0.250		0	0	NR	NR	NR	0
CA FID UST	0.250		0	0	NR	NR	NR	0
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		1	2	NR	NR	NR	3
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
MINES MRDS	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
PFAS NPL	0.250		0	0	NR	NR	NR	0
PFAS FEDERAL SITES	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
PFAS TSCA	0.250		0	0	NR	NR	NR	0
PFAS TRIS	0.250		0	0	NR	NR	NR	0
PFAS RCRA MANIFEST	0.250		0	0	NR	NR	NR	0
PFAS ATSDR	0.250		0	0	NR	NR	NR	0
PFAS WQP	0.250		0	0	NR	NR	NR	0
PFAS NPDES	0.250		0	0	NR	NR	NR	0
PFAS ECHO	0.250		0	0	NR	NR	NR	0
PFAS ECHO FIRE TRAIN	0.250		0	0	NR	NR	NR	0
PFAS PT 139 AIRPORT	0.250		0	0	NR	NR	NR	0
AQUEOUS FOAM NRC	0.250		0	0	NR	NR	NR	0
BIOSOLIDS	0.001		0	NR	NR	NR	NR	0
PFAS	0.250		0	0	NR	NR	NR	0
AQUEOUS FOAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
CHROME PLATING	0.500		0	0	0	NR	NR	0
Cortese	0.500		0	0	1	NR	NR	1
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	0	1	NR	NR	1
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
HWTS	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
HAZMAT	0.250		0	0	NR	NR	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
CERS	0.001		0	NR	NR	NR	NR	0
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
UST FINDER	0.250		0	0	NR	NR	NR	0
UST FINDER RELEASE	0.500		0	0	1	NR	NR	1

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		0	1	3	5	0	0	9

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

1
ENE
< 1/8
0.063 mi.
331 ft.

DAVID HERNANDEZ
1166 EDGEWOOD DR
HANFORD, CA 93230

RCRA NonGen / NLR

1026041571
CAC003047707

Relative:
Higher

Actual:
243 ft.

RCRA Listings:

Date Form Received by Agency:	20191218
Handler Name:	David Hernandez
Handler Address:	1166 Edgewood Dr
Handler City,State,Zip:	HANFORD, CA 93230-5723
EPA ID:	CAC003047707
Contact Name:	DAVID HERNANDEZ
Contact Address:	1166 EDGEWOOD DR
Contact City,State,Zip:	HANFORD, CA 93230-5723
Contact Telephone:	559-530-1897
Contact Fax:	Not reported
Contact Email:	VALERIEO@CVECORP.COM
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Not reported
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	1166 EDGEWOOD DR
Mailing City,State,Zip:	HANFORD, CA 93230-5723
Owner Name:	David Hernandez
Owner Type:	Other
Operator Name:	David Hernandez
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No

DAVID HERNANDEZ (Continued) **1026041571**

Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20200210
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: DAVID HERNANDEZ	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1166 EDGEWOOD DR
Owner/Operator City,State,Zip:	HANFORD, CA 93230-5723
Owner/Operator Telephone:	559-530-1897
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: DAVID HERNANDEZ	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1166 EDGEWOOD DR
Owner/Operator City,State,Zip:	HANFORD, CA 93230-5723
Owner/Operator Telephone:	559-530-1897
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20191218
Handler Name: DAVID HERNANDEZ	
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	Not reported
Electronic Manifest Broker:	Not reported

DAVID HERNANDEZ (Continued) **1026041571**

List of NAICS Codes and Descriptions:
NAICS Code: 56299
NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

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2 **GILLIAN GARDNER** **RCRA NonGen / NLR** **1027681994**
East **1255 CLING CIRCLE** **CAC003223821**
1/8-1/4 **HANFORD, CA 93230**
0.195 mi.
1029 ft.

Relative:
Higher

Actual:
243 ft.

RCRA Listings:

Date Form Received by Agency:	20230322
Handler Name:	Gillian Gardner
Handler Address:	1255 Cling Circle
Handler City,State,Zip:	HANFORD, CA 93230
EPA ID:	CAC003223821
Contact Name:	GILLIAN GARDNER
Contact Address:	1255 CLING CIRCLE
Contact City,State,Zip:	HANFORD, CA 93230
Contact Telephone:	559-267-3309
Contact Fax:	Not reported
Contact Email:	JDAVIS@PARCENVIRONMENTAL.COM
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Not reported
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	1255 CLING CIRCLE
Mailing City,State,Zip:	HANFORD, CA 93230
Owner Name:	Gillian Gardner
Owner Type:	Other
Operator Name:	Gillian Gardner
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No

GILLIAN GARDNER (Continued) **1027681994**

Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20230323
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: GILLIAN GARDNER	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1255 CLING CIRCLE
Owner/Operator City,State,Zip:	HANFORD, CA 93230
Owner/Operator Telephone:	559-267-3309
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name: GILLIAN GARDNER	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	1255 CLING CIRCLE
Owner/Operator City,State,Zip:	HANFORD, CA 93230
Owner/Operator Telephone:	559-267-3309
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

GILLIAN GARDNER (Continued) **1027681994**

Historic Generators:
Receive Date: 20230322
Handler Name: GILLIAN GARDNER
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

List of NAICS Codes and Descriptions:
NAICS Code: 56299
NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

3
ENE
1/8-1/4
0.214 mi.
1132 ft.

DANNY FLOREZ **RCRA NonGen / NLR** **1024751213**
1083 WOODLAND DR **CAC002971005**
HANFORD, CA 93230

Relative:
Higher

Actual:
243 ft.

RCRA Listings:
Date Form Received by Agency: 20180716
Handler Name: Danny Florez
Handler Address: 1083 Woodland Dr
Handler City,State,Zip: HANFORD, CA 93230
EPA ID: CAC002971005
Contact Name: DANNY FLOREZ
Contact Address: 219 N DOUTY ST
Contact City,State,Zip: HANFORD, CA 93230
Contact Telephone: 559-362-9530
Contact Fax: Not reported
Contact Email: LIZE@PWSEI.COM
Contact Title: Not reported
EPA Region: 09
Land Type: Not reported
Federal Waste Generator Description: Not a generator, verified
Non-Notifier: Not reported
Biennial Report Cycle: Not reported
Accessibility: Not reported
Active Site Indicator: Handler Activities
State District Owner: Not reported
State District: Not reported
Mailing Address: 219 N DOUTY ST
Mailing City,State,Zip: HANFORD, CA 93230
Owner Name: Danny Florez

DANNY FLOREZ (Continued) **1024751213**

Owner Type:	Other
Operator Name:	Danny Florez
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
202 GPRA Corrective Action Baseline:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20180831
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name: DANNY FLOREZ	
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	219 N DOUTY ST
Owner/Operator City,State,Zip:	HANFORD, CA 93230
Owner/Operator Telephone:	559-362-9530
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

DANNY FLOREZ (Continued) **1024751213**

Owner/Operator Indicator: Operator
Owner/Operator Name: DANNY FLOREZ
Legal Status: Other
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: 219 N DOUTY ST
Owner/Operator City,State,Zip: HANFORD, CA 93230
Owner/Operator Telephone: 559-362-9530
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 20180716
Handler Name: DANNY FLOREZ
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 56299
NAICS Description: ALL OTHER WASTE MANAGEMENT SERVICES

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

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4 **WL WINTERBG FARM** **HIST UST** **U001581696**
NW **12458 HANFORD DRIVE** **N/A**
1/8-1/4 **HANFORD, CA 93230**
0.219 mi.
1156 ft.

Relative:
Higher

Actual:
243 ft.

HIST UST:
Name: WL WINTERBG FARM
Address: 12458 HANFORD DRIVE
City,State,Zip: HANFORD, CA 93230
File Number: 00025797
URL: https://documents.geotracker.waterboards.ca.gov/ustpdfs/pdf/00025797.pdf
Region: STATE
Facility ID: 00000022683
Facility Type: Other
Other Type: FARM
Contact Name: Not reported
Telephone: 2095820926
Owner Name: W.L. WINTERBERG

WL WINTERBG FARM (Continued) **U001581696**

Owner Address:	12501 LACY
Owner City,St,Zip:	HANFORD, CA 93230
Total Tanks:	0001
Tank Num:	001
Container Num:	0000000001
Year Installed:	Not reported
Tank Capacity:	00000550
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

---

5 **CORNELIUS, BEN** **ENVIROSTOR** **S100180507**
SE **11801 12TH AVENUE** **N/A**
1/4-1/2 **HANFORD, CA 93230**
0.447 mi.
2362 ft.

Relative: **Higher**

Actual: **243 ft.**

ENVIROSTOR:

Name:	CORNELIUS, BEN
Address:	11801 12TH AVENUE
City,State,Zip:	HANFORD, CA 93230
Facility ID:	16200007
Status:	Refer: RWQCB
Status Date:	06/26/1995
Site Code:	Not reported
Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Sacramento
Assembly:	33
Senate:	16
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	36.30174
Longitude:	-119.6720
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	BEN CORNELIUS
Alias Type:	Alternate Name
Alias Name:	CORNELIUS RANCH
Alias Type:	Alternate Name
Alias Name:	16200007
Alias Type:	Envirostor ID Number

CORNELIUS, BEN (Continued) **S100180507**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	11/29/1989
Comments:	SITE SCREENING DONE SOAP STALK WASTE IS CLASSIFIED AS HAZ- ARDOUS WASTE BASED ON THE AQUATIC FISH BIOASSAY TEST. RECOMMEND MEDIUM PRIOR- ITY PRELIMINARY ENDANGERMENT ASSESSMENT
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	03/23/1987
Comments:	FACILITY IDENTIFIED DHS, SURVEILLANCE AND ENFORCEMENT UNIT: COMPLAINT - WASTE STORED IN UNLINED POND
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

A6 **HIGHWAY PATROL HEADQUARTE** **LUST** **S101295374**
WNW **11050 13TH** **Cortese** **N/A**
1/4-1/2 **HANFORD, CA 93230** **HIST CORTESE**
0.466 mi. **CERS**
2462 ft. **Site 1 of 2 in cluster A**

Relative: **Lower**

Actual: **240 ft.**

LUST:

Name:	HIGHWAY PATROL HEADQUARTERS
Address:	11050 13TH AVE
City,State,Zip:	HANFORD, CA 93230
Lead Agency:	CENTRAL VALLEY RWQCB (REGION 5F)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603100023
Global Id:	T0603100023
Latitude:	36.312504869298
Longitude:	-119.691375152779
Status:	Completed - Case Closed
Status Date:	05/19/2016
Case Worker:	MLE
RB Case Number:	5T16000022
Local Agency:	KINGS COUNTY
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
EPA Region:	9
Coordinate Source:	Google Map Move
Cuf Case:	NO
Quantity Released Gallons:	Not reported
Begin Date:	12/05/1986
Leak Reported Date:	12/19/1986

HIGHWAY PATROL HEADQUARTE (Continued) **S101295374**

How Discovered:	Tank Closure
How Discovered Description:	Not reported
Discharge Source:	Tank
Discharge Cause:	Physc / Mech Damage
Stop Method:	Not reported
Stop Description:	Not reported
No Further Action Date:	05/19/2016
CA Water Watershed Name:	South Valley Floor - Hanford-Lemoore (551.90)
Dwr Groundwater Subbasin Name:	San Joaquin Valley - Tulare Lake (5-022.12)
Disadvantaged Community:	Not reported
CA Enviroscreen 3 Score:	91-95%
CA Enviroscreen 4 Score:	85-90%
Military DOD Site:	No
Facility Project Subtype:	Not reported
RWQCB Region:	CENTRAL VALLEY RWQCB (REGION 5F)
Site History:	The subject property (Site) is currently occupied by a vacant building which previously served as a California Highway Patrol (CHP) headquarters. The Site is not within the service area of a public water system. There is a domestic water supply well onsite, and four domestic wells and one irrigation well within 1,000 feet of the Site. The nearest surface water body is a distributary of the Last Chance Ditch, approximately 650 feet east of the Site. Groundwater was measured at between 25 and 28 feet below ground surface (bgs) on 8 May 2015, and is estimated to flow primarily southeast. In December 1986 a leaking 12,000-gallon underground storage tank (UST), was removed. Analysis of soil and groundwater samples collected at that time indicated that petroleum product constituents had been released into the subsurface soil and groundwater. On 19 December 1986 the Kings County Health Department (KCHD) issued a report establishing a Leaking UST (LUST) case. The KCHD referred the case to the Central Valley Water Board on 5 January 1987. Subsurface soil investigation conducted from June 1987 to July 1989 determined that petroleum product constituents migrated laterally from the former UST location, to include an area estimated to be at least 9,600 square feet within the southeast portion of the Site. The majority of the impacted soil was between a depth of 10 feet bgs and the groundwater surface. The maximum estimated mass of petroleum product constituents within the soil was equivalent to approximately 12,000 pounds of gasoline or about 1,950 gallons. In July 1989 soil excavation was conducted at the Site which removed approximately 600 cubic yards of petroleum product impacted soil, estimated to have contained approximately 2,500 pounds of gasoline. In April 1991 a soil vapor extraction (SVE) system with three SVE wells was operated for a total of 82 days. The SVE operation removed approximately 9,300 pounds of gasoline vapors from the soil and groundwater. The remediation efforts have removed approximately 98% of the estimated total petroleum product constituents that were present in the subsurface. A series nineteen of groundwater monitoring wells were installed on the Site and the adjacent properties, between June 1987 and January 2015. Groundwater monitoring has been ongoing at the Site since May 1989, with the most recent sampling conducted in May 2015. Early in the monitoring effort, free product was observed in three onsite monitoring wells, but the last time it was observed was during the January 1992 sampling event. The analytical results from the groundwater samples have shown a general decrease in petroleum product constituent concentrations in all the wells since December 1993. The analytical results confirm that the groundwater plume is either stable or

HIGHWAY PATROL HEADQUARTE (Continued) **S101295374**

decreasing in areal extent. Petroleum constituents that remain in soil and groundwater beneath the Site should continue to degrade naturally, and pose no significant threat to human health and safety, the environment or groundwater quality in the area of the Site. On 1 May 2012, the State Water Resources Control Board (State Board) adopted the Low-Threat Underground Storage Tank Case Closure Policy, (Policy). The Policy is limited to areas with available public water systems. Case closure outside areas with public water systems are to be evaluated based upon the fundamental framework and principles contained in the Policy. Based on the evaluation outlined above, this case meets the fundamental framework and principles of the Policy, and closure is warranted.

LUST:
Global Id: T0603100023
Contact Type: Regional Board Caseworker - Primary Caseworker
Contact Name: MICHEALE EASLEY
Organization Name: CENTRAL VALLEY RWQCB (REGION 5F)
Address: 1685 E Street
City: FRESNO
Email: micheale.easley@waterboards.ca.gov
Phone Number: 5594884391

Global Id: T0603100023
Contact Type: Local Agency Caseworker
Contact Name: PATZER, SUSAN E.
Organization Name: KINGS COUNTY
Address: Not reported
City: r5 UNKNOWN
Email: Not reported
Phone Number: Not reported

LUST:
Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 09/09/2002
Action: File review

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 11/21/2002
Action: File review

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 02/08/2002
Action: File review

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 10/29/2009
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 12/21/2009
Action: Technical Correspondence / Assistance / Other

HIGHWAY PATROL HEADQUARTE (Continued) **S101295374**

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 10/01/2014
Action: Site Visit / Inspection / Sampling

Global Id: T0603100023
Action Type: Other
Date: 12/15/1986
Action: Leak Discovery

Global Id: T0603100023
Action Type: RESPONSE
Date: 08/12/2002
Action: Monitoring Report - Quarterly

Global Id: T0603100023
Action Type: RESPONSE
Date: 05/29/2006
Action: Other Report / Document

Global Id: T0603100023
Action Type: RESPONSE
Date: 10/11/2007
Action: Other Workplan

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 11/28/2007
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 11/09/2006
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 02/20/2007
Action: Warning Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 01/16/2007
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 04/18/2007
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 01/14/2014
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT

HIGHWAY PATROL HEADQUARTE (Continued) **S101295374**

Date: 07/25/2014
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 12/02/2015
Action: Staff Letter

Global Id: T0603100023
Action Type: Other
Date: 12/19/1986
Action: Leak Reported

Global Id: T0603100023
Action Type: RESPONSE
Date: 08/12/2002
Action: Monitoring Report - Quarterly

Global Id: T0603100023
Action Type: RESPONSE
Date: 08/12/2002
Action: Monitoring Report - Quarterly

Global Id: T0603100023
Action Type: RESPONSE
Date: 12/13/2005
Action: Other Workplan

Global Id: T0603100023
Action Type: RESPONSE
Date: 01/22/2007
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603100023
Action Type: RESPONSE
Date: 03/01/2016
Action: Well Destruction Report

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 05/10/2006
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 07/18/2007
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 04/25/2006
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 07/17/2006
Action: Staff Letter

HIGHWAY PATROL HEADQUARTE (Continued) **S101295374**

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 08/30/2006
Action: Site Visit / Inspection / Sampling

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 08/03/2006
Action: Warning Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 06/30/2011
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 11/13/2013
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 05/19/2016
Action: Closure/No Further Action Letter

Global Id: T0603100023
Action Type: Other
Date: 12/05/1986
Action: Leak Stopped

Global Id: T0603100023
Action Type: RESPONSE
Date: 02/02/2006
Action: Monitoring Report - Quarterly

Global Id: T0603100023
Action Type: RESPONSE
Date: 08/03/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603100023
Action Type: RESPONSE
Date: 02/03/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603100023
Action Type: RESPONSE
Date: 04/26/2010
Action: Correspondence

Global Id: T0603100023
Action Type: RESPONSE
Date: 05/01/2014
Action: Monitoring Report - Other

Global Id: T0603100023
Action Type: RESPONSE

HIGHWAY PATROL HEADQUARTE (Continued) **S101295374**

Date: 08/01/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603100023
Action Type: RESPONSE
Date: 11/01/2014
Action: Monitoring Report - Quarterly

Global Id: T0603100023
Action Type: RESPONSE
Date: 09/30/2015
Action: Other Report / Document

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 08/27/2004
Action: * Verbal Communication

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 07/23/2003
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 01/25/2005
Action: * Verbal Communication

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 09/15/2005
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 05/27/2005
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 12/20/2005
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 02/18/2015
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 05/21/2014
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 09/22/2015
Action: Staff Letter

HIGHWAY PATROL HEADQUARTE (Continued) **S101295374**

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 09/22/2015
Action: Notification - Preclosure

Global Id: T0603100023
Action Type: RESPONSE
Date: 10/05/2004
Action: Monitoring Report - Quarterly

Global Id: T0603100023
Action Type: RESPONSE
Date: 08/04/2003
Action: Monitoring Report - Quarterly

Global Id: T0603100023
Action Type: RESPONSE
Date: 12/13/2005
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603100023
Action Type: RESPONSE
Date: 11/02/2005
Action: Monitoring Report - Quarterly

Global Id: T0603100023
Action Type: RESPONSE
Date: 08/01/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 05/06/2002
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 11/22/2002
Action: Warning Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 09/10/2002
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 05/20/2003
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 11/21/2002
Action: Meeting

Global Id: T0603100023
Action Type: ENFORCEMENT

HIGHWAY PATROL HEADQUARTE (Continued) **S101295374**

Date: 05/11/2004
Action: * Verbal Communication

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 02/25/2010
Action: Staff Letter

Global Id: T0603100023
Action Type: ENFORCEMENT
Date: 07/29/2015
Action: Staff Letter

Global Id: T0603100023
Action Type: RESPONSE
Date: 12/16/2009
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603100023
Action Type: RESPONSE
Date: 08/02/2007
Action: Monitoring Report - Quarterly

Global Id: T0603100023
Action Type: RESPONSE
Date: 11/02/2007
Action: Monitoring Report - Quarterly

Global Id: T0603100023
Action Type: RESPONSE
Date: 03/04/2008
Action: Well Installation Report

Global Id: T0603100023
Action Type: RESPONSE
Date: 04/07/2008
Action: CAP/RAP - Final Remediation / Design Plan - Regulator Responded

Global Id: T0603100023
Action Type: RESPONSE
Date: 01/02/2014
Action: Other Workplan - Regulator Responded

Global Id: T0603100023
Action Type: RESPONSE
Date: 03/31/2014
Action: Soil and Water Investigation Report - Regulator Responded

Global Id: T0603100023
Action Type: RESPONSE
Date: 01/07/2014
Action: Soil Vapor Intrusion Investigation Workplan - Regulator Responded

Global Id: T0603100023
Action Type: RESPONSE
Date: 03/31/2014
Action: Request for Closure - Regulator Responded

HIGHWAY PATROL HEADQUARTE (Continued) **S101295374**

Global Id: T0603100023
Action Type: RESPONSE
Date: 07/16/2014
Action: Well Installation Workplan - Regulator Responded

Global Id: T0603100023
Action Type: RESPONSE
Date: 07/31/2014
Action: Other Workplan - Regulator Responded

Global Id: T0603100023
Action Type: RESPONSE
Date: 09/01/2015
Action: Request for Closure - Regulator Responded

Global Id: T0603100023
Action Type: REMEDIATION
Date: 01/01/1996
Action: Soil Vapor Extraction (SVE)

LUST:
Global Id: T0603100023
Status: Open - Case Begin Date
Status Date: 12/05/1986

Global Id: T0603100023
Status: Open - Site Assessment
Status Date: 12/18/1986

Global Id: T0603100023
Status: Open - Site Assessment
Status Date: 09/14/1987

Global Id: T0603100023
Status: Open - Site Assessment
Status Date: 02/07/1989

Global Id: T0603100023
Status: Open - Remediation
Status Date: 07/06/1989

Global Id: T0603100023
Status: Open - Remediation
Status Date: 12/21/1989

Global Id: T0603100023
Status: Open - Verification Monitoring
Status Date: 02/01/1996

Global Id: T0603100023
Status: Open - Remediation
Status Date: 11/18/2005

Global Id: T0603100023
Status: Open - Remediation
Status Date: 01/29/2007

HIGHWAY PATROL HEADQUARTE (Continued) **S101295374**

Global Id: T0603100023
Status: Open - Remediation
Status Date: 04/18/2007

Global Id: T0603100023
Status: Open - Remediation
Status Date: 02/24/2009

Global Id: T0603100023
Status: Completed - Case Closed
Status Date: 05/19/2016

LUST REG 5:
Name: HIGHWAY PATROL HEADQUARTERS
Address: 11050 13TH AVE
City: HANFORD
Region: 5
Status: Remediation Plan
Case Number: 5T16000022
Case Type: Drinking Water Aquifer affected
Substance: GASOLINE
Staff Initials: JDW
Lead Agency: Regional
Program: LUST
MTBE Code: 2

CORTESE:
Name: HIGHWAY PATROL HEADQUARTERS
Address: 11050 13TH AVE
City,State,Zip: HANFORD, CA 93230
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0603100023
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported
Swat R: Not reported
Flag: active
Order No: Not reported
Waste Discharge System No: Not reported
Effective Date: Not reported
Region 2: Not reported
WID Id: Not reported
Solid Waste Id No: Not reported
Waste Management Uit Name: Not reported
File Name: Active Open

HIST CORTESE:
edr_fname: HIGHWAY PATROL HEADQUARTE
edr_fadd1: 11050 13TH

HIGHWAY PATROL HEADQUARTE (Continued) **S101295374**

City,State,Zip: HANFORD, CA 93230
Region: CORTESE
Facility County Code: 16
Reg By: LTNKA
Reg Id: 5T16000022

CERS:
Name: HIGHWAY PATROL HEADQUARTERS
Address: 11050 13TH AVE
City,State,Zip: HANFORD, CA 93230
Site ID: 736261
CERS ID: T0603100023
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: PATZER, SUSAN E. - KINGS COUNTY
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: r5 UNKNOWN
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: ,

Affiliation Type Desc: Regional Board Caseworker
Entity Name: MICHEALE EASLEY - CENTRAL VALLEY RWQCB (REGION 5F)
Entity Title: Not reported
Affiliation Address: 1685 E Street
Affiliation City: FRESNO
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 5594884391,

A7 **HIGHWAY PATROL HEADQUARTERS** **UST FINDER RELEASE** **1028975963**
WNW **11050 13TH AVE** **N/A**
1/4-1/2 **HANFORD, CA 93230**
0.466 mi.
2462 ft. **Site 2 of 2 in cluster A**

Relative: **Lower**
Actual: **240 ft.**

UST FINDER RELEASE:
Object ID: 55493
Facility ID: Not reported
Lust ID: CAT0603100023
Name: HIGHWAY PATROL HEADQUARTERS
Address: 11050 13TH AVE
City,State,Zip: HANFORD, CA 93230
Address Match Type: PointAddress
Reported Date: Not reported
Status: No Further Action
Substance: Not reported
Population within 1500ft: 37
Domestic Wells within 1500ft: 2
Land Use: Non-Developed
Within SPA: No
SPA PWS Facility ID: Not reported

HIGHWAY PATROL HEADQUARTERS (Continued) **1028975963**

SPA Water Type:	Not reported
SPA Facility Type:	Not reported
SPA HUC12:	Not reported
Within WHPA:	Yes
WHPA PWS Facility ID:	CA1600607_34454
WHPA Water Type:	GW - Ground water
WHPA Facility Type:	WL - Well
WHPA HUC12:	180300122004
Within 100yr Floodplain:	No
Tribe:	Not reported
EPA Region:	9
NFA Letter 1:	Not reported
NFA Letter 2:	Not reported
NFA Letter 3:	Not reported
NFA Letter 4:	Not reported
Closed With Residual Contaminate:	Not reported
Coordinate Source:	Geocode
X Coord:	-119.69108
Y Coord:	36.3128100000001
Latitude:	36.3128099999999
Longitude:	-119.691079999999

Count: 1 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
HANFORD	S122412428		7184 HANFORD - ARMONA RD	93230	CDL

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Lists of Federal NPL (Superfund) sites

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 02/29/2024
Date Data Arrived at EDR: 03/01/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 26

Source: EPA
Telephone: N/A
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 10
Telephone 206-553-8665

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 02/29/2024
Date Data Arrived at EDR: 03/01/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 26

Source: EPA
Telephone: N/A
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Lists of Federal Delisted NPL sites

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 02/29/2024
Date Data Arrived at EDR: 03/01/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 26

Source: EPA
Telephone: N/A
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: Quarterly

Lists of Federal sites subject to CERCLA removals and CERCLA orders

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 12/20/2023
Date Data Arrived at EDR: 12/20/2023
Date Made Active in Reports: 01/24/2024
Number of Days to Update: 35

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 03/26/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 04/22/2024
Date Data Arrived at EDR: 05/01/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 07/22/2024
Data Release Frequency: Quarterly

Lists of Federal CERCLA sites with NFRAP

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 04/22/2024
Date Data Arrived at EDR: 05/01/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 23

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 07/22/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA facilities undergoing Corrective Action

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/04/2023
Date Data Arrived at EDR: 12/06/2023
Date Made Active in Reports: 12/12/2023
Number of Days to Update: 6

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA TSD facilities

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/04/2023
Date Data Arrived at EDR: 12/06/2023
Date Made Active in Reports: 12/12/2023
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Quarterly

Lists of Federal RCRA generators

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/04/2023
Date Data Arrived at EDR: 12/06/2023
Date Made Active in Reports: 12/12/2023
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/04/2023
Date Data Arrived at EDR: 12/06/2023
Date Made Active in Reports: 12/12/2023
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/04/2023
Date Data Arrived at EDR: 12/06/2023
Date Made Active in Reports: 12/12/2023
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 02/14/2024
Date Data Arrived at EDR: 02/16/2024
Date Made Active in Reports: 04/04/2024
Number of Days to Update: 48

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/17/2024
Next Scheduled EDR Contact: 08/19/2024
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/13/2024
Date Data Arrived at EDR: 02/21/2024
Date Made Active in Reports: 04/04/2024
Number of Days to Update: 43

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/21/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/13/2024
Date Data Arrived at EDR: 02/21/2024
Date Made Active in Reports: 04/04/2024
Number of Days to Update: 43

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 05/21/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/12/2023
Date Data Arrived at EDR: 12/13/2023
Date Made Active in Reports: 02/28/2024
Number of Days to Update: 77

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Quarterly

Lists of state- and tribal (Superfund) equivalent sites

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 01/22/2024
Date Data Arrived at EDR: 01/23/2024
Date Made Active in Reports: 04/08/2024
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 04/23/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Quarterly

Lists of state- and tribal hazardous waste facilities

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 01/22/2024
Date Data Arrived at EDR: 01/23/2024
Date Made Active in Reports: 04/08/2024
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 04/23/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Quarterly

Lists of state and tribal landfills and solid waste disposal facilities

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/05/2024
Date Data Arrived at EDR: 02/06/2024
Date Made Active in Reports: 04/26/2024
Number of Days to Update: 80

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/07/2024
Next Scheduled EDR Contact: 08/19/2024
Data Release Frequency: Quarterly

Lists of state and tribal leaking storage tanks

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14
Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30
Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 80
Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Quarterly

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27
Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29
Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 10/04/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 10/25/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

Lists of state and tribal registered storage tanks

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 11/16/2023
Date Data Arrived at EDR: 11/16/2023
Date Made Active in Reports: 02/13/2024
Number of Days to Update: 89

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/29/2024
Number of Days to Update: 85
Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Semi-Annually

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 02/13/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 06/03/2024
Number of Days to Update: 90
Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 80
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69
Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 03/08/2024
Next Scheduled EDR Contact: 06/24/2024
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56
Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 04/17/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 10/17/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 04/17/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 10/24/2023
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 56

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

Lists of state and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27
Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 01/22/2024
Date Data Arrived at EDR: 01/23/2024
Date Made Active in Reports: 04/08/2024
Number of Days to Update: 76
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 04/23/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142
Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 03/18/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Varies

Lists of state and tribal brownfield sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 12/13/2023
Date Data Arrived at EDR: 12/13/2023
Date Made Active in Reports: 03/07/2024
Number of Days to Update: 85
Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/11/2024
Date Data Arrived at EDR: 03/12/2024
Date Made Active in Reports: 05/10/2024
Number of Days to Update: 59
Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 03/12/2024
Next Scheduled EDR Contact: 06/24/2024
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 04/19/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/28/2024
Number of Days to Update: 84

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 04/04/2024
Date Data Arrived at EDR: 04/05/2024
Date Made Active in Reports: 04/15/2024
Number of Days to Update: 10

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 08/19/2024
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 04/22/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Varies

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 04/15/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176
Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 04/19/2024
Next Scheduled EDR Contact: 08/04/2024
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register
A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 02/21/2024
Date Made Active in Reports: 04/04/2024
Number of Days to Update: 43
Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/21/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database
The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21
Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program
This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 01/22/2024
Date Data Arrived at EDR: 01/23/2024
Date Made Active in Reports: 04/08/2024
Number of Days to Update: 76
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 04/23/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs
A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 09/28/2023
Date Made Active in Reports: 12/18/2023
Number of Days to Update: 81
Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Varies

CERS HAZ WASTE: California Environmental Reporting System Hazardous Waste
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 01/16/2024
Date Data Arrived at EDR: 01/16/2024
Date Made Active in Reports: 04/03/2024
Number of Days to Update: 78
Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 04/16/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27
Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 02/21/2024
Date Made Active in Reports: 04/04/2024
Number of Days to Update: 43
Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 05/21/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35
Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18
Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 02/01/2024
Date Data Arrived at EDR: 02/01/2024
Date Made Active in Reports: 04/24/2024
Number of Days to Update: 83
Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 04/25/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 01/16/2024
Date Data Arrived at EDR: 01/16/2024
Date Made Active in Reports: 04/03/2024
Number of Days to Update: 78

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 04/16/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 02/26/2024
Date Data Arrived at EDR: 02/27/2024
Date Made Active in Reports: 05/15/2024
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/29/2024
Date Data Arrived at EDR: 03/01/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 26

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 02/26/2024
Date Data Arrived at EDR: 02/27/2024
Date Made Active in Reports: 05/14/2024
Number of Days to Update: 77

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 05/29/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/12/2023
Date Data Arrived at EDR: 12/13/2023
Date Made Active in Reports: 02/28/2024
Number of Days to Update: 77

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 03/20/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 01/23/2024
Date Made Active in Reports: 04/09/2024
Number of Days to Update: 77

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 04/16/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)
Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 80

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)
Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch
Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/04/2023
Date Data Arrived at EDR: 12/06/2023
Date Made Active in Reports: 12/12/2023
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/30/2024
Date Data Arrived at EDR: 02/13/2024
Date Made Active in Reports: 04/04/2024
Number of Days to Update: 51

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 05/14/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 06/07/2021
Date Data Arrived at EDR: 07/13/2021
Date Made Active in Reports: 03/09/2022
Number of Days to Update: 239

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 04/11/2024
Next Scheduled EDR Contact: 07/22/2024
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 04/04/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 07/30/2021
Date Data Arrived at EDR: 02/03/2023
Date Made Active in Reports: 02/10/2023
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/19/2024
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 12/11/2023
Date Data Arrived at EDR: 12/13/2023
Date Made Active in Reports: 02/28/2024
Number of Days to Update: 77

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 03/13/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA Watch List

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88
Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 04/29/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: No Update Planned

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73
Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/02/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 06/14/2022
Date Made Active in Reports: 03/24/2023
Number of Days to Update: 283
Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 03/14/2024
Next Scheduled EDR Contact: 06/24/2024
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 11/13/2023
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 86
Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/16/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 01/16/2024
Date Data Arrived at EDR: 01/17/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 70
Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 04/17/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 02/29/2024
Date Data Arrived at EDR: 03/01/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 26

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 02/01/2024
Date Data Arrived at EDR: 02/08/2024
Date Made Active in Reports: 04/04/2024
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 04/15/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 09/19/2023
Date Data Arrived at EDR: 10/03/2023
Date Made Active in Reports: 10/19/2023
Number of Days to Update: 16

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 03/20/2023
Date Data Arrived at EDR: 04/04/2023
Date Made Active in Reports: 06/09/2023
Number of Days to Update: 66

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 04/04/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 03/28/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 01/02/2024
Date Data Arrived at EDR: 01/16/2024
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 57

Source: Nuclear Regulatory Commission
Telephone: 301-415-0717
Last EDR Contact: 04/15/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 11/27/2023
Date Made Active in Reports: 02/22/2024
Number of Days to Update: 87

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 05/28/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 05/28/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 05/02/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 03/25/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/28/2020
Date Made Active in Reports: 04/17/2020
Number of Days to Update: 80
Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 04/23/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 01/11/2024
Date Made Active in Reports: 01/16/2024
Number of Days to Update: 5

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 03/28/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 03/09/2023
Date Made Active in Reports: 03/20/2023
Number of Days to Update: 11

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 04/04/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 03/03/2023
Date Data Arrived at EDR: 03/03/2023
Date Made Active in Reports: 06/09/2023
Number of Days to Update: 98

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 04/26/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 05/16/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 02/29/2024
Date Data Arrived at EDR: 03/01/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 26

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 01/02/2024
Date Data Arrived at EDR: 01/03/2024
Date Made Active in Reports: 01/04/2024
Number of Days to Update: 1

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 04/04/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Quarterly

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 02/05/2024
Date Data Arrived at EDR: 02/21/2024
Date Made Active in Reports: 04/04/2024
Number of Days to Update: 43

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 05/21/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 01/07/2022
Date Data Arrived at EDR: 02/24/2023
Date Made Active in Reports: 05/17/2023
Number of Days to Update: 82

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 05/23/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 11/28/2023
Date Data Arrived at EDR: 11/29/2023
Date Made Active in Reports: 12/11/2023
Number of Days to Update: 12

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 05/30/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Quarterly

MINES MRDS: Mineral Resources Data System

Mineral Resources Data System

Date of Government Version: 08/23/2022
Date Data Arrived at EDR: 11/22/2022
Date Made Active in Reports: 02/28/2023
Number of Days to Update: 98

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 02/09/2024
Date Data Arrived at EDR: 02/27/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 87

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 05/29/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Quarterly

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 12/17/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 03/04/2024
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 04/04/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/06/2023
Date Data Arrived at EDR: 09/13/2023
Date Made Active in Reports: 12/11/2023
Number of Days to Update: 89

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 04/08/2024
Next Scheduled EDR Contact: 07/22/2024
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 05/17/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 02/12/2024
Date Data Arrived at EDR: 02/13/2024
Date Made Active in Reports: 04/04/2024
Number of Days to Update: 51

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 05/14/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Quarterly

PFAS NPL: Superfund Sites with PFAS Detections Information

EPA's Office of Land and Emergency Management and EPA Regional Offices maintain data describing what is known about site investigations, contamination, and remedial actions under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) where PFAS is present in the environment.

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 03/04/2024
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: 703-603-8895
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

PFAS FEDERAL SITES: Federal Sites PFAS Information

Several federal entities, such as the federal Superfund program, Department of Defense, National Aeronautics and Space Administration, Department of Transportation, and Department of Energy provided information for sites with known or suspected detections at federal facilities.

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 03/04/2024
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

PFAS TRIS: List of PFAS Added to the TRI

Section 7321 of the National Defense Authorization Act for Fiscal Year 2020 (NDAA) immediately added certain per- and polyfluoroalkyl substances (PFAS) to the list of chemicals covered by the Toxics Release Inventory (TRI) under Section 313 of the Emergency Planning and Community Right-to-Know Act (EPCRA) and provided a framework for additional PFAS to be added to TRI on an annual basis.

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 01/04/2024
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 202-566-0250
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

PFAS TSCA: PFAS Manufacture and Imports Information

EPA issued the Chemical Data Reporting (CDR) Rule under the Toxic Substances Control Act (TSCA) and requires chemical manufacturers and facilities that manufacture or import chemical substances to report data to EPA. EPA publishes non-confidential business information (non-CBI) and includes descriptive information about each site, corporate parent, production volume, other manufacturing information, and processing and use information.

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 01/04/2024
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

PFAS RCRA MANIFEST: PFAS Transfers Identified In the RCRA Database Listing

To work around the lack of PFAS waste codes in the RCRA database, EPA developed the PFAS Transfers dataset by mining e-Manifest records containing at least one of these common PFAS keywords: PFAS, PFOA, PFOS, PERFL, AFFF, GENX, GEN-X (plus the VT waste codes). These keywords were searched for in the following text fields: Manifest handling instructions (MANIFEST_HANDLING_INSTR), Non-hazardous waste description (NON_HAZ_WASTE_DESCRIPTION), DOT printed information (DOT_PRINTED_INFORMATION), Waste line handling instructions (WASTE_LINE_HANDLING_INSTR), Waste residue comments (WASTE_RESIDUE_COMMENTS).

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 01/04/2024
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

PFAS ATSDR: PFAS Contamination Site Location Listing

PFAS contamination site locations from the Department of Health & Human Services, Center for Disease Control & Prevention. ATSDR is involved at a number of PFAS-related sites, either directly or through assisting state and federal partners. As of now, most sites are related to drinking water contamination connected with PFAS production facilities or fire training areas where aqueous film-forming firefighting foam (AFFF) was regularly used.

Date of Government Version: 06/24/2020
Date Data Arrived at EDR: 03/17/2021
Date Made Active in Reports: 11/08/2022
Number of Days to Update: 601

Source: Department of Health & Human Services
Telephone: 202-741-5770
Last EDR Contact: 04/22/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Varies

PFAS WQP: Ambient Environmental Sampling for PFAS

The Water Quality Portal (WQP) is a part of a modernized repository storing ambient sampling data for all environmental media and tissue samples. A wide range of federal, state, tribal and local governments, academic and non-governmental organizations and individuals submit project details and sampling results to this public repository. The information is commonly used for research and assessments of environmental quality.

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 03/04/2024
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

PFAS NPDES: Clean Water Act Discharge Monitoring Information

Any discharger of pollutants to waters of the United States from a point source must have a National Pollutant Discharge Elimination System (NPDES) permit. The process for obtaining limits involves the regulated entity (permittee) disclosing releases in a NPDES permit application and the permitting authority (typically the state but sometimes EPA) deciding whether to require monitoring or monitoring with limits. Caveats and Limitations: Less than half of states have required PFAS monitoring for at least one of their permittees and fewer states have established PFAS effluent limits for permittees. New rulemakings have been initiated that may increase the number of facilities monitoring for PFAS in the future.

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 03/04/2024
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

PFAS ECHO: Facilities in Industries that May Be Handling PFAS Listing

Regulators and the public have expressed interest in knowing which regulated entities may be using PFAS. EPA has developed a dataset from various sources that show which industries may be handling PFAS. Approximately 120,000 facilities subject to federal environmental programs have operated or currently operate in industry sectors with processes that may involve handling and/or release of PFAS.

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 03/04/2024
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

PFAS ECHO FIRE TRAIN: Facilities in Industries that May Be Handling PFAS Listing

A list of fire training sites was added to the Industry Sectors dataset using a keyword search on the permitted facilitys name to identify sites where fire-fighting foam may have been used in training exercises. Additionally, you may view an example spreadsheet of the subset of fire training facility data, as well as the keywords used in selecting or deselecting a facility for the subset. as well as the keywords used in selecting or deselecting a facility for the subset. These keywords were tested to maximize accuracy in selecting facilities that may use fire-fighting foam in training exercises, however, due to the lack of a required reporting field in the data systems for designating fire training sites, this methodology may not identify all fire training sites or may potentially misidentify them.

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 03/04/2024
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

PFAS PT 139 AIRPORT: All Certified Part 139 Airports PFAS Information Listing

Since July 1, 2006, all certified part 139 airports are required to have fire-fighting foam onsite that meet military specifications (MIL-F-24385) (14 CFR 139.317). To date, these military specification fire-fighting foams are fluorinated and have been historically used for training and extinguishing. The 2018 FAA Reauthorization Act has a provision stating that no later than October 2021, FAA shall not require the use of fluorinated AFFF. This provision does not prohibit the use of fluorinated AFFF at Part 139 civilian airports; it only prohibits FAA from mandating its use. The Federal Aviation Administration?s document AC 150/5210-6D - Aircraft Fire Extinguishing Agents provides guidance on Aircraft Fire Extinguishing Agents, which includes Aqueous Film Forming Foam (AFFF).

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 03/04/2024
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: 202-272-0167
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

AQUEOUS FOAM NRC: Aqueous Foam Related Incidents Listing

The National Response Center (NRC) serves as an emergency call center that fields initial reports for pollution and railroad incidents and forwards that information to appropriate federal/state agencies for response. The spreadsheets posted to the NRC website contain initial incident data that has not been validated or investigated by a federal/state response agency. Response center calls from 1990 to the most recent complete calendar year where there was indication of Aqueous Film Forming Foam (AFFF) usage are included in this dataset. NRC calls may reference AFFF usage in the ?Material Involved? or ?Incident Description? fields.

Date of Government Version: 12/28/2023
Date Data Arrived at EDR: 12/28/2023
Date Made Active in Reports: 03/04/2024
Number of Days to Update: 67

Source: Environmental Protection Agency
Telephone: 202-267-2675
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

PCS ENF: Enforcement data
No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29

Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 03/29/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

PCS: Permit Compliance System
PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 12/16/2016
Date Data Arrived at EDR: 01/06/2017
Date Made Active in Reports: 03/10/2017
Number of Days to Update: 63

Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 03/29/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: No Update Planned

BIOSOLIDS: ICIS-NPDES Biosolids Facility Data
The data reflects compliance information about facilities in the biosolids program.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 01/03/2024
Date Made Active in Reports: 01/16/2024
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 202-564-4700
Last EDR Contact: 04/16/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

PFAS: PFAS Contamination Site Location Listing
A listing of PFAS sites included in the Envirostor and GeoTracker databases. Locations of potential sources of per - and polyfluoroalkyl substances (PFAS). This does not mean that PFAS has been produced, used, or discharged at these sites.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/06/2024
Date Made Active in Reports: 05/29/2024
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

AQUEOUS FOAM: Former Fire Training Facility Assessments Listing
Airports shown on this list are those believed to use Aqueous Film Forming Foam (AFFF), and certified by the Federal Aviation Administration (FAA) under Title 14, Code of Federal Regulations (CFR), Part 139 (14 CFR Part 139). This list was created by SWRCB using information available from the FAA. Location points shown are from the latitude and longitude listed on the FAA airport master record.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/28/2024
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

CA BOND EXP. PLAN: Bond Expenditure Plan
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CHROME PLATING: Chrome Plating Facilities Listing

This listing represents chrome plating facilities the California State Water Resources Control Board staff identified as possibly being a source of Per- and polyfluoroalkyl substance (PFAS) contamination. Sites and locations were identified by staff with the Division of Water Quality in the California State Water Board. Data was collected from the CA Air Resources Board 2013 and 2018 - Cr VI emission survey, CA Emission Inventory, CA HAZ Waste discharge database and by reviewing storm water permits. Former chrome plating sites are also included that are open site investigation or remediation cases with the Regional Water Quality Control Boards and the Department of Toxic Substances Control.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/28/2024
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 916-341-5455
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 12/13/2023
Date Data Arrived at EDR: 12/13/2023
Date Made Active in Reports: 03/07/2024
Number of Days to Update: 85

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Quarterly

CUPA LIV-PLE: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 02/14/2024
Date Data Arrived at EDR: 02/21/2024
Date Made Active in Reports: 05/08/2024
Number of Days to Update: 77

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/19/2024
Data Release Frequency: Varies

DRYCLEAN VENTURA: Drycleaner Facility Listing

A listing of drycleaner facility locations, for the Ventura County Air Pollution Control District.

Date of Government Version: 01/04/2024
Date Data Arrived at EDR: 01/16/2024
Date Made Active in Reports: 02/08/2024
Number of Days to Update: 23

Source: Ventura County Air Pollution Control District
Telephone: 805-645-1421
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN AMADOR: Amador Air District Drycleaner Facility Listing

A listing of drycleaner facility locations, for the Amador Air Quality Management District

Date of Government Version: 04/26/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/13/2023
Number of Days to Update: 77

Source: Amador Air Quality Management District
Telephone: 209-257-0112
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 02/20/2024
Date Data Arrived at EDR: 02/22/2024
Date Made Active in Reports: 05/08/2024
Number of Days to Update: 76

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 05/17/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

DRYCLEAN MOJAVE: Mojave Desert Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Mojave Desert Air Quality Management District.

Date of Government Version: 04/15/2024
Date Data Arrived at EDR: 04/17/2024
Date Made Active in Reports: 04/24/2024
Number of Days to Update: 7
Source: Mojave Desert Air Quality Management District
Telephone: 760-245-1661
Last EDR Contact: 04/16/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN BUTTE: Butte County Air Quality Management DistrictDrycleaner Facility Listing
Butte County Air Quality Management DistrictDrycleaner Facility Listing.

Date of Government Version: 04/25/2023
Date Data Arrived at EDR: 10/18/2023
Date Made Active in Reports: 01/16/2024
Number of Days to Update: 90
Source: Butte County Air Quality Management District
Telephone: 530-332-9400
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN FEATHER RVR: Feather River Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Feather River Air Quality Management District.

Date of Government Version: 03/08/2023
Date Data Arrived at EDR: 03/09/2023
Date Made Active in Reports: 06/05/2023
Number of Days to Update: 88
Source: Feather River Air Quality Management District
Telephone: 530-634-7659
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN DIEGO: San Diego County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the San Diego County Air Pollution Control District.

Date of Government Version: 03/19/2024
Date Data Arrived at EDR: 03/21/2024
Date Made Active in Reports: 04/12/2024
Number of Days to Update: 22
Source: San Diego County Air Pollution Control District
Telephone: 858-586-2616
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 04/02/2024
Date Data Arrived at EDR: 04/05/2024
Date Made Active in Reports: 04/15/2024
Number of Days to Update: 10
Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Annually

DRYCLEAN GRANT: Grant Recipients List
Assembly Bill 998 (AB 998) established the Non-Toxic Dry Cleaning Incentive Program to provide financial assistance to the dry cleaning industry to switch from systems using perchloroethylene (Perc), an identified toxic air contaminant and potential human carcinogen, to non-toxic and non-smog forming alternatives.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 01/26/2024
Date Made Active in Reports: 04/16/2024
Number of Days to Update: 81
Source: California Air Resources Board
Telephone: 916-323-0006
Last EDR Contact: 04/25/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Varies

DRYCLEAN LAKE: Lake County Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Lake County Air Quality Management District,

Date of Government Version: 02/15/2024
Date Data Arrived at EDR: 02/16/2024
Date Made Active in Reports: 05/02/2024
Number of Days to Update: 76
Source: Lake County Air Quality Management District
Telephone: 707-263-7000
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 02/26/2024
Date Data Arrived at EDR: 02/27/2024
Date Made Active in Reports: 05/15/2024
Number of Days to Update: 78
Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

DRYCLEAN MENDOCINO: Mendocino County Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Mendocino County Air Quality Management District.

Date of Government Version: 02/26/2024
Date Data Arrived at EDR: 02/28/2024
Date Made Active in Reports: 05/15/2024
Number of Days to Update: 77
Source: Mendocino County Air Quality Management District
Telephone: 707-463-4354
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN EAST KERN: Eastern Kern Air Pollution Control District District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Eastern Kern Air Pollution Control District.

Date of Government Version: 01/12/2023
Date Data Arrived at EDR: 04/26/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 79
Source: Eastern Kern Air Pollution Control District
Telephone: 661-862-9684
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN IMPERIAL: Imperial County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Imperial County Air Pollution Control District

Date of Government Version: 04/25/2023
Date Data Arrived at EDR: 04/26/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 79
Source: Imperial County Air Pollution Control District
Telephone: 442-265-1800
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN YOLO-SOLANO: Yolo-Solano Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Yolo-Solano Air Quality Management District.

Date of Government Version: 01/04/2024
Date Data Arrived at EDR: 01/05/2024
Date Made Active in Reports: 03/20/2024
Number of Days to Update: 75
Source: Yolo-Solano Air Quality Management District
Telephone: 530-757-3650
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SHASTA: Shasta County Air Quality Management District District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Shasta County Air Quality Management District.

Date of Government Version: 04/26/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/14/2023
Number of Days to Update: 78
Source: Shasta County Air Quality Management District
Telephone: 530-225-5674
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN MONTERY BAY: Monterey Bay Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Monterey Bay Air Quality Management District.

Date of Government Version: 01/03/2024
Date Data Arrived at EDR: 01/05/2024
Date Made Active in Reports: 03/20/2024
Number of Days to Update: 75
Source: Monterey Bay Air Quality Management District
Telephone: 831-647-9411
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN LUIS OB: San Luis Obispo County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the San Luis Obispo County Air Pollution Control District.

Date of Government Version: 01/03/2024
Date Data Arrived at EDR: 01/04/2024
Date Made Active in Reports: 03/20/2024
Number of Days to Update: 76
Source: San Luis Obispo County Air Pollution Control District
Telephone: 805-781-5756
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN PLACER: Placer County Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Placer County Air Quality Management District.

Date of Government Version: 05/15/2023
Date Data Arrived at EDR: 05/17/2023
Date Made Active in Reports: 08/14/2023
Number of Days to Update: 89
Source: Placer County Air Quality Management District
Telephone: 530-745-2335
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SAN JOAQUIN: San Joaquin Valley Air Pollution Control District District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the San Joaquin Valley Air Pollution Control District.

Date of Government Version: 01/04/2024
Date Data Arrived at EDR: 01/04/2024
Date Made Active in Reports: 03/21/2024
Number of Days to Update: 77
Source: San Joaquin Valley Air Pollution Control District
Telephone: 559-230-6001
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN BAY AREA: Bay Area Air Quality Management District Drycleaner Facility Listing
Bay Area Air Quality Management District Drycleaner Facility Listing.

Date of Government Version: 02/20/2019
Date Data Arrived at EDR: 05/30/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1432
Source: Bay Area Air Quality Management District
Telephone: 415-516-1916
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN CALAVERAS: Calaveras County Environmental Management Agency Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Calaveras County Environmental Management Agency.

Date of Government Version: 06/17/2019
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1412
Source: Calaveras County Environmental Management Agency
Telephone: 209-754-6399
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/16/2019
Data Release Frequency: Varies

DRYCLEAN N COAST: North Coast Unified Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the North Coast Unified Air Quality Management District.

Date of Government Version: 11/30/2016
Date Data Arrived at EDR: 04/19/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1473
Source: North Coast Unified Air Quality Management District
Telephone: 707-443-3093
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN N SIERRA: Northern Sierra Air Quality Management District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Northern Sierra Air Quality Management District,

Date of Government Version: 05/07/2019
Date Data Arrived at EDR: 05/07/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1455
Source: Northern Sierra Air Quality Management District
Telephone: 530-274-9350
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SANTA BARB: Santa Barbara County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Santa Barbara County Air Pollution Control District.

Date of Government Version: 02/19/2019
Date Data Arrived at EDR: 04/17/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1475
Source: Santa Barbara County Air Pollution Control District
Telephone: 805-961-8867
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN TEHAMA: Tehama County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Tehama County Air Pollution Control District.

Date of Government Version: 04/24/2019
Date Data Arrived at EDR: 04/24/2019
Date Made Active in Reports: 05/01/2023
Number of Days to Update: 1468
Source: Tehama County Air Pollution Control District
Telephone: 530-527-3717
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN GLENN: Glenn County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Glenn County Air Pollution Control District.

Date of Government Version: 01/08/2024
Date Data Arrived at EDR: 01/10/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 77
Source: Glenn County Air Pollution Control District
Telephone: 530-934-6500
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN N SONOMA: Norther Sonoma County County Air Pollution Control District Drycleaner Facility Listing
A listing of drycleaner facility locations, for the Northern Sonoma County Air Pollution Control District.,

Date of Government Version: 01/05/2024
Date Data Arrived at EDR: 01/10/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 77
Source: Santa Barbara County Air Pollution Control District
Telephone: 707-433-5911
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

DRYCLEAN SACRAMENTO: Sacramento Metropolitan Air Quality Management DistrictDrycleaner Facility Listing
A listing of drycleaner facility locations, for the Sacramento Metropolitan Air Quality Management District.

Date of Government Version: 01/03/2024
Date Data Arrived at EDR: 01/10/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 77
Source: Sacramento Metropolitan Air Quality Management District
Telephone: 916-874-3958
Last EDR Contact: 01/03/2024
Next Scheduled EDR Contact: 09/11/2023
Data Release Frequency: Varies

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2021
Date Data Arrived at EDR: 06/09/2023
Date Made Active in Reports: 08/30/2023
Number of Days to Update: 82
Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 03/14/2024
Next Scheduled EDR Contact: 06/24/2024
Data Release Frequency: Varies

ENF: Enforcement Action Listing
A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 01/16/2024
Date Data Arrived at EDR: 01/16/2024
Date Made Active in Reports: 04/03/2024
Number of Days to Update: 78
Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 04/16/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

FIN ASSURANCE 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 01/11/2024
Date Data Arrived at EDR: 01/16/2024
Date Made Active in Reports: 04/03/2024
Number of Days to Update: 78
Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 04/12/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

FIN ASSURANCE 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 02/07/2024
Date Data Arrived at EDR: 02/28/2024
Date Made Active in Reports: 05/15/2024
Number of Days to Update: 77
Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 05/02/2024
Next Scheduled EDR Contact: 08/19/2024
Data Release Frequency: Varies

ICE: Inspection, Compliance and Enforcement
Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 02/07/2024
Date Data Arrived at EDR: 02/07/2024
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 0
Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 05/14/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 02/07/2024
Date Data Arrived at EDR: 02/07/2024
Date Made Active in Reports: 02/07/2024
Number of Days to Update: 0
Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/14/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 01/02/2024
Date Data Arrived at EDR: 01/03/2024
Date Made Active in Reports: 03/21/2024
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 04/04/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Quarterly

HWTS: Hazardous Waste Tracking System

DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.

Date of Government Version: 01/26/2024
Date Data Arrived at EDR: 01/30/2024
Date Made Active in Reports: 04/17/2024
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-324-2444
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2023
Date Data Arrived at EDR: 01/03/2024
Date Made Active in Reports: 03/21/2024
Number of Days to Update: 78

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 04/04/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Annually

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/28/2024
Number of Days to Update: 84

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 01/23/2024
Date Data Arrived at EDR: 02/27/2024
Date Made Active in Reports: 05/16/2024
Number of Days to Update: 79

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 05/29/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 02/05/2024
Date Data Arrived at EDR: 02/06/2024
Date Made Active in Reports: 04/25/2024
Number of Days to Update: 79

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/07/2024
Next Scheduled EDR Contact: 08/19/2024
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 02/26/2024
Date Data Arrived at EDR: 02/27/2024
Date Made Active in Reports: 05/17/2024
Number of Days to Update: 80

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 05/29/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Quarterly

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/28/2024
Number of Days to Update: 84

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 03/08/2024
Date Data Arrived at EDR: 03/08/2024
Date Made Active in Reports: 05/29/2024
Number of Days to Update: 82

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 03/08/2024
Next Scheduled EDR Contact: 06/24/2024
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/03/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 82

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 04/25/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Annually

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/28/2024
Number of Days to Update: 84

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)

Underground control injection sites

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 80

Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 02/11/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 90

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 04/04/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 03/15/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing
In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/28/2024
Number of Days to Update: 84

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System
The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 02/26/2024
Date Data Arrived at EDR: 02/27/2024
Date Made Active in Reports: 05/14/2024
Number of Days to Update: 77

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 05/29/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 01/16/2024
Date Data Arrived at EDR: 01/16/2024
Date Made Active in Reports: 04/03/2024
Number of Days to Update: 78

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 04/16/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)

Produced water ponds sites

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)

Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 03/04/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 80

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Varies

UST FINDER RELEASE: UST Finder Releases Database

US EPA's UST Finder data is a national composite of leaking underground storage tanks. This data contains information about, and locations of, leaking underground storage tanks. Data was collected from state sources and standardized into a national profile by EPA's Office of Underground Storage Tanks, Office of Research and Development, and the Association of State and Territorial Solid Waste Management Officials.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/31/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 79

Source: Environmental Protecton Agency
Telephone: 202-564-0394
Last EDR Contact: 05/08/2024
Next Scheduled EDR Contact: 08/19/2024
Data Release Frequency: Semi-Annually

UST FINDER: UST Finder Database

EPA developed UST Finder, a web map application containing a comprehensive, state-sourced national map of underground storage tank (UST) and leaking UST (LUST) data. It provides the attributes and locations of active and closed USTs, UST facilities, and LUST sites from states and from Tribal lands and US territories . UST Finder contains information about proximity of UST facilities and LUST sites to: surface and groundwater public drinking water protection areas; estimated number of private domestic wells and number of people living nearby; and flooding and wildfires.

Date of Government Version: 06/08/2023
Date Data Arrived at EDR: 10/04/2023
Date Made Active in Reports: 01/18/2024
Number of Days to Update: 106

Source: Environmental Protection Agency
Telephone: 202-564-0394
Last EDR Contact: 05/08/2024
Next Scheduled EDR Contact: 08/19/2024
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 03/28/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks
Underground storage tank sites located in Alameda county.

Date of Government Version: 12/26/2023
Date Data Arrived at EDR: 12/26/2023
Date Made Active in Reports: 03/19/2024
Number of Days to Update: 84

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 03/28/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 04/27/2023
Date Data Arrived at EDR: 04/27/2023
Date Made Active in Reports: 07/13/2023
Number of Days to Update: 77

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 04/25/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 03/28/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 12/18/2023
Date Data Arrived at EDR: 12/18/2023
Date Made Active in Reports: 03/13/2024
Number of Days to Update: 86

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 03/15/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/06/2020
Date Data Arrived at EDR: 04/23/2020
Date Made Active in Reports: 07/10/2020
Number of Days to Update: 78

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 04/25/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 01/19/2024
Date Data Arrived at EDR: 01/24/2024
Date Made Active in Reports: 04/09/2024
Number of Days to Update: 76

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 04/19/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 02/05/2024
Date Data Arrived at EDR: 02/08/2024
Date Made Active in Reports: 04/26/2024
Number of Days to Update: 78

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 04/19/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/08/2022
Date Data Arrived at EDR: 08/09/2022
Date Made Active in Reports: 09/01/2022
Number of Days to Update: 23

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 04/19/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 06/28/2021
Date Data Arrived at EDR: 12/21/2021
Date Made Active in Reports: 03/03/2022
Number of Days to Update: 72

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 03/28/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 04/12/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/12/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 11/08/2021
Number of Days to Update: 88

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 01/17/2024
Date Data Arrived at EDR: 01/18/2024
Date Made Active in Reports: 04/03/2024
Number of Days to Update: 76

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 04/12/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Varies

KERN COUNTY:

CUPA KERN: CUPA Facility List
A listing of sites included in the Kern County Hazardous Material Business Plan.

Date of Government Version: 10/30/2023
Date Data Arrived at EDR: 11/01/2023
Date Made Active in Reports: 01/23/2024
Number of Days to Update: 83

Source: Kern County Public Health
Telephone: 661-321-3000
Last EDR Contact: 04/25/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Varies

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 04/25/2024
Date Data Arrived at EDR: 05/01/2024
Date Made Active in Reports: 05/08/2024
Number of Days to Update: 7

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 04/25/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/03/2020
Date Data Arrived at EDR: 01/26/2021
Date Made Active in Reports: 04/14/2021
Number of Days to Update: 78

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 02/05/2024
Date Data Arrived at EDR: 02/08/2024
Date Made Active in Reports: 04/26/2024
Number of Days to Update: 78

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 04/08/2024
Next Scheduled EDR Contact: 07/22/2024
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 07/31/2020
Date Data Arrived at EDR: 08/21/2020
Date Made Active in Reports: 11/09/2020
Number of Days to Update: 80

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 04/12/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 03/08/2024
Next Scheduled EDR Contact: 06/24/2024
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 01/16/2024
Date Data Arrived at EDR: 01/18/2024
Date Made Active in Reports: 03/26/2024
Number of Days to Update: 68

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 04/12/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 01/09/2024
Date Data Arrived at EDR: 01/10/2024
Date Made Active in Reports: 03/27/2024
Number of Days to Update: 77

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 04/09/2024
Next Scheduled EDR Contact: 07/22/2024
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 12/31/2022
Date Data Arrived at EDR: 01/12/2023
Date Made Active in Reports: 03/29/2023
Number of Days to Update: 76

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/22/2024
Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills
This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 04/13/2023
Date Data Arrived at EDR: 07/13/2023
Date Made Active in Reports: 09/27/2023
Number of Days to Update: 76

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 04/11/2024
Next Scheduled EDR Contact: 07/22/2024
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory
A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 12/01/2023
Date Data Arrived at EDR: 12/13/2023
Date Made Active in Reports: 12/14/2023
Number of Days to Update: 1

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory
A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 12/01/2023
Date Data Arrived at EDR: 12/13/2023
Date Made Active in Reports: 03/07/2024
Number of Days to Update: 85

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 03/19/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation LA County List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 07/11/2023
Date Data Arrived at EDR: 10/17/2023
Date Made Active in Reports: 01/09/2024
Number of Days to Update: 84

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 04/18/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/22/2024
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 04/12/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 04/12/2023
Date Data Arrived at EDR: 05/02/2023
Date Made Active in Reports: 06/13/2023
Number of Days to Update: 42

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 04/12/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/10/2020
Date Data Arrived at EDR: 08/12/2020
Date Made Active in Reports: 10/23/2020
Number of Days to Update: 72

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 03/22/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: Semi-Annually

MENDOCINO COUNTY:

UST MENDOCINO: Mendocino County UST Database
A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/22/2021
Date Data Arrived at EDR: 11/18/2021
Date Made Active in Reports: 11/22/2021
Number of Days to Update: 4

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 05/17/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 11/15/2023
Date Data Arrived at EDR: 11/20/2023
Date Made Active in Reports: 02/15/2024
Number of Days to Update: 87

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 05/08/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 02/22/2021
Date Data Arrived at EDR: 03/02/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 78

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 05/17/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 10/04/2021
Date Data Arrived at EDR: 10/06/2021
Date Made Active in Reports: 12/29/2021
Number of Days to Update: 84

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 03/22/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/17/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/17/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 10/31/2023
Date Data Arrived at EDR: 11/03/2023
Date Made Active in Reports: 01/23/2024
Number of Days to Update: 81

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 04/16/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups Orange County
Petroleum and non-petroleum spills.

Date of Government Version: 02/02/2024
Date Data Arrived at EDR: 03/13/2024
Date Made Active in Reports: 06/04/2024
Number of Days to Update: 83

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/02/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 02/22/2024
Date Data Arrived at EDR: 03/13/2024
Date Made Active in Reports: 06/04/2024
Number of Days to Update: 83

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/02/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 02/22/2024
Date Data Arrived at EDR: 03/13/2024
Date Made Active in Reports: 06/04/2024
Number of Days to Update: 83

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/02/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 02/28/2024
Date Data Arrived at EDR: 02/28/2024
Date Made Active in Reports: 05/16/2024
Number of Days to Update: 78

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 04/12/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 01/04/2024
Date Data Arrived at EDR: 01/04/2024
Date Made Active in Reports: 03/29/2024
Number of Days to Update: 85

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/05/2023
Next Scheduled EDR Contact: 06/24/2024
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 01/04/2024
Date Data Arrived at EDR: 01/04/2024
Date Made Active in Reports: 03/21/2024
Number of Days to Update: 77

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 03/08/2024
Next Scheduled EDR Contact: 06/24/2024
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/07/2022
Date Data Arrived at EDR: 12/21/2022
Date Made Active in Reports: 03/16/2023
Number of Days to Update: 85

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 03/25/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/07/2022
Date Data Arrived at EDR: 12/09/2022
Date Made Active in Reports: 03/01/2023
Number of Days to Update: 82

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 03/25/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 01/17/2024
Date Data Arrived at EDR: 01/18/2024
Date Made Active in Reports: 01/26/2024
Number of Days to Update: 8

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 02/13/2024
Date Data Arrived at EDR: 02/14/2024
Date Made Active in Reports: 05/02/2024
Number of Days to Update: 78

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 04/25/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 05/16/2024
Date Data Arrived at EDR: 05/22/2024
Date Made Active in Reports: 05/24/2024
Number of Days to Update: 2

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/01/2023
Date Data Arrived at EDR: 01/31/2024
Date Made Active in Reports: 04/17/2024
Number of Days to Update: 77

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 04/12/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/22/2021
Date Data Arrived at EDR: 10/19/2021
Date Made Active in Reports: 01/13/2022
Number of Days to Update: 86

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 04/12/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 02/01/2024
Date Data Arrived at EDR: 02/01/2024
Date Made Active in Reports: 04/24/2024
Number of Days to Update: 83

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 04/25/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Varies

LUST SAN FRANCISCO: Local Oversite Facilities
A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 04/25/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 02/01/2024
Date Data Arrived at EDR: 02/01/2024
Date Made Active in Reports: 04/24/2024
Number of Days to Update: 83

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 04/25/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Quarterly

SAN FRANCISO COUNTY:

SAN FRANCISCO MAHER: Maher Ordinance Property Listing
a listing of properties that fall within a Maher Ordinance, for all of San Francisco

Date of Government Version: 01/15/2024
Date Data Arrived at EDR: 01/18/2024
Date Made Active in Reports: 04/05/2024
Number of Days to Update: 78

Source: San Francisco Planning
Telephone: 628-652-7483
Last EDR Contact: 04/16/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 03/08/2024
Next Scheduled EDR Contact: 06/24/2024
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 02/14/2024
Date Data Arrived at EDR: 02/14/2024
Date Made Active in Reports: 05/02/2024
Number of Days to Update: 78

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 02/20/2020
Date Data Arrived at EDR: 02/20/2020
Date Made Active in Reports: 04/24/2020
Number of Days to Update: 64
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 03/07/2024
Next Scheduled EDR Contact: 06/17/2024
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 05/31/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28
Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 02/21/2024
Date Data Arrived at EDR: 02/22/2024
Date Made Active in Reports: 05/08/2024
Number of Days to Update: 76
Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22
Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13
Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 05/17/2024
Next Scheduled EDR Contact: 09/02/2024
Data Release Frequency: No Update Planned

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Varies

SITE MIT SANTA CRUZ: Site Mitigation Santa Cruz County List
Sites may become contaminated with toxic chemicals through illegal dumping or disposal, from leaking underground storage tanks, or through industrial or commercial activities.The goal of the site mitigation program is to protect the public health and the environment while facilitating completion of contaminated site clean-up projects in a timely manner.

Date of Government Version: 12/03/2018
Date Data Arrived at EDR: 06/23/2023
Date Made Active in Reports: 07/13/2023
Number of Days to Update: 20

Source: Santa Cruz Environmental Health Services
Telephone: 831-454-2761
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 09/15/2021
Date Data Arrived at EDR: 09/16/2021
Date Made Active in Reports: 12/09/2021
Number of Days to Update: 84

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 07/02/2021
Date Data Arrived at EDR: 07/06/2021
Date Made Active in Reports: 07/14/2021
Number of Days to Update: 8

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 03/15/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 06/30/2021
Date Made Active in Reports: 09/24/2021
Number of Days to Update: 86

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 03/15/2024
Next Scheduled EDR Contact: 07/01/2024
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 02/08/2022
Date Data Arrived at EDR: 02/10/2022
Date Made Active in Reports: 05/04/2022
Number of Days to Update: 83

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 04/05/2024
Next Scheduled EDR Contact: 07/22/2024
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 08/03/2023
Date Data Arrived at EDR: 08/24/2023
Date Made Active in Reports: 09/12/2023
Number of Days to Update: 19

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 05/22/2024
Next Scheduled EDR Contact: 09/09/2024
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 12/05/2023
Date Data Arrived at EDR: 02/01/2024
Date Made Active in Reports: 02/28/2024
Number of Days to Update: 27

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 05/09/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 01/17/2024
Date Data Arrived at EDR: 01/18/2024
Date Made Active in Reports: 04/03/2024
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 04/12/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 10/07/2022
Date Data Arrived at EDR: 10/07/2022
Date Made Active in Reports: 12/21/2022
Number of Days to Update: 75

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 04/25/2024
Next Scheduled EDR Contact: 08/12/2024
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 04/12/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 12/26/2023
Date Data Arrived at EDR: 01/24/2024
Date Made Active in Reports: 04/08/2024
Number of Days to Update: 75

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 04/15/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 03/22/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/02/2024
Next Scheduled EDR Contact: 08/19/2024
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 12/26/2023
Date Data Arrived at EDR: 01/23/2024
Date Made Active in Reports: 04/09/2024
Number of Days to Update: 77

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 04/15/2024
Next Scheduled EDR Contact: 07/29/2024
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 02/27/2024
Date Data Arrived at EDR: 03/05/2024
Date Made Active in Reports: 05/29/2024
Number of Days to Update: 85
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/04/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 12/18/2023
Date Data Arrived at EDR: 12/26/2023
Date Made Active in Reports: 03/19/2024
Number of Days to Update: 84
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 03/22/2024
Next Scheduled EDR Contact: 07/08/2024
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 01/22/2024
Date Data Arrived at EDR: 01/23/2024
Date Made Active in Reports: 04/08/2024
Number of Days to Update: 76
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 04/19/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 02/05/2024
Date Data Arrived at EDR: 02/06/2024
Date Made Active in Reports: 04/25/2024
Number of Days to Update: 79
Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/07/2024
Next Scheduled EDR Contact: 08/19/2024
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36
Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 03/29/2024
Next Scheduled EDR Contact: 07/15/2024
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 11/30/2023
Date Made Active in Reports: 12/01/2023
Number of Days to Update: 1

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 04/25/2024
Next Scheduled EDR Contact: 08/05/2024
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 04/08/2024
Next Scheduled EDR Contact: 07/22/2024
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2020
Date Data Arrived at EDR: 11/30/2021
Date Made Active in Reports: 02/18/2022
Number of Days to Update: 80

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/13/2024
Next Scheduled EDR Contact: 08/26/2024
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/03/2024
Next Scheduled EDR Contact: 09/16/2024
Data Release Frequency: Annually

Oil/Gas Pipelines

Source: Endeavor Business Media

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data

Source: Endeavor Business Media

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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.
Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.
Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.
Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

VTTM 943
HANFORD ARMONA ROAD
HANFORD, CA 93230

TARGET PROPERTY COORDINATES

Latitude (North):	36.309918 - 36° 18' 35.70''
Longitude (West):	119.680091 - 119° 40' 48.33''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	259366.2
UTM Y (Meters):	4021456.5
Elevation:	243 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	50005774 HANFORD, CA
Version Date:	2021

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

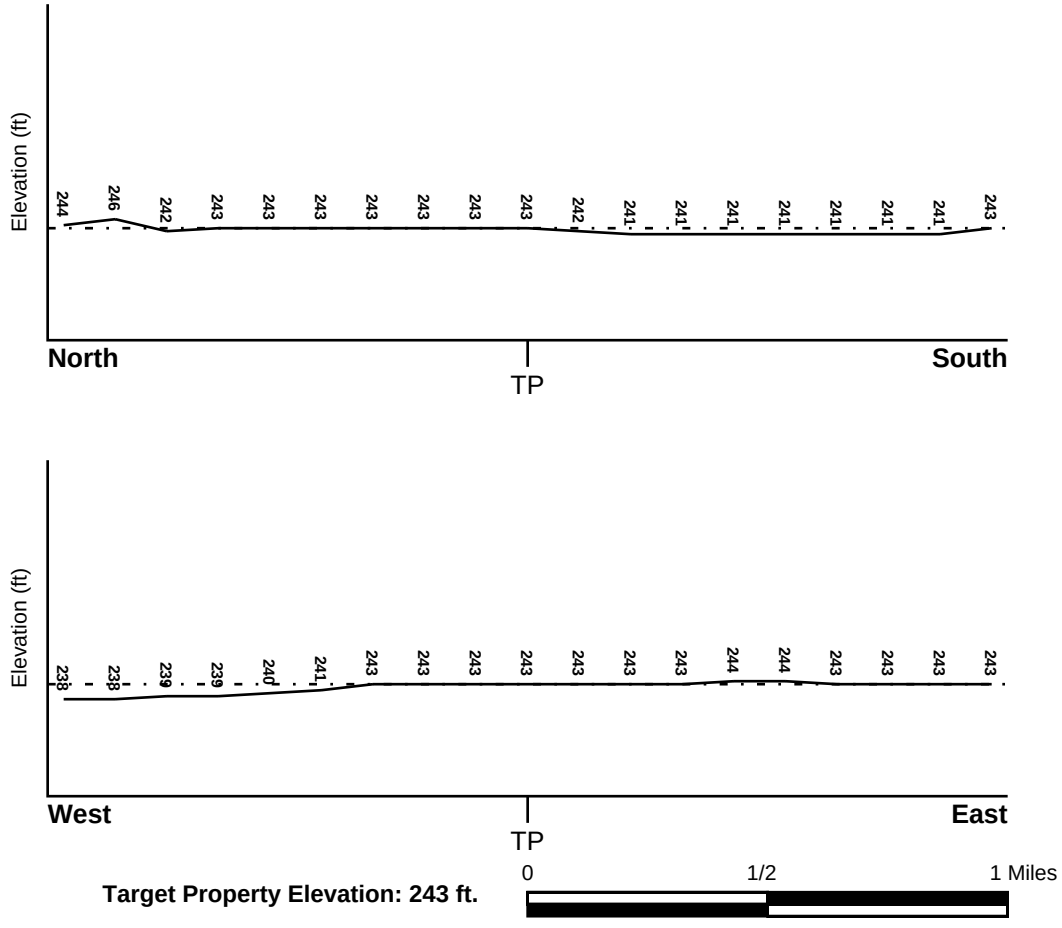
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General South

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
0600860075B	FEMA Q3 Flood data

Additional Panels in search area:	FEMA Source Type
06031C0185C	FEMA FIRM Flood data
0600880005B	FEMA Q3 Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
HANFORD	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

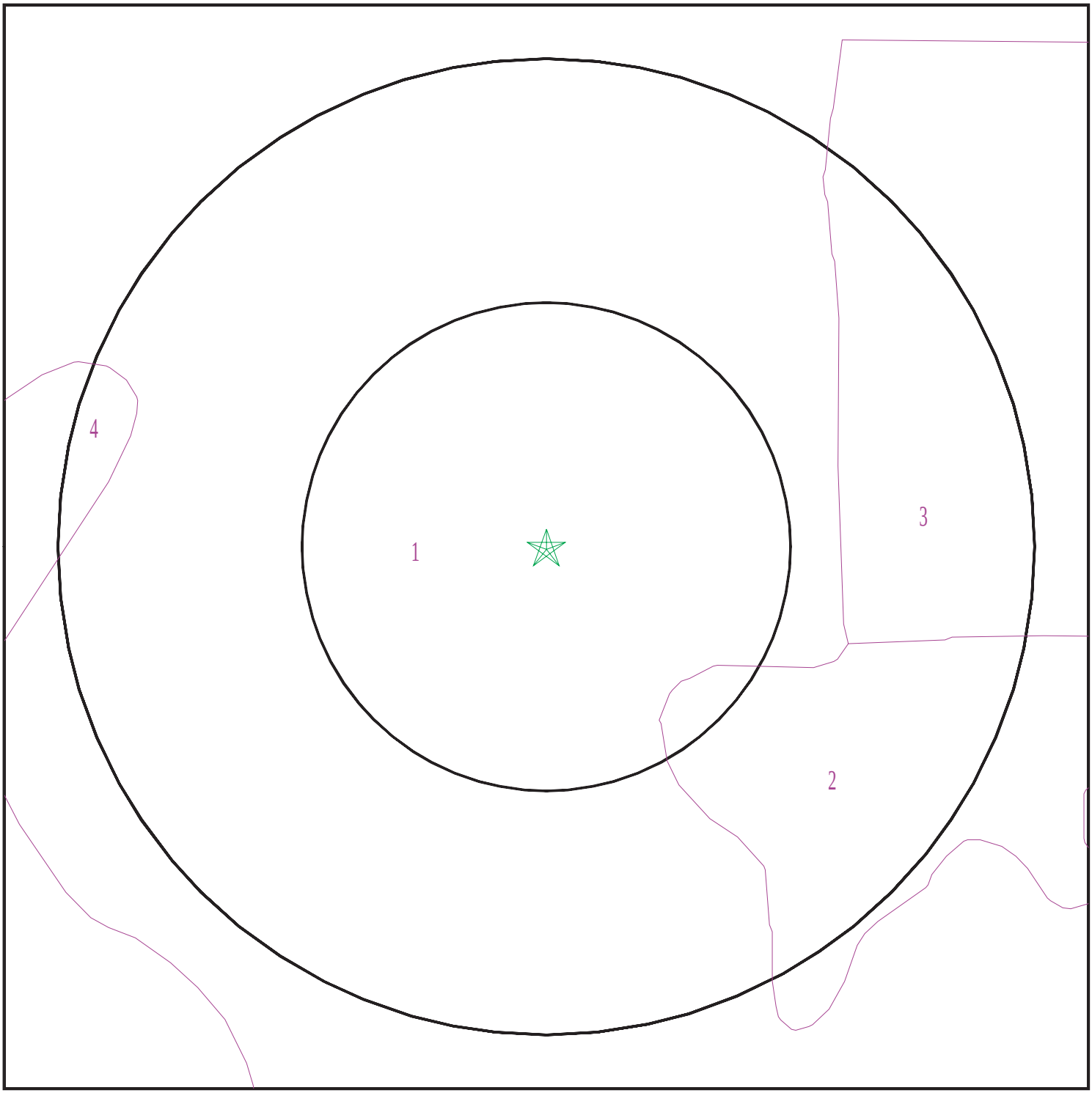
Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 7674781.2s



Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

SITE NAME:	VTTM 943	CLIENT:	Geotek
ADDRESS:	Hanford Armona Road Hanford CA 93230	CONTACT:	Kyle Richard Mchargue
LAT/LONG:	36.309918 / 119.680091	INQUIRY #:	7674781.2s
		DATE:	June 06, 2024 6:58 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: NORD

Soil Surface Texture:
Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	18 inches		Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.4
2	18 inches	72 inches		Not reported	Not reported	Max: 14 Min: 4	Max: 8.4 Min: 7.4

Soil Map ID: 2

Soil Component Name: WASCO

Soil Surface Texture:
Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	20 inches		Not reported	Not reported	Max: 42 Min: 14	Max: 8.4 Min: 6.6
2	20 inches	59 inches		Not reported	Not reported	Max: 42 Min: 14	Max: 8.4 Min: 6.6

Soil Map ID: 3

Soil Component Name: URBAN LAND

Soil Surface Texture:
Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class:
Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

No Layer Information available.

Soil Map ID: 4

Soil Component Name: CAJON

Soil Surface Texture:
Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Somewhat excessively drained

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	11 inches		Not reported	Not reported	Max: 141 Min: 42	Max: 8.4 Min: 7.4
2	11 inches	59 inches		Not reported	Not reported	Max: 141 Min: 42	Max: 8.4 Min: 7.4
3	59 inches	70 inches		Not reported	Not reported	Max: 141 Min: 42	Max: 8.4 Min: 7.4

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A3	USGS40000171989	1/8 - 1/4 Mile North
6	USGS40000171948	1/4 - 1/2 Mile West
7	USGS40000172062	1/4 - 1/2 Mile North
8	USGS40000171887	1/2 - 1 Mile SSW
19	USGS40000171892	1/2 - 1 Mile SE
35	USGS40000171955	1/2 - 1 Mile East
37	USGS40000171990	1/2 - 1 Mile WNW
D39	USGS40000171934	1/2 - 1 Mile East
43	USGS40000172122	1/2 - 1 Mile North

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

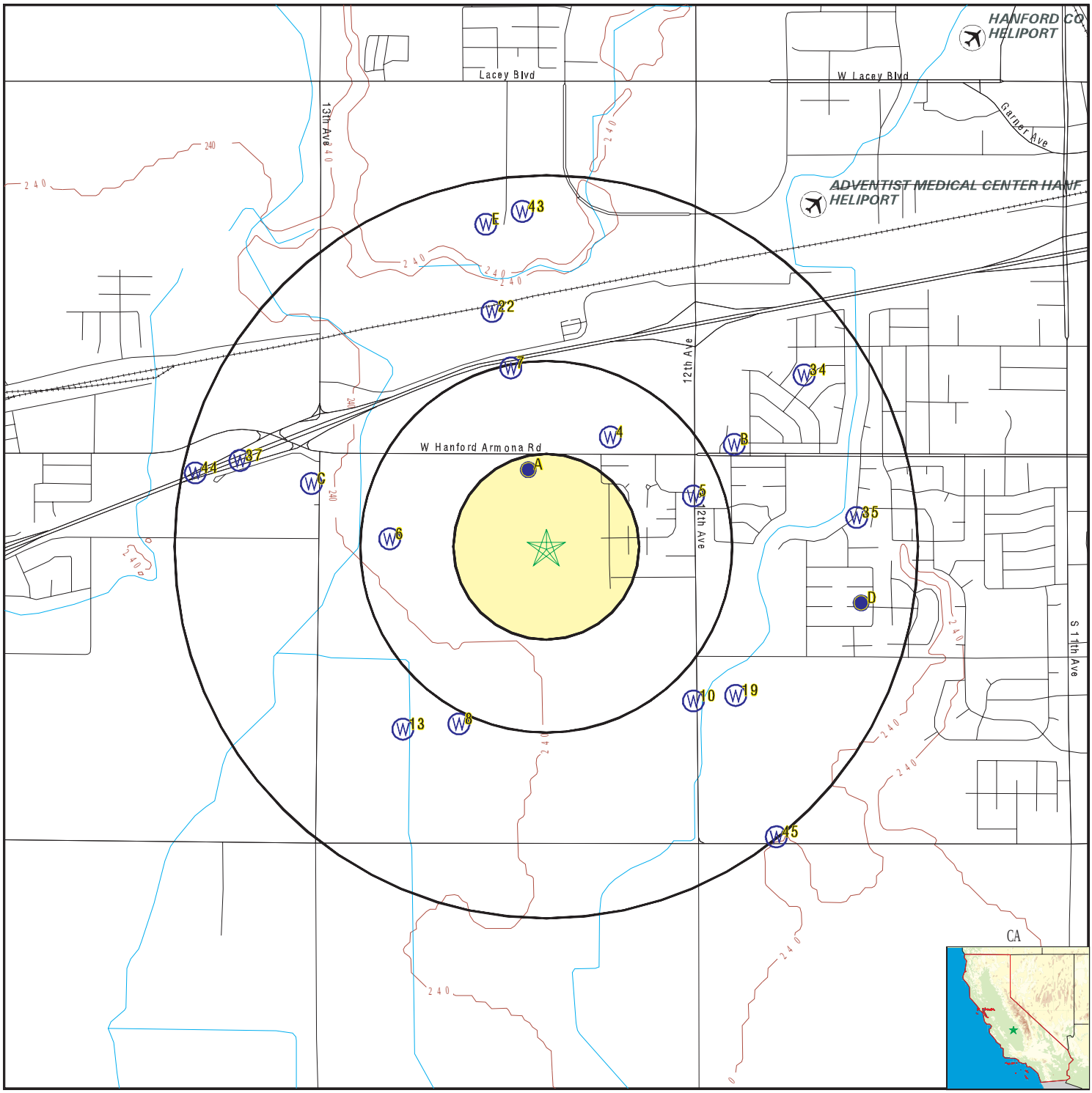
MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	CADWR0000009018	1/8 - 1/4 Mile NNW
A2	CADWR9000025224	1/8 - 1/4 Mile NNW
4	CADWR9000025282	1/4 - 1/2 Mile NNE
5	CADWR9000025217	1/4 - 1/2 Mile ENE
B9	13788	1/2 - 1 Mile ENE
10	CADWR9000025159	1/2 - 1 Mile SE
B11	CADDW2000019373	1/2 - 1 Mile ENE
C12	CAEDF0000140782	1/2 - 1 Mile WNW
13	CADWR9000025153	1/2 - 1 Mile SW
C14	CAEDF0000070131	1/2 - 1 Mile WNW
C15	CAEDF0000081455	1/2 - 1 Mile WNW
C16	CAEDF0000089774	1/2 - 1 Mile WNW
C17	CAEDF0000010313	1/2 - 1 Mile WNW
C18	CAEDF0000137784	1/2 - 1 Mile WNW
C20	CAEDF0000092794	1/2 - 1 Mile WNW
C21	CAEDF0000077344	1/2 - 1 Mile WNW
22	CADDW2000001369	1/2 - 1 Mile NNW
C23	CAEDF0000117453	1/2 - 1 Mile WNW
C24	CAEDF0000059614	1/2 - 1 Mile WNW
C25	CAEDF0000129047	1/2 - 1 Mile WNW
C26	CAEDF0000052207	1/2 - 1 Mile WNW
C27	CAEDF0000012045	1/2 - 1 Mile WNW
C28	CAEDF0000125986	1/2 - 1 Mile WNW
C29	CAEDF0000106121	1/2 - 1 Mile WNW
C30	CAEDF0000057602	1/2 - 1 Mile WNW
C31	CAEDF0000063692	1/2 - 1 Mile WNW
C32	CAEDF0000130330	1/2 - 1 Mile WNW
C33	CAEDF0000115365	1/2 - 1 Mile WNW
34	13789	1/2 - 1 Mile ENE
D36	CADWR9000025197	1/2 - 1 Mile East
D38	CADWR0000012706	1/2 - 1 Mile East
D40	CAUSGSN00008167	1/2 - 1 Mile East
E41	CADWR9000025342	1/2 - 1 Mile North
E42	CADWR0000003421	1/2 - 1 Mile North
44	CADWR9000025225	1/2 - 1 Mile WNW
45	CADWR9000025104	1/2 - 1 Mile SE

PHYSICAL SETTING SOURCE MAP - 7674781.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME: VTTM 943	CLIENT: Geotek
ADDRESS: Hanford Armona Road Hanford CA 93230	CONTACT: Kyle Richard Mchargue
LAT/LONG: 36.309918 / 119.680091	INQUIRY #: 7674781.2s DATE: June 06, 2024 6:58 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

A1
NNW
1/8 - 1/4 Mile
Higher

CA WELLS **CADWR0000009018**

Well ID:	19S21E03B001M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	19S21E03B001M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=19S21E03B001M&store_num=		
GeoTracker Data:	Not Reported		

A2
NNW
1/8 - 1/4 Mile
Higher

CA WELLS **CADWR9000025224**

State Well #:	19S21E03B001M	Station ID:	17245
Well Name:	19S21E03B001M	Basin Name:	Tulare Lake
Well Use:	Unknown	Well Type:	Single Well
Well Depth:	0	Well Completion Rpt #:	Not Reported

A3
North
1/8 - 1/4 Mile
Higher

FED USGS **USGS40000171989**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	019S021E03B001M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19510101	Well Depth:	348
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1961-11-21
Feet below surface:	83.00	Feet to sea level:	Not Reported
Note:	Not Reported		

4
NNE
1/4 - 1/2 Mile
Higher

CA WELLS **CADWR9000025282**

State Well #:	18S21E34R001M	Station ID:	32310
Well Name:	Not Reported	Basin Name:	Tulare Lake
Well Use:	Unknown	Well Type:	Unknown
Well Depth:	0	Well Completion Rpt #:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

5
ENE
1/4 - 1/2 Mile
Higher

CA WELLS **CADWR9000025217**

State Well #:	13S21E15P001M	Station ID:	14115
Well Name:	Not Reported	Basin Name:	Tulare Lake
Well Use:	Unknown	Well Type:	Unknown
Well Depth:	0	Well Completion Rpt #:	Not Reported

6
West
1/4 - 1/2 Mile
Lower

FED USGS **USGS40000171948**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	019S021E03D001M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19590101	Well Depth:	38
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1961-12-12
Feet below surface:	21.40	Feet to sea level:	Not Reported
Note:	Not Reported		

7
North
1/4 - 1/2 Mile
Higher

FED USGS **USGS40000172062**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	018S021E34P001M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19570101	Well Depth:	335
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

8
SSW
1/2 - 1 Mile
Lower

FED USGS **USGS40000171887**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	019S021E03M001M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19570101	Well Depth:	280
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1961-11-21
Feet below surface:	94.00	Feet to sea level:	Not Reported
Note:	Not Reported		

B9
ENE
1/2 - 1 Mile
Higher

CA WELLS **13788**

Seq:	13788	Prim sta c:	18S/21E-35N01 M
Frds no:	1610003030	County:	16
District:	12	User id:	CYA
System no:	1610003	Water type:	G
Source nam:	WELL 37	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	361851.0	Longitude:	1194013.0
Precision:	3	Status:	AR
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		

System no:	1610003	System nam:	Hanford, City Of
Hqname:	Not Reported	Address:	400 N. DOUTY STREET
City:	HANFORD	State:	CA
Zip:	93230	Zip ext:	Not Reported
Pop serv:	37000	Connection:	10813
Area serve:	HANFORD		

10
SE
1/2 - 1 Mile
Higher

CA WELLS **CADWR9000025159**

State Well #:	19S21E03J001M	Station ID:	35757
Well Name:	19S21E03J001M	Basin Name:	Tulare Lake
Well Use:	Unknown	Well Type:	Single Well
Well Depth:	0	Well Completion Rpt #:	Not Reported

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

B11
ENE
1/2 - 1 Mile
Higher

CA WELLS **CADDW2000019373**

GAMA:

Well ID:	CA1610003_030_030	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	1610003-030
GAMA Pfas testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA1610003_030_030&store_num=		
GeoTracker Data:	Not Reported		

C12
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000140782**

Well ID:	T0603100023-MW-19	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-19
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-19&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-19		

13
SW
1/2 - 1 Mile
Lower

CA WELLS **CADWR9000025153**

State Well #:	19S21E03M001M	Station ID:	17246
Well Name:	19S21E03M001M	Basin Name:	Tulare Lake
Well Use:	Unknown	Well Type:	Single Well
Well Depth:	0	Well Completion Rpt #:	Not Reported

C14
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000070131**

Well ID:	T0603100023-MW-13	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-13
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-13&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-13		

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

C15
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000081455**

Well ID:	T0603100023-MW-2	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-2
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-2&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-2		

C16
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000089774**

Well ID:	T0603100023-VEW-1	Well Type:	MONITORING
Source:	EDF	Other Name:	VEW-1
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=VEW-1&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=VEW-1		

C17
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000010313**

Well ID:	T0603100023-MW-15	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-15
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-15&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-15		

C18
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000137784**

Well ID:	T0603100023-VEW-3	Well Type:	MONITORING
Source:	EDF	Other Name:	VEW-3
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=VEW-3&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=VEW-3		

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

19
SE
1/2 - 1 Mile
Higher | **FED USGS** | **USGS40000171892**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	019S021E03J001M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19590101	Well Depth:	420
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		
Ground water levels,Number of Measurements:	1	Level reading date:	1961-11-21
Feet below surface:	80.50	Feet to sea level:	Not Reported
Note:	Not Reported		

C20
WNW
1/2 - 1 Mile
Lower | **CA WELLS** | **CAEDF0000092794**

Well ID:	T0603100023-MW-9
Well Type:	MONITORING
Source:	EDF
Other Name:	MW-9
GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-9&store_num=
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-9

C21
WNW
1/2 - 1 Mile
Lower | **CA WELLS** | **CAEDF0000077344**

Well ID:	T0603100023-MW-18
Well Type:	MONITORING
Source:	EDF
Other Name:	MW-18
GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-18&store_num=
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-18

22
NNW
1/2 - 1 Mile
Higher | **CA WELLS** | **CADDW2000001369**

GAMA:

Well ID:	CA1600253_001_001	Well Type:	MUNICIPAL
Source:	DDW	Other Names:	1600253-001
GAMA Pfas testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=CA1600253_001_001&store_num=		
GeoTracker Data:	Not Reported		

C23
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000117453**

Well ID:	T0603100023-MW-8	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-8
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-8&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-8		

C24
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000059614**

Well ID:	T0603100023-MW-4	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-4
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-4&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-4		

C25
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000129047**

Well ID:	T0603100023-ASW-1	Well Type:	MONITORING
Source:	EDF	Other Name:	ASW-1
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=ASW-1&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=ASW-1		

C26
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000052207**

Well ID:	T0603100023-MW-17	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-17
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-17&store_num=		

GeoTracker Data: https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-17

C27
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000012045**

Well ID: T0603100023-VEW-2
Well Type: MONITORING
Source: EDF
Other Name: VEW-2
GAMA PFAS Testing: Not Reported
Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=VEW-2&store_num=
GeoTracker Data: https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=VEW-2

C28
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000125986**

Well ID: T0603100023-MW-3
Well Type: MONITORING
Source: EDF
Other Name: MW-3
GAMA PFAS Testing: Not Reported
Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-3&store_num=
GeoTracker Data: https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-3

C29
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000106121**

Well ID: T0603100023-MW-16
Well Type: MONITORING
Source: EDF
Other Name: MW-16
GAMA PFAS Testing: Not Reported
Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-16&store_num=
GeoTracker Data: https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-16

C30
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000057602**

Well ID: T0603100023-MW-14
Well Type: MONITORING
Source: EDF
Other Name: MW-14
GAMA PFAS Testing: Not Reported
Groundwater Quality Data: https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-14&store_num=
GeoTracker Data: https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-14

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

C31
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000063692**

Well ID:	T0603100023-MW-12	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-12
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-12&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-12		

C32
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000130330**

Well ID:	T0603100023-MW-11	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-11
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-11&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-11		

C33
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAEDF0000115365**

Well ID:	T0603100023-MW-10	Well Type:	MONITORING
Source:	EDF	Other Name:	MW-10
GAMA PFAS Testing:	Not Reported		
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=EDF&samp_date=&global_id=T0603100023&assigned_name=MW-10&store_num=		
GeoTracker Data:	https://geotracker.waterboards.ca.gov/profile_report.asp?cmd=MWEDFResults&global_id=T0603100023&assigned_name=MW-10		

34
ENE
1/2 - 1 Mile
Higher

CA WELLS **13789**

Seq:	13789	Prim sta c:	18S/21E-35P02 M
Frds no:	1610003013	County:	16
District:	12	User id:	CYA
System no:	1610003	Water type:	G
Source nam:	WELL 19 - ABANDONED	Station ty:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Latitude:	361900.0	Longitude:	1194000.0
Precision:	8	Status:	AB
Comment 1:	Not Reported	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported

Comment 7:	Not Reported		
System no:	1610003	System nam:	Hanford, City Of
Hqname:	Not Reported	Address:	400 N. DOUTY STREET
City:	HANFORD	State:	CA
Zip:	93230	Zip ext:	Not Reported
Pop serv:	37000	Connection:	10813
Area serve:	HANFORD		

35
East
1/2 - 1 Mile
Higher

FED USGS **USGS40000171955**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	019S021E02C001M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19550101	Well Depth:	125
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

D36
East
1/2 - 1 Mile
Higher

CA WELLS **CADWR9000025197**

State Well #:	19S21E02F001M	Station ID:	17243
Well Name:	19S21E02F001M	Basin Name:	Tulare Lake
Well Use:	Unknown	Well Type:	Single Well
Well Depth:	0	Well Completion Rpt #:	Not Reported

37
WNW
1/2 - 1 Mile
Lower

FED USGS **USGS40000171990**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	019S021E04B001M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19540101	Well Depth:	160
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1961-11-21
Feet below surface:	77.50	Feet to sea level:	Not Reported
Note:	Not Reported		

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

D38
East
1/2 - 1 Mile
Higher

CA WELLS **CADWR0000012706**

Well ID:	19S21E02F001M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	19S21E02F001M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=19S21E02F001M&store_num=		
GeoTracker Data:	Not Reported		

D39
East
1/2 - 1 Mile
Higher

FED USGS **USGS40000171934**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	019S021E02F001M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Alluvium Above E-Clay	Aquifer Type:	Not Reported
Construction Date:	19600101	Well Depth:	398
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1961-11-21
Feet below surface:	87.40	Feet to sea level:	Not Reported
Note:	Not Reported		

D40
East
1/2 - 1 Mile
Higher

CA WELLS **CAUSGSN00008167**

Well ID:	USGS-361828119395001	Well Type:	UNK
Source:	United States Geological Survey		
Other Name:	USGS-361828119395001	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGSNEW&samp_date=&global_id=&assigned_name=USGS-361828119395001&store_num=		
GeoTracker Data:	Not Reported		

E41
North
1/2 - 1 Mile
Higher

CA WELLS **CADWR9000025342**

State Well #:	18S21E34F001M	Station ID:	16660
Well Name:	Not Reported	Basin Name:	Tulare Lake
Well Use:	Unknown	Well Type:	Unknown
Well Depth:	0	Well Completion Rpt #:	Not Reported

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

E42
North
1/2 - 1 Mile
Higher

CA WELLS **CADWR0000003421**

Well ID:	18S21E34F001M	Well Type:	UNK
Source:	Department of Water Resources		
Other Name:	18S21E34F001M	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DWR&samp_date=&global_id=&assigned_name=18S21E34F001M&store_num=		
GeoTracker Data:	Not Reported		

43
North
1/2 - 1 Mile
Higher

FED USGS **USGS40000172122**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	018S021E34F001M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	80
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

44
WNW
1/2 - 1 Mile
Lower

CA WELLS **CADWR9000025225**

State Well #:	19S21E04B001M	Station ID:	17247
Well Name:	Not Reported	Basin Name:	Tulare Lake
Well Use:	Unknown	Well Type:	Unknown
Well Depth:	0	Well Completion Rpt #:	Not Reported

45
SE
1/2 - 1 Mile
Lower

CA WELLS **CADWR9000025104**

State Well #:	19S21E02N001M	Station ID:	35756
Well Name:	19S21E02N001M	Basin Name:	Tulare Lake
Well Use:	Unknown	Well Type:	Single Well
Well Depth:	0	Well Completion Rpt #:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
93230	24	1

Federal EPA Radon Zone for KINGS County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 93230

Number of sites tested: 6

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	2.300 pCi/L	83%	17%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005, 2010 and 2015 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

OTHER STATE DATABASE INFORMATION

Groundwater Ambient Monitoring & Assessment Program
State Water Resources Control Board
Telephone: 916-341-5577
The GAMA Program is Californias comprehensive groundwater quality monitoring program. GAMA collects data by testing the untreated, raw water in different types of wells for naturally-occurring and man-made chemicals. The GAMA data includes Domestic, Monitoring and Municipal well types from the following sources, Department of Water Resources, Department of Heath Services, EDF, Agricultural Lands, Lawrence Livermore National Laboratory, Department of Pesticide Regulation, United States Geological Survey, Groundwater Ambient Monitoring and Assessment Program and Local Groundwater Projects.

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

Geothermal Wells Listing
Department of Conservation
Telephone: 916-445-9686
Geothermal well means a well constructed to extract or return water to the ground after it has been used for heating or cooling purposes. Geothermal wells in California (except for wells on federal leases which are administered by the Bureau of Land Management) are permitted, drilled, operated, and permanently sealed and closed (plugged and abandoned) under requirements and procedures administered by the Geothermal Section of the Department of Conservations Geologic Energy Management Division (CalGEM, formerly DOGGR).

California Oil and Gas Well Locations
Source: Dept of Conservation, Geologic Energy Management Division
Telephone: 916-323-1779
Oil and Gas well locations in the state.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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APPENDIX F

VAPOR ENCROACHMENT

VTTM 943
Hanford Armona Road
Hanford, CA 93230

Inquiry Number: 7674781.2s
June 27, 2024

EDR Vapor Encroachment Screen

Prepared using EDR's Vapor Encroachment Worksheet

EDR® Environmental Data Resources Inc

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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The EDR Vapor Encroachment Worksheet enables EDR's customers to make certain online modifications that effects maps, text and calculations contained in this Report. As a result, maps, text and calculations contained in this Report may have been so modified. EDR has not taken any action to verify any such modifications, and this report and the findings set forth herein must be read in light of this fact. Environmental Data Resources shall not be responsible for any customer's decision to include or not include in any final report any records determined to be within the relevant minimum search distances.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by EDR. The report was designed to assist parties seeking to meet the search requirements of the ASTM Standard Practice for Assessment of Vapor Encroachment into Structures on Property Involved in Real Estate Transactions (E 2600).

STANDARD ENVIRONMENTAL RECORDS	Default Area of Concern (Miles)*	property	1/10	> 1/10
Lists of Federal NPL (Superfund) sites	1.0	0	0	0
Lists of Federal Delisted NPL sites	1.0	0	0	0
Lists of Federal sites subject to CERCLA removals and CERCLA orders	0.5	0	0	0
Lists of Federal CERCLA sites with NFRAP	0.5	0	0	0
Lists of Federal RCRA facilities undergoing Corrective Action	1.0	0	0	0
Lists of Federal RCRA TSD facilities	0.5	0	0	0
Lists of Federal RCRA generators	0.25	0	0	0
Federal institutional controls / engineering controls registries	0.5	0	0	0
Federal ERNS list	0.001	0	0	-
Lists of state- and tribal (Superfund) equivalent sites	1.0	0	0	0
Lists of state- and tribal hazardous waste facilities	1.0	0	0	0
Lists of state and tribal landfills and solid waste disposal facilities	0.5	0	0	0
Lists of state and tribal leaking storage tanks	0.5	0	0	0
Lists of state and tribal registered storage tanks	0.25	0	0	0
State and tribal institutional control / engineering control registries	not searched	-	-	-
Lists of state and tribal voluntary cleanup sites	0.5	0	0	0
Lists of state and tribal brownfield sites	0.5	0	0	0

ADDITIONAL ENVIRONMENTAL RECORDS				
Local Brownfield lists	0.5	0	0	0
Local Lists of Landfill / Solid Waste Disposal Sites	0.5	0	0	0
Local Lists of Hazardous waste / Contaminated Sites	1.0	0	0	0
Local Lists of Registered Storage Tanks	0.25	0	0	0
Local Land Records	0.5	0	0	0
Records of Emergency Release Reports	0.5	0	0	0
Other Ascertainable Records	1.0	0	0	0

EDR HIGH RISK HISTORICAL RECORDS				
EDR Exclusive Records	1.0	0	0	0
Exclusive Recovered Govt. Archives	0.001	0	0	-

EXECUTIVE SUMMARY

EDR RECOVERED GOVERNMENT ARCHIVES

EDR Exclusive Records	1.0	0	0	0
Exclusive Recovered Govt. Archives	0.001	0	0	-

*The Default Area of Concern may be adjusted by the environmental professional using experience and professional judgement. Each category may include several databases, and each database may have a different distance. A list of individual databases is provided at the back of this report.

EXECUTIVE SUMMARY

TARGET PROPERTY INFORMATION

ADDRESS

VTTM 943
HANFORD ARMONA ROAD
HANFORD, CA 93230

COORDINATES

Latitude (North):	36.309918 - 36° 18′ 35.70282″
Longitude (West):	119.680091 - 119° 40′ 48.33069″
Elevation:	243 ft. above sea level

EXECUTIVE SUMMARY

SEARCH RESULTS

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Name	Address	Dist/Dir	Map ID	Page
Not Reported				

ADDITIONAL ENVIRONMENTAL RECORDS

Name	Address	Dist/Dir	Map ID	Page
Not Reported				

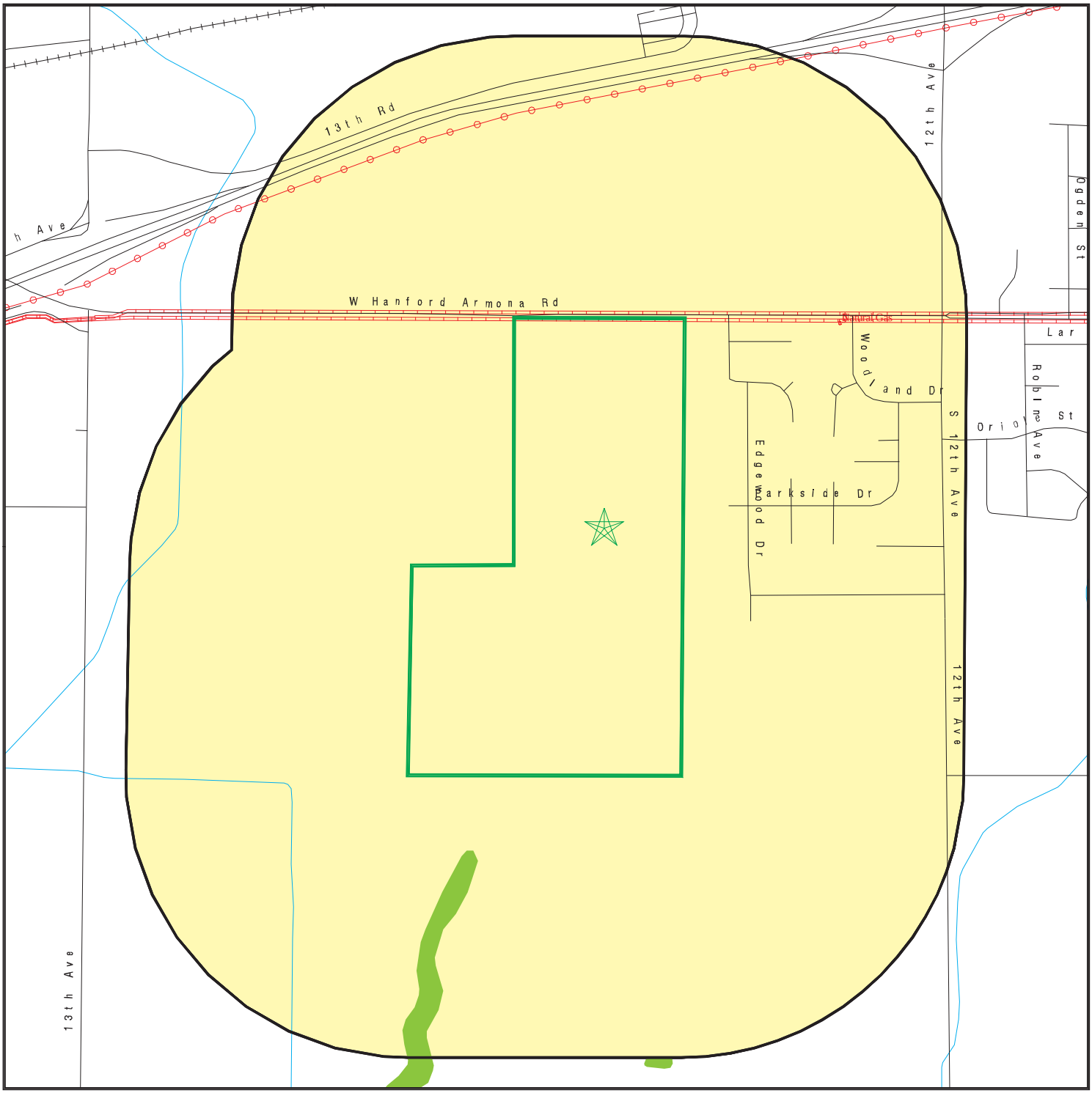
EDR HIGH RISK HISTORICAL RECORDS

Name	Address	Dist/Dir	Map ID	Page
Not Reported				

EDR RECOVERED GOVERNMENT ARCHIVES

Name	Address	Dist/Dir	Map ID	Page
Not Reported				

PRIMARY MAP - 7674781.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 300 1/3 1/2 Miles

Indian Reservations BIA

Power transmission lines

Pipelines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: VTTM 943	CLIENT: Geotek
ADDRESS: Hanford Armona Road Hanford CA 93230	CONTACT: Kyle Richard Mchargue
LAT/LONG: 36.309918 / 119.680091	INQUIRY #: 7674781.2s DATE: June 06, 2024 6:57 pm

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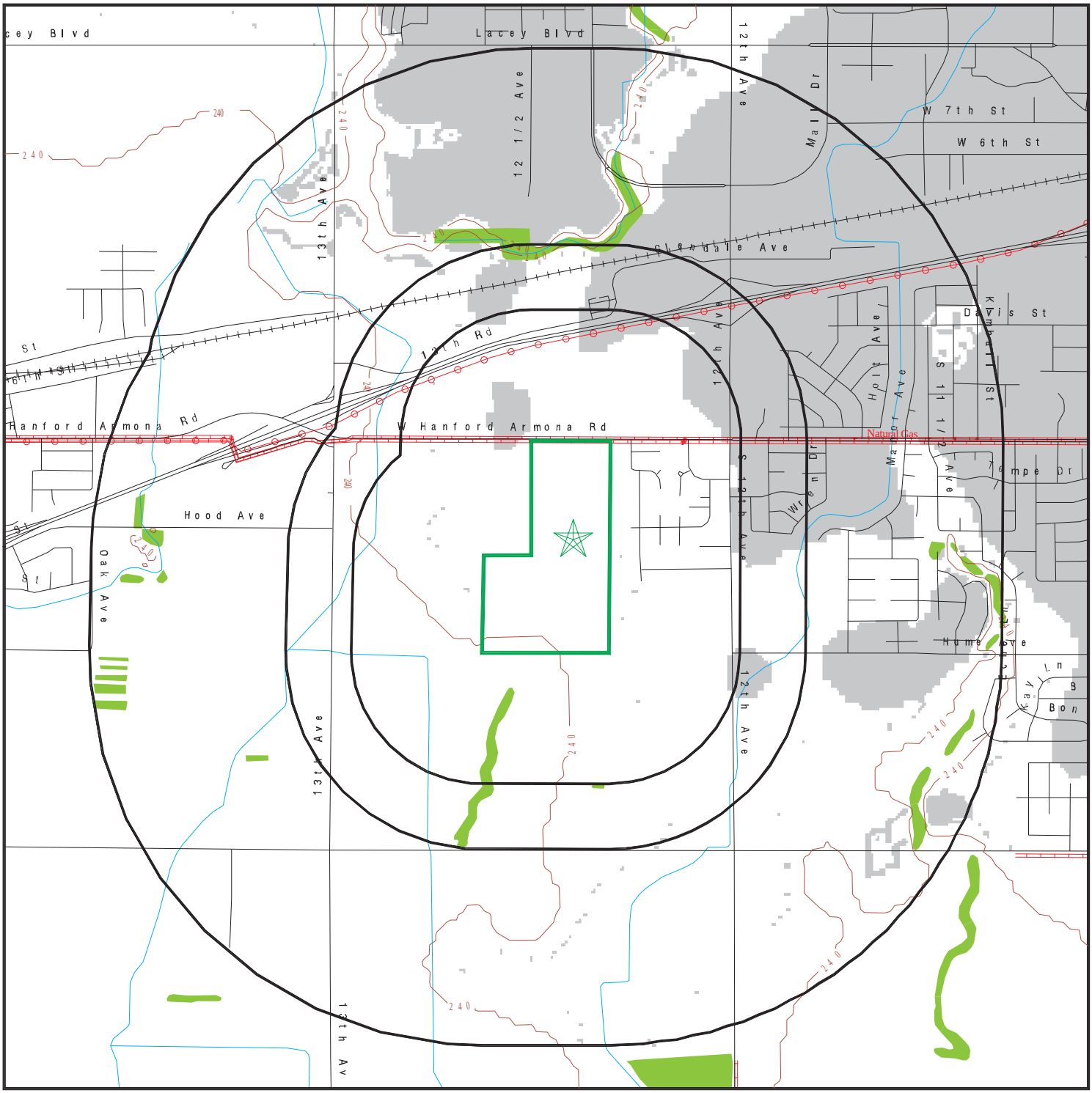
SECONDARY MAP - 7674781.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites

0 1/3 1/2 1 Miles

- Indian Reservations BIA
- Power transmission lines
- Pipelines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Upgradient Area
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: VTTM 943	CLIENT: Geotek
ADDRESS: Hanford Armona Road Hanford CA 93230	CONTACT: Kyle Richard Mchargue
LAT/LONG: 36.309918 / 119.680091	INQUIRY #: 7674781.2s DATE: June 06, 2024 6:57 pm

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MAP FINDINGS

LEGEND

FACILITY NAME **FACILITY ADDRESS, CITY, ST, ZIP**			EDR SITE ID NUMBER
◆ **MAP ID#**	Direction Distance Range Relative Elevation	(Distance feet / miles) Feet Above Sea Level	ASTM 2600 Record Sources found in this report. Each database searched has been assigned to one or more categories. For detailed information about categorization, see the section of the report Records Searched and Currency.

Worksheet:

Comments:

Comments may be added on the online Vapor Encroachment Worksheet.

DATABASE ACRONYM: Applicable categories (A hoverbox with database description).

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
ENVIRONMENTAL RECORDS						
Federal NPL site list						
US	NPL	National Priority List	EPA	02/29/2024	03/01/2024	03/27/2024
US	Proposed NPL	Proposed National Priority List Sites	EPA	02/29/2024	03/01/2024	03/27/2024
US	NPL LIENS	Federal Superfund Liens	EPA	10/15/1991	02/02/1994	03/30/1994
Federal CERCLIS list						
US	SEMS	Superfund Enterprise Management System	EPA	04/22/2024	05/01/2024	05/24/2024
Federal RCRA CORRACTS facilities list						
US	CORRACTS	Corrective Action Report	EPA	12/04/2023	12/06/2023	12/12/2023
Federal RCRA TSD facilities list						
US	RCRA-TSDF	RCRA - Treatment, Storage and Disposal	Environmental Protection Agency	12/04/2023	12/06/2023	12/12/2023
Federal RCRA generators list						
US	RCRA-LQG	RCRA - Large Quantity Generators	Environmental Protection Agency	12/04/2023	12/06/2023	12/12/2023
US	RCRA-SQG	RCRA - Small Quantity Generators	Environmental Protection Agency	12/04/2023	12/06/2023	12/12/2023
US	RCRA-VSQG	RCRA - Very Small Quantity Generators (Formerly Conditionall	Environmental Protection Agency	12/04/2023	12/06/2023	12/12/2023
Federal institutional controls / engineering controls registries						
US	LUCIS	Land Use Control Information System	Department of the Navy	02/14/2024	02/16/2024	04/04/2024
US	US ENG CONTROLS	Engineering Controls Sites List	Environmental Protection Agency	02/13/2024	02/21/2024	04/04/2024
US	US INST CONTROLS	Institutional Controls Sites List	Environmental Protection Agency	02/13/2024	02/21/2024	04/04/2024
Federal ERNS list						
US	ERNS	Emergency Response Notification System	National Response Center, United States Coast	12/12/2023	12/13/2023	02/28/2024
State and tribal - equivalent NPL						
CA	RESPONSE	State Response Sites	Department of Toxic Substances Control	01/22/2024	01/23/2024	04/08/2024
State and tribal - equivalent CERCLIS						
CA	ENVIROSTOR	EnviroStor Database	Department of Toxic Substances Control	01/22/2024	01/23/2024	04/08/2024
State and tribal landfill / solid waste disposal						
CA	SWF/LF (SWIS)	Solid Waste Information System	Department of Resources Recycling and Recover	02/05/2024	02/06/2024	04/26/2024
State and tribal leaking storage tank lists						
CA	LUST REG 6V	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	06/07/2005	06/07/2005	06/29/2005
CA	LUST REG 9	Leaking Underground Storage Tank Report	California Regional Water Quality Control Boa	03/01/2001	04/23/2001	05/21/2001
CA	LUST REG 8	Leaking Underground Storage Tanks	California Regional Water Quality Control Boa	02/14/2005	02/15/2005	03/28/2005
CA	LUST REG 7	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	02/26/2004	02/26/2004	03/24/2004
CA	LUST REG 5	Leaking Underground Storage Tank Database	California Regional Water Quality Control Boa	07/01/2008	07/22/2008	07/31/2008
CA	LUST REG 4	Underground Storage Tank Leak List	California Regional Water Quality Control Boa	09/07/2004	09/07/2004	10/12/2004
CA	LUST REG 3	Leaking Underground Storage Tank Database	California Regional Water Quality Control Boa	05/19/2003	05/19/2003	06/02/2003

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	LUST REG 2	Fuel Leak List	California Regional Water Quality Control Boa	09/30/2004	10/20/2004	11/19/2004
CA	LUST	Leaking Underground Fuel Tank Report (GEOTRACKER)	State Water Resources Control Board	03/04/2024	03/05/2024	05/24/2024
CA	LUST REG 6L	Leaking Underground Storage Tank Case Listing	California Regional Water Quality Control Boa	09/09/2003	09/10/2003	10/07/2003
CA	LUST REG 1	Active Toxic Site Investigation	California Regional Water Quality Control Boa	02/01/2001	02/28/2001	03/29/2001
US	INDIAN LUST R8	Leaking Underground Storage Tanks on Indian Land	EPA Region 8	10/25/2023	01/17/2024	03/13/2024
US	INDIAN LUST R10	Leaking Underground Storage Tanks on Indian Land	EPA Region 10	10/25/2023	01/17/2024	03/13/2024
US	INDIAN LUST R7	Leaking Underground Storage Tanks on Indian Land	EPA Region 7	10/25/2023	01/17/2024	03/13/2024
US	INDIAN LUST R9	Leaking Underground Storage Tanks on Indian Land	Environmental Protection Agency	10/25/2023	01/17/2024	03/13/2024
US	INDIAN LUST R5	Leaking Underground Storage Tanks on Indian Land	EPA, Region 5	10/04/2023	01/17/2024	03/13/2024
US	INDIAN LUST R4	Leaking Underground Storage Tanks on Indian Land	EPA Region 4	10/25/2023	01/17/2024	03/13/2024
US	INDIAN LUST R1	Leaking Underground Storage Tanks on Indian Land	EPA Region 1	10/25/2023	01/17/2024	03/13/2024
US	INDIAN LUST R6	Leaking Underground Storage Tanks on Indian Land	EPA Region 6	10/25/2023	01/17/2024	03/13/2024
CA	CPS-SLIC	Statewide SLIC Cases (GEOTRACKER)	State Water Resources Control Board	03/04/2024	03/05/2024	05/24/2024
CA	SLIC REG 1	Active Toxic Site Investigations	California Regional Water Quality Control Boa	04/03/2003	04/07/2003	04/25/2003
CA	SLIC REG 2	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board San Fran	09/30/2004	10/20/2004	11/19/2004
CA	SLIC REG 3	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Regional Water Quality Control Boa	05/18/2006	05/18/2006	06/15/2006
CA	SLIC REG 4	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Region Water Quality Control Board Los Angele	11/17/2004	11/18/2004	01/04/2005
CA	SLIC REG 5	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board Central	04/01/2005	04/05/2005	04/21/2005
CA	SLIC REG 6V	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	Regional Water Quality Control Board, Victorv	05/24/2005	05/25/2005	06/16/2005
CA	SLIC REG 6L	SLIC Sites	California Regional Water Quality Control Boa	09/07/2004	09/07/2004	10/12/2004
CA	SLIC REG 7	SLIC List	California Regional Quality Control Board, Co	11/24/2004	11/29/2004	01/04/2005
CA	SLIC REG 8	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Region Water Quality Control Board	04/03/2008	04/03/2008	04/14/2008
CA	SLIC REG 9	Spills, Leaks, Investigation & Cleanup Cost Recovery Listing	California Regional Water Quality Control Boa	09/10/2007	09/11/2007	09/28/2007
State and tribal registered storage tank lists						
CA	UST	Active UST Facilities	SWRCB	03/04/2024	03/05/2024	05/29/2024
CA	UST CLOSURE	Proposed Closure of Underground Storage Tank (UST) Cases	State Water Resources Control Board	02/13/2024	03/05/2024	06/03/2024
CA	MILITARY UST SITES	Military UST Sites (GEOTRACKER)	State Water Resources Control Board	03/04/2024	03/05/2024	05/24/2024
CA	AST	Aboveground Petroleum Storage Tank Facilities	California Environmental Protection Agency	07/06/2016	07/12/2016	09/19/2016
US	INDIAN UST R4	Underground Storage Tanks on Indian Land	EPA Region 4	10/24/2023	01/17/2024	03/13/2024
US	INDIAN UST R10	Underground Storage Tanks on Indian Land	EPA Region 10	10/24/2023	01/17/2024	03/13/2024
US	INDIAN UST R6	Underground Storage Tanks on Indian Land	EPA Region 6	10/24/2023	01/17/2024	03/13/2024
US	INDIAN UST R5	Underground Storage Tanks on Indian Land	EPA Region 5	10/17/2023	01/17/2024	03/13/2024
US	INDIAN UST R9	Underground Storage Tanks on Indian Land	EPA Region 9	10/24/2023	01/17/2024	03/13/2024
US	INDIAN UST R1	Underground Storage Tanks on Indian Land	EPA, Region 1	10/24/2023	01/17/2024	03/13/2024
US	INDIAN UST R7	Underground Storage Tanks on Indian Land	EPA Region 7	10/24/2023	01/17/2024	03/13/2024
US	INDIAN UST R8	Underground Storage Tanks on Indian Land	EPA Region 8	10/24/2023	01/17/2024	03/13/2024
US	FEMA UST	Underground Storage Tank Listing	FEMA	11/16/2023	11/16/2023	02/13/2024
State and tribal voluntary cleanup sites						
US	INDIAN VCP R7	Voluntary Cleanup Priority Lisitng	EPA, Region 7	03/20/2008	04/22/2008	05/19/2008
CA	VCP	Voluntary Cleanup Program Properties	Department of Toxic Substances Control	01/22/2024	01/23/2024	04/08/2024
US	INDIAN VCP R1	Voluntary Cleanup Priority Listing	EPA, Region 1	07/27/2015	09/29/2015	02/18/2016

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
State and tribal Brownfields sites						
CA	BROWNFIELDS	Considered Brownfieds Sites Listing	State Water Resources Control Board	12/13/2023	12/13/2023	03/07/2024
Other Records						
US	CONSENT	Superfund (CERCLA) Consent Decrees	Department of Justice, Consent Decree Library	12/31/2023	01/11/2024	01/16/2024
US	ROD	Records Of Decision	EPA	02/29/2024	03/01/2024	03/27/2024
US	LIENS 2	CERCLA Lien Information	Environmental Protection Agency	02/29/2024	03/01/2024	03/27/2024
CA	HIST CAL-SITES	Calsites Database	Department of Toxic Substance Control	08/08/2005	08/03/2006	08/24/2006
US	DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations	EPA, Region 9	01/12/2009	05/07/2009	09/21/2009
CA	SWRCY	Recycler Database	Department of Conservation	03/04/2024	03/05/2024	05/28/2024
CA	CA FID UST	Facility Inventory Database	California Environmental Protection Agency	10/31/1994	09/05/1995	09/29/1995
CA	HIST UST	Hazardous Substance Storage Container Database	State Water Resources Control Board	10/15/1990	01/25/1991	02/12/1991
CA	SAN FRANCISCO AST	Aboveground Storage Tank Site Listing	San Francisco County Department of Public Hea	02/01/2024	02/01/2024	04/24/2024
CA	SWEEPS UST	SWEEPS UST Listing	State Water Resources Control Board	06/01/1994	07/07/2005	08/11/2005
US	US AIRS (AFS)	Aerometric Information Retrieval System Facility Subsystem (	EPA	10/12/2016	10/26/2016	02/03/2017
US	US AIRS MINOR	Air Facility System Data	EPA	10/12/2016	10/26/2016	02/03/2017
US	PCB TRANSFORMER	PCB Transformer Registration Database	Environmental Protection Agency	09/13/2019	11/06/2019	02/10/2020
US	SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing	Environmental Protection Agency	07/30/2021	02/03/2023	02/10/2023
US	EPA WATCH LIST	EPA Watch List	Environmental Protection Agency	08/30/2013	03/21/2014	06/17/2014
US	COAL ASH DOE	Steam-Electric Plant Operation Data	Department of Energy	12/31/2022	11/27/2023	02/22/2024
US	US FIN ASSUR	Financial Assurance Information	Environmental Protection Agency	12/11/2023	12/13/2023	02/28/2024
US	US HIST CDL	National Clandestine Laboratory Register	Drug Enforcement Administration	12/31/2023	02/21/2024	04/04/2024
US	2020 COR ACTION	2020 Corrective Action Program List	Environmental Protection Agency	09/30/2017	05/08/2018	07/20/2018
US	LEAD SMELTER 1	Lead Smelter Sites	Environmental Protection Agency	02/29/2024	03/01/2024	03/27/2024
US	FUSRAP	Formerly Utilized Sites Remedial Action Program	Department of Energy	03/03/2023	03/03/2023	06/09/2023
US	COAL ASH EPA	Coal Combustion Residues Surface Impoundments List	Environmental Protection Agency	01/12/2017	03/05/2019	11/11/2019
US	LEAD SMELTER 2	Lead Smelter Sites	American Journal of Public Health	04/05/2001	10/27/2010	12/02/2010
US	Delisted NPL	National Priority List Deletions	EPA	02/29/2024	03/01/2024	03/27/2024
US	SEMS-ARCHIVE	Superfund Enterprise Management System Archive	EPA	04/22/2024	05/01/2024	05/24/2024
US	RCRA NonGen / NLR	RCRA - Non Generators / No Longer Regulated	Environmental Protection Agency	12/04/2023	12/06/2023	12/12/2023
US	HMIRS	Hazardous Materials Information Reporting System	U.S. Department of Transportation	12/12/2023	12/13/2023	02/28/2024
US	DOT OPS	Incident and Accident Data	Department of Transporation, Office of Pipeli	01/02/2020	01/28/2020	04/17/2020
US	US CDL	Clandestine Drug Labs	Drug Enforcement Administration	12/31/2023	02/21/2024	04/04/2024
US	US BROWNFIELDS	A Listing of Brownfields Sites	Environmental Protection Agency	03/11/2024	03/12/2024	05/10/2024
US	DOD	Department of Defense Sites	USGS	06/07/2021	07/13/2021	03/09/2022
US	FEDLAND	Federal and Indian Lands	U.S. Geological Survey	04/02/2018	04/11/2018	11/06/2019
US	FUDS	Formerly Used Defense Sites	U.S. Army Corps of Engineers	01/30/2024	02/13/2024	04/04/2024
US	UMTRA	Uranium Mill Tailings Sites	Department of Energy	08/30/2019	11/15/2019	01/28/2020
US	ODI	Open Dump Inventory	Environmental Protection Agency	06/30/1985	08/09/2004	09/17/2004
US	US MINES	Mines Master Index File	Department of Labor, Mine Safety and Health A	02/05/2024	02/21/2024	04/04/2024
US	MINES VIOLATIONS	MSHA Violation Assessment Data	DOL, Mine Safety & Health Admi	01/02/2024	01/03/2024	01/04/2024
US	US MINES 2	Ferrous and Nonferrous Metal Mines Database Listing	USGS	01/07/2022	02/24/2023	05/17/2023
US	US MINES 3	Active Mines & Mineral Plants Database Listing	USGS	04/14/2011	06/08/2011	09/13/2011
US	PRP	Potentially Responsible Parties	EPA	09/19/2023	10/03/2023	10/19/2023
US	TRIS	Toxic Chemical Release Inventory System	EPA	12/31/2022	11/13/2023	02/07/2024
US	TSCA	Toxic Substances Control Act	EPA	12/31/2020	06/14/2022	03/24/2023

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
US	FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA/Office of Prevention, Pesticides and Toxi	04/09/2009	04/16/2009	05/11/2009
US	FTTS INSP	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fu	EPA	04/09/2009	04/16/2009	05/11/2009
US	HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	HIST FTTS INSP	FIFRA/TSCA Tracking System Inspection & Enforcement Case Lis	Environmental Protection Agency	10/19/2006	03/01/2007	04/10/2007
US	SSTS	Section 7 Tracking Systems	EPA	01/16/2024	01/17/2024	03/27/2024
US	ICIS	Integrated Compliance Information System	Environmental Protection Agency	11/18/2016	11/23/2016	02/10/2017
US	PADS	PCB Activity Database System	EPA	03/20/2023	04/04/2023	06/09/2023
US	MLTS	Material Licensing Tracking System	Nuclear Regulatory Commission	01/02/2024	01/16/2024	03/13/2024
US	RADINFO	Radiation Information Database	Environmental Protection Agency	07/01/2019	07/01/2019	09/23/2019
US	FINDS	Facility Index System/Facility Registry System	EPA	02/09/2024	02/27/2024	05/24/2024
US	RAATS	RCRA Administrative Action Tracking System	EPA	04/17/1995	07/03/1995	08/07/1995
US	RMP	Risk Management Plans	Environmental Protection Agency	02/01/2024	02/08/2024	04/04/2024
US	BRS	Biennial Reporting System	EPA/NTIS	12/31/2021	03/09/2023	03/20/2023
US	PWS	Public Water System Data	EPA	12/17/2013	01/09/2014	10/15/2014
US	INDIAN RESERV	Indian Reservations	USGS	12/31/2014	07/14/2015	01/10/2017
US	INDIAN ODI	Report on the Status of Open Dumps on Indian Lands	Environmental Protection Agency	12/31/1998	12/03/2007	01/24/2008
US	IHS OPEN DUMPS	Open Dumps on Indian Land	Department of Health & Human Serivces, Indian	04/01/2014	08/06/2014	01/29/2015
US	ABANDONED MINES	Abandoned Mines	Department of Interior	11/28/2023	11/29/2023	12/11/2023
CA	CA BOND EXP. PLAN	Bond Expenditure Plan	Department of Health Services	01/01/1989	07/27/1994	08/02/1994
CA	CDL	Clandestine Drug Labs	Department of Toxic Substances Control	12/31/2021	09/28/2023	12/18/2023
CA	CHMIRS	California Hazardous Material Incident Report System	Office of Emergency Services	12/31/2023	01/23/2024	04/09/2024
CA	CORTESE	"Cortese" Hazardous Waste & Substances Sites List	CAL EPA/Office of Emergency Information	12/13/2023	12/13/2023	03/07/2024
CA	CUPA LIV-PLE	CUPA Facility Listing	Livermore-Pleasanton Fire Department	02/14/2024	02/21/2024	05/08/2024
CA	DEED	Deed Restriction Listing	DTSC and SWRCB	02/26/2024	02/27/2024	05/14/2024
CA	DRYCLEAN VENTURA	Drycleaner Facility Listing	Ventura County Air Pollution Control District	01/04/2024	01/16/2024	02/08/2024
CA	DRYCLEAN AMADOR	Amador Air District Drycleaner Facility Listing	Amador Air Quality Management District	04/26/2023	04/27/2023	07/13/2023
CA	DRYCLEAN SOUTH COAST	South Coast Air Quality Management District Drycleaner Listi	South Coast Air Quality Management District	02/20/2024	02/22/2024	05/08/2024
CA	DRYCLEAN MOJAVE	Mojave Desert Air Quality Management District Drycleaner Fac	Mojave Desert Air Quality Management District	04/15/2024	04/17/2024	04/24/2024
CA	DRYCLEAN BUTTE	Butte County Air Quality Management DistrictDrycleaner Facil	Butte County Air Quality Management District	04/25/2023	10/18/2023	01/16/2024
CA	DRYCLEAN FEATHER RVR	Feather River Air Quality Management District Drycleaner Fac	Feather River Air Quality Management District	03/08/2023	03/09/2023	06/05/2023
CA	DRYCLEAN SAN DIEGO	San Diego County Air Pollution Control District Drycleaner F	San Diego County Air Pollution Control Distri	03/19/2024	03/21/2024	04/12/2024
CA	DRYCLEANERS	Cleaner Facilities	Department of Toxic Substance Control	04/02/2024	04/05/2024	04/15/2024
CA	DRYCLEAN GRANT	Grant Recipients List	California Air Resources Board	12/31/2021	01/26/2024	04/16/2024
CA	DRYCLEAN LAKE	Lake County Air Quality Management District Drycleaner Facil	Lake County Air Quality Management District	02/15/2024	02/16/2024	05/02/2024
CA	DRYCLEAN AVAQMD	Antelope Valley Air Quality Management District Drycleaner L	Antelope Valley Air Quality Management Distri	02/26/2024	02/27/2024	05/15/2024
CA	DRYCLEAN MENDOCINO	Mendocino County Air Quality Management District Drycleaner	Mendocino County Air Quality Management Distr	02/26/2024	02/28/2024	05/15/2024
CA	DRYCLEAN EAST KERN	Eastern Kern Air Pollution Control District District Dryclea	Eastern Kern Air Pollution Control District	01/12/2023	04/26/2023	07/14/2023
CA	DRYCLEAN IMPERIAL	Imperial County Air Pollution Control District Drycleaner Fa	Imperial County Air Pollution Control Distric	04/25/2023	04/26/2023	07/14/2023
CA	DRYCLEAN YOLO-SOLANO	Yolo-Solano Air Quality Management District Drycleaner Facil	Yolo-Solano Air Quality Management District	01/04/2024	01/05/2024	03/20/2024
CA	DRYCLEAN SHASTA	Shasta County Air Quality Management District District Drycl	Shasta County Air Quality Management District	04/26/2023	04/27/2023	07/14/2023
CA	DRYCLEAN MONTERY BAY	Monterey Bay Air Quality Management District Drycleaner Faci	Monterey Bay Air Quality Management District	01/03/2024	01/05/2024	03/20/2024
CA	DRYCLEAN SAN LUIS OB	San Luis Obispo County Air Pollution Control District Drycle	San Luis Obispo County Air Pollution Control	01/03/2024	01/04/2024	03/20/2024
CA	DRYCLEAN PLACER	Placer County Air Quality Management District Drycleaner Fac	Placer County Air Quality Management District	05/15/2023	05/17/2023	08/14/2023
CA	DRYCLEAN SAN JOAQUIN	San Joaquin Valley Air Pollution Control District District D	San Joaquin Valley Air Pollution Control Dist	01/04/2024	01/04/2024	03/21/2024
CA	DRYCLEAN BAY AREA	Bay Area Air Quality Management District Drycleaner Facility	Bay Area Air Quality Management District	02/20/2019	05/30/2019	05/01/2023
CA	DRYCLEAN CALAVERAS	Calaveras County Environmental Management Agency Drycleaner	Calaveras County Environmental Management Age	06/17/2019	06/19/2019	05/01/2023
CA	DRYCLEAN N COAST	North Coast Unified Air Quality Management District Dryclean	North Coast Unified Air Quality Management Di	11/30/2016	04/19/2019	05/01/2023

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	DRYCLEAN N SIERRA	Northern Sierra Air Quality Management District Drycleaner F	Northern Sierra Air Quality Management Distri	05/07/2019	05/07/2019	05/01/2023
CA	DRYCLEAN SANTA BARB	Santa Barbara County Air Pollution Control District Dryclean	Santa Barbara County Air Pollution Control Di	02/19/2019	04/17/2019	05/01/2023
CA	DRYCLEAN TEHAMA	Tehama County Air Pollution Control District Drycleaner Faci	Tehama County Air Pollution Control District	04/24/2019	04/24/2019	05/01/2023
CA	DRYCLEAN GLENN	Glenn County Air Pollution Control District Drycleaner Facil	Glenn County Air Pollution Control District	01/08/2024	01/10/2024	03/27/2024
CA	DRYCLEAN N SONOMA	Norther Sonoma County County Air Pollution Control District	Santa Barbara County Air Pollution Control Di	01/05/2024	01/10/2024	03/27/2024
CA	DRYCLEAN SACRAMENTO	Sacramento Metropolitan Air Quality Management DistrictDrycl	Sacramento Metropolitan Air Quality Managemen	01/03/2024	01/10/2024	03/27/2024
CA	EMI	Emissions Inventory Data	California Air Resources Board	12/31/2021	06/09/2023	08/30/2023
CA	ENF	Enforcement Action Listing	State Water Resoruces Control Board	01/16/2024	01/16/2024	04/03/2024
CA	FIN ASSURANCE 1	Financial Assurance Information Listing	Department of Toxic Substances Control	01/11/2024	01/16/2024	04/03/2024
CA	FIN ASSURANCE 2	Financial Assurance Information Listing	California Integrated Waste Management Board	02/07/2024	02/28/2024	05/15/2024
CA	HAULERS	Registered Waste Tire Haulers Listing	Integrated Waste Management Board	04/04/2024	04/05/2024	04/15/2024
CA	HAZNET	Facility and Manifest Data	California Environmental Protection Agency	12/31/2023	01/03/2024	03/21/2024
CA	HIST CORTESE	Hazardous Waste & Substance Site List	Department of Toxic Substances Control	04/01/2001	01/22/2009	04/08/2009
CA	HWP	EnviroStor Permitted Facilities Listing	Department of Toxic Substances Control	02/07/2024	02/07/2024	02/07/2024
CA	HWT	Registered Hazardous Waste Transporter Database	Department of Toxic Substances Control	01/02/2024	01/03/2024	03/21/2024
CA	ICE	Inspection, Compliance and Enforcement	Department of Toxic Subsances Control	02/07/2024	02/07/2024	02/07/2024
CA	LDS	Land Disposal Sites Listing (GEOTRACKER)	State Water Qualilty Control Board	03/04/2024	03/05/2024	05/24/2024
CA	LIENS	Environmental Liens Listing	Department of Toxic Substances Control	02/26/2024	02/27/2024	05/15/2024
CA	MCS	Military Cleanup Sites Listing (GEOTRACKER)	State Water Resources Control Board	03/04/2024	03/05/2024	05/24/2024
CA	MINES	Mines Site Location Listing	Department of Conservation	03/04/2024	03/05/2024	05/28/2024
CA	MWMP	Medical Waste Management Program Listing	Department of Public Health	01/23/2024	02/27/2024	05/16/2024
CA	NPDES	NPDES Permits Listing	State Water Resources Control Board	02/05/2024	02/06/2024	04/25/2024
CA	PEST LIC	Pesticide Regulation Licenses Listing	Department of Pesticide Regulation	02/26/2024	02/27/2024	05/17/2024
CA	PROC	Certified Processors Database	Department of Conservation	03/04/2024	03/05/2024	05/28/2024
CA	NOTIFY 65	Proposition 65 Records	State Water Resources Control Board	03/08/2024	03/08/2024	05/29/2024
CA	SAN JOSE HAZMAT	Hazardous Material Facilities	City of San Jose Fire Department	11/03/2020	11/05/2020	01/26/2021
CA	SCH	School Property Evaluation Program	Department of Toxic Substances Control	01/22/2024	01/23/2024	04/08/2024
CA	SPILLS 90	SPILLS90 data from FirstSearch	FirstSearch	06/06/2012	01/03/2013	02/22/2013
CA	TOXIC PITS	Toxic Pits Cleanup Act Sites	State Water Resources Control Board	07/01/1995	08/30/1995	09/26/1995
CA	UIC	UIC Listing	Deaprtment of Conservation	03/04/2024	03/05/2024	05/28/2024
CA	WASTEWATER PITS	Oil Wastewater Pits Listing	RWQCB, Central Valley Region	02/11/2021	07/01/2021	09/29/2021
CA	WDS	Waste Discharge System	State Water Resources Control Board	06/19/2007	06/20/2007	06/29/2007
CA	WIP	Well Investigation Program Case List	Los Angeles Water Quality Control Board	07/03/2009	07/21/2009	08/03/2009
CA	WMUDS/SWAT	Waste Management Unit Database	State Water Resources Control Board	04/01/2000	04/10/2000	05/10/2000
US	UXO	Unexploded Ordnance Sites	Department of Defense	09/06/2023	09/13/2023	12/11/2023
CA	MILITARY PRIV SITES	Military Privatized Sites (GEOTRACKER)	State Water Resources Control Board	03/04/2024	03/05/2024	05/24/2024
CA	NON-CASE INFO	Non-Case Information Sites (GEOTRACKER)	State Water Resources Control Board	03/04/2024	03/05/2024	05/24/2024
CA	OTHER OIL GAS	Other Oil & Gas Projects Sites (GEOTRACKER)	State Water Resources Control Board	03/04/2024	03/05/2024	05/24/2024
CA	PROD WATER PONDS	Produced Water Ponds Sites (GEOTRACKER)	State Water Resources Control Board	03/04/2024	03/05/2024	05/24/2024
CA	PROJECT	Project Sites (GEOTRACKER)	State Water Resources Control Board	03/04/2024	03/05/2024	05/24/2024
CA	SAMPLING POINT	Sampling Point ? Public Sites (GEOTRACKER)	State Water Resources Control Board	03/04/2024	03/05/2024	05/24/2024
US	ECHO	Enforcement & Compliance History Information	Environmental Protection Agency	12/17/2023	12/28/2023	03/04/2024
US	PFAS ECHO	Facilities in Industries that May Be Handling PFAS Listing	Environmental Protection Agency	12/28/2023	12/28/2023	03/04/2024
CA	WDR	Waste Discharge Requirements Listing	State Water Resources Control Board	03/04/2024	03/05/2024	05/28/2024
CA	AQUEOUS FOAM	Former Fire Training Facility Assessments Listing	State Water Resources Control Board	03/04/2024	03/05/2024	05/28/2024
CA	CHROME PLATING	Chrome Plating Facilities Listing	State Water Resources Control Board	03/04/2024	03/05/2024	05/28/2024
CA	CERS	CalEPA Regulated Site Portal Data	California Environmental Protection Agency	01/16/2024	01/16/2024	04/03/2024

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	CERS TANKS	California Environmental Reporting System (CERS) Tanks	California Environmental Protection Agency	01/16/2024	01/16/2024	04/03/2024
US	BIOSOLIDS	ICIS-NPDES Biosolids Facility Data	Environmental Protection Agency	12/31/2023	01/03/2024	01/16/2024
US	PFAS TSCA	PFAS Manufacture and Imports Information	Environmental Protection Agency	12/28/2023	12/28/2023	01/04/2024
US	PFAS ATSDR	PFAS Contamination Site Location Listing	Department of Health & Human Services	06/24/2020	03/17/2021	11/08/2022
US	MINES MRDS	Mineral Resources Data System	USGS	08/23/2022	11/22/2022	02/28/2023
US	DOCKET HWC	Hazardous Waste Compliance Docket Listing	Environmental Protection Agency	05/06/2021	05/21/2021	08/11/2021
US	PFAS PT 139 AIRPORT	All Certified Part 139 Airports PFAS Information Listing	Environmental Protection Agency	12/28/2023	12/28/2023	03/04/2024
US	PFAS WQP	Ambient Environmental Sampling for PFAS	Environmental Protection Agency	12/28/2023	12/28/2023	03/04/2024
US	PFAS FEDERAL SITES	Federal Sites PFAS Information	Environmental Protection Agency	12/28/2023	12/28/2023	03/04/2024
US	PFAS RCRA MANIFEST	PFAS Transfers Identified In the RCRA Database Listing	Environmental Protection Agency	12/28/2023	12/28/2023	01/04/2024
US	PFAS ECHO FIRE TRAIN	Facilities in Industries that May Be Handling PFAS Listing	Environmental Protection Agency	12/28/2023	12/28/2023	03/04/2024
US	PFAS NPDES	Clean Water Act Discharge Monitoring Information	Environmental Protection Agency	12/28/2023	12/28/2023	03/04/2024
US	PFAS NPL	Superfund Sites with PFAS Detections Information	Environmental Protection Agency	12/28/2023	12/28/2023	03/04/2024
US	FUELS PROGRAM	EPA Fuels Program Registered Listing	EPA	02/12/2024	02/13/2024	04/04/2024
US	FEDERAL FACILITY	Federal Facility Site Information listing	Environmental Protection Agency	12/20/2023	12/20/2023	01/24/2024
CA	HWTS	Hazardous Waste Tracking System	Department of Toxic Substances Control	01/26/2024	01/30/2024	04/17/2024
CA	CIWQS	California Integrated Water Quality System	State Water Resources Control Board	02/26/2024	02/27/2024	05/14/2024
US	UST FINDER	UST Finder Database	Environmental Protection Agency	06/08/2023	10/04/2023	01/18/2024
US	UST FINDER RELEASE	UST Finder Releases Database	Environmental Protecton Agency	06/08/2023	10/31/2023	01/18/2024
CA	PFAS	PFAS Contamination Site Location Listing	State Water Resources Control Board	03/04/2024	03/06/2024	05/29/2024
CA	WELL STIM PROJ	Well Stimulation Project (GEOTRACKER)	State Water Resources Control Board	03/04/2024	03/05/2024	05/24/2024
CA	UIC GEO	Underground Injection Control Sites (GEOTRACKER)	State Water Resource Control Board	03/04/2024	03/05/2024	05/24/2024
US	PFAS TRIS	List of PFAS Added to the TRI	Environmental Protection Agency	12/28/2023	12/28/2023	01/04/2024
US	PCS	Permit Compliance System	EPA, Office of Water	12/16/2016	01/06/2017	03/10/2017
US	AQUEOUS FOAM NRC	Aqueous Foam Related Incidents Listing	Environmental Protection Agency	12/28/2023	12/28/2023	03/04/2024
CA	CERS HAZ WASTE	California Environmental Reporting System Hazardous Waste	CalEPA	01/16/2024	01/16/2024	04/03/2024
HISTORICAL USE RECORDS						
US	EDR MGP	EDR Proprietary Manufactured Gas Plants	EDR, Inc.			
US	EDR Hist Auto	EDR Exclusive Historical Auto Stations	EDR, Inc.			
US	EDR Hist Cleaner	EDR Exclusive Historical Cleaners	EDR, Inc.			
CA	RGA LF	Recovered Government Archive Solid Waste Facilities List	Department of Resources Recycling and Recover		07/01/2013	01/13/2014
CA	RGA LUST	Recovered Government Archive Leaking Underground Storage Tan	State Water Resources Control Board		07/01/2013	12/30/2013

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
COUNTY RECORDS						
CA	CS ALAMEDA	Contaminated Sites	Alameda County Environmental Health Services	01/09/2019	01/11/2019	03/05/2019
CA	UST ALAMEDA	Underground Tanks	Alameda County Environmental Health Services	12/26/2023	12/26/2023	03/19/2024
CA	CUPA AMADOR	CUPA Facility List	Amador County Environmental Health	04/27/2023	04/27/2023	07/13/2023
CA	CUPA BUTTE	CUPA Facility Listing	Public Health Department	04/21/2017	04/25/2017	08/09/2017
CA	CUPA CALVERAS	CUPA Facility Listing	Calveras County Environmental Health	12/18/2023	12/18/2023	03/13/2024
CA	CUPA COLUSA	CUPA Facility List	Health & Human Services	04/06/2020	04/23/2020	07/10/2020
CA	SL CONTRA COSTA	Site List	Contra Costa Health Services Department	01/19/2024	01/24/2024	04/09/2024
CA	CUPA DEL NORTE	CUPA Facility List	Del Norte County Environmental Health Divisio	02/05/2024	02/08/2024	04/26/2024
CA	CUPA EL DORADO	CUPA Facility List	El Dorado County Environmental Management Dep	08/08/2022	08/09/2022	09/01/2022
CA	CUPA FRESNO	CUPA Resources List	Dept. of Community Health	06/28/2021	12/21/2021	03/03/2022
CA	CUPA GLENN	CUPA Facility List	Glenn County Air Pollution Control District	01/22/2018	01/24/2018	03/14/2018
CA	CUPA HUMBOLDT	CUPA Facility List	Humboldt County Environmental Health	08/12/2021	08/12/2021	11/08/2021
CA	CUPA IMPERIAL	CUPA Facility List	San Diego Border Field Office	01/17/2024	01/18/2024	04/03/2024
CA	CUPA INYO	CUPA Facility List	Inyo County Environmental Health Services	04/02/2018	04/03/2018	06/14/2018
CA	CUPA KERN	CUPA Facility List	Kern County Public Health	10/30/2023	11/01/2023	01/23/2024
CA	UST KERN	Underground Storage Tank Sites & Tank Listing	Kern County Environment Health Services Depar	04/25/2024	05/01/2024	05/08/2024
CA	CUPA KINGS	CUPA Facility List	Kings County Department of Public Health	12/03/2020	01/26/2021	04/14/2021
CA	CUPA LAKE	CUPA Facility List	Lake County Environmental Health	02/05/2024	02/08/2024	04/26/2024
CA	CUPA LASSEN	CUPA Facility List	Lassen County Environmental Health	07/31/2020	08/21/2020	11/09/2020
CA	AOCONCERN	Key Areas of Concerns in Los Angeles County		03/30/2009	03/31/2009	10/23/2009
CA	HMS LOS ANGELES	HMS: Street Number List	Department of Public Works	01/16/2024	01/18/2024	03/26/2024
CA	LF LOS ANGELES	List of Solid Waste Facilities	La County Department of Public Works	01/09/2024	01/10/2024	03/27/2024
CA	LF LOS ANGELES CITY	City of Los Angeles Landfills	Engineering & Construction Division	12/31/2022	01/12/2023	03/29/2023
CA	LOS ANGELES AST	Active & Inactive AST Inventory	Los Angeles Fire Department	06/01/2019	06/25/2019	08/22/2019
CA	LOS ANGELES CO LF METHANE	Methane Producing Landfills	Los Angeles County Department of Public Works	04/13/2023	07/13/2023	09/27/2023
CA	LOS ANGELES HM	Active & Inactive Hazardous Materials Inventory	Los Angeles Fire Department	12/01/2023	12/13/2023	12/14/2023
CA	LOS ANGELES UST	Active & Inactive UST Inventory	Los Angeles Fire Department	12/01/2023	12/13/2023	03/07/2024
CA	SITE MIT LOS ANGELES	Site Mitigation LA County List	Community Health Services	07/11/2023	10/17/2023	01/09/2024
CA	UST EL SEGUNDO	City of El Segundo Underground Storage Tank	City of El Segundo Fire Department	01/21/2017	04/19/2017	05/10/2017
CA	UST LONG BEACH	City of Long Beach Underground Storage Tank	City of Long Beach Fire Department	04/22/2019	04/23/2019	06/27/2019
CA	UST TORRANCE	City of Torrance Underground Storage Tank	City of Torrance Fire Department	04/12/2023	05/02/2023	06/13/2023
CA	CUPA MADERA	CUPA Facility List	Madera County Environmental Health	08/10/2020	08/12/2020	10/23/2020
CA	UST MARIN	Underground Storage Tank Sites	Public Works Department Waste Management	09/26/2018	10/04/2018	11/02/2018
CA	UST MENDOCINO	Mendocino County UST Database	Department of Public Health	09/22/2021	11/18/2021	11/22/2021
CA	CUPA MERCED	CUPA Facility List	Merced County Environmental Health	11/15/2023	11/20/2023	02/15/2024
CA	CUPA MONO	CUPA Facility List	Mono County Health Department	02/22/2021	03/02/2021	05/19/2021
CA	CUPA MONTEREY	CUPA Facility Listing	Monterey County Health Department	10/04/2021	10/06/2021	12/29/2021
CA	LUST NAPA	Sites With Reported Contamination	Napa County Department of Environmental Manag	01/09/2017	01/11/2017	03/02/2017
CA	UST NAPA	Closed and Operating Underground Storage Tank Sites	Napa County Department of Environmental Manag	09/05/2019	09/09/2019	10/31/2019
CA	CUPA NEVADA	CUPA Facility List	Community Development Agency	10/31/2023	11/03/2023	01/23/2024
CA	IND_SITE ORANGE	List of Industrial Site Cleanups Orange County	Health Care Agency	02/02/2024	03/13/2024	06/04/2024
CA	LUST ORANGE	List of Underground Storage Tank Cleanups	Health Care Agency	02/22/2024	03/13/2024	06/04/2024
CA	UST ORANGE	List of Underground Storage Tank Facilities	Health Care Agency	02/22/2024	03/13/2024	06/04/2024
CA	MS PLACER	Master List of Facilities	Placer County Health and Human Services	02/28/2024	02/28/2024	05/16/2024
CA	CUPA PLUMAS	CUPA Facility List	Plumas County Environmental Health	03/31/2019	04/23/2019	06/26/2019

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date
CA	LUST RIVERSIDE	Listing of Underground Tank Cleanup Sites	Department of Environmental Health	01/04/2024	01/04/2024	03/29/2024
CA	UST RIVERSIDE	Underground Storage Tank Tank List	Department of Environmental Health	01/04/2024	01/04/2024	03/21/2024
CA	CS SACRAMENTO	Toxic Site Clean-Up List	Sacramento County Environmental Management	11/07/2022	12/21/2022	03/16/2023
CA	ML SACRAMENTO	Master Hazardous Materials Facility List	Sacramento County Environmental Management	11/07/2022	12/09/2022	03/01/2023
CA	CUPA SAN BENITO	CUPA Facility List	San Benito County Environmental Health	01/17/2024	01/18/2024	01/26/2024
CA	PERMITS SAN BERNARDINO	Hazardous Material Permits	San Bernardino County Fire Department Hazardo	02/13/2024	02/14/2024	05/02/2024
CA	HMMD SAN DIEGO	Hazardous Materials Management Division Database	Hazardous Materials Management Division	05/16/2024	05/22/2024	05/24/2024
CA	LF SAN DIEGO	Solid Waste Facilities	Department of Health Services	10/01/2023	01/31/2024	04/17/2024
CA	SAN DIEGO CO LOP	Local Oversight Program Listing	Department of Environmental Health	07/22/2021	10/19/2021	01/13/2022
CA	SAN DIEGO CO SAM	Environmental Case Listing	San Diego County Department of Environmental	03/23/2010	06/15/2010	07/09/2010
CA	CUPA SAN FRANCISCO CO	CUPA Facility Listing	San Francisco County Department of Environmen	02/01/2024	02/01/2024	04/24/2024
CA	LUST SAN FRANCISCO	Local Oversite Facilities	Department Of Public Health San Francisco Cou	09/19/2008	09/19/2008	09/29/2008
CA	UST SAN FRANCISCO	Underground Storage Tank Information	Department of Public Health	02/01/2024	02/01/2024	04/24/2024
CA	SAN FRANCISCO MAHER	Maher Ordinance Property Listing	San Francisco Planning	01/15/2024	01/18/2024	04/05/2024
CA	UST SAN JOAQUIN	San Joaquin Co. UST	Environmental Health Department	06/22/2018	06/26/2018	07/11/2018
CA	CUPA SAN LUIS OBISPO	CUPA Facility List	San Luis Obispo County Public Health Departme	02/14/2024	02/14/2024	05/02/2024
CA	BI SAN MATEO	Business Inventory	San Mateo County Environmental Health Service	02/20/2020	02/20/2020	04/24/2020
CA	LUST SAN MATEO	Fuel Leak List	San Mateo County Environmental Health Service	03/29/2019	03/29/2019	05/29/2019
CA	CUPA SANTA BARBARA	CUPA Facility Listing	Santa Barbara County Public Health Department	09/08/2011	09/09/2011	10/07/2011
CA	CUPA SANTA CLARA	Cupa Facility List	Department of Environmental Health	02/21/2024	02/22/2024	05/08/2024
CA	HIST LUST SANTA CLARA	HIST LUST - Fuel Leak Site Activity Report	Santa Clara Valley Water District	03/29/2005	03/30/2005	04/21/2005
CA	LUST SANTA CLARA	LOP Listing	Department of Environmental Health	03/03/2014	03/05/2014	03/18/2014
CA	CUPA SANTA CRUZ	CUPA Facility List	Santa Cruz County Environmental Health	01/21/2017	02/22/2017	05/23/2017
CA	SITE MIT SANTA CRUZ	Site Mitigation Santa Cruz County List	Santa Cruz Environmental Health Services	12/03/2018	06/23/2023	07/13/2023
CA	CUPA SHASTA	CUPA Facility List	Shasta County Department of Resource Manageme	06/15/2017	06/19/2017	08/09/2017
CA	LUST SOLANO	Leaking Underground Storage Tanks	Solano County Department of Environmental Man	06/04/2019	06/06/2019	08/13/2019
CA	UST SOLANO	Underground Storage Tanks	Solano County Department of Environmental Man	09/15/2021	09/16/2021	12/09/2021
CA	CUPA SONOMA	Cupa Facility List	County of Sonoma Fire & Emergency Services De	07/02/2021	07/06/2021	07/14/2021
CA	LUST SONOMA	Leaking Underground Storage Tank Sites	Department of Health Services	06/30/2021	06/30/2021	09/24/2021
CA	CUPA STANISLAUS	CUPA Facility List	Stanislaus County Department of Ennvironmenta	02/08/2022	02/10/2022	05/04/2022
CA	UST SUTTER	Underground Storage Tanks	Sutter County Environmental Health Services	08/03/2023	08/24/2023	09/12/2023
CA	CUPA TEHAMA	CUPA Facility List	Tehama County Department of Environmental Hea	12/05/2023	02/01/2024	02/28/2024
CA	CUPA TRINITY	CUPA Facility List	Department of Toxic Substances Control	01/17/2024	01/18/2024	04/03/2024
CA	CUPA TULARE	CUPA Facility List	Tulare County Environmental Health Services D	10/07/2022	10/07/2022	12/21/2022
CA	CUPA TUOLUMNE	CUPA Facility List	Divison of Environmental Health	04/23/2018	04/25/2018	06/25/2018
CA	BWT VENTURA	Business Plan, Hazardous Waste Producers, and Operating Unde	Ventura County Environmental Health Division	12/26/2023	01/24/2024	04/08/2024
CA	LF VENTURA	Inventory of Illegal Abandoned and Inactive Sites	Environmental Health Division	12/01/2011	12/01/2011	01/19/2012
CA	LUST VENTURA	Listing of Underground Tank Cleanup Sites	Environmental Health Division	05/29/2008	06/24/2008	07/31/2008
CA	MED WASTE VENTURA	Medical Waste Program List	Ventura County Resource Management Agency	12/26/2023	01/23/2024	04/09/2024
CA	UST VENTURA	Underground Tank Closed Sites List	Environmental Health Division	02/27/2024	03/05/2024	05/29/2024
CA	UST YOLO	Underground Storage Tank Comprehensive Facility Report	Yolo County Department of Health	12/18/2023	12/26/2023	03/19/2024
CA	CUPA YUBA	CUPA Facility List	Yuba County Environmental Health Department	01/22/2024	01/23/2024	04/08/2024

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

St	Acronym	Full Name	Government Agency	Gov Date	Arvl. Date	Active Date

STREET AND ADDRESS INFORMATION

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APPENDIX G

LABORATORY TEST RESULTS

Orange Coast Analytical, Inc.
3002 Dow, Suite 532, Tustin, CA 92780 (714) 832-0064 Fax (714) 832-0067
4620 E. Elwood, Suite 4, Phoenix, AZ 85040 (480) 736-0960 Fax (480) 736-0970

LABORATORY REPORT FORM

ORANGE COAST ANALYTICAL, INC.

3002 Dow Suite 532 Tustin, CA 92780

(714) 832-0064

Laboratory Certification (ELAP) No.:2576
Expiration Date: 2025
Los Angeles County Sanitation District Lab ID# 10206

Laboratory Director's Name:
Mark Noorani

Client:	GeoTek, Inc.
Laboratory Reference:	GTK 28902
Project Name:	K Hovnanian California Region
Project Number:	3951-CR
Date Received:	6/11/2024
Date Reported:	6/20/2024
Chain of Custody Received:	☑
Analytical Method:	8081A, 6010B,

Mark Noorani, Laboratory Director

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Rev1.0

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Case Narrative

Sample Receipt:

All samples on the Chain of Custody were received by OCA at 6ºC, on ice.
Samples in plastic bag.

Holding Times:

All samples were analyzed within required holding times unless otherwise noted in the data qualifier section of the report.

Analytical Methods:

Sample analysis was performed following the analytical methods listed on the cover page.

Data Qualifiers:

Within this report, data qualifiers may have been assigned to clarify deviations in common laboratory procedures or any divergence from laboratory QA/QC criteria. If a data qualifier has been used, it will appear in the back of the report along with its description. All method QA/QC criteria have been met unless otherwise noted in the data qualifier section.

Definition of Terms:

The definitions of common terms and acronyms used in the report have been placed at the back of the report to assist data users.

Comments:

None

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Client Sample Summary

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
#1	28902-001	6/11/2024	6/10/2024	Soil
#2	28902-002	6/11/2024	6/10/2024	Soil
#3	28902-003	6/11/2024	6/10/2024	Soil
#4	28902-004	6/11/2024	6/10/2024	Soil
#5	28902-005	6/11/2024	6/10/2024	Soil
#6	28902-006	6/11/2024	6/10/2024	Soil
#7	28902-007	6/11/2024	6/10/2024	Soil
#8	28902-008	6/11/2024	6/10/2024	Soil
#9	28902-009	6/11/2024	6/10/2024	Soil
#10	28902-010	6/11/2024	6/10/2024	Soil
#11	28902-011	6/11/2024	6/10/2024	Soil
#12	28902-012	6/11/2024	6/10/2024	Soil

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Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Organochlorine Pesticides (EPA 8081A)

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Date Extracted	Date Analyzed	Matrix
#1	28902-001	6/11/2024 11:55	6/10/2024 12:00	6/11/2024 16:00	6/13/2024 12:03	Soil

ANALYTE	CAS #	µg/kg
Aldrin	309-00-2	<8.0
alpha-BHC	319-84-6	<20
beta-BHC	319-85-7	<20
gamma-BHC (Lindane)	58-89-9	<20
delta-BHC	319-86-8	<40
Chlordane	57-74-9	<120
4,4'-DDD	72-54-8	<40
4,4'-DDE	72-55-9	35
4,4'-DDT	50-29-3	<40
Dieldrin	60-57-1	<8.0
Endosulfan I	959-98-8	<40
Endosulfan II	33213-65-9	<20
Endosulfan sulfate	1031-07-8	<40
Endrin	72-20-8	<40
Endrin aldehyde	7421-93-4	<40
Endrin ketone	53494-70-5	<20
Heptachlor	76-44-8	<8.0
Heptachlor epoxide	1024-57-3	<20
Methoxychlor	72-43-5	<40
Toxaphene	8001-35-2	<160

Surrogate:	% RC*
Decachlorobiphenyl	107

* Acceptable Recovery: 38-133 %

Dilution Factor: 4

Data Qualifiers: D1,

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Organochlorine Pesticides (EPA 8081A)

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Date Extracted	Date Analyzed	Matrix
#2	28902-002	6/11/2024 11:55	6/10/2024 12:00	6/11/2024 16:00	6/13/2024 12:17	Soil

ANALYTE	CAS #	µg/kg
Aldrin	309-00-2	<8.0
alpha-BHC	319-84-6	<20
beta-BHC	319-85-7	<20
gamma-BHC (Lindane)	58-89-9	<20
delta-BHC	319-86-8	<40
Chlordane	57-74-9	<120
4,4'-DDD	72-54-8	<40
4,4'-DDE	72-55-9	<20
4,4'-DDT	50-29-3	<40
Dieldrin	60-57-1	<8.0
Endosulfan I	959-98-8	<40
Endosulfan II	33213-65-9	<20
Endosulfan sulfate	1031-07-8	<40
Endrin	72-20-8	<40
Endrin aldehyde	7421-93-4	<40
Endrin ketone	53494-70-5	<20
Heptachlor	76-44-8	<8.0
Heptachlor epoxide	1024-57-3	<20
Methoxychlor	72-43-5	<40
Toxaphene	8001-35-2	<160

Surrogate:	% RC*
Decachlorobiphenyl	106

* Acceptable Recovery: 38-133 %

Dilution Factor: 4

Data Qualifiers: D1,

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Organochlorine Pesticides (EPA 8081A)

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Date Extracted	Date Analyzed	Matrix
#3	28902-003	6/11/2024 11:55	6/10/2024 12:00	6/11/2024 16:00	6/13/2024 12:32	Soil

ANALYTE	CAS #	µg/kg
Aldrin	309-00-2	<8.0
alpha-BHC	319-84-6	<20
beta-BHC	319-85-7	<20
gamma-BHC (Lindane)	58-89-9	<20
delta-BHC	319-86-8	<40
Chlordane	57-74-9	<120
4,4'-DDD	72-54-8	<40
4,4'-DDE	72-55-9	<20
4,4'-DDT	50-29-3	<40
Dieldrin	60-57-1	<8.0
Endosulfan I	959-98-8	<40
Endosulfan II	33213-65-9	<20
Endosulfan sulfate	1031-07-8	<40
Endrin	72-20-8	<40
Endrin aldehyde	7421-93-4	<40
Endrin ketone	53494-70-5	<20
Heptachlor	76-44-8	<8.0
Heptachlor epoxide	1024-57-3	<20
Methoxychlor	72-43-5	<40
Toxaphene	8001-35-2	<160

Surrogate:	% RC*
Decachlorobiphenyl	101

* Acceptable Recovery: 38-133 %

Dilution Factor: 4

Data Qualifiers: D1,

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Organochlorine Pesticides (EPA 8081A)

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Date Extracted	Date Analyzed	Matrix
#4	28902-004	6/11/2024 11:55	6/10/2024 12:00	6/11/2024 16:00	6/13/2024 12:47	Soil

ANALYTE	CAS #	µg/kg
Aldrin	309-00-2	<8.0
alpha-BHC	319-84-6	<20
beta-BHC	319-85-7	<20
gamma-BHC (Lindane)	58-89-9	<20
delta-BHC	319-86-8	<40
Chlordane	57-74-9	<120
4,4'-DDD	72-54-8	<40
4,4'-DDE	72-55-9	35
4,4'-DDT	50-29-3	<40
Dieldrin	60-57-1	<8.0
Endosulfan I	959-98-8	<40
Endosulfan II	33213-65-9	<20
Endosulfan sulfate	1031-07-8	<40
Endrin	72-20-8	<40
Endrin aldehyde	7421-93-4	<40
Endrin ketone	53494-70-5	<20
Heptachlor	76-44-8	<8.0
Heptachlor epoxide	1024-57-3	<20
Methoxychlor	72-43-5	<40
Toxaphene	8001-35-2	<160

Surrogate:	% RC*
Decachlorobiphenyl	104

* Acceptable Recovery: 38-133 %

Dilution Factor: 4

Data Qualifiers: D1,

Mr Kyle Mchargue
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Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Organochlorine Pesticides (EPA 8081A)

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Date Extracted	Date Analyzed	Matrix
#5	28902-005	6/11/2024 11:55	6/10/2024 12:00	6/11/2024 16:00	6/13/2024 13:01	Soil

ANALYTE	CAS #	µg/kg
Aldrin	309-00-2	<8.0
alpha-BHC	319-84-6	<20
beta-BHC	319-85-7	<20
gamma-BHC (Lindane)	58-89-9	<20
delta-BHC	319-86-8	<40
Chlordane	57-74-9	<120
4,4'-DDD	72-54-8	<40
4,4'-DDE	72-55-9	<20
4,4'-DDT	50-29-3	<40
Dieldrin	60-57-1	<8.0
Endosulfan I	959-98-8	<40
Endosulfan II	33213-65-9	<20
Endosulfan sulfate	1031-07-8	<40
Endrin	72-20-8	<40
Endrin aldehyde	7421-93-4	<40
Endrin ketone	53494-70-5	<20
Heptachlor	76-44-8	<8.0
Heptachlor epoxide	1024-57-3	<20
Methoxychlor	72-43-5	<40
Toxaphene	8001-35-2	<160

Surrogate:	% RC*
Decachlorobiphenyl	108

* Acceptable Recovery: 38-133 %

Dilution Factor: 4

Data Qualifiers: D1,

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1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Organochlorine Pesticides (EPA 8081A)

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Date Extracted	Date Analyzed	Matrix
#6	28902-006	6/11/2024 11:55	6/10/2024 12:00	6/11/2024 16:00	6/13/2024 13:16	Soil

ANALYTE	CAS #	µg/kg
Aldrin	309-00-2	<8.0
alpha-BHC	319-84-6	<20
beta-BHC	319-85-7	<20
gamma-BHC (Lindane)	58-89-9	<20
delta-BHC	319-86-8	<40
Chlordane	57-74-9	<120
4,4'-DDD	72-54-8	<40
4,4'-DDE	72-55-9	38
4,4'-DDT	50-29-3	<40
Dieldrin	60-57-1	<8.0
Endosulfan I	959-98-8	<40
Endosulfan II	33213-65-9	<20
Endosulfan sulfate	1031-07-8	<40
Endrin	72-20-8	<40
Endrin aldehyde	7421-93-4	<40
Endrin ketone	53494-70-5	<20
Heptachlor	76-44-8	<8.0
Heptachlor epoxide	1024-57-3	<20
Methoxychlor	72-43-5	<40
Toxaphene	8001-35-2	<160

Surrogate:	% RC*
Decachlorobiphenyl	105

* Acceptable Recovery: 38-133 %

Dilution Factor: 4

Data Qualifiers: D1,

Mr Kyle Mchargue
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Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Organochlorine Pesticides (EPA 8081A)

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Date Extracted	Date Analyzed	Matrix
#7	28902-007	6/11/2024 11:55	6/10/2024 12:00	6/11/2024 16:00	6/13/2024 13:30	Soil

ANALYTE	CAS #	µg/kg
Aldrin	309-00-2	<8.0
alpha-BHC	319-84-6	<20
beta-BHC	319-85-7	<20
gamma-BHC (Lindane)	58-89-9	<20
delta-BHC	319-86-8	<40
Chlordane	57-74-9	<120
4,4'-DDD	72-54-8	<40
4,4'-DDE	72-55-9	43
4,4'-DDT	50-29-3	<40
Dieldrin	60-57-1	<8.0
Endosulfan I	959-98-8	<40
Endosulfan II	33213-65-9	<20
Endosulfan sulfate	1031-07-8	<40
Endrin	72-20-8	<40
Endrin aldehyde	7421-93-4	<40
Endrin ketone	53494-70-5	<20
Heptachlor	76-44-8	<8.0
Heptachlor epoxide	1024-57-3	<20
Methoxychlor	72-43-5	<40
Toxaphene	8001-35-2	<160

Surrogate:	% RC*
Decachlorobiphenyl	102

* Acceptable Recovery: 38-133 %

Dilution Factor: 4

Data Qualifiers: D1,

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Organochlorine Pesticides (EPA 8081A)

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Date Extracted	Date Analyzed	Matrix
#8	28902-008	6/11/2024 11:55	6/10/2024 12:00	6/13/2024 16:00	6/17/2024 14:31	Soil

ANALYTE	CAS #	µg/kg
Aldrin	309-00-2	<8.0
alpha-BHC	319-84-6	<20
beta-BHC	319-85-7	<20
gamma-BHC (Lindane)	58-89-9	<20
delta-BHC	319-86-8	<40
Chlordane	57-74-9	<120
4,4'-DDD	72-54-8	<40
4,4'-DDE	72-55-9	27
4,4'-DDT	50-29-3	<40
Dieldrin	60-57-1	<8.0
Endosulfan I	959-98-8	<40
Endosulfan II	33213-65-9	<20
Endosulfan sulfate	1031-07-8	<40
Endrin	72-20-8	<40
Endrin aldehyde	7421-93-4	<40
Endrin ketone	53494-70-5	<20
Heptachlor	76-44-8	<8.0
Heptachlor epoxide	1024-57-3	<20
Methoxychlor	72-43-5	<40
Toxaphene	8001-35-2	<160

Surrogate:	% RC*
Decachlorobiphenyl	115

* Acceptable Recovery: 38-133 %

Dilution Factor: 4

Data Qualifiers: D1,

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Organochlorine Pesticides (EPA 8081A)

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Date Extracted	Date Analyzed	Matrix
#9	28902-009	6/11/2024 11:55	6/10/2024 12:00	6/13/2024 16:00	6/17/2024 14:46	Soil

ANALYTE	CAS #	µg/kg
Aldrin	309-00-2	<8.0
alpha-BHC	319-84-6	<20
beta-BHC	319-85-7	<20
gamma-BHC (Lindane)	58-89-9	<20
delta-BHC	319-86-8	<40
Chlordane	57-74-9	<120
4,4'-DDD	72-54-8	<40
4,4'-DDE	72-55-9	<20
4,4'-DDT	50-29-3	<40
Dieldrin	60-57-1	<8.0
Endosulfan I	959-98-8	<40
Endosulfan II	33213-65-9	<20
Endosulfan sulfate	1031-07-8	<40
Endrin	72-20-8	<40
Endrin aldehyde	7421-93-4	<40
Endrin ketone	53494-70-5	<20
Heptachlor	76-44-8	<8.0
Heptachlor epoxide	1024-57-3	<20
Methoxychlor	72-43-5	<40
Toxaphene	8001-35-2	<160

Surrogate:	% RC*
Decachlorobiphenyl	91

* Acceptable Recovery: 38-133 %

Dilution Factor: 4

Data Qualifiers: D1,

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Organochlorine Pesticides (EPA 8081A)

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Date Extracted	Date Analyzed	Matrix
#10	28902-010	6/11/2024 11:55	6/10/2024 12:00	6/13/2024 16:00	6/17/2024 15:01	Soil

ANALYTE	CAS #	µg/kg
Aldrin	309-00-2	<8.0
alpha-BHC	319-84-6	<20
beta-BHC	319-85-7	<20
gamma-BHC (Lindane)	58-89-9	<20
delta-BHC	319-86-8	<40
Chlordane	57-74-9	<120
4,4'-DDD	72-54-8	<40
4,4'-DDE	72-55-9	<20
4,4'-DDT	50-29-3	<40
Dieldrin	60-57-1	<8.0
Endosulfan I	959-98-8	<40
Endosulfan II	33213-65-9	<20
Endosulfan sulfate	1031-07-8	<40
Endrin	72-20-8	<40
Endrin aldehyde	7421-93-4	<40
Endrin ketone	53494-70-5	<20
Heptachlor	76-44-8	<8.0
Heptachlor epoxide	1024-57-3	<20
Methoxychlor	72-43-5	<40
Toxaphene	8001-35-2	<160

Surrogate:	% RC*
Decachlorobiphenyl	110

* Acceptable Recovery: 38-133 %

Dilution Factor: 4

Data Qualifiers: D1,

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Organochlorine Pesticides (EPA 8081A)

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Date Extracted	Date Analyzed	Matrix
#11	28902-011	6/11/2024 11:55	6/10/2024 12:00	6/13/2024 16:00	6/17/2024 15:15	Soil

ANALYTE	CAS #	µg/kg
Aldrin	309-00-2	<8.0
alpha-BHC	319-84-6	<20
beta-BHC	319-85-7	<20
gamma-BHC (Lindane)	58-89-9	<20
delta-BHC	319-86-8	<40
Chlordane	57-74-9	<120
4,4'-DDD	72-54-8	<40
4,4'-DDE	72-55-9	<20
4,4'-DDT	50-29-3	<40
Dieldrin	60-57-1	<8.0
Endosulfan I	959-98-8	<40
Endosulfan II	33213-65-9	<20
Endosulfan sulfate	1031-07-8	<40
Endrin	72-20-8	<40
Endrin aldehyde	7421-93-4	<40
Endrin ketone	53494-70-5	<20
Heptachlor	76-44-8	<8.0
Heptachlor epoxide	1024-57-3	<20
Methoxychlor	72-43-5	<40
Toxaphene	8001-35-2	<160

Surrogate:	% RC*
Decachlorobiphenyl	117

* Acceptable Recovery: 38-133 %

Dilution Factor: 4

Data Qualifiers: D1,

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Organochlorine Pesticides (EPA 8081A)

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Date Extracted	Date Analyzed	Matrix
#12	28902-012	6/11/2024 11:55	6/10/2024 12:00	6/13/2024 16:00	6/17/2024 15:30	Soil

ANALYTE	CAS #	µg/kg
Aldrin	309-00-2	<8.0
alpha-BHC	319-84-6	<20
beta-BHC	319-85-7	<20
gamma-BHC (Lindane)	58-89-9	<20
delta-BHC	319-86-8	<40
Chlordane	57-74-9	<120
4,4'-DDD	72-54-8	<40
4,4'-DDE	72-55-9	<20
4,4'-DDT	50-29-3	<40
Dieldrin	60-57-1	<8.0
Endosulfan I	959-98-8	<40
Endosulfan II	33213-65-9	<20
Endosulfan sulfate	1031-07-8	<40
Endrin	72-20-8	<40
Endrin aldehyde	7421-93-4	<40
Endrin ketone	53494-70-5	<20
Heptachlor	76-44-8	<8.0
Heptachlor epoxide	1024-57-3	<20
Methoxychlor	72-43-5	<40
Toxaphene	8001-35-2	<160

Surrogate:	% RC*
Decachlorobiphenyl	120

* Acceptable Recovery: 38-133 %

Dilution Factor: 4

Data Qualifiers: D1,

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Organochlorine Pesticides (EPA 8081A)

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Date Extracted	Date Analyzed	Matrix
Method Blank	MBBL0611241			6/11/2024 11:49	6/13/2024 7:26	Soil

ANALYTE	CAS #	µg/kg
Aldrin	309-00-2	<2.0
alpha-BHC	319-84-6	<5.0
beta-BHC	319-85-7	<5.0
gamma-BHC (Lindane)	58-89-9	<5.0
delta-BHC	319-86-8	<10
Chlordane	57-74-9	<30
4,4'-DDD	72-54-8	<10
4,4'-DDE	72-55-9	<5.0
4,4'-DDT	50-29-3	<10
Dieldrin	60-57-1	<2.0
Endosulfan I	959-98-8	<10
Endosulfan II	33213-65-9	<5.0
Endosulfan sulfate	1031-07-8	<10
Endrin	72-20-8	<10
Endrin aldehyde	7421-93-4	<10
Endrin ketone	53494-70-5	<5.0
Heptachlor	76-44-8	<2.0
Heptachlor epoxide	1024-57-3	<5.0
Methoxychlor	72-43-5	<10
Toxaphene	8001-35-2	<40

Surrogate:	% RC*
Decachlorobiphenyl	131

* Acceptable Recovery: 38-133 %

Dilution Factor: 1

Data Qualifiers: None

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Metals

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
#1	28902-001	6/11/2024 11:55	6/10/2024 12:00	Soil

ANALYTE	EPA Method	Result	Units	Date Extracted	Date Analyzed	Qual	DF
Arsenic	6010B	9.9	mg/kg	06/12/24 13:00	06/13/24 16:02	--	1

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
#2	28902-002	6/11/2024 11:55	6/10/2024 12:00	Soil

ANALYTE	EPA Method	Result	Units	Date Extracted	Date Analyzed	Qual	DF
Arsenic	6010B	7.6	mg/kg	06/12/24 13:00	06/13/24 16:04	--	1

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
#3	28902-003	6/11/2024 11:55	6/10/2024 12:00	Soil

ANALYTE	EPA Method	Result	Units	Date Extracted	Date Analyzed	Qual	DF
Arsenic	6010B	7.2	mg/kg	06/12/24 13:00	06/13/24 16:11	--	1

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
#4	28902-004	6/11/2024 11:55	6/10/2024 12:00	Soil

ANALYTE	EPA Method	Result	Units	Date Extracted	Date Analyzed	Qual	DF
Arsenic	6010B	6.9	mg/kg	06/12/24 13:00	06/13/24 16:14	--	1

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
#5	28902-005	6/11/2024 11:55	6/10/2024 12:00	Soil

ANALYTE	EPA Method	Result	Units	Date Extracted	Date Analyzed	Qual	DF
Arsenic	6010B	6.9	mg/kg	06/12/24 13:00	06/13/24 16:16	--	1

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
#6	28902-006	6/11/2024 11:55	6/10/2024 12:00	Soil

ANALYTE	EPA Method	Result	Units	Date Extracted	Date Analyzed	Qual	DF
Arsenic	6010B	6.4	mg/kg	06/12/24 13:00	06/13/24 16:18	--	1

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Metals

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
#7	28902-007	6/11/2024 11:55	6/10/2024 12:00	Soil

ANALYTE	EPA Method	Result	Units	Date Extracted	Date Analyzed	Qual	DF
Arsenic	6010B	7.1	mg/kg	06/12/24 13:00	06/13/24 16:21	--	1

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
#8	28902-008	6/11/2024 11:55	6/10/2024 12:00	Soil

ANALYTE	EPA Method	Result	Units	Date Extracted	Date Analyzed	Qual	DF
Arsenic	6010B	6.3	mg/kg	06/12/24 13:00	06/13/24 16:23	--	1

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
#9	28902-009	6/11/2024 11:55	6/10/2024 12:00	Soil

ANALYTE	EPA Method	Result	Units	Date Extracted	Date Analyzed	Qual	DF
Arsenic	6010B	6.1	mg/kg	06/12/24 13:00	06/13/24 16:25	--	1

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
#10	28902-010	6/11/2024 11:55	6/10/2024 12:00	Soil

ANALYTE	EPA Method	Result	Units	Date Extracted	Date Analyzed	Qual	DF
Arsenic	6010B	5.7	mg/kg	06/12/24 13:00	06/13/24 16:28	--	1

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
#11	28902-011	6/11/2024 11:55	6/10/2024 12:00	Soil

ANALYTE	EPA Method	Result	Units	Date Extracted	Date Analyzed	Qual	DF
Arsenic	6010B	6.4	mg/kg	06/12/24 13:00	06/13/24 16:30	--	1

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
#12	28902-012	6/11/2024 11:55	6/10/2024 12:00	Soil

ANALYTE	EPA Method	Result	Units	Date Extracted	Date Analyzed	Qual	DF
Arsenic	6010B	7.5	mg/kg	06/12/24 13:00	06/13/24 16:32	--	1

Mr Kyle Mchargue
GeoTek, Inc.
1548 N. Maple St
Corona, CA, 92880

Lab Reference # GTK 28902
Project Name: K Hovnanian California Region
Project #: 3951-CR

Metals

Client Sample ID	Lab Sample Number	Date Received	Date Sampled	Matrix
Method Blank				Soil

MB ID	ANALYTE	EPA Method	Result	Units	Date Extracted	Date Analyzed	Qual	DF
MBJH0612241	Arsenic	6010B	<2.0	mg/kg	06/12/24 13:00	06/13/24 15:12	--	1

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QA/QC Report
for
Organochlorine Pesticides (EPA 8081A)
Reporting Units: ppb

Matrix Spike (MS) / Matrix Spike Duplicate (MSD)

Date of Extraction: 6/11/2024 11:49
Date of Analysis: 6/13/2024 8:39
Dup Date of Analysis: 6/13/2024 8:54
Laboratory Sample #: 28888-001
MS/MSD Qualifiers: None
Reference #: GTK 28902

Analyte	R	Spike Conc.	MS	MSD	%MS	%MSD	RPD	ACP %MS	ACP RPD	Qual
Aldrin	0.00	20.0	14.0	12.8	70	64	9	14-130	25	--
alpha-BHC	0.00	20.0	13.2	12.2	66	61	8	19-130	23	--
beta-BHC	0.00	20.0	16.8	15.0	84	75	11	21-130	25	--
gamma-BHC (Lindane)	0.00	20.0	14.4	13.2	72	66	9	26-130	24	--
4,4'-DDD	0.00	20.0	18.4	17.5	92	88	5	31-138	21	--
4,4'-DDE	0.00	20.0	18.0	16.7	90	84	7	32-142	20	--
4,4'-DDT	0.00	20.0	20.5	19.3	102	96	6	30-154	22	--
delta-BHC	0.00	20.0	16.8	15.0	84	75	11	29-130	28	--
Dieldrin	0.00	20.0	17.7	16.6	89	83	6	29-130	21	--
Endosulfan I	0.00	20.0	17.0	14.0	85	70	19	26-135	25	--
Endosulfan II	0.00	20.0	18.5	17.4	93	87	6	23-130	27	--
Endosulfan sulfate	0.00	20.0	18.0	16.1	90	81	11	D-136	50	--
Endrin	0.00	20.0	18.1	17.0	91	85	6	26-138	27	--
Endrin Aldehyde	0.00	20.0	16.3	14.6	81	73	11	D-130	50	--
Endrin ketone	0.00	20.0	17.1	16.0	86	80	7	12-130	50	--
Heptachlor	0.00	20.0	12.8	11.6	64	58	10	18-130	28	--
Heptachlor epoxide	0.00	20.0	16.6	15.0	83	75	10	25-130	26	--
Methoxychlor	0.00	20.0	16.7	15.9	84	79	5	21-136	32	--

Surrogate Recoveries for Spike Samples

Surrogate (%RC)	MS	MSD	Qual
Decachlorobiphenyl	125	120	☐

LCS	LCSD	Qual
133	134	☑

ACP % RC
38-133

Laboratory Control Sample (LCS) / Laboratory Control Sample Duplicate (LCSD)

Date of Extraction: 6/11/2024 11:49
Date of Analysis: 6/13/2024 7:41
Dup Date of Analysis: 6/13/2024 7:55
Laboratory Sample #: BL0611241A
LCS/LCSD Qualifiers: R2, S1,

Analyte	Spike Conc.	LCS	LCSD	%LCS	%LCSD	RPD	ACP %LCS	ACP RPD	Qual
Aldrin	20.0	15.0	13.5	75	68	11	8-130	29	--
alpha-BHC	20.0	14.7	14.0	74	70	5	14-130	30	--
beta-BHC	20.0	16.2	16.5	81	82	2	26-130	25	--
gamma-BHC (Lindane)	20.0	15.0	14.5	75	73	3	19-130	28	--
4,4'-DDD	20.0	18.7	18.8	94	94	1	44-132	20	--
4,4'-DDE	20.0	17.7	17.4	89	87	2	35-133	20	--

QA/QC Report
for
Organochlorine Pesticides (EPA 8081A)

Reporting Units: ppb

Analyte	Spike Conc.	LCS	LCSD	%LCS	%LCSD	RPD	ACP %LCS	ACP RPD	Qual
4,4'-DDT	20.0	20.1	19.9	100	100	1	41-142	20	--
delta-BHC	20.0	16.7	17.3	84	86	4	29-130	26	--
Dieldrin	20.0	16.9	17.0	84	85	1	31-130	22	--
Endosulfan I	20.0	14.9	14.5	75	73	3	29-130	28	--
Endosulfan II	20.0	16.0	18.3	80	91	13	28-130	27	--
Endosulfan sulfate	20.0	1.22	13.3	6	67	166	2-145	43	R2,
Endrin	20.0	16.9	17.3	84	86	2	28-130	21	--
Endrin Aldehyde	20.0	1.95	12.0	10	60	144	3-130	41	R2,
Endrin ketone	20.0	6.54	16.6	33	83	87	18-130	23	R2,
Heptachlor	20.0	13.7	12.4	69	62	10	10-130	33	--
Heptachlor epoxide	20.0	15.7	15.2	78	76	3	24-130	27	--
Methoxychlor	20.0	17.1	18.2	86	91	6	32-134	17	--

QA/QC Report
for
Metals

Reference #: GTK 28902 Reporting units: ppm

Matrix Spike (MS) / Matrix Spike Duplicate (MSD) **6010B**

Laboratory Sample #: 28900-001 **Date of Extraction:** 06/12/24 13:00

Analyte	MS Date of Analysis	MSD Date of Analysis	R1	SPC CONC	MS	MSD	% MS	% MSD	RPD	ACP %MS	ACP RPD	Qualifiers
Arsenic	06/13/24 15:24	06/13/24 15:27	2.40	20.0	21.0	21.7	93	97	3	75-125	20	--

Laboratory Control Spike (LCS) / Laboratory Control Spike Duplicate (LCSD) **6010B**

Laboratory Sample #: JH0612241 **Date of Extraction:** 06/12/24 13:00

Analyte	LCS Date of Analysis	LCSD Date of Analysis		SPC CONC	LCS	LCSD	% LCS	% LCSD	RPD	ACP %LCS	ACP RPD	Qualifiers
Arsenic	06/13/24 15:15	06/13/24 15:18	--	20.0	18.8	18.7	94	94	1	80-120	20	--

Data Qualifier Definitions

Qualifier

D1 = Sample required dilution due to matrix.

R2 = RPD/RSD exceeded the laboratory acceptance limit.

BL0611241A	8081A	Endosulfan sulfate	LCS/LCSD
BL0611241A	8081A	Endrin Aldehyde	LCS/LCSD
BL0611241A	8081A	Endrin ketone	LCS/LCSD

S1 = Surrogate recovery was above laboratory acceptance limits.

BL0611241A	8081A	Decachlorobiphenyl	LCSD

Definition of terms:

R	Result of unspiked laboratory sample used for matrix spike determination.
SP CONC (or Spike Conc.)	Spike concentration added to sample or blank
MS	Matrix Spike sample result
MSD	Matrix Spike Duplicate sample result
%MS	Percent recovery of MS: {(MS-R1) / SP CONC} x100
%MSD	Percent recovery of MSD: {(MSD-R1) / SP CONC} x 100
RPD (for MS/MSD)	Relative Percent Difference: {(MS-MSD) / (MS+MSD)} x 100 x 2
LCS	Laboratory Control Sample result
LCSD	Laboratory Control Sample Duplicate result
%LCS	Percent recovery of LCS: {(LCS) / SP CONC} x100
%LCSD	Percent recovery of LCSD: {(LCSD) / SP CONC} x 100
RPD (for LCS/LCSD)	Relative Percent Difference: {(LCS-LCSD) / (LCS+LCSD)} x 100 x 2
ACP %LCS	Acceptable percent recovery range for Laboratory Control Samples.
ACP %MS	Acceptable percent recovery range for Matrix Spike samples
ACP RPD	Acceptable Relative Percent Difference
D	Detectable, result must be greater than zero
Qual	A checked box indicates a data qualifier was utilized and/or required for this analyte see attached explanation.
ND	Analyte Not Detected

Analysis Request and Chain of Custody Record

Lab Job No: 28902
Page 1 of 1

ORANGE COAST ANALYTICAL, INC. www.ocalab.com

3002 Dow, Suite 532
Tustin, CA 92780
(714) 832-0064 Fax (714) 832-0067

4620 E. Elwood, Suite 4
Phoenix, AZ 85040
(480) 736-0960 Fax (480) 736-0970

REQUIRED TURN AROUND TIME: Standard: X
72 Hours: 48 Hours: 24 Hours:

CUSTOMER INFORMATION		PROJECT INFORMATION	
COMPANY:	GeoTek, Inc.	PROJECT NAME:	K. Hovnanian California Region
SEND REPORT TO:	Kyle McHargue	NUMBER:	3951-CR
EMAIL:	kmchargue@geotekusa.com	ADDRESS:	TTM No. 943, Hanford
ADDRESS:	cdiaz@geotekusa.com		King County, CA
		P.O. #:	
PHONE:	FAX:	SAMPLED BY:	

SAMPLE ID	NO. OF CONTAINERS	SAMPLE DATE	SAMPLE TIME	SAMPLE MATRIX	CONTAINER TYPE	ANALYSIS REQUEST / PRESERVATIVE: Organochlorinated pesticides (OCP) (8081A)	Arsenic (6010)	REMARKS/PRECAUTIONS
#1	1	6/10	12 PM	SOIL	Glass	/	/	
#2	↓	↓	↓	↓	↓	/	/	
#3						/	/	
#4						/	/	
#5						/	/	
#6						/	/	
#7						/	/	
#8						/	/	
#9						/	/	
#10						/	/	
#11						/	/	
#12	↓	↓	↓	↓	↓	/	/	

Total No. of Samples: 12 Method of Shipment: Hand Delivered/Cooler Preservative: 1 = Ice 2 = HCl 3 = HNO_3 4 = H_2SO_4 5 = NaOH 6 = Other

Relinquished By:	Date/Time: 11:55AM 6/11/2024	Received By:	Date/Time:
Relinquished By:	Date/Time:	Received By:	Date/Time:
Relinquished By:	Date/Time:	Received For Lab By: JR OCA CA	Date/Time: 06/11/24 1155

Sample Matrix:
GW - Groundwater
WW - Wastewater
SW - Stormwater
DW - Drinking Water
W - Water
SS - Soil/Solid
OT - Other

Sample Integrity:
Intact: _____ On Ice: Yes / (No) @ 6 °C IR#3

By signing above, client acknowledges responsibility for payment of all services requested on this chain of custody form and any additional services provided in support of this project. Payment is due within

Sample Receipt Report

Laboratory Reference: GTK 28902 Logged in by: JR

Received:	06/11/24 11:55	Company Name:	GeoTek, Inc.
Method of Shipment:	Hand Delivered	Project Manager:	Mr Kyle Mcharque
Shipping Container:	See Notes	Project Name:	K Hovnanian California Region
# Shipping Containers:	1	Project #:	3951-CR

Sample Quantity
12 Soil

Chain of Custody		Complete ☑	Incomplete ☐	None ☐
Samples On Ice		Yes, Wet ☑	Yes, Blue ☐	No ☐
Observed Temp. (°C):	6	Thermometer ID: IR#3	Adjusted Temp.:	6+(-0)=6
Shipping Intact		Yes ☐	N/A ☑	No ☐
Shipping Custody Seals Intact		Yes ☐	N/A ☑	No ☐
Samples Intact		Yes ☑		No ☐
Sample Custody Seals Intact		Yes ☐	N/A ☑	No ☐
Custody Seals Signed & Dated		Yes ☐	N/A ☑	No ☐
Proper Test Containers		Yes ☑		No ☐
Proper Test Preservations		Yes ☑		No ☐
Samples Within Hold Times		Yes ☑		No ☐
VOAs Have Zero Headspace		Yes ☐	N/A ☑	No ☐
Sample Labels		Complete ☑	Incomplete ☐	None ☐
Sample Information Matches COC		Yes ☑	N/A ☐	No ☐

Notes

Samples in plastic bag.

Client Notified _____ By _____ On _____

APPENDIX H

PROJECT TEAM QUALIFICATIONS

Kyle R. McHargue, PG, CEG

Project Geologist

Registrations

CA Certified Engineering Geologist, CEG 2790

CA Professional Geologist, PG 9790

OR Registered Geologist, G2885

ID Professional Geologist, PGL-1844

Education

B.A., Geology, University of Hawaii, Manoa

Certifications

OSHA 40-Hr HAZWOPER

OSHA 8-Hr HAZWOPER Refresher

OSHA 10-Hour Construction Safety and Health Training

Nuclear Gauge Certified

APNGA Radiation Safety Officer Certified

First Aid/CPR

Professional Affiliations

BIA Riverside

BIA Emerging Leaders

Professional Experience

Kyle McHargue has 10 years of geotechnical and environmental experience working on and managing a diverse range of geotechnical and environmental projects throughout Southern California throughout Riverside, San Bernardino, Orange, San Diego, Los Angeles and Alameda counties. His geotechnical experience has ranged from staff to project geologist. Mr. McHargue's responsibilities include preparation of proposals, project management, preliminary geotechnical investigations, rippibility studies, fault hazard investigations, landslide investigations, seismic refraction surveys, settlement monitoring, percolation and infiltration studies, manure and methane evaluations, and field studies as a field and project geologist for a diverse range of grading projects. Mr. McHargue has performed hundreds of Phase I and Phase II Environmental Site Assessments for various property acquisitions and transfers in Riverside, Orange, San Diego, Los Angeles, San Bernardino, Kern, Fresno and Imperial Counties in California and Maricopa County in Arizona. Mr. McHargue also has over 5 years of field and office experience in land surveying and Storm Water Pollution Prevention Program (SWPPP) inspections.

Representative Project Experience-

Corona, Riverside County, California - Project Manager. Directed a geotechnical investigation, fault rupture hazard and landslide investigations, slope stability analysis, geotechnical reporting, as well as a Phase I Environmental Site Assessment for the Chaudhuri Estates hillside residential development.

Wildomar, Riverside County, California – Field Geologist. Supervised rough grading operations for 84-lot residential subdivision. In field challenges included stabilization fill design, fault hazard mapping, and high groundwater mitigation design.

Temecula, Riverside County, California – Project Geologist. Performed AP Fault Zone investigation, geotechnical and infiltration investigations for two adjacent commercial projects.

Ontario, San Bernardino County, California – Project and Field Geologist. Performed geotechnical, infiltration and manure/methane investigations for 121-acre development. Also supervised rough grading operations for a residential development included field mapping, field recommendations for remedial grading and preparation of reports and geologic maps.

Temecula, Riverside County, California – Project Geologist. Forensic distress investigation for religious center's structural & wall failures.

Anaheim Hills, Orange County, California – Project Geologist. Planned and performed geotechnical, infiltration investigations including all report preparation and slope stability analysis.

Coachella, Riverside County, California – Lead Field Geologist. Managed and geologically mapped 1,800 linear feet of fault trenching on the San Andreas Fault, including all background research and report preparation.

Employment History

GeoTek, Inc., Riverside-Project Geologist Jan. 2019 – Present

LGC Geo-Environmental, Inc., Temecula-Project Geologist Feb. 2015 – Jan. 2019

LGC Geo-Environmental, Inc., Temecula-Staff Geologist Dec. 2013 – Feb. 2015

Anna M. Scott

Project Geologist

Education

B.S., Geology, University of California, Riverside

Professional Experience

Ms. Anna Scott has over 30 years of geotechnical experience and has worked on or managed a wide range of geotechnical projects throughout southern California, including the High Desert, Inland Empire, Antelope Valley, Coachella Valley, Orange County and Bakersfield area. Her geotechnical experience has ranged from field and laboratory technician to field, staff and project geologist. Ms. Scott's responsibilities include preparation of proposals, preliminary geotechnical investigations, seismic studies, settlement monitor installation and studies, and field studies as a technician and geologist for large grading projects. Ms. Scott has performed Phase I and II ESAs for various property acquisitions and transfers throughout southern California.

Representative Project Experience

Ms. Scott has worked on numerous projects throughout southern California. Her experience includes working with various entities including the public and private sectors. Her vast knowledge includes geotechnical, environmental and materials services. This experience has been attained through small and large projects over the numerous years of her career.

Employment History

GeoTek, Inc., Riverside-Project Geologist, February 2005 – Present

GeoSoils, Inc., Santa Ana, September 1987 – February 2005

TRAFFIC STUDY

SILICON VALLEY RANCH
CITY OF HANFORD

Prepared for:

QK, INC.

July 2024

Prepared by:

RUETTGERS & SCHULER
CIVIL ENGINEERS

1800 30th Street, Suite 260
Bakersfield, California 93301

Ian J. Parks, RCE 58155

REGISTERED PROFESSIONAL ENGINEER
IAN JEFFREY PARKS
No. C 58155
Exp. 6-30-26
CIVIL
STATE OF CALIFORNIA

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INTRODUCTION

The purpose of this study is to evaluate the potential traffic impacts of Silicon Valley Ranch, a proposed residential development located on the south side of Hanford Armona Road, between 13th Avenue and 12th Avenue, in the City of Hanford. A vicinity map is presented in Figure 1 and a location map is presented in Figure 2.

The study is consistent with City guidelines and includes analyses of intersection level of service, roadway capacity, traffic signal warrants and vehicle miles traveled. The scope of the study was developed in coordination with City, County and Caltrans staff and includes eight intersections (four signalized, three unsignalized, one roundabout) and adjoining roadway segments.

Project Description

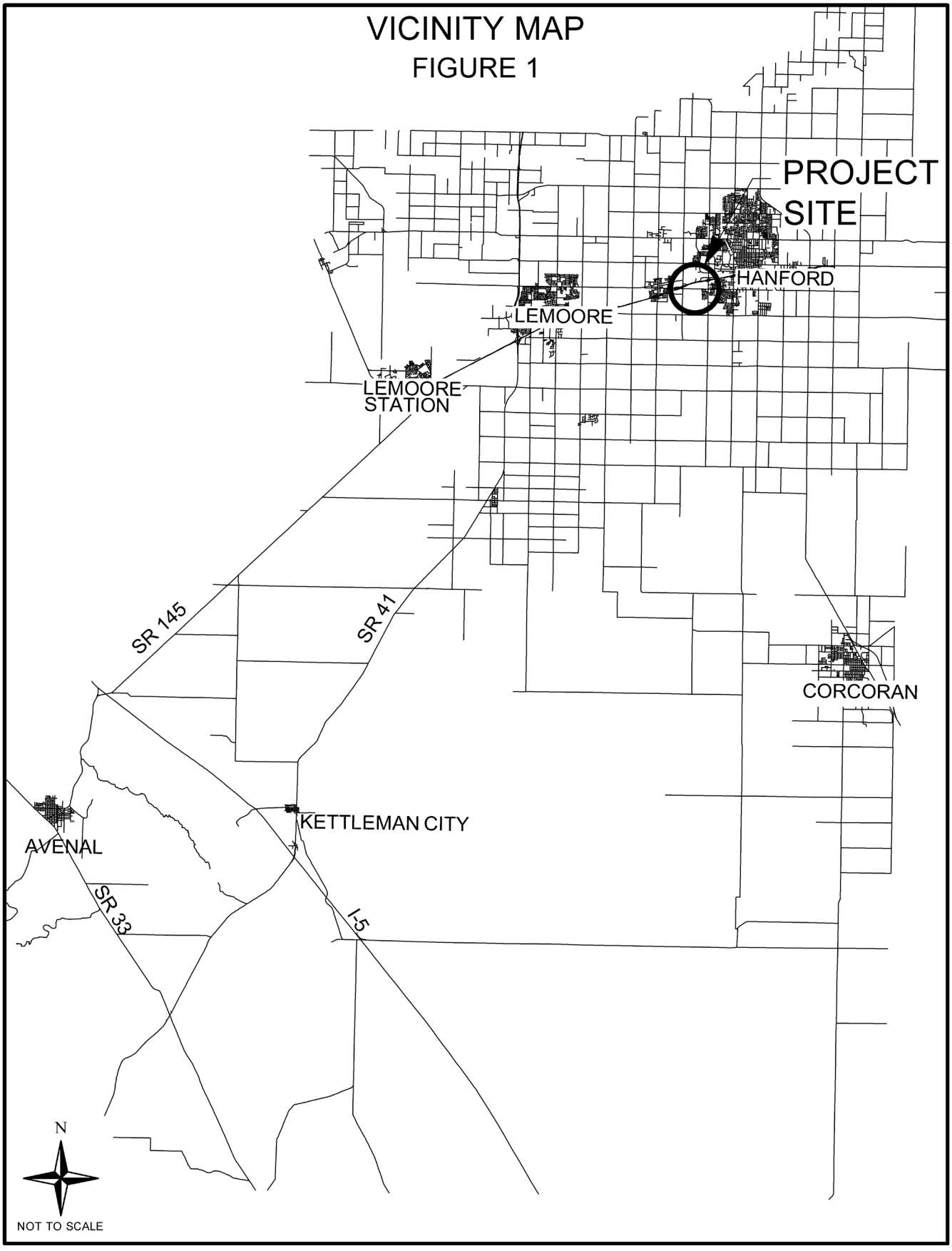
The project site would be situated on approximately 75 acres of land which is currently used for agricultural production. The property is zoned R–L–5 (Low Density Residential – 5,000 SF minimum) and has a General Plan Land Use designation of Low Density Residential.

Upon completion, the project would include 326 single-family homes. An opening year of 2026 was assumed for this study. Access to the project site would be provided from Hanford Armona Road. The vesting tentative subdivision map is provided in Figure 3.

Existing Land Uses in Project Vicinity

Residential development is located immediately east of the project site and agricultural land uses lie directly to north, south and west. Residential areas also exist farther to the east and northeast. Commercial land uses are located primarily along the State Route 198 corridor and the northeast and southeast corners of 12th Avenue and Hanford-Armona Road.

VICINITY MAP
FIGURE 1



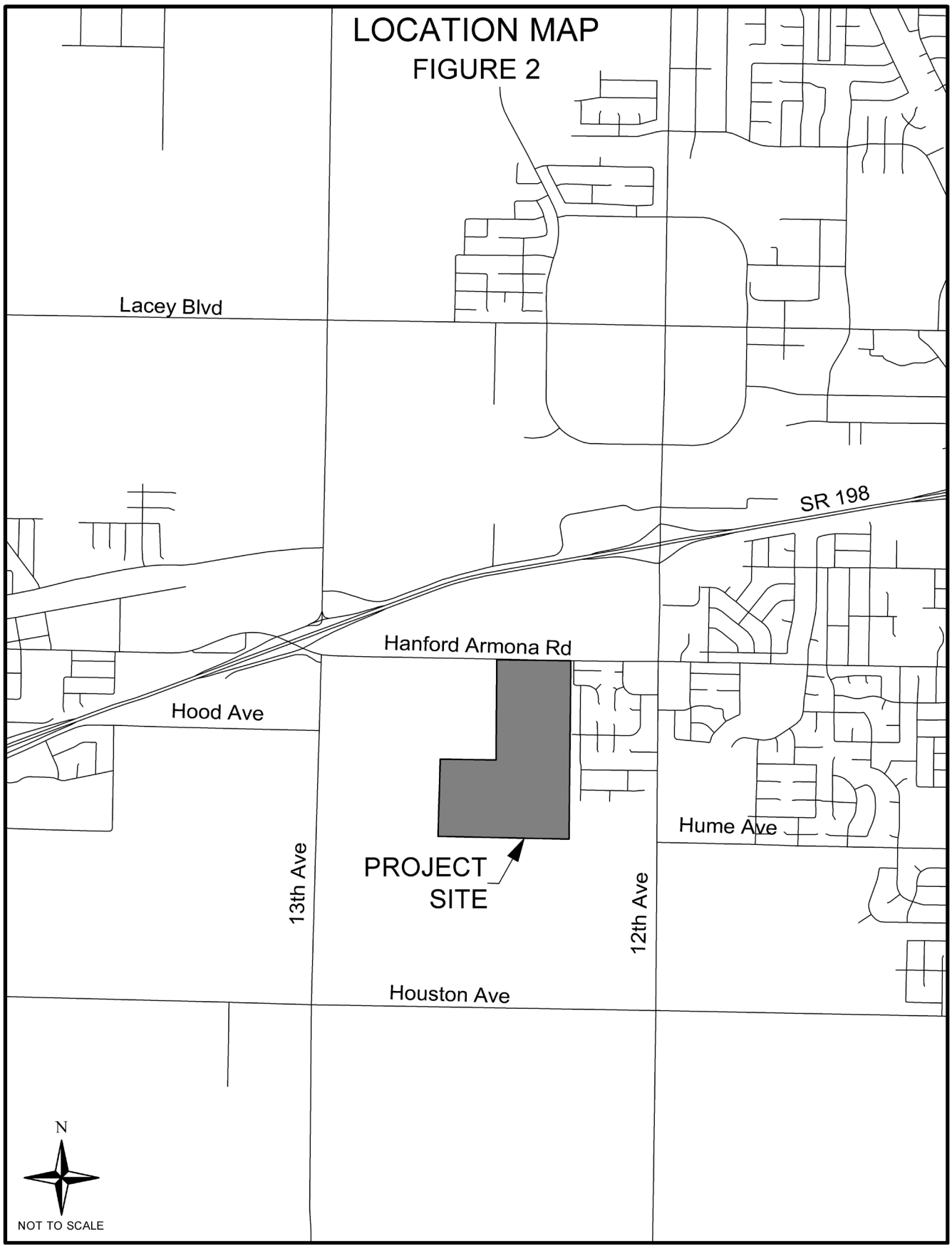
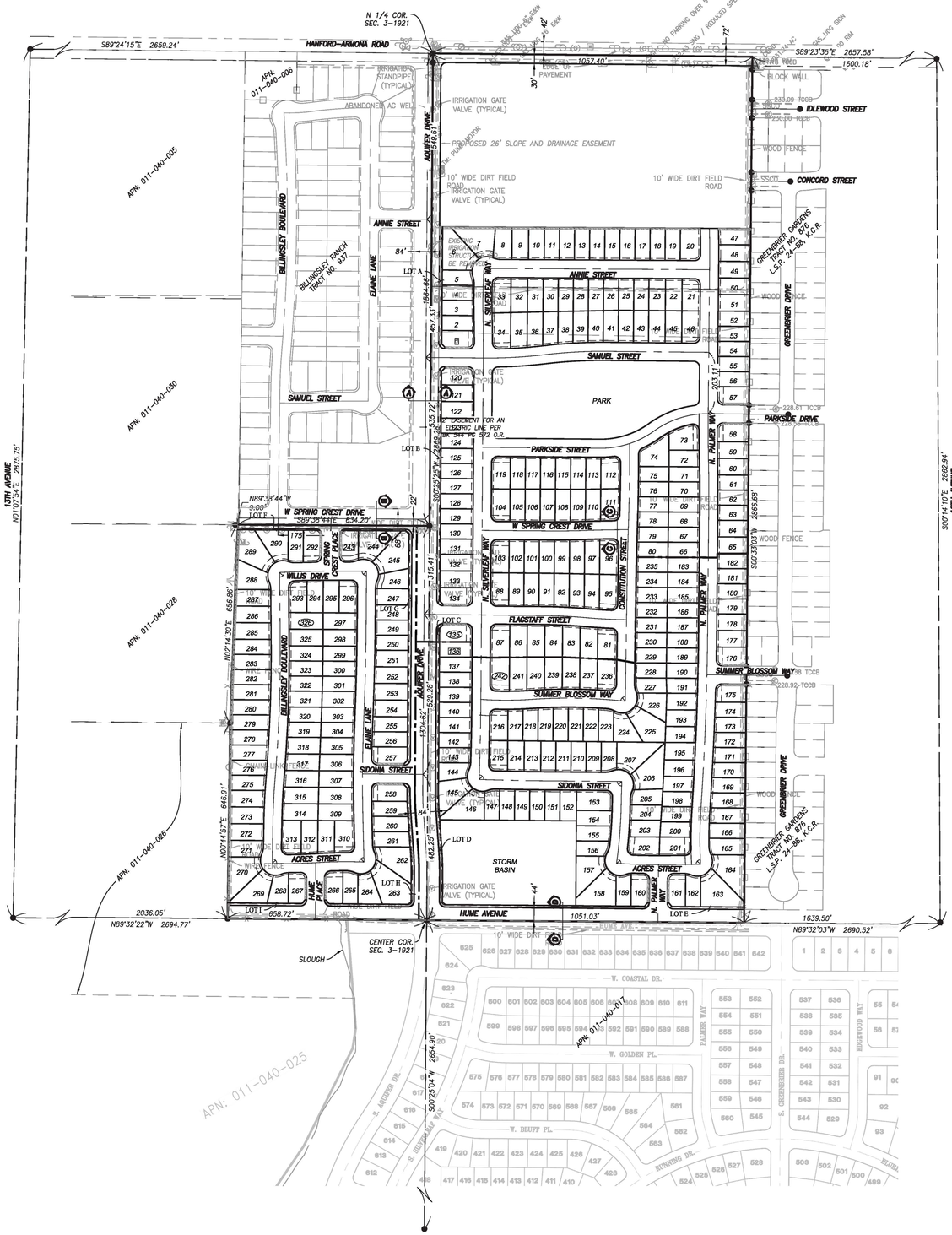
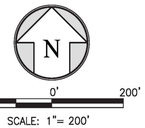

LOCATION MAP
FIGURE 2
Lacey Blvd
SR 198
Hanford Armona Rd
Hood Ave
13th Ave
PROJECT SITE
12th Ave
Hume Ave
Houston Ave
N
NOT TO SCALE

FIGURE 3





SCALE: 1"= 200'

LOT INFORMATION

PHASE I LOTS:	135
PHASE II LOTS:	107
PHASE III LOTS:	84
TOTAL LOTS:	326

AREA

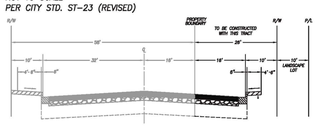
PHASE I GROSS:	31.84±AC
PHASE II GROSS:	24.85±AC
PHASE III GROSS:	18.33±AC
TOTAL SITE:	75.02±AC
INTERIOR STREET DEDICATION	17.48±AC
PHASE I:	8.85±AC
PHASE II:	4.58±AC
PHASE III:	4.05±AC
EXTERIOR STREET DEDICATION:	4.91±AC
PHASE I:	1.19±AC
PHASE II:	2.46±AC
PHASE III:	1.26±AC
TOTAL STREET DEDICATION:	22.39±AC
STORM BASIN DEDICATION:	3.00AC
PARK:	3.58AC
LANDSCAPE DEDICATION:	
PHASE I: LOTS A-C	0.28±AC
PHASE II: LOTS D-E	0.38±AC
PHASE III: LOTS F-I	0.43±AC
TOTAL LANDSCAPE DEDICATION:	1.09±AC

NOTES

1. DATE OF PREPARATION: MARCH 21, 2024
2. GENERAL PLAN DESIGNATION: LOW DENSITY RESIDENTIAL
3. CITY ZONING: R-L-5
4. ALL DISTANCES SHOWN ARE IN FEET & DECIMALS THEREOF AND ARE APPROXIMATE
5. OFFSITE STREETS = 4.91 AC; ONSITE STREETS = 17.48 AC; LOTS = 46.06 AC; PARK & BASIN = 6.58 AC
6. EXISTING LAND USE: AG
7. PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL (100% OF SITE)
8. NATURAL GAS BY: THE GAS COMPANY
9. TELEPHONE BY: AT&T
10. POWER BY: SOUTHERN CALIFORNIA EDISON CO
11. CABLE T.V. BY: COMCAST
12. DOMESTIC WATER BY: CITY OF HANFORD
13. SEWAGE DISPOSAL BY: CITY OF HANFORD
14. REFUSE COLLECTION BY: CITY OF HANFORD
15. DRAINAGE: SITE BASIN
16. STORM DRAIN BASIN (PHASE I)

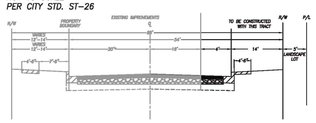
SECTION A-A
AQUIFER DRIVE

NOT TO SCALE
PER CITY STD. ST-23 (REVISED)



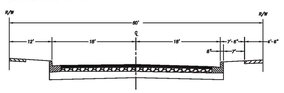
SECTION B-B
W SPRING CREST DRIVE

NOT TO SCALE
PER CITY STD. ST-26



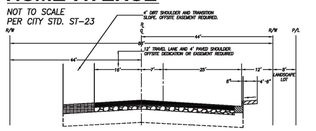
SECTION C-C
INTERIOR STREETS

NOT TO SCALE
PER CITY STD. ST-32



SECTION D-D
HUME AVENUE

NOT TO SCALE
PER CITY STD. ST-23



VESTING TENTATIVE
SUBDIVISION MAP TRACT #943
SILICON VALLEY RANCH

A PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER & A PORTION OF THE EAST HALF OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE & MERIDIAN, IN THE CITY OF HANFORD, COUNTY OF KINGS, STATE OF CALIFORNIA.

APPLICANT/OWNER:
SILICON VALLEY RANCH, LLC
PHIL R. BOYCE
20900 BOYCE LANE
SARATOGA, CA 95070
408-867-3737

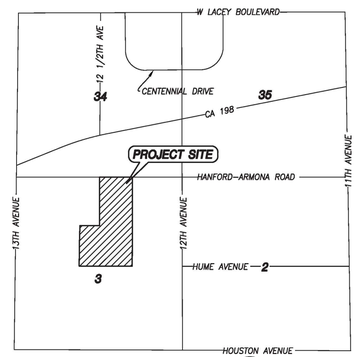
ZUMWALT HANSEN INC.
A QK Company
609 N. IRWIN STREET
HANFORD, CA 93230
TEL: (559) 582-8898
WWW.QKINC.COM

LEGAL DESCRIPTION

PARCEL 1: 011-040-008 AND 011-040-010
ALL THAT PORTION OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE SOUTH ALONG THE WEST LINE THEREOF A DISTANCE OF 43.26 CHAINS, MORE OR LESS, TO THE SOUTHWEST CORNER OF SAID NORTHEAST QUARTER; THENCE EAST ALONG THE SOUTH LINE OF SAID QUARTER SECTION; 15.64 CHAINS TO THE CENTER OF A WATER DITCH; THENCE NORTHERLY ALONG THE CENTER LINE OF SAID WATER DITCH 43.26 CHAINS TO A POINT IN THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE WEST ALONG SAID NORTH LINE A DISTANCE OF 16.25 CHAINS, MORE OR LESS, TO THE POINT OF BEGINNING.
PARCEL 2: 011-040-027
THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 3, TOWNSHIP 19 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF KINGS, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS PARCEL 2 OF PARCEL MAP RECORDED IN BOOK 5, PAGE 72, OF PARCEL MAP RECORDED IN BOOK 5, PAGE 72 OF PARCEL MAPS, KINGS COUNTY RECORDS.

LEGEND

AC	ASPHALT PAVING	EM	ELECTRIC METER
BW	BACK OF WALK		EXISTING STREET LIGHT
CRN	ASPHALT CROWN		FIRE HYDRANT
EP	EDGE OF PAVEMENT		GATE POST
FL	FLOW LINE		GUY POLE
GDP	GUARD POST		IRRIGATION AG WELL
GV	GAS VALVE	P	IRRIGATION STANDPIPE
INV	INVERT	V	IRRIGATION VALVE
OG	ORIGINAL GROUND		TOPO
SSCO	SANITARY SEWER CLEANOUT		SANITARY SEWER CLEANOUT
SW	SIDEWALK	S	SANITARY SEWER MANHOLE
TC	TOP OF CURB		SIGN
TP	TELEPHONE POLE	C	S.D. CATCH BASIN MANHOLE
WBO	WATER BLOW-OFF	D	STORM DRAIN MANHOLE
	EXISTING ELECTRIC LINE (OVERHEAD)	T	TELEPHONE CHRISTY BOX
	EXISTING GAS LINE		TELEPHONE PEDESTAL
	EXISTING WOOD FENCE		TRANSFORMER POLE
	EXISTING CHAINLINK FENCE		UTILITY POLE
	EXISTING POST & WIRE FENCE	W	WATER METER
	EXISTING AC SURFACING		WATER VALVE
	EXISTING CONCRETE SURFACE		
	NO REAR OR SIDE ACCESS		
	BENCHMARK		
	DOWN GUY		



LOCATION MAP

NOT TO SCALE

Roadway Descriptions

11th Avenue is a north-south arterial in western Hanford. It operates within the study area as a four-lane roadway with a raised median and provides access to residential and commercial land uses and State Route 198 via 3rd and 4th Streets.

12th Avenue is a north-south arterial in western Hanford with an interchange connection to State Route 198. Within the study area, it operates as a four-lane roadway and a raised median and provides access to residential, commercial and agricultural land uses.

13th Avenue is a north-south major arterial in western Hanford that intersects Hanford-Armona Road near State Route 198. It operates within the study area as a two-lane roadway with unpaved shoulders and provides access primarily to residential and agricultural land uses.

Hanford-Armona Road is an east-west arterial with a roundabout intersection with the westbound ramps of State Route 198 near 13th Avenue. Within the study area, it exists as a two-lane roadway at various stages of widening and improvement and provides access to residential, commercial and agricultural land uses.

Hume Avenue is an east-west collector located midway between Houston Avenue and Hanford-Armona Road. Extending east from 12th Avenue, it operates as a two-lane roadway at various stages of widening and improvement and provides access primarily to residential land uses.

State Route 198 is an east-west state highway that extends from the California Central Coast, through the Central Valley to Sequoia National Park. It functions as a major regional and interregional corridor and operates within the study area as a four-lane expressway.

PROJECT TRIP GENERATION AND DESIGN HOUR VOLUMES

The project trip generation volumes shown in Table 1 were estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (September 2021). Trip rates and peak hour directional splits for ITE Land Use Code 210 (Single-Family Detached Housing) were used to estimate project trips for weekday peak hour of adjacent street traffic based on information provided by the project applicant.

Table 1
Project Trip Generation

Land Use			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT Rate	ADT	Rate	IN Split Trips	OUT Split Trips	Rate	IN Split Trips	OUT Split Trips
210	Single-Family Detached Housing	326 Dwelling Units	eq	2,993	eq	26% 57	74% 162	eq	63% 190	37% 112

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of project peak hour trips is shown in Table 2 and represents the movement of traffic accessing the project site by direction. The project trip distribution was developed based on site location and travel patterns anticipated for the proposed land use.

Table 2
Project Trip Distribution

Direction	Percent
North	40
East	35
South	5
West	20

Project peak hour trips were assigned to the study intersections as shown in Figure 4. Project trip assignment was developed based on trip generation, trip distribution and likely travel routes for traffic accessing the project site.

EXISTING AND FUTURE TRAFFIC

Existing

Weekday peak hour turning movement counts were obtained at each of the study intersections in May 2023 (see Appendix for count data). Existing peak hour volumes are shown in Figure 5. Existing plus project peak hour volumes are shown in Figure 6.

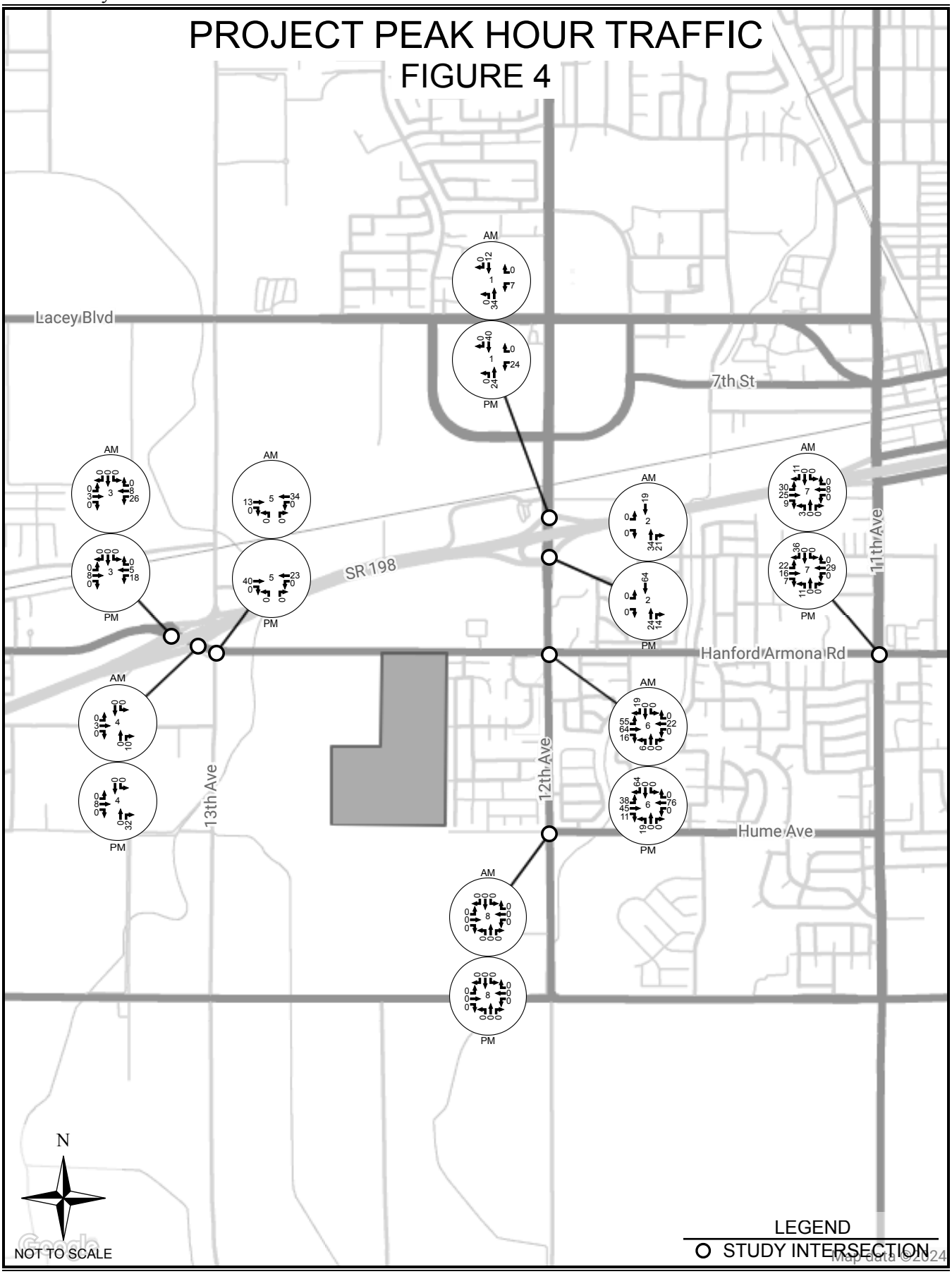
Future

Annual growth rates ranging between 1.10 and 5.03 percent were applied to the existing peak hour volumes to estimate future volumes for the years 2026 (opening year) and 2044 (horizon year). These growth rates were estimated based on a review of data from the Kings County Association of Governments (KCAG) travel demand model.

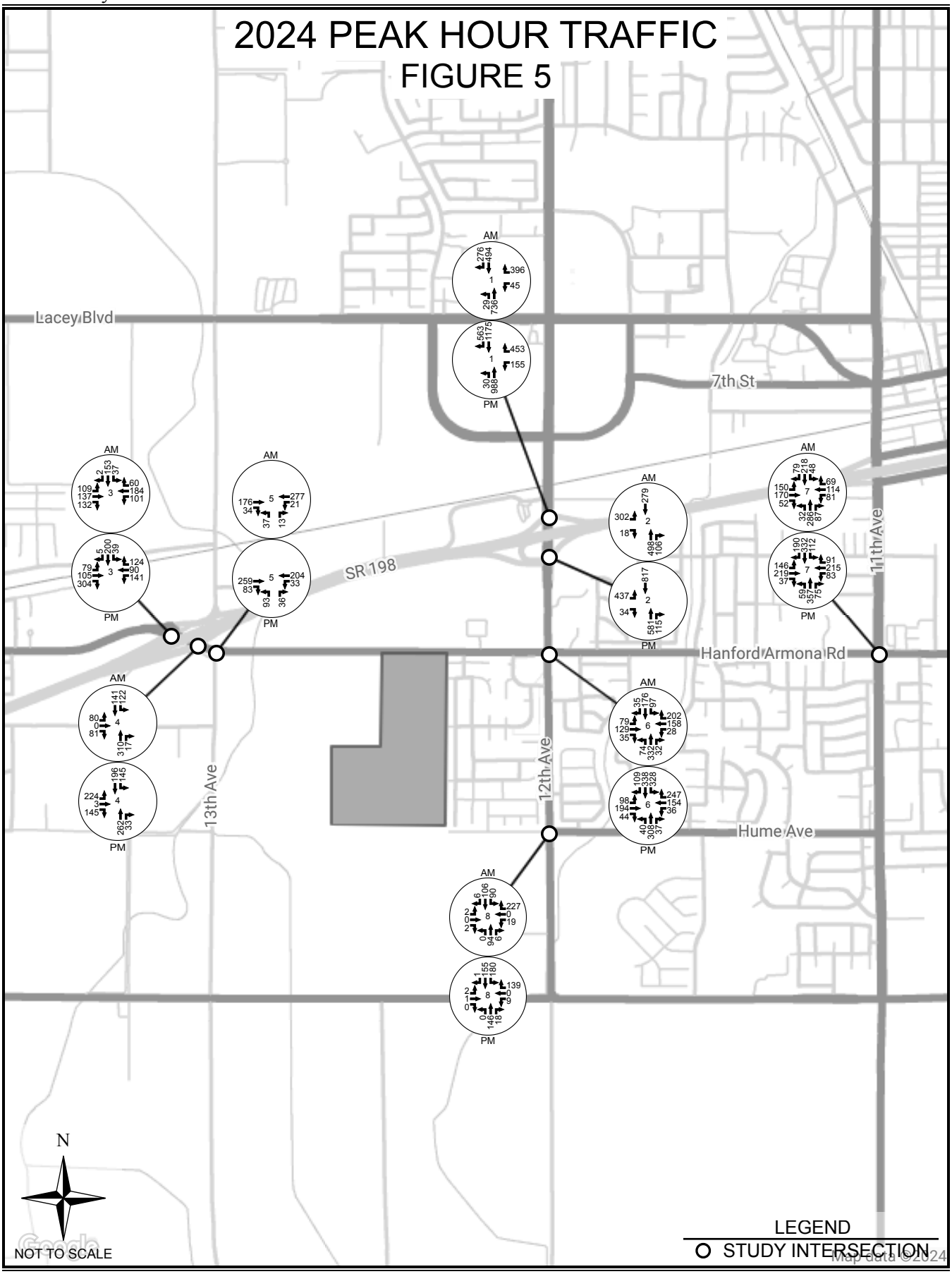
Future peak hour volumes for the year 2026, both without and with project traffic, are shown in Figures 7 and 8, respectively. These volumes include peak hour trip estimates for two tracts of the Live Oak development, a master-planned community located at the northwest, southwest and southeast quadrants of 12th Avenue and Hume Avenue (see Appendix for trip generation estimates). Both tracts are currently under construction (see Appendix for land use map with tracts outlined in red).

Future peak hour volumes for the year 2044, both without and with project traffic, are shown in Figures 9 and 10, respectively. These volumes include peak hour trip estimates for the Live Oak development at full buildout (see Appendix for trip generation estimates).

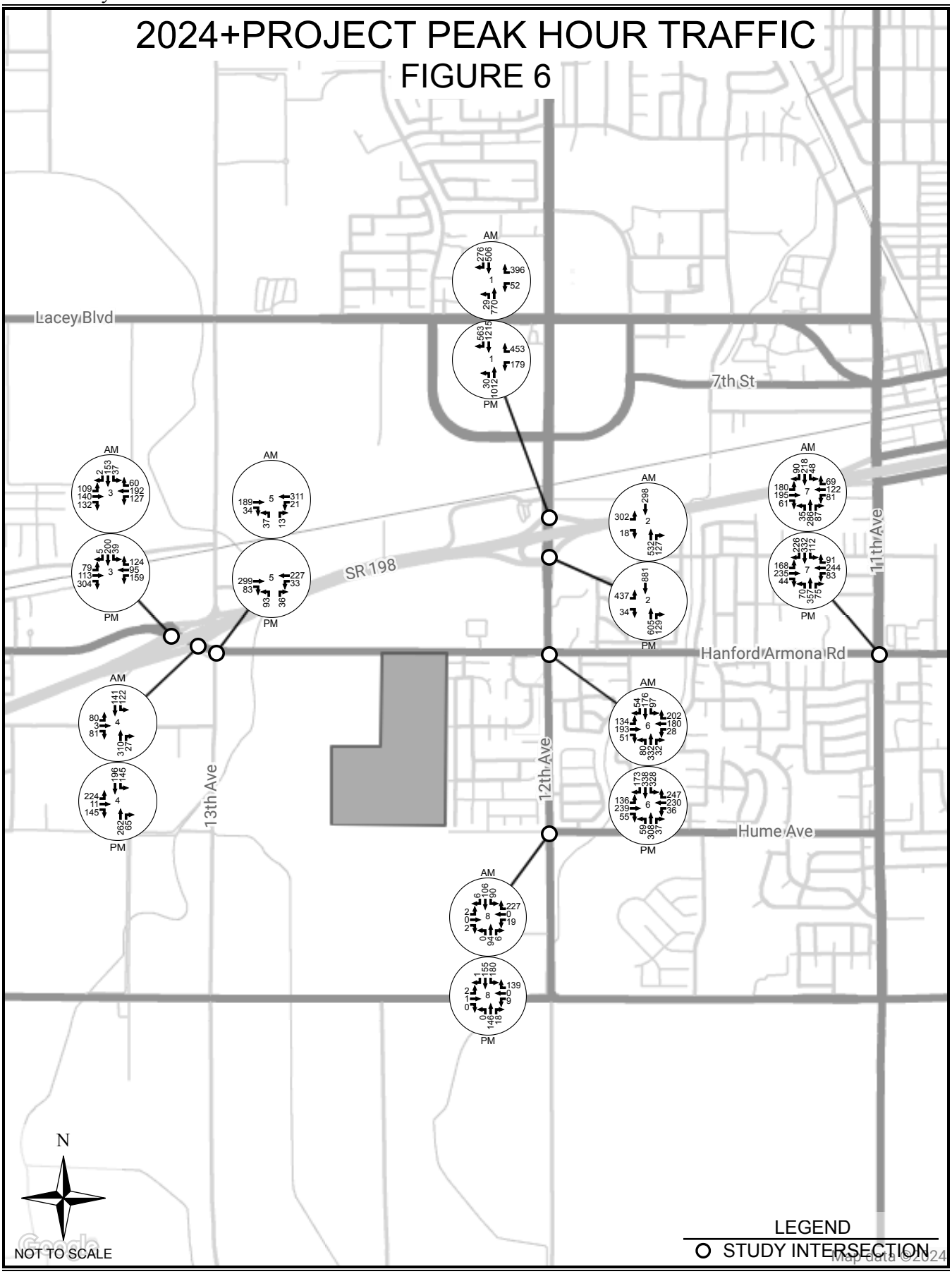
PROJECT PEAK HOUR TRAFFIC
FIGURE 4



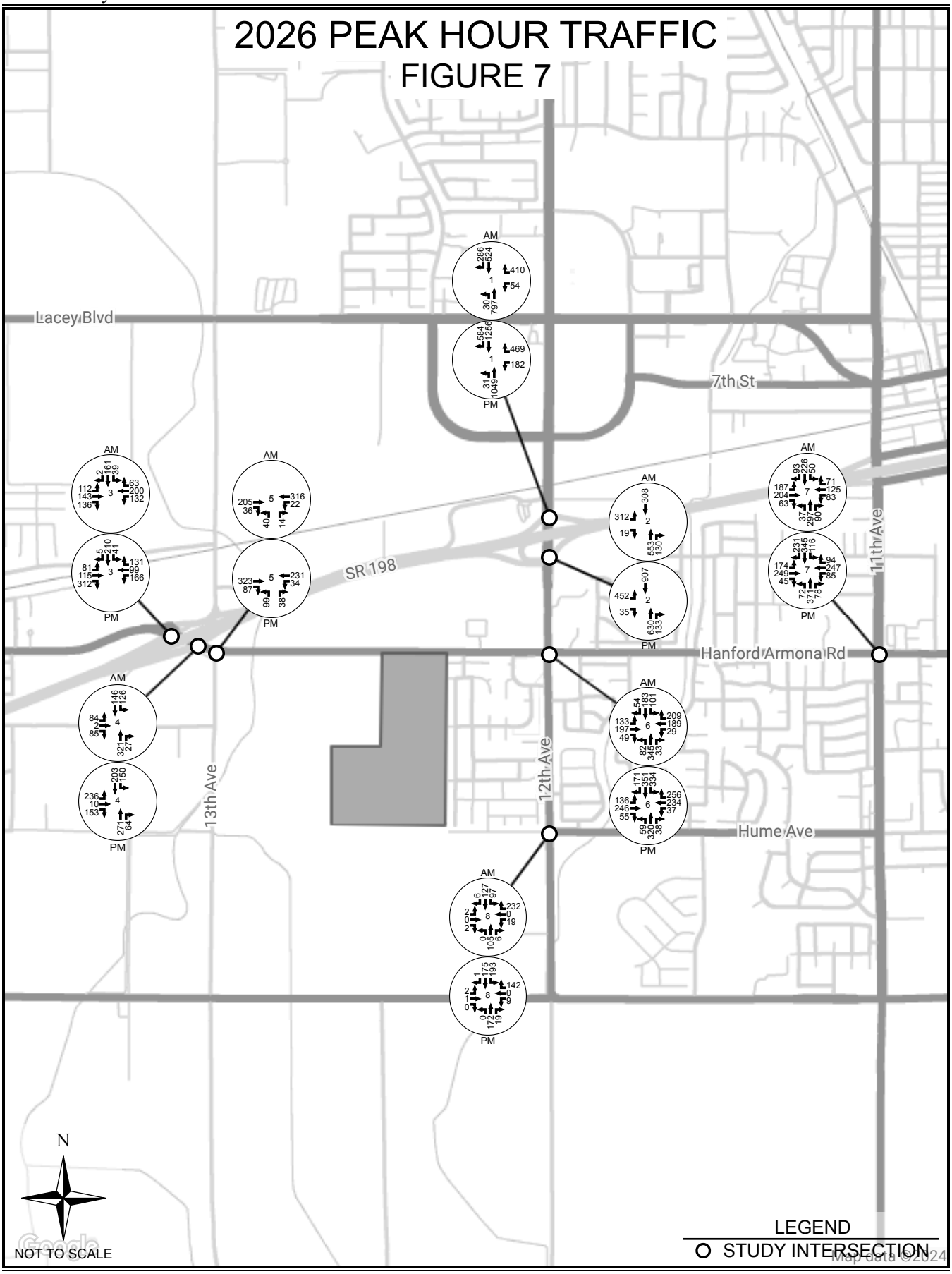
2024 PEAK HOUR TRAFFIC
FIGURE 5



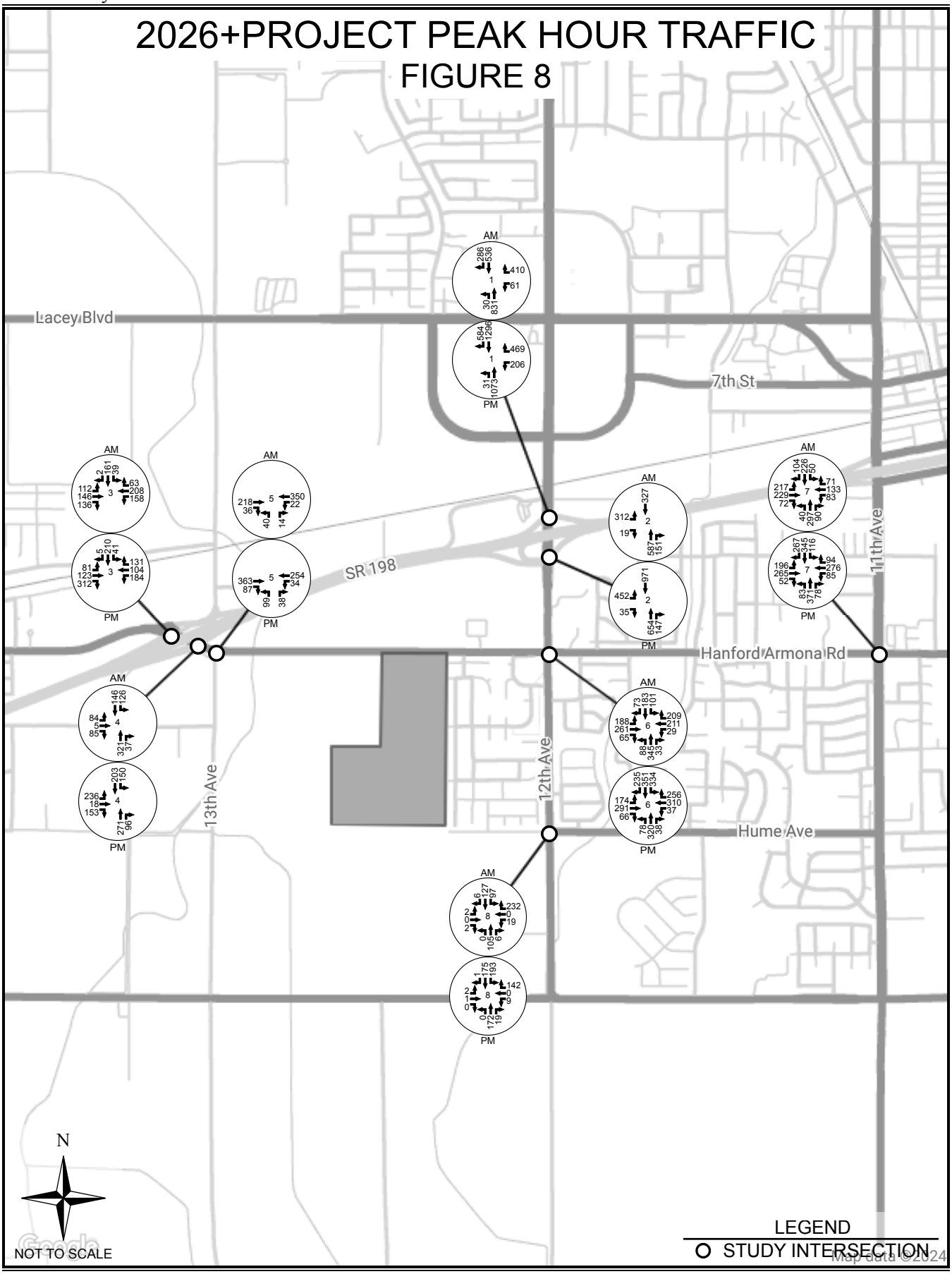
2024+PROJECT PEAK HOUR TRAFFIC
FIGURE 6



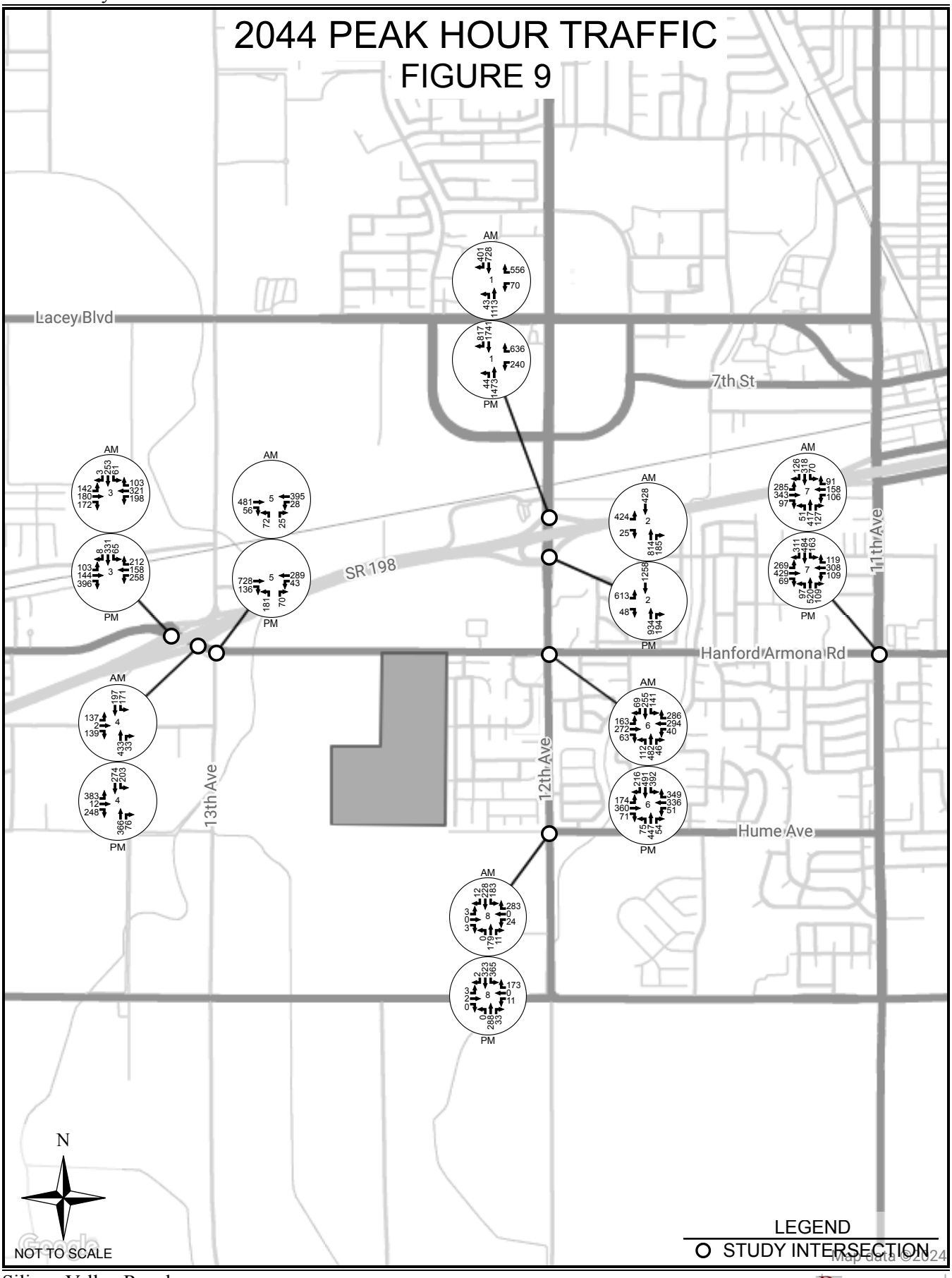
2026 PEAK HOUR TRAFFIC
FIGURE 7



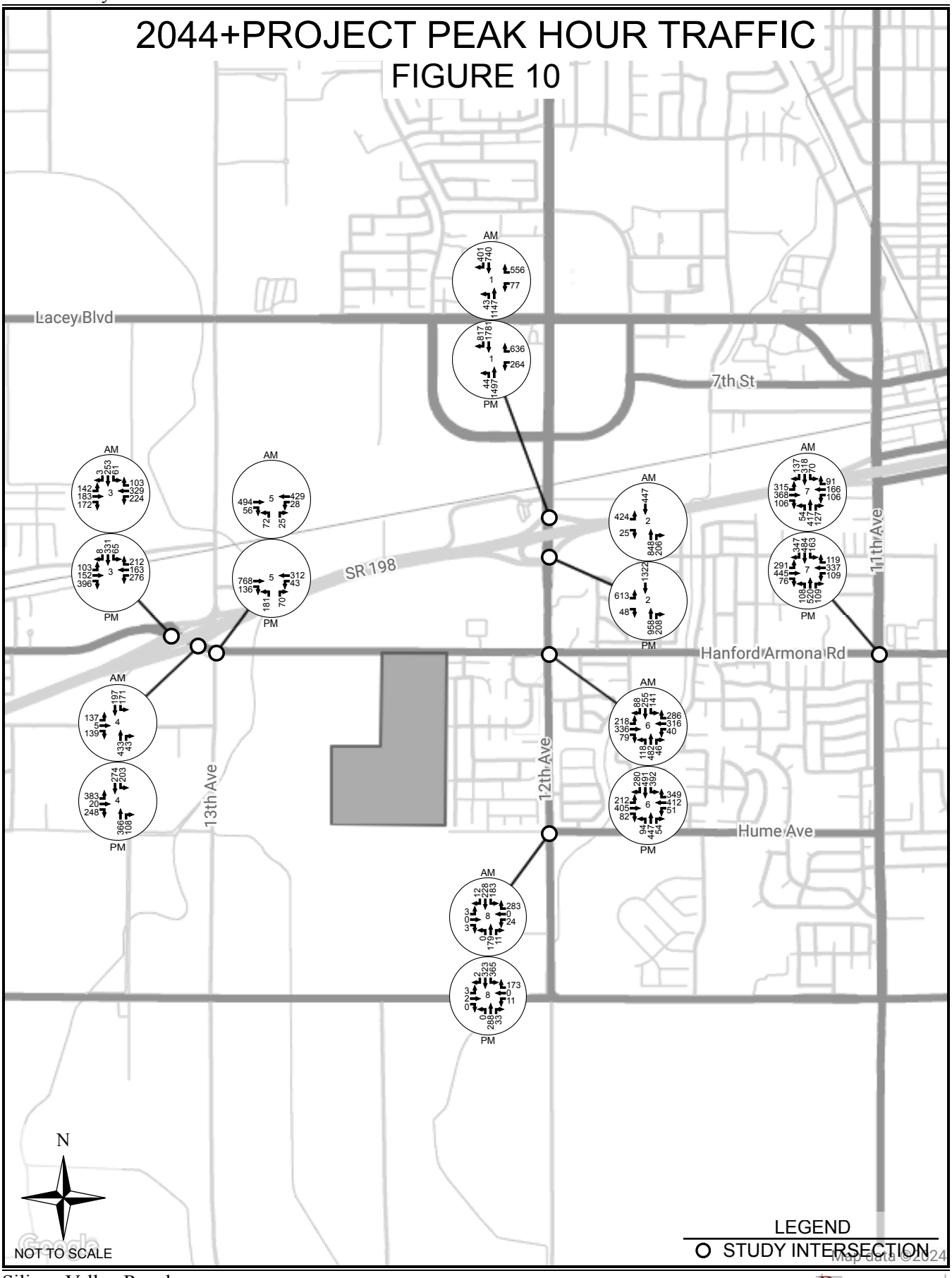
2026+PROJECT PEAK HOUR TRAFFIC
FIGURE 8



2044 PEAK HOUR TRAFFIC
FIGURE 9



2044+PROJECT PEAK HOUR TRAFFIC
FIGURE 10



INTERSECTION ANALYSIS

A capacity analysis of the study intersections was conducted using Synchro software from Trafficware (see Appendix for Synchro output). This software utilizes the capacity analysis methodology in the Transportation Research Board's *Highway Capacity Manual* (HCM). The analysis was performed for each of the following traffic scenarios.

- Existing Year (2024)
- Existing Year (2024) + Project
- Opening Year (2026)
- Opening Year (2026) + Project
- Future Year (2044)
- Future Year (2044) + Project

Level of service (LOS) criteria for unsignalized and signalized intersections, as defined in HCM, are presented in the tables below.

Level of Service Criteria
Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)	Expected Delay to Minor Street Traffic
A	≤ 10	Little or no delay
B	> 10 and ≤ 15	Short delays
C	> 15 and ≤ 25	Average delays
D	> 25 and ≤ 35	Long delays
E	> 35 and ≤ 50	Very long delays
F	> 50	Extreme delays

Level of Service Criteria
Signalized Intersections

Level of Service	Average Control Delay (sec/veh)	Volume-to-Capacity Ratio
A	≤ 10	< 0.60
B	> 10 and ≤ 20	0.61 - 0.70
C	> 20 and ≤ 35	0.71 - 0.80
D	> 35 and ≤ 55	0.81 - 0.90
E	> 55 and ≤ 80	0.91 - 1.00
F	> 80	> 1.00

Peak hour level of service for the study intersections is presented in Tables 3a and 3b. The City of Hanford has set an intersection level of service standard of LOS C or better. Intersection delay (seconds per vehicle) is shown within parentheses for intersections operating below LOS C.

Table 3a
Intersection Level of Service
Weekday PM Peak Hour

#	Intersection	Control Type	2024	2024+ Project	2026	2026+ Project	2044	2044+ Project	2044+ Project w/Mitigation
1	12th Ave & SR 198 WB Ramps	Signal	B	B	C	B	C	C	-
2	12th Ave & SR 198 EB Ramps	Signal	A	A	A	B	B	B	-
3	SR 198 WB Ramps & Hanford Armona Rd	Roundabout	A	A	A	A	B	B	-
4	SR 198 EB Ramps & Hanford Armona Rd	NB	B	B	B	B	C	C	-
5	13th Ave & Hanford Armona Rd	NB SB	C A	C A	C A	C A	F (>300) A	F (>300) A	- -
		Signal	-	-	-	-	-	-	B
6	12th Ave & Hanford Armona Rd	Signal	C	C	C	C	D (40.9)	D (42.1)	C
7	11th Ave & Hanford Armona Rd	Signal	B	B	C	C	C	C	-
8	12th Ave & Hume Ave	WB	B	B	B	B	C	C	-

Table 3b
Intersection Level of Service
Weekday AM Peak Hour

#	Intersection	Control Type	2024	2024+ Project	2026	2026+ Project	2044	2044+ Project	2044+ Project w/Mitigation
1	12th Ave & SR 198 WB Ramps	Signal	B	B	B	B	B	B	-
2	12th Ave & SR 198 EB Ramps	Signal	B	B	B	B	B	B	-
3	SR 198 WB Ramps & Hanford Armona Rd	Roundabout	A	A	A	A	B	C	-
4	SR 198 EB Ramps & Hanford Armona Rd	NB	B	B	B	B	C	C	-
5	13th Ave & Hanford Armona Rd	NB SB	B A	B A	B A	C A	D (31.4) A	F (35.0) A	- -
		Signal	-	-	-	-	-	-	A
6	12th Ave & Hanford Armona Rd	Signal	C	C	C	C	C	C	C
7	11th Ave & Hanford Armona Rd	Signal	B	B	B	B	C	C	-
8	12th Ave & Hume Ave	WB	B	B	B	B	C	C	-

TRAFFIC SIGNAL WARRANT ANALYSIS

Peak hour signal warrants were evaluated for the three unsignalized study intersections based on the 2014 *California Manual on Uniform Traffic Control Devices* (2014 CA MUTCD). Peak hour signal warrants assess delay to traffic on minor street approaches when entering or crossing a major street. Signal warrant analysis results are shown in Tables 4a and 4b.

Table 4a
Traffic Signal Warrants
Weekday PM Peak Hour

		2024			2024+Project			2026		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
4	SR 198 EB Ramps at Hanford Armona Rd	636	372	NO	668	380	NO	672	385	NO
5	13th Ave at Hanford Armona Rd	580	129	NO	622	129	NO	676	137	NO
8	12th Ave at Hume Ave	500	148	NO	500	148	NO	509	156	NO

		2026+Project			2044			2044+Project		
#	Intersection	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
4	SR 198 EB Ramps at Hanford Armona Rd	292	389	NO	889	636	NO	921	644	NO
5	13th Ave at Hanford Armona Rd	729	137	YES	1399	251	YES	1432	251	YES
8	12th Ave at Hume Ave	542	161	NO	985	184	NO	985	184	NO

Table 4b
Traffic Signal Warrants
Weekday AM Peak Hour

#	Intersection	2024 Major Street Total Approach Vol	2024 Minor Street High Approach Vol	2024 Warrant Met	2024+Project Major Street Total Approach Vol	2024+Project Minor Street High Approach Vol	2024+Project Warrant Met	2026 Major Street Total Approach Vol	2026 Minor Street High Approach Vol	2026 Warrant Met
4	SR 198 EB Ramps at Hanford Armona Rd	590	161	NO	600	164	NO	610	172	NO
5	13th Ave at Hanford Armona Rd	523	50	NO	561	50	NO	594	54	NO
8	12th Ave at Hume Ave	302	246	NO	302	246	NO	315	256	NO

#	Intersection	2026+Project Major Street Total Approach Vol	2026+Project Minor Street High Approach Vol	2026+Project Warrant Met	2044 Major Street Total Approach Vol	2044 Minor Street High Approach Vol	2044 Warrant Met	2044+Project Major Street Total Approach Vol	2044+Project Minor Street High Approach Vol	2044+Project Warrant Met
4	SR 198 EB Ramps at Hanford Armona Rd	615	180	NO	825	276	NO	835	279	NO
5	13th Ave at Hanford Armona Rd	629	54	NO	1113	97	YES	1143	97	YES
8	12th Ave at Hume Ave	321	261	NO	595	307	NO	595	307	NO

It is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered to determine whether signals are truly justified.

It is also noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above an acceptable level of service or operate below an acceptable level of service and not meet signal warrant criteria.

ROADWAY ANALYSIS

A capacity analysis of study roadways was conducted using Highway Capacity Software (HCS) from the McTrans Center at the University of Florida. This software utilizes the capacity analysis methodology presented in the Transportation Research Board's *Highway Capacity Manual*.

Peak hour roadway capacities are presented in Table 5. The City of Hanford has a minimum level of service standard of LOS C for roadway segments.

Table 5
Roadway Capacity

Roadway Segment	2024 Directional LOS		2024+Project Directional LOS		2026 Directional LOS		2026+Project Directional LOS	
	N or E AM/PM	S or W AM/PM	N or E AM/PM	S or W AM/PM	N or E AM/PM	S or W AM/PM	N or E AM/PM	S or W AM/PM
Hanford Armona Rd: SR 198 WB Ramps to SR 198 EB Ramps	B/B	B/B	B/B	B/B	B/B	B/B	B/B	B/B
Hanford Armona Rd: SR 198 EB Ramps to 13th Ave	B/B	B/B	B/B	B/B	B/B	B/B	B/B	B/B
Hanford Armona Rd: 13th Ave to 12th Ave	B/B	B/B	B/B	B/B	B/B	B/B	B/B	B/B
Hanford Armona Rd: 12th Ave to 11th Ave	B/B	B/B	B/B	B/B	B/B	B/B	B/B	B/B
12th Ave: Hume Ave to Hanford Armona Rd	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A
12th Ave: Hanford Armona Rd to SR 198 EB Ramps	A/A	A/A	A/A	A/A	B/B	B/B	B/B	B/B
12th Ave: SR 198 EB Ramps to SR 198 WB Ramps	A/A	A/A	A/A	A/A	B/B	B/B	B/B	B/B

Roadway Segment	2044 Directional LOS		2044+Project Directional LOS	
	N or E AM/PM	S or W AM/PM	N or E AM/PM	S or W AM/PM
Hanford Armona Rd: SR 198 WB Ramps to SR 198 EB Ramps	B/B	C/C	B/B	C/C
Hanford Armona Rd: SR 198 EB Ramps to 13th Ave	B/B	C/C	B/B	C/C
Hanford Armona Rd: 13th Ave to 12th Ave	C/C	C/C	C/C	C/C
Hanford Armona Rd: 12th Ave to 11th Ave	C/C	C/C	C/C	C/C
12th Ave: Hume Ave to Hanford Armona Rd	A/A	A/A	A/A	A/A
12th Ave: Hanford Armona Rd to SR 198 EB Ramps	B/B	B/B	B/B	B/B
12th Ave: SR 198 EB Ramps to SR 198 WB Ramps	B/B	B/B	B/B	B/B

MITIGATION

Intersection improvements needed by the year 2044 to maintain or improve the operational level of service of the street system in the vicinity of the project are presented in Table 6.

Table 6
Intersection Improvements

#	Intersection	Total Improvements Required by 2044	Project Share
5	13th Ave & Hanford Armona Rd	Install Traffic Signal	-
6	12th Ave & Hanford Armona Rd	Change EBR to EBTR	18.94%

The project's fair share cost for needed improvements was calculated using the formula below and approach peak hour volumes.

$$\% \text{ Share} = \frac{\text{Project Traffic}}{(\text{Future} + \text{Project Traffic}) - \text{Existing Traffic}} \times 100$$

VMT ANALYSIS

An analysis of project VMT (vehicle miles traveled) was conducted in accordance with the *VMT Thresholds and Implementation Guidelines*, City of Hanford, dated November 2022 (VMT Guidelines). The analysis involved comparing an estimate of VMT attributable to the project to a threshold VMT and assessing whether project VMT would result in a significant transportation impact under the California Environmental Quality Act (CEQA).

Project Screening

Land use developments meeting one or more of the screening criteria contained in the VMT Guidelines are presumed to create a less than significant transportation impact and no further VMT analysis is required. These criteria relate to project type, size, location, proximity to transit, and trip-making potential. The project does not meet any of the screening criteria. Therefore, a detailed VMT analysis is required.

Detailed Analysis

The detailed VMT analysis was conducted by LSA Associates, Inc. (Riverside, California) using the KCAG travel demand model. VMT analysis results are presented in Table 7 (see Appendix for VMT analysis memorandum).

Table 7
VMT Analysis Results

Land Use	Daily Vehicle Miles Traveled (VMT)				Significant Impact	Reduction Needed
	Metric	Baseline	Threshold	Project		
Residential	VMT per Capita	10.33	8.99	9.61	YES	6.5%

Source: LSA Associates, Inc. memorandum, dated March 3, 2023

Since the project's VMT per capita (9.61) is greater than the significance threshold (8.99), the project is expected to result in a significant transportation impact under CEQA. Therefore, mitigation would be required.

Mitigation

For land development projects, VMT mitigation focuses on measures that reduce the number and/or length of single-occupant vehicle trips generated by the project. According to the VMT Guidelines, proposed mitigation to reduce project VMT "must be supported by substantial evidence illustrating that the measure(s) will mitigate VMT impacts to less than significant."

The VMT Guidelines cite the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers*, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction. Below are quantitative measures contained in the CAPCOA Handbook for residential projects in suburban areas. Measure identifiers are shown within parentheses and italicized text addresses the applicability of each measure to the project.

- Increase residential density to a level higher than the national average (T-1)

  Applicable, but not feasible. The residential density for the project is 6.5 dwelling units/acre (326 single-family homes/50 acres of developable land). As stated in the CAPCOA Handbook, the national average is 9.1 dwelling units/acre and includes apartments, townhomes and condominiums in addition to detached single-family housing.

  Below is the VMT reduction formula in the CAPCOA Handbook for this measure (-0.22 = VMT elasticity factor).

  $$\text{VMT reduction} = [\ (\text{project du/acre} - 9.1\ \text{du/acre})\ /\ 9.1\ \text{du/acre}\ ]\ x\ (-0.22)$$

  Assuming no change in the amount of developable land, the project would need at least 455 dwelling units to reach the national average and be credited for any reduction in project VMT. Moreover, the project would require a total of 590 dwelling units to mitigate the impact of project VMT to a less than significant level. Such an increase in project residential density (approximately 80 percent) would not be feasible.

- Provide easy access to high-quality public transit (T-3)

  Not applicable because the project does not meet implementation requirements. Project must be located within 0.5 miles of a high frequency transit station (either rail or bus rapid transit with headways of less than 15 minutes).

- Integrate affordable and below market rate housing (T-4)

  Not applicable because the project does not meet implementation requirements. Project must be a multifamily residential development permanently dedicated as affordable housing for lower income families.

- Provide electric vehicle charging infrastructure (T-14)

  Not applicable to single-family residential projects. Mitigation potential available only to developments with buildings that have designated parking areas (e.g., commercial, educational, retail and multifamily housing).

- Limit residential parking supply (T-15)

  Not applicable because the measure is ineffective in locations where unrestricted street parking or other off-street parking is available and has adequate capacity to accommodate project-related vehicle parking demand.

- Unbundle residential parking costs from property costs (T-16)

  Not applicable since there are no residential parking costs associated with the project.

SUMMARY

This study evaluated the potential traffic impacts of Silicon Valley Ranch, a proposed 324 single-family residential development located on the south side of Hanford Armona Road, between 13th Avenue and 12th Avenue, in the City of Hanford.

The scope of the study includes eight intersections and adjoining roadway segments. Traffic impact analyses include intersection level of service (LOS), roadway capacity and vehicle miles traveled (VMT). Traffic signal warrants were also analyzed. Analysis results are summarized below.

Intersection Level of Service

All study intersections are expected to operate with minimal delay (at or above LOS C) during peak hours through the year 2044, both with and without project traffic, or can be mitigated to operate at an acceptable level of service.

Traffic Signal Warrants

Peak hour signal warrants were applied to the three unsignalized study intersections. Signal warrant criteria were met for the following intersection for the peak hours and analysis scenarios indicated.

13th Ave/Hanford Armona Rd	
PM peak hour	2026+Project, 2044 and 2044+Project
AM peak hour	2044 and 2044+Project

Roadway Capacity

All roadway segments within the scope of the study are expected to operate with minimal delay (at or above LOS C) during peak hours through the year 2044, both with and without project traffic.

VMT

The project's VMT is greater than the significance threshold. Therefore, the project is expected to result in a significant transportation impact under CEQA and mitigation would be required.

REFERENCES

1. *California Manual on Uniform Traffic Control Devices for Streets and Highways*, 2014 Edition, California Department of Transportation (Caltrans)
2. *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers*, California Air Pollution Control Officers Association, December 2021
3. *Highway Capacity Manual*, Transportation Research Board
4. *Trip Generation Manual*, 11th Edition, Institute of Transportation Engineers (ITE), September 2021
5. *VMT Thresholds and Implementation Guidelines,* City of Hanford, dated November 2022

APPENDIX

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

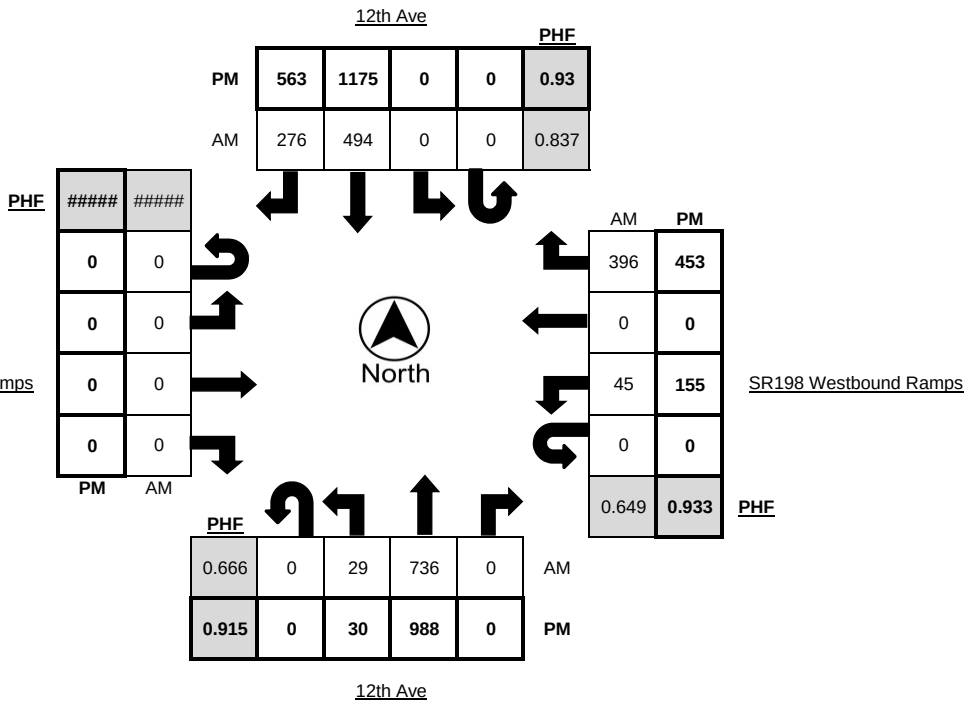
LOCATION 12th Ave @ SR 198 WB Ramps
LATITUDE 36.3194
COUNTY Kings
LONGITUDE -119.6730
COLLECTION DATE Thursday, May 04, 2023
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
6:00 AM - 6:15 AM	0	3	52	0	0	0	0	67	44	4	0	0	0	0	0	0	7	0	41	1
6:15 AM - 6:30 AM	0	11	50	0	0	0	0	45	29	2	0	0	0	0	0	0	10	0	44	3
6:30 AM - 6:45 AM	0	11	55	0	0	0	0	70	46	3	0	0	0	0	0	0	13	0	49	2
6:45 AM - 7:00 AM	0	3	110	0	0	0	0	89	39	0	0	0	0	0	0	0	16	0	83	4
7:00 AM - 7:15 AM	0	8	85	0	1	0	0	86	65	2	0	0	0	0	0	0	8	0	77	5
7:15 AM - 7:30 AM	0	5	151	0	4	0	0	120	69	4	0	0	0	0	0	0	10	0	65	6
7:30 AM - 7:45 AM	0	9	220	0	5	0	0	144	86	8	0	0	0	0	0	0	8	0	103	2
7:45 AM - 8:00 AM	0	7	280	0	1	0	0	144	56	8	0	0	0	0	0	0	19	0	151	4
TOTAL	**0**	**57**	**1003**	**0**	**11**	**0**	**0**	**765**	**434**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**91**	**0**	**613**	**27**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	8	223	0	1	0	0	237	132	3	0	0	0	0	0	0	28	0	112	3
4:15 PM - 4:30 PM	0	12	260	0	2	0	0	245	134	5	0	0	0	0	0	0	39	0	106	2
4:30 PM - 4:45 PM	0	7	237	0	0	0	0	304	131	1	0	0	0	0	0	0	37	0	105	0
4:45 PM - 5:00 PM	0	11	267	0	0	0	0	282	134	4	0	0	0	0	0	0	33	0	130	1
5:00 PM - 5:15 PM	0	8	243	0	2	0	0	311	156	4	0	0	0	0	0	0	35	0	110	1
5:15 PM - 5:30 PM	0	4	241	0	1	0	0	278	142	0	0	0	0	0	0	0	50	0	108	0
5:30 PM - 5:45 PM	0	13	224	0	0	0	0	277	107	1	0	0	0	0	0	0	23	0	96	0
5:45 PM - 6:00 PM	0	11	213	0	0	0	0	218	125	0	0	0	0	0	0	0	32	0	90	0
TOTAL	**0**	**74**	**1908**	**0**	**6**	**0**	**0**	**2152**	**1061**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**277**	**0**	**857**	**7**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	29	736	0	11	0	0	494	276	22	0	0	0	0	0	0	45	0	396	17
4:30 PM - 5:30 PM	0	30	988	0	3	0	0	1175	563	9	0	0	0	0	0	0	155	0	453	2

	PHF	Trucks
AM	0.752	2.5%
PM	0.975	0.4%



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

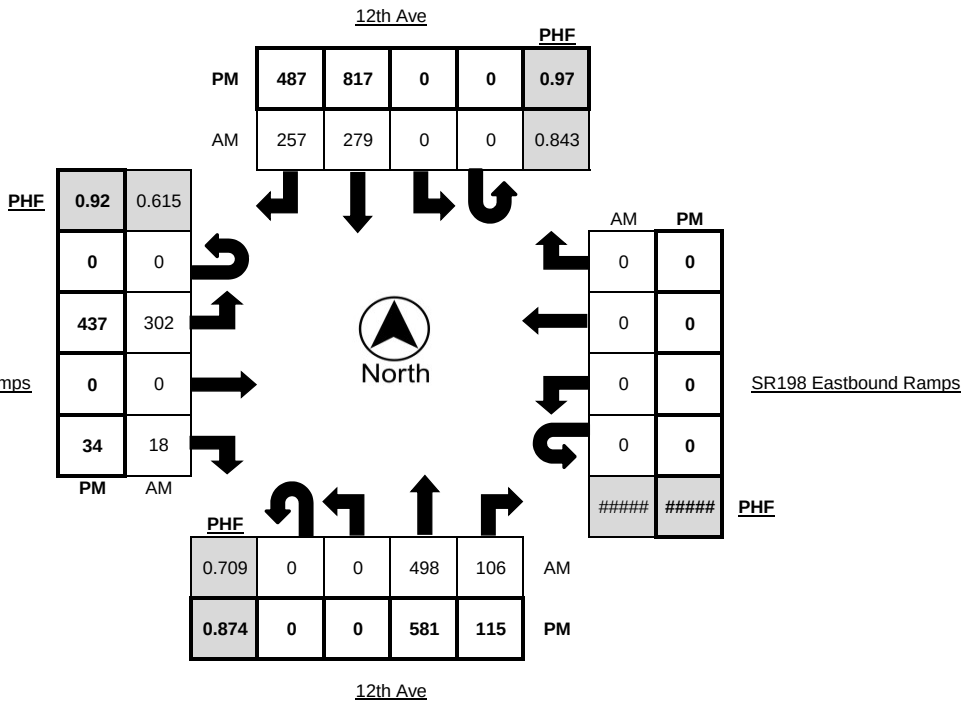
LOCATION 12th Ave @ SR198 EB Ramps
LATITUDE 36.3174
COUNTY Kings
LONGITUDE -119.6730
COLLECTION DATE Thursday, May 04, 2023
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
6:00 AM - 6:15 AM	0	0	36	19	0	0	0	35	42	4	0	18	0	0	0	0	0	0	0	0
6:15 AM - 6:30 AM	0	0	40	12	0	0	0	28	30	2	0	22	0	2	0	0	0	0	0	0
6:30 AM - 6:45 AM	0	0	39	26	0	0	0	40	49	6	0	28	0	0	0	0	0	0	0	0
6:45 AM - 7:00 AM	0	0	55	25	4	0	0	63	46	1	0	59	0	4	2	0	0	0	0	0
7:00 AM - 7:15 AM	0	0	64	18	1	0	0	40	56	3	0	31	0	4	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	104	31	3	0	0	66	61	7	0	59	0	4	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	151	23	4	0	0	76	78	8	0	86	0	6	2	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	179	34	1	0	0	97	62	9	0	126	0	4	0	0	0	0	0	0
TOTAL	**0**	**0**	**668**	**188**	**13**	**0**	**0**	**445**	**424**	**40**	**0**	**429**	**0**	**24**	**4**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	136	25	1	0	0	159	101	3	0	102	0	7	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	142	28	0	0	0	188	83	6	0	134	0	9	2	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	148	27	1	0	0	204	132	1	0	102	0	12	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	164	35	1	0	0	195	109	3	0	118	0	9	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	142	24	2	0	0	201	127	0	0	96	0	6	1	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	127	29	1	0	0	217	119	0	0	121	0	7	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	139	35	1	0	0	184	125	1	0	118	0	7	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	131	22	1	0	0	169	85	0	0	91	0	3	0	0	0	0	0	0
TOTAL	**0**	**0**	**1129**	**225**	**8**	**0**	**0**	**1517**	**881**	**14**	**0**	**882**	**0**	**60**	**3**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	0	498	106	9	0	0	279	257	27	0	302	0	18	2	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	581	115	5	0	0	817	487	4	0	437	0	34	1	0	0	0	0	0

	PHF	Trucks
AM	0.727	2.6%
PM	0.981	0.4%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

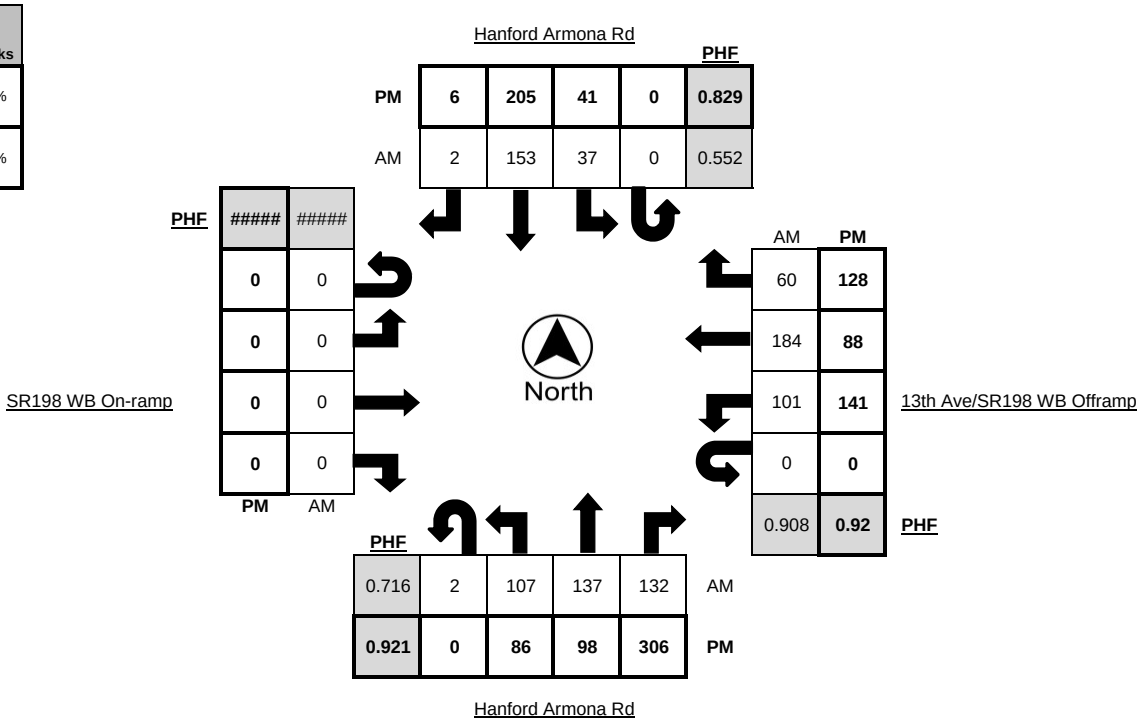
LOCATION Hanford Armona Rd @ SR 198 WB Onramp (Roundabout)
LATITUDE 36.3144
COUNTY Kings
LONGITUDE -119.6935
COLLECTION DATE Thursday, May 04, 2023
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
6:00 AM - 6:15 AM	1	22	19	9	0	0	2	10	1	1	0	0	0	0	0	0	8	18	3	0
6:15 AM - 6:30 AM	1	18	6	13	1	0	6	17	2	4	0	0	0	0	0	0	7	24	4	0
6:30 AM - 6:45 AM	0	33	15	11	0	0	2	21	0	0	0	0	0	0	0	0	5	32	8	1
6:45 AM - 7:00 AM	0	18	12	15	1	0	4	23	1	1	0	0	0	0	0	0	19	32	10	1
7:00 AM - 7:15 AM	0	23	9	20	1	0	6	21	1	0	0	0	0	0	0	0	21	44	14	3
7:15 AM - 7:30 AM	0	25	22	31	3	0	3	27	1	2	0	0	0	0	0	0	20	44	14	1
7:30 AM - 7:45 AM	0	36	45	35	3	0	9	37	0	0	0	0	0	0	0	0	25	54	16	1
7:45 AM - 8:00 AM	2	23	61	46	0	0	19	68	0	0	0	0	0	0	0	0	35	42	16	1
TOTAL	**4**	**198**	**189**	**180**	**9**	**0**	**51**	**224**	**6**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**140**	**290**	**85**	**8**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	16	33	75	1	0	10	45	0	0	0	0	0	0	0	0	50	14	32	3
4:15 PM - 4:30 PM	0	21	15	76	1	0	11	54	1	2	0	0	0	0	0	0	36	17	30	0
4:30 PM - 4:45 PM	0	18	27	73	1	0	10	44	2	1	0	0	0	0	0	0	37	25	35	4
4:45 PM - 5:00 PM	0	23	26	78	2	0	8	44	2	1	0	0	0	0	0	0	36	23	29	1
5:00 PM - 5:15 PM	0	24	30	79	0	0	12	63	1	2	0	0	0	0	0	0	32	23	34	0
5:15 PM - 5:30 PM	0	14	22	74	0	0	9	49	0	0	0	0	0	0	0	0	36	19	26	0
5:30 PM - 5:45 PM	0	29	31	54	1	0	9	63	0	0	0	0	0	0	0	0	28	20	32	0
5:45 PM - 6:00 PM	0	17	18	50	2	0	8	49	0	0	0	0	0	0	0	0	31	17	25	2
TOTAL	**0**	**162**	**202**	**559**	**8**	**0**	**77**	**411**	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**286**	**158**	**243**	**10**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	2	107	137	132	7	0	37	153	2	2	0	0	0	0	0	0	101	184	60	6
4:15 PM - 5:15 PM	0	86	98	306	4	0	41	205	6	6	0	0	0	0	0	0	141	88	128	5

	PHF	Trucks
AM	0.733	1.6%
PM	0.922	1.4%



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Prepared For:
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1800 30th St, Ste 260
Bakersfield, CA 93301

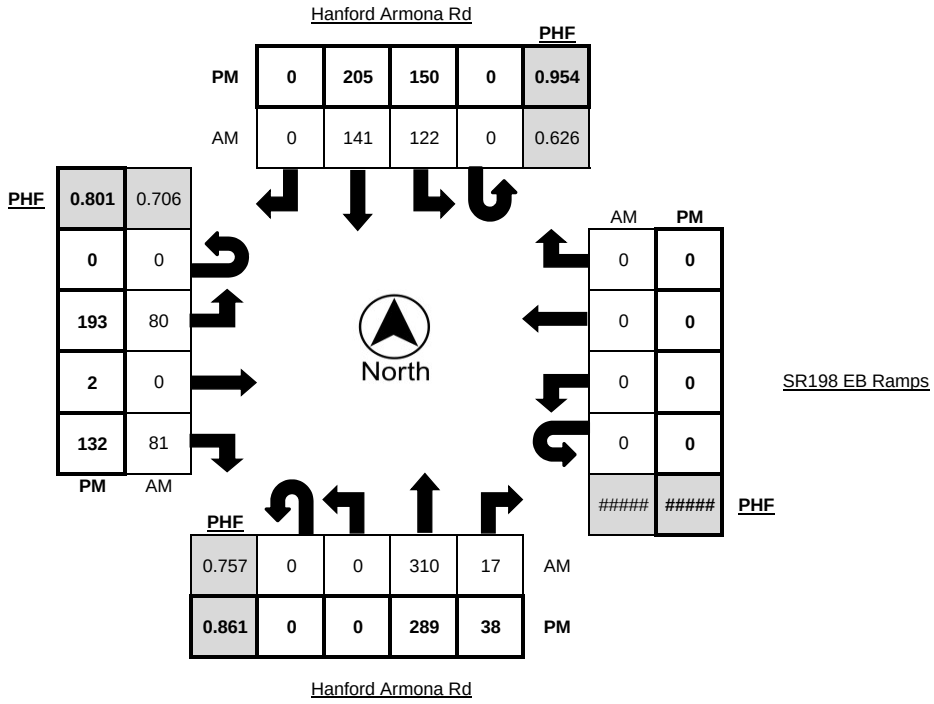
LOCATION Hanford Armona Rd @ SR198 EB Ramps
LATITUDE 36.3138
COUNTY Kings
LONGITUDE -119.6920
COLLECTION DATE Thursday, May 04, 2023
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
6:00 AM - 6:15 AM	0	0	39	3	0	0	9	8	0	0	0	6	0	13	0	0	0	0	0	0
6:15 AM - 6:30 AM	0	0	30	1	1	0	13	8	0	2	0	11	0	5	0	0	0	0	0	0
6:30 AM - 6:45 AM	0	0	44	1	0	0	17	13	0	0	0	9	0	12	0	0	0	0	0	0
6:45 AM - 7:00 AM	0	0	37	0	1	0	27	16	0	0	0	12	0	5	0	0	0	0	0	0
7:00 AM - 7:15 AM	0	0	46	2	1	0	20	22	0	1	0	16	0	18	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	67	2	1	0	21	29	0	2	0	10	0	19	2	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	96	6	3	0	32	34	0	2	0	21	0	20	2	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	101	7	0	0	49	56	0	1	0	33	0	24	1	0	0	0	0	0
TOTAL	**0**	**0**	**460**	**22**	**7**	**0**	**188**	**186**	**0**	**8**	**0**	**118**	**0**	**116**	**5**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	65	4	1	0	31	60	0	0	0	60	1	32	1	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	48	7	0	0	37	45	0	2	0	64	0	46	1	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	56	7	2	0	36	43	0	0	0	59	1	41	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	72	8	0	0	33	48	0	0	0	51	1	26	2	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	73	8	0	0	42	51	0	1	0	62	0	40	3	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	61	10	0	0	34	54	0	0	0	52	1	38	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	83	12	0	0	41	52	0	0	0	28	0	28	1	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	55	5	0	0	41	37	0	1	0	31	0	26	1	0	0	0	0	0
TOTAL	**0**	**0**	**513**	**61**	**3**	**0**	**295**	**390**	**0**	**4**	**0**	**407**	**4**	**277**	**9**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	0	310	17	5	0	122	141	0	6	0	80	0	81	5	0	0	0	0	0
4:45 PM - 5:45 PM	0	0	289	38	0	0	150	205	0	1	0	193	2	132	6	0	0	0	0	0

	PHF	Trucks
AM	0.695	2.1%
PM	0.914	0.7%



Metro Traffic Data Inc.
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Hanford, CA 93230

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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

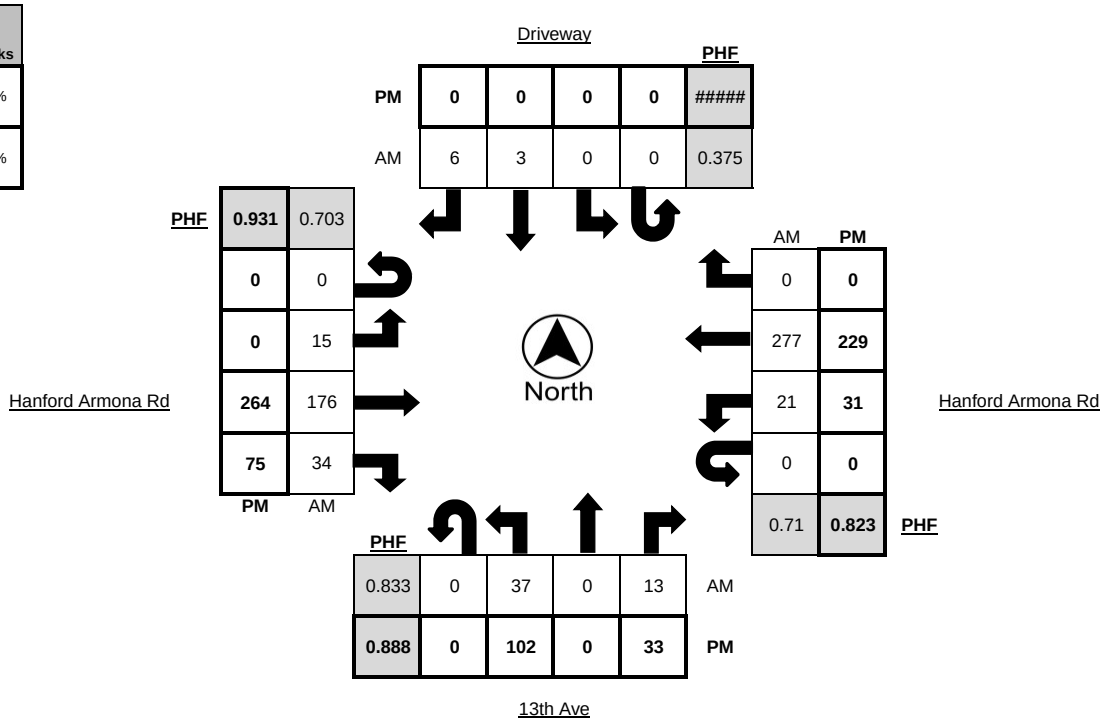
LOCATION 13th Ave @ Hanford Armona Rd
LATITUDE 36.3136
COUNTY Kings
LONGITUDE -119.6910
COLLECTION DATE Thursday, May 04, 2023
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
6:00 AM - 6:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	17	4	0	0	2	40	0	0
6:15 AM - 6:30 AM	0	4	0	2	0	0	0	0	0	0	0	0	11	2	0	0	2	27	0	1
6:30 AM - 6:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	20	5	0	0	2	46	0	0
6:45 AM - 7:00 AM	0	1	0	5	0	0	0	0	0	0	0	2	17	4	2	0	1	33	0	1
7:00 AM - 7:15 AM	0	6	0	1	1	0	0	0	0	0	0	5	28	7	0	0	6	38	0	0
7:15 AM - 7:30 AM	0	11	0	2	1	0	0	0	2	0	0	5	35	9	1	0	4	58	0	1
7:30 AM - 7:45 AM	0	9	0	6	0	0	0	2	4	0	0	2	47	7	3	0	7	80	0	2
7:45 AM - 8:00 AM	0	11	0	4	0	0	0	1	0	0	0	3	66	11	0	0	4	101	0	2
TOTAL	**0**	**47**	**0**	**22**	**2**	**0**	**0**	**3**	**6**	**0**	**0**	**17**	**241**	**49**	**6**	**0**	**28**	**423**	**0**	**7**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	14	0	14	0	0	1	0	1	0	0	0	71	28	2	0	12	55	0	2
4:15 PM - 4:30 PM	0	15	0	3	0	0	0	0	1	0	0	1	75	17	1	0	4	43	0	0
4:30 PM - 4:45 PM	0	17	0	10	2	0	0	0	1	0	0	1	63	22	1	0	13	43	0	0
4:45 PM - 5:00 PM	0	30	0	8	0	0	0	0	0	0	0	0	47	28	1	0	8	51	0	0
5:00 PM - 5:15 PM	0	22	0	11	0	0	0	0	0	0	0	0	73	18	3	0	6	61	0	0
5:15 PM - 5:30 PM	0	24	0	7	0	0	0	0	0	0	0	0	76	15	0	0	6	49	0	0
5:30 PM - 5:45 PM	0	26	0	7	0	0	0	0	0	0	0	0	68	14	0	0	11	68	0	0
5:45 PM - 6:00 PM	0	16	0	9	0	0	0	0	0	0	0	0	51	13	2	0	15	44	0	1
TOTAL	**0**	**164**	**0**	**69**	**2**	**0**	**1**	**0**	**3**	**0**	**0**	**2**	**524**	**155**	**10**	**0**	**75**	**414**	**0**	**3**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	37	0	13	2	0	0	3	6	0	0	15	176	34	4	0	21	277	0	5
4:45 PM - 5:45 PM	0	102	0	33	0	0	0	0	0	0	0	0	264	75	4	0	31	229	0	0

	PHF	Trucks
AM	0.724	1.9%
PM	0.946	0.5%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

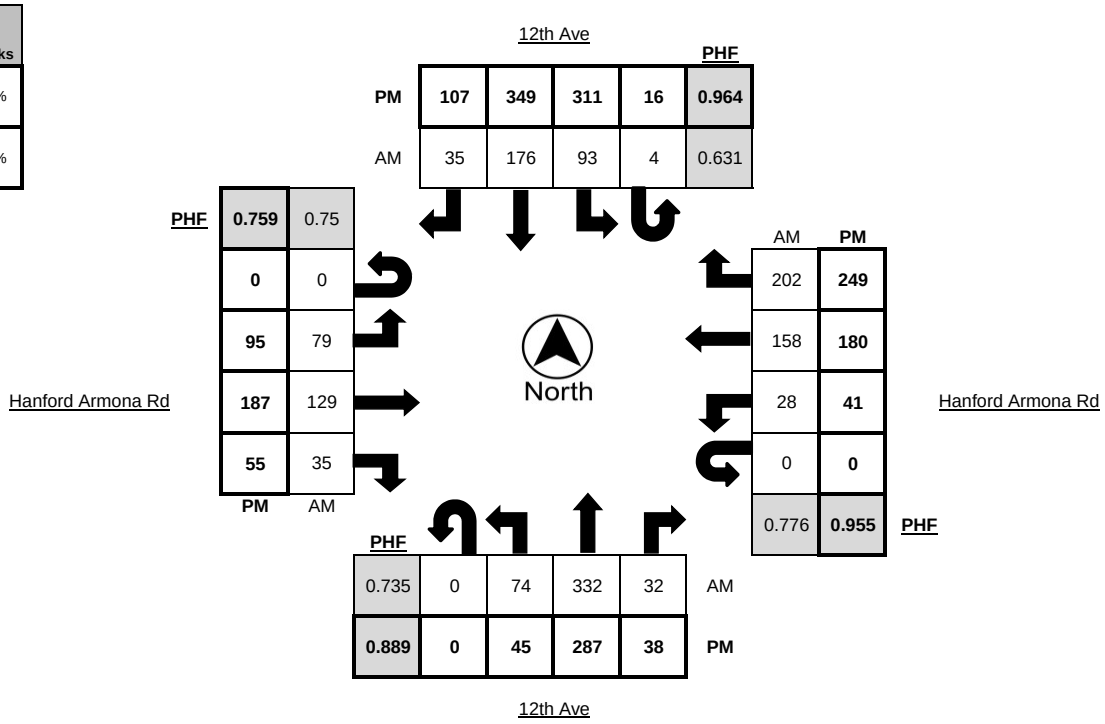
LOCATION 12th Ave @ Hanford Armona Rd
LATITUDE 36.3135
COUNTY Kings
LONGITUDE -119.6730
COLLECTION DATE Thursday, May 04, 2023
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
6:00 AM - 6:15 AM	0	8	26	3	0	0	8	23	1	0	0	5	17	4	0	0	1	24	22	0
6:15 AM - 6:30 AM	0	10	29	1	0	0	4	10	3	2	0	9	18	3	0	0	2	16	19	1
6:30 AM - 6:45 AM	0	14	33	8	1	0	8	14	5	4	0	9	25	2	0	0	5	26	23	0
6:45 AM - 7:00 AM	0	6	38	2	2	0	14	10	5	2	0	17	40	6	2	0	3	21	29	1
7:00 AM - 7:15 AM	0	14	36	8	2	0	18	23	2	2	0	11	21	8	0	0	8	25	30	1
7:15 AM - 7:30 AM	0	21	68	4	0	0	18	43	7	4	0	11	25	7	2	0	6	30	47	2
7:30 AM - 7:45 AM	0	21	116	12	3	1	19	47	8	5	0	29	39	11	3	0	6	54	57	4
7:45 AM - 8:00 AM	0	18	112	8	1	3	38	63	18	2	0	28	44	9	0	0	8	49	68	0
TOTAL	**0**	**112**	**458**	**46**	**9**	**4**	**127**	**233**	**49**	**21**	**0**	**119**	**229**	**50**	**7**	**0**	**39**	**245**	**295**	**9**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	11	64	13	2	9	59	66	26	2	0	22	51	13	2	0	9	46	63	1
4:15 PM - 4:30 PM	0	2	75	8	1	2	74	93	19	4	0	15	40	23	0	0	7	43	54	0
4:30 PM - 4:45 PM	0	8	102	9	2	4	78	70	26	1	0	19	51	9	0	0	1	30	57	0
4:45 PM - 5:00 PM	0	9	79	10	1	6	81	91	25	1	0	17	39	8	0	0	17	33	73	0
5:00 PM - 5:15 PM	0	12	64	9	3	1	72	88	33	0	0	29	42	11	2	0	7	44	64	1
5:15 PM - 5:30 PM	0	11	63	9	1	4	82	89	25	0	0	33	62	16	1	0	11	47	53	1
5:30 PM - 5:45 PM	0	13	81	10	1	5	76	81	24	1	0	16	44	20	0	0	6	56	59	0
5:45 PM - 6:00 PM	0	8	71	11	1	2	76	74	33	0	0	23	32	19	0	0	10	40	50	1
TOTAL	**0**	**74**	**599**	**79**	**12**	**33**	**598**	**652**	**211**	**9**	**0**	**174**	**361**	**119**	**5**	**0**	**68**	**339**	**473**	**4**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	74	332	32	6	4	93	176	35	13	0	79	129	35	5	0	28	158	202	7
4:45 PM - 5:45 PM	0	45	287	38	6	16	311	349	107	2	0	95	187	55	3	0	41	180	249	2

	PHF	Trucks
AM	0.739	2.3%
PM	0.970	0.7%



Metro Traffic Data Inc.
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Hanford, CA 93230

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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

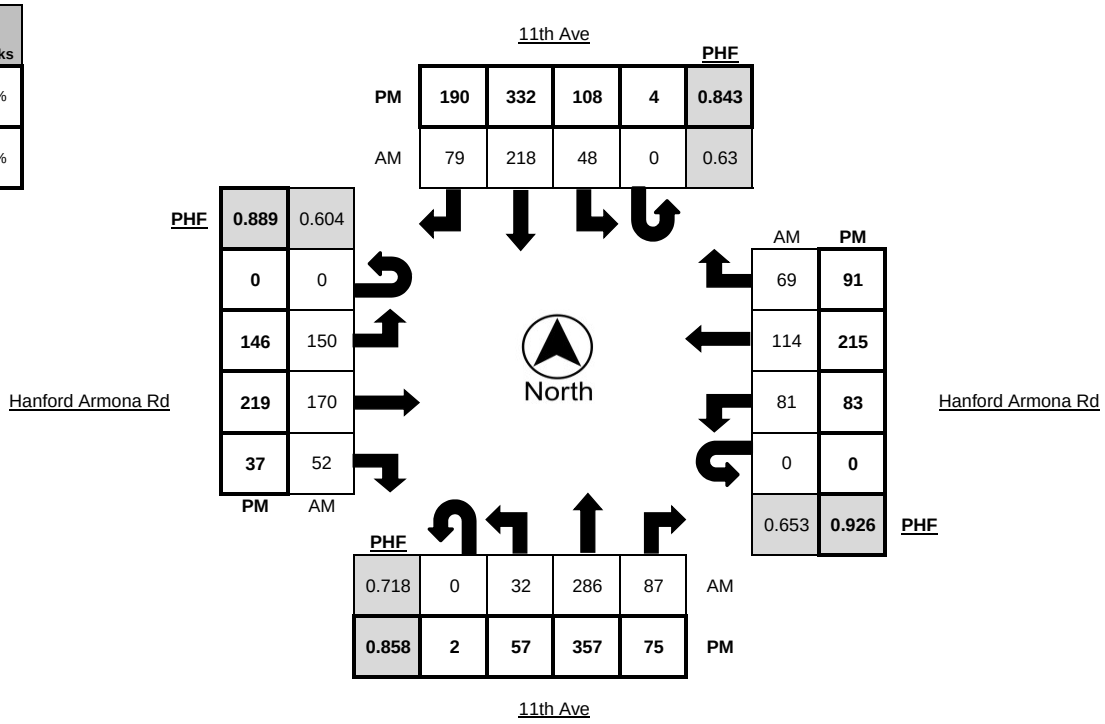
LOCATION 11th Ave @ Hanford Armona Rd
LATITUDE 36.3134
COUNTY Kings
LONGITUDE -119.6550
COLLECTION DATE Thursday, May 04, 2023
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
6:00 AM - 6:15 AM	0	3	31	7	0	0	4	28	2	1	0	9	12	3	0	0	5	9	4	2
6:15 AM - 6:30 AM	0	6	28	9	1	0	2	27	6	0	0	5	20	2	0	0	5	13	4	2
6:30 AM - 6:45 AM	0	5	42	9	0	0	4	19	9	1	0	10	19	5	0	0	5	12	11	2
6:45 AM - 7:00 AM	0	1	40	9	4	0	4	35	5	2	0	11	22	4	3	0	1	11	9	0
7:00 AM - 7:15 AM	0	4	38	8	2	0	3	38	10	6	0	21	31	6	2	0	11	23	6	1
7:15 AM - 7:30 AM	0	6	53	21	7	0	11	43	14	3	0	22	23	10	2	0	20	20	16	3
7:30 AM - 7:45 AM	0	12	93	29	1	0	15	55	19	4	0	49	43	13	8	0	23	27	17	2
7:45 AM - 8:00 AM	0	10	102	29	1	0	19	82	36	3	0	58	73	23	2	0	27	44	30	1
TOTAL	**0**	**47**	**427**	**121**	**16**	**0**	**62**	**327**	**101**	**20**	**0**	**185**	**243**	**66**	**17**	**0**	**97**	**159**	**97**	**13**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	16	81	13	2	0	25	77	37	2	0	33	39	14	3	0	20	48	22	2
4:15 PM - 4:30 PM	0	15	65	13	2	1	20	91	45	1	0	40	41	12	2	0	23	49	11	4
4:30 PM - 4:45 PM	1	21	83	22	0	1	29	60	43	4	0	27	53	9	1	0	25	54	21	0
4:45 PM - 5:00 PM	0	12	94	14	2	1	30	81	47	1	0	35	46	8	2	0	21	51	23	0
5:00 PM - 5:15 PM	0	13	109	21	0	2	27	107	52	1	0	46	56	9	1	0	19	60	26	0
5:15 PM - 5:30 PM	1	11	71	18	2	0	22	84	48	0	0	38	64	11	1	0	18	50	21	2
5:30 PM - 5:45 PM	1	16	69	17	2	1	21	69	35	3	0	39	51	11	2	0	14	49	28	0
5:45 PM - 6:00 PM	0	9	76	18	1	2	17	61	34	0	0	18	47	4	1	0	15	50	23	1
TOTAL	**4**	**113**	**648**	**136**	**11**	**8**	**191**	**630**	**341**	**12**	**0**	**276**	**397**	**78**	**13**	**0**	**155**	**411**	**175**	**9**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	32	286	87	11	0	48	218	79	16	0	150	170	52	14	0	81	114	69	7
4:30 PM - 5:30 PM	2	57	357	75	4	4	108	332	190	6	0	146	219	37	5	0	83	215	91	2

	PHF	Trucks
AM	0.650	3.5%
PM	0.876	0.9%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

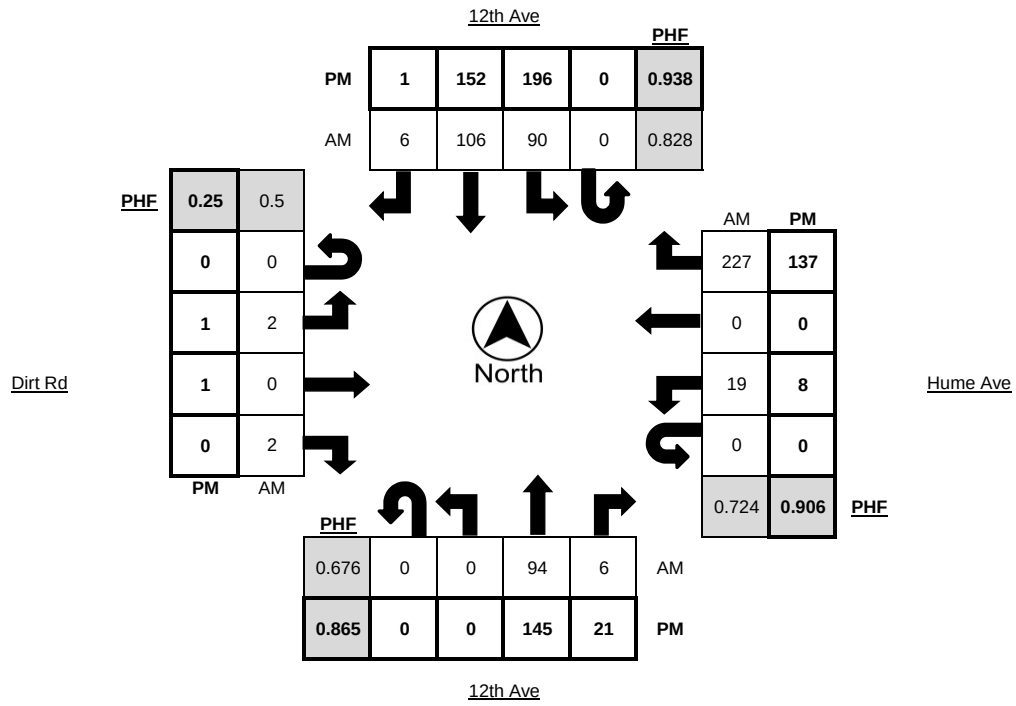
LOCATION 12th Ave @ Hume Ave
LATITUDE 36.3057
COUNTY Kings
LONGITUDE -119.6729
COLLECTION DATE Thursday, May 04, 2023
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
6:00 AM - 6:15 AM	0	0	9	2	0	0	10	16	0	0	0	0	0	0	0	0	2	0	15	0
6:15 AM - 6:30 AM	0	0	8	0	0	0	8	12	0	1	0	1	0	0	0	0	5	0	17	0
6:30 AM - 6:45 AM	0	0	11	1	1	0	10	23	2	3	0	0	0	0	0	0	1	0	27	1
6:45 AM - 7:00 AM	0	1	14	0	0	0	15	25	1	1	0	0	0	0	0	0	2	0	12	0
7:00 AM - 7:15 AM	0	0	13	0	0	0	9	22	1	2	0	0	0	0	0	0	5	0	29	2
7:15 AM - 7:30 AM	0	0	18	0	0	0	26	35	0	1	0	2	0	0	0	0	3	0	48	1
7:30 AM - 7:45 AM	0	0	33	4	1	0	28	25	3	6	0	0	0	1	0	0	5	0	80	2
7:45 AM - 8:00 AM	0	0	30	2	0	0	27	24	2	1	0	0	0	1	0	0	6	0	70	5
TOTAL	**0**	**1**	**136**	**9**	**2**	**0**	**133**	**182**	**9**	**15**	**0**	**3**	**0**	**2**	**0**	**0**	**29**	**0**	**298**	**11**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	36	4	0	0	41	28	0	2	0	0	0	0	0	0	2	0	31	2
4:15 PM - 4:30 PM	0	0	37	1	1	0	49	40	1	2	0	0	0	0	0	0	3	0	25	0
4:30 PM - 4:45 PM	0	0	42	4	4	0	37	32	0	0	0	1	0	0	1	0	4	0	36	3
4:45 PM - 5:00 PM	0	0	43	4	0	0	56	36	1	0	0	1	1	0	0	0	1	0	29	0
5:00 PM - 5:15 PM	0	0	36	4	0	0	48	40	0	1	0	0	0	0	0	0	1	0	37	1
5:15 PM - 5:30 PM	0	0	25	6	0	0	39	47	0	0	0	0	0	0	0	0	3	0	37	0
5:30 PM - 5:45 PM	0	0	41	7	0	0	53	29	0	1	0	0	0	0	0	0	3	0	34	1
5:45 PM - 6:00 PM	0	0	32	4	1	0	39	30	0	0	0	0	0	0	0	0	0	0	22	0
TOTAL	**0**	**0**	**292**	**34**	**6**	**0**	**362**	**282**	**2**	**6**	**0**	**2**	**1**	**0**	**1**	**0**	**17**	**0**	**251**	**7**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	0	94	6	1	0	90	106	6	10	0	2	0	2	0	0	19	0	227	10
4:45 PM - 5:45 PM	0	0	145	21	0	0	196	152	1	2	0	1	1	0	0	0	8	0	137	2

	PHF	Trucks
AM	0.771	3.8%
PM	0.962	0.6%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

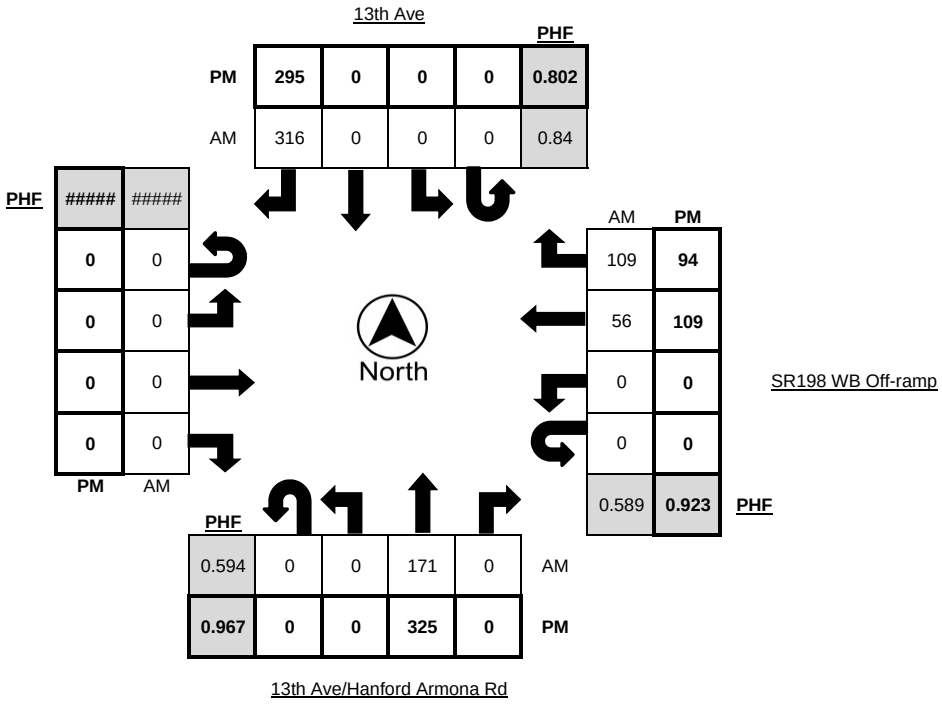
LOCATION 13th Ave @ SR198 WB Offramp
LATITUDE 36.3151
COUNTY Kings
LONGITUDE -119.6910
COLLECTION DATE Tuesday, May 09, 2023
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
6:00 AM - 6:15 AM	0	0	10	0	1	0	0	0	34	0	0	0	0	0	0	0	0	5	12	0
6:15 AM - 6:30 AM	0	0	18	0	1	0	0	0	33	0	0	0	0	0	0	0	0	1	4	0
6:30 AM - 6:45 AM	0	0	21	0	0	0	0	0	40	0	0	0	0	0	0	0	0	4	9	1
6:45 AM - 7:00 AM	0	0	16	0	1	0	0	0	49	0	0	0	0	0	0	0	0	9	13	0
7:00 AM - 7:15 AM	0	0	24	0	0	0	0	0	79	1	0	0	0	0	0	0	0	11	9	0
7:15 AM - 7:30 AM	0	0	24	0	2	0	0	0	61	0	0	0	0	0	0	0	0	11	22	0
7:30 AM - 7:45 AM	0	0	51	0	3	0	0	0	94	0	0	0	0	0	0	0	0	12	30	0
7:45 AM - 8:00 AM	0	0	72	0	1	0	0	0	82	2	0	0	0	0	0	0	0	22	48	0
TOTAL	**0**	**0**	**236**	**0**	**9**	**0**	**0**	**0**	**472**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**75**	**147**	**1**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	83	0	2	0	0	0	92	1	0	0	0	0	0	0	0	27	23	0
4:15 PM - 4:30 PM	0	0	84	0	0	0	0	0	50	0	0	0	0	0	0	0	0	31	20	1
4:30 PM - 4:45 PM	0	0	77	0	0	0	0	0	78	0	0	0	0	0	0	0	0	28	27	3
4:45 PM - 5:00 PM	0	0	81	0	0	0	0	0	75	0	0	0	0	0	0	0	0	23	24	0
5:00 PM - 5:15 PM	0	0	86	0	0	0	0	0	57	1	0	0	0	0	0	0	0	23	24	2
5:15 PM - 5:30 PM	0	0	78	0	0	0	0	0	67	0	0	0	0	0	0	0	0	29	30	1
5:30 PM - 5:45 PM	0	0	69	0	0	0	0	0	68	1	0	0	0	0	0	0	0	21	30	0
5:45 PM - 6:00 PM	0	0	73	0	0	0	0	0	58	0	0	0	0	0	0	0	0	29	29	1
TOTAL	**0**	**0**	**631**	**0**	**2**	**0**	**0**	**0**	**545**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**211**	**207**	**8**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 8:00 AM	0	0	171	0	6	0	0	0	316	3	0	0	0	0	0	0	0	56	109	0
4:00 PM - 5:00 PM	0	0	325	0	2	0	0	0	295	1	0	0	0	0	0	0	0	109	94	4

	PHF	Trucks
AM	0.728	1.4%
PM	0.914	0.9%

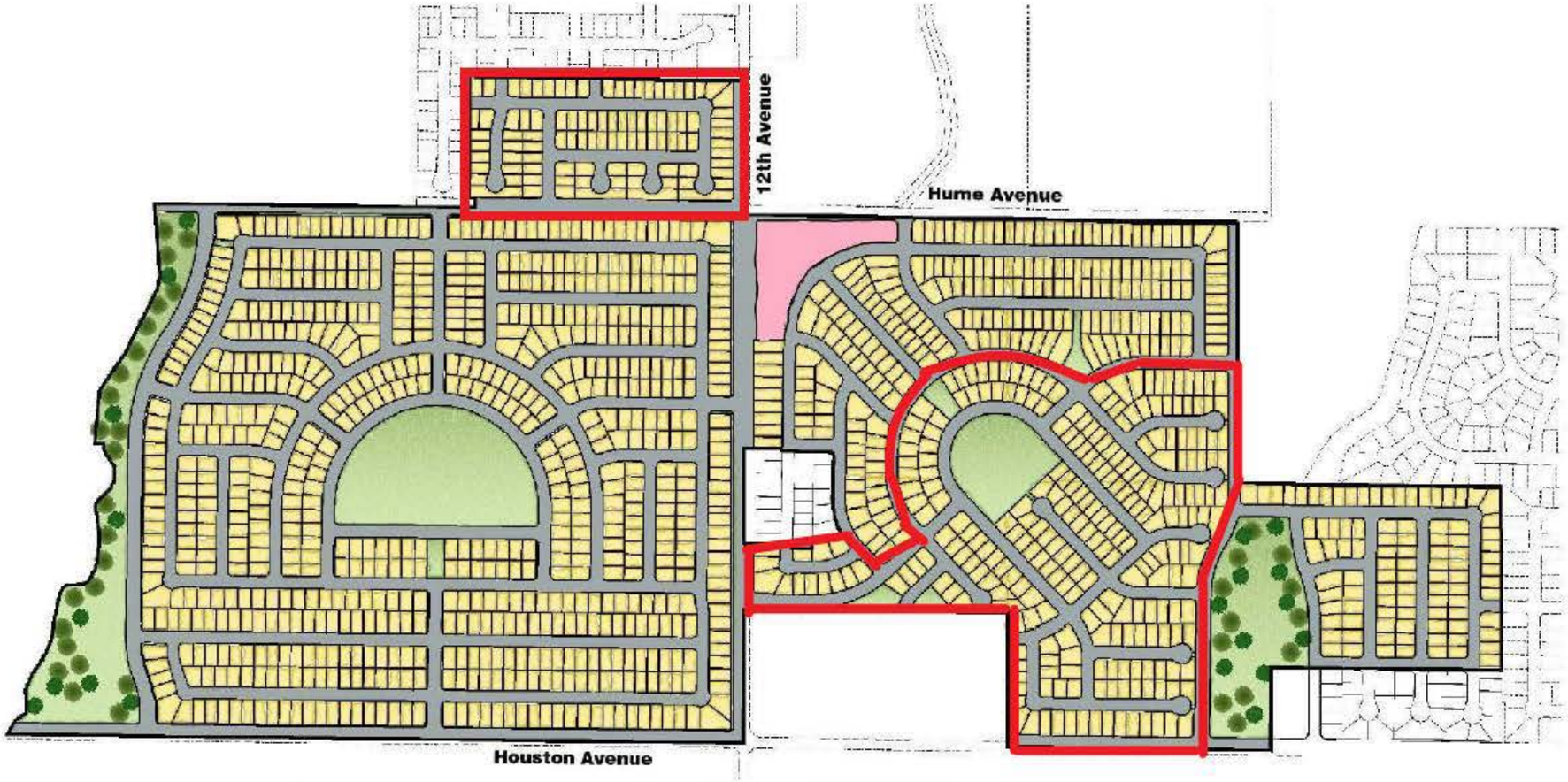


TRIP GENERATION
LIVE OAK DEVELOPMENT
TRACTS 1 AND 2

ITE *Trip Generation Manual*, 11th Edition

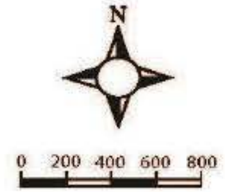
Land Use			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT Rate	ADT	Rate	IN Split Trips	OUT Split Trips	Rate	IN Split Trips	OUT Split Trips
210	Single-Family Detached Housing	313 Dwelling Units	eq	2,883	eq	26% 55	74% 156	eq	63% 183	37% 107

Figure 3-1
Land Use Illustrative



Legend

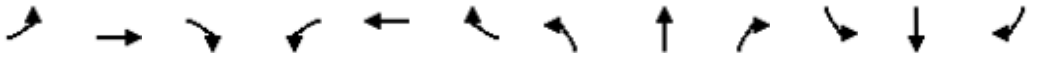
Land Use		Acres	Units
	Low Density Residential (LD)	336.1	1,542
	Parks (P)	17.9	0
	Commercial (C)	4.4	0
	Open Space/ Conservative (OS)	31.6	0
Total		390.0	1,542



TRIP GENERATION
LIVE OAK DEVELOPMENT
FULL BUILDOUT

ITE *Trip Generation Manual*, 11th Edition

Land Use			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT Rate	ADT	Rate	IN Split Trips	OUT Split Trips	Rate	IN Split Trips	OUT Split Trips
210	Single-Family Detached Housing	1,542 Dwelling Units	eq	12,501	eq	26% 233	74% 665	eq	63% 819	37% 481



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	155	0	453	30	988	0	0	1175	563
Future Volume (veh/h)	0	0	0	155	0	453	30	988	0	0	1175	563
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1723	0	1723	1723	1870	0	0	1870	1723
Adj Flow Rate, veh/h				168	0	492	33	1074	0	0	1277	612
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				714	0	576	41	2445	0	0	3159	903
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.22	0.00	0.22	0.01	0.23	0.00	0.00	0.62	0.62
Unsig. Movement Delay												
Ln Grp Delay, s/veh				28.8	0.0	42.4	71.0	20.4	0.0	0.0	9.1	15.3
Ln Grp LOS				C		D	E	C			A	B
Approach Vol, veh/h					660			1107			1889	
Approach Delay, s/veh					38.9			21.9			11.1	
Approach LOS					D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	9.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		65.9	24.1		6.2	59.7		
Change Period (Y+Rc), s		5.5	4.0		4.0	5.5		
Max Green (Gmax), s		56.5	24.0		6.0	46.5		
Max Allow Headway (MAH), s		4.0	4.3		4.1	4.1		
Max Q Clear (g_c+I1), s		25.4	18.5		3.8	26.8		
Green Ext Time (g_e), s		5.3	1.5		0.0	9.3		
Prob of Phs Call (p_c)		1.00	1.00		0.56	1.00		
Prob of Max Out (p_x)		0.00	0.69		1.00	0.32		

Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			3183		1641	0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3647	0			5274		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	2569			1460		

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0

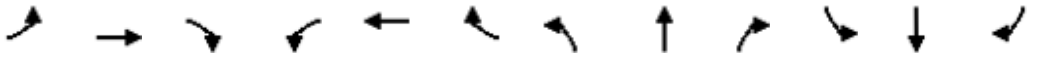
Lane Assignment			L		L (Prot)			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	168	0	33	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1591	0	1641	0	0	0
Q Serve Time (g_s), s	0.0	0.0	3.9	0.0	1.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	3.9	0.0	1.8	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1591	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	55.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	714	0	41	0	0	0
V/C Ratio (X)	0.00	0.00	0.24	0.00	0.81	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	852	0	109	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.88	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	28.6	0.0	44.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	26.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	28.8	0.0	71.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.4	0.0	0.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	1.4	0.0	1.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.13	0.00	0.06	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	1074	0	0	0	1277	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1702	0	0
Q Serve Time (g_s), s	0.0	23.4	0.0	0.0	0.0	11.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.4	0.0	0.0	0.0	11.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	2445	0	0	0	3159	0	0
V/C Ratio (X)	0.00	0.44	0.00	0.00	0.00	0.40	0.00	0.00
Avail Cap (c_a), veh/h	0	2445	0	0	0	3159	0	0
Upstream Filter (I)	0.00	0.88	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.9	0.0	0.0	0.0	8.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.4	0.0	0.0	0.0	9.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.7	0.0	0.0	0.0	3.1	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.9	0.0	0.0	0.0	3.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.50	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	2	0	0	1	0	0
Grp Vol (v), veh/h	0	0	492	0	0	612	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1285	0	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	16.5	0.0	0.0	24.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	16.5	0.0	0.0	24.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	576	0	0	903	0	0
V/C Ratio (X)	0.00	0.00	0.85	0.00	0.00	0.68	0.00	0.00
Avail Cap (c_a), veh/h	0	0	688	0	0	903	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	33.5	0.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	8.9	0.0	0.0	4.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	42.4	0.0	0.0	15.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	4.7	0.0	0.0	5.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.7	0.0	0.0	1.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	5.4	0.0	0.0	6.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.33	0.00	0.00	1.40	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	0	34	0	0	0	0	581	115	0	817	0
Future Volume (veh/h)	437	0	34	0	0	0	0	581	115	0	817	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	0	1723				0	1870	1723	0	1870	1723
Adj Flow Rate, veh/h	475	0	37				0	632	125	0	888	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Opposing Right Turn Influence	Yes						No			No		
Cap, veh/h	598	0	274				0	2143	423	0	2574	1057
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	2.00	2.00
Prop Arrive On Green	0.19	0.00	0.19				0.00	1.00	1.00	0.00	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	37.3	0.0	30.7				0.0	0.5	0.5	0.0	0.3	0.0
Ln Grp LOS	D		C					A	A		A	
Approach Vol, veh/h		512						757			888	
Approach Delay, s/veh		36.8						0.5			0.3	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		69.2		20.8		69.2		
Change Period (Y+Rc), s		5.5		4.0		5.5		
Max Green (Gmax), s		48.5		32.0		48.5		
Max Allow Headway (MAH), s		4.0		4.1		4.0		
Max Q Clear (g_c+I1), s		2.0		14.8		2.0		
Green Ext Time (g_e), s		2.9		2.0		4.2		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		3183		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3052		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		584		1460		1460		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	475	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1591	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	12.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1591	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	65.2	0.0	0.0	0.0	65.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	598	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.79	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1135	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	34.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	37.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	379	0	0	0	888	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1287	0	0	0	2574	0	0
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	1287	0	0	0	2574	0	0
Upstream Filter (I)	0.00	0.93	0.00	0.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	0.0	0.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

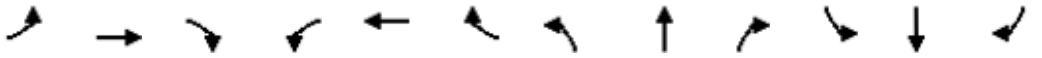
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	378	0	37	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1765	0	1460	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1279	0	274	0	1057	0	0
V/C Ratio (X)	0.00	0.30	0.00	0.13	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1279	0	521	0	1057	0	0
Upstream Filter (I)	0.00	0.93	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	30.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	30.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.1
HCM 7th LOS	A

Intersection	
Intersection Delay, s/veh	3.4
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	530	386	0	264
Demand Flow Rate, veh/h	541	394	0	269
Vehicles Circulating, veh/h	420	88	247	256
Vehicles Exiting, veh/h	100	159	377	88
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.4	3.0	0.0	5.7
Approach LOS	A	A	-	A

Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT		LT		LTR	LT	
RT Channelized		Free		Free			Free
Lane Util	1.000		1.000		1.000	1.000	
Follow-Up Headway, s	2.609		2.609		2.609	2.609	
Critical Headway, s	4.976		4.976		4.976	4.976	
A (Intercept)	1380		1380		1380	1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	1.02e-3	
Entry Flow, veh/h	204	337	256	138	0	264	5
Cap Entry Lane, veh/h	899	1938	1261	1938	1073	1063	1938
Entry HV Adj Factor	0.979	0.980	0.981	0.980	1.000	0.980	0.980
Flow Entry, veh/h	200	330	251	135	0	259	5
Cap Entry, veh/h	880	1900	1237	1900	1073	1041	1900
V/C Ratio	0.227	0.174	0.203	0.071	0.000	0.248	0.003
Control Delay, s/veh	6.4	0.0	4.7	0.0	3.4	5.8	0.0
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	0	0	1	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	3	145	0	0	0	0	262	33	145	196	0
Future Volume (veh/h)	224	3	145	0	0	0	0	262	33	145	196	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723				0	1870	1723	1723	1870	0
Adj Flow Rate, veh/h	243	3	158				0	285	36	158	213	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	295	0	263				0	1190	150	462	601	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.18	0.18	0.18				0.00	0.73	0.71	0.73	0.73	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	41.3	0.0	36.1				0.0	0.0	4.4	5.6	0.0	0.0
Ln Grp LOS	D		D						A	A		
Approach Vol, veh/h		401						321			371	
Approach Delay, s/veh		39.2						4.4			5.6	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		69.8		20.2		69.8		
Change Period (Y+Rc), s		5.5		4.1		5.5		
Max Green (Gmax), s		51.5		28.9		51.5		
Max Allow Headway (MAH), s		4.0		4.2		4.4		
Max Q Clear (g_c+I1), s		7.2		14.8		12.8		
Green Ext Time (g_e), s		1.2		1.3		1.6		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.01		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1641		553		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1628		0		823		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		206		1460		0		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L		L+T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	243	0	371	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	0	1376	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	12.8	0.0	5.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.8	0.0	10.8	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1641	0	1075	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	65.8	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	60.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0
Time to First Blk (g_f), s	0.0	65.8	0.0	0.0	0.0	2.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.43	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	295	0	1063	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.82	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	529	0	1063	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.5	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.7	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	41.3	0.0	5.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.7	0.0	1.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.5	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.2	0.0	1.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.37	0.00	0.31	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	321	0	158	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1833	0	1460	0	0	0	0
Q Serve Time (g_s), s	0.0	5.2	0.0	9.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.2	0.0	9.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1341	0	263	0	0	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.60	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1341	0	470	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.0	0.0	33.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	2.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.4	0.0	36.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	2.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.0	3.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.22	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.6
HCM 7th LOS	B

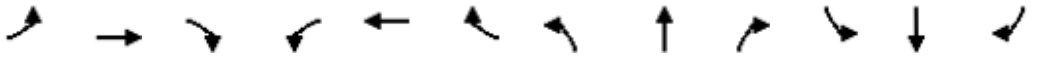
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	259	83	33	204	0	93	0	36	0	0	0
Future Vol, veh/h	0	259	83	33	204	0	93	0	36	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	282	90	36	222	0	101	0	39	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	222	0	0	372	0	0	620	620	327	575	665	222
Stage 1	-	-	-	-	-	-	327	327	-	293	293	-
Stage 2	-	-	-	-	-	-	293	293	-	282	372	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1347	-	-	1187	-	-	400	404	715	429	381	818
Stage 1	-	-	-	-	-	-	686	648	-	715	670	-
Stage 2	-	-	-	-	-	-	715	670	-	725	619	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1347	-	-	1187	-	-	386	390	715	392	367	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	386	390	-	392	367	-
Stage 1	-	-	-	-	-	-	686	648	-	690	647	-
Stage 2	-	-	-	-	-	-	690	647	-	686	619	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.13	16.83	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	443	1347	-	-	251	-	-	-
HCM Lane V/C Ratio	0.316	-	-	-	0.03	-	-	-
HCM Control Delay (s/veh)	16.8	0	-	-	8.1	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	194	44	36	154	247	40	308	37	328	338	109
Future Volume (veh/h)	98	194	44	36	154	247	40	308	37	328	338	109
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	107	211	48	39	167	268	43	335	40	357	367	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	122	287	224	235	416	325	202	1823	216	453	1068	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.67	1.67	1.67
Prop Arrive On Green	0.07	0.15	0.15	0.14	0.22	0.22	0.25	1.00	1.00	0.67	0.67	0.64
Unsig. Movement Delay												
Ln Grp Delay, s/veh	87.2	40.0	33.8	34.1	30.5	44.1	31.0	0.4	0.4	26.4	10.9	11.5
Ln Grp LOS	F	D	C	C	C	D	C	A	A	C	B	B
Approach Vol, veh/h		366			474			418			842	
Approach Delay, s/veh		53.0			38.5			3.5			17.6	
Approach LOS		D			D			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	4	3	6	5	7	8
Case No		4.0	3.0	2.0	6.4	2.0	2.0	3.0
Phs Duration (G+Y+Rc), s		55.3	17.8	16.9	40.2	15.1	10.7	24.0
Change Period (Y+Rc), s		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green (Gmax), s		45.4	22.9	5.2	35.9	4.0	5.2	22.9
Max Allow Headway (MAH), s		4.0	4.1	4.1	4.6	4.1	4.1	4.2
Max Q Clear (g_c+I1), s		2.0	11.7	3.9	33.8	3.9	7.8	17.7
Green Ext Time (g_e), s		1.3	0.6	0.0	0.9	0.0	0.0	0.8
Prob of Phs Call (p_c)		1.00	1.00	0.62	1.00	0.66	0.93	1.00
Prob of Max Out (p_x)		0.00	0.01	1.00	1.00	1.00	1.00	0.67

Left-Turn Movement Data								
Assigned Mvmt				3	1	5	7	
Mvmt Sat Flow, veh/h				1641	928	1641	1641	

Through Movement Data								
Assigned Mvmt		2	4		6			8
Mvmt Sat Flow, veh/h		3200	1870		2654			1870

Right-Turn Movement Data								
Assigned Mvmt		12	14		16			18
Mvmt Sat Flow, veh/h		379	1460		842			1460

Left Lane Group Data								
Assigned Mvmt	0	0	0	3	1	5	7	0

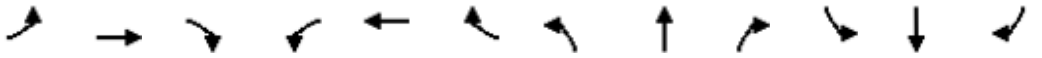
Lane Assignment				L (Prot)	L	L (Prot)	L (Prot)	
Lanes in Grp	0	0	0	1	1	1	1	0
Grp Vol (v), veh/h	0	0	0	39	357	43	107	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	928	1641	1641	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.9	31.8	1.9	5.8	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.9	31.8	1.9	5.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	928	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	36.2	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	36.2	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	31.8	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	235	453	202	122	0
V/C Ratio (X)	0.00	0.00	0.00	0.17	0.79	0.21	0.88	0.00
Avail Cap (c_a), veh/h	0	0	0	235	466	202	122	0
Upstream Filter (I)	0.00	0.00	0.00	0.95	0.95	0.95	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	33.8	14.0	30.5	41.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	12.4	0.5	46.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	34.1	26.4	31.0	87.2	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.7	2.7	0.7	2.2	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	1.6	0.0	1.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.7	4.3	0.7	3.7	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.36	0.54	0.09	0.63	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	4	0	6	0	0	8
Lane Assignment		T	T		T			T
Lanes in Grp	0	1	1	0	1	0	0	1
Grp Vol (v), veh/h	0	185	211	0	244	0	0	167
Grp Sat Flow (s), veh/h/ln	0	1777	1870	0	1777	0	0	1870
Q Serve Time (g_s), s	0.0	0.0	9.7	0.0	5.3	0.0	0.0	6.9
Cycle Q Clear Time (g_c), s	0.0	0.0	9.7	0.0	5.3	0.0	0.0	6.9
Lane Grp Cap (c), veh/h	0	1012	287	0	715	0	0	416
V/C Ratio (X)	0.00	0.18	0.73	0.00	0.34	0.00	0.00	0.40
Avail Cap (c_a), veh/h	0	1012	507	0	738	0	0	507
Upstream Filter (I)	0.00	0.95	1.00	0.00	0.95	0.00	0.00	0.95
Uniform Delay (d1), s/veh	0.0	0.0	36.3	0.0	9.7	0.0	0.0	29.9
Incr Delay (d2), s/veh	0.0	0.4	3.6	0.0	1.2	0.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	40.0	0.0	10.9	0.0	0.0	30.5
1st-Term Q (Q1), veh/ln	0.0	0.0	4.1	0.0	1.6	0.0	0.0	2.8

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.3	0.0	0.2	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	4.4	0.0	1.8	0.0	0.0	2.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.02	0.00	0.03	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	14	0	16	0	0	18
Lane Assignment		T+R	R		T+R			R
Lanes in Grp	0	1	1	0	1	0	0	1
Grp Vol (v), veh/h	0	190	48	0	241	0	0	268
Grp Sat Flow (s), veh/h/ln	0	1802	1460	0	1719	0	0	1460
Q Serve Time (g_s), s	0.0	0.0	2.6	0.0	5.6	0.0	0.0	15.7
Cycle Q Clear Time (g_c), s	0.0	0.0	2.6	0.0	5.6	0.0	0.0	15.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.21	1.00	0.00	0.49	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1027	224	0	691	0	0	325
V/C Ratio (X)	0.00	0.19	0.21	0.00	0.35	0.00	0.00	0.82
Avail Cap (c_a), veh/h	0	1027	396	0	714	0	0	396
Upstream Filter (I)	0.00	0.95	1.00	0.00	0.95	0.00	0.00	0.95
Uniform Delay (d1), s/veh	0.0	0.0	33.3	0.0	10.1	0.0	0.0	33.3
Incr Delay (d2), s/veh	0.0	0.4	0.5	0.0	1.3	0.0	0.0	10.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	33.8	0.0	11.5	0.0	0.0	44.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.9	0.0	1.6	0.0	0.0	5.1
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.3	0.0	0.0	1.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.9	0.0	1.9	0.0	0.0	6.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.22	0.00	0.03	0.00	0.00	3.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.7
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	219	37	83	215	91	59	357	75	112	332	190
Future Volume (veh/h)	146	219	37	83	215	91	59	357	75	112	332	190
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	159	238	40	90	234	99	64	388	82	122	361	207
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	508	1026	801	570	684	289	243	678	529	247	678	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.53	0.36	0.36	0.36	0.36	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	17.8	10.9	9.5	13.8	0.0	12.4	31.2	23.8	19.5	35.5	23.3	21.8
Ln Grp LOS	B	B	A	B		B	C	C	B	D	C	C
Approach Vol, veh/h		437			423			534			690	
Approach Delay, s/veh		13.3			12.7			24.0			25.0	
Approach LOS		B			B			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		5.0		5.0		5.0		6.0
Phs Duration (G+Y+Rc), s		36.6		53.4		36.6		53.4
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green (Gmax), s		37.5		41.5		37.5		41.5
Max Allow Headway (MAH), s		4.3		4.5		4.4		4.3
Max Q Clear (g_c+I1), s		22.1		21.4		29.1		12.5
Green Ext Time (g_e), s		1.9		1.8		2.0		1.7
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.02		0.00		0.35		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		777		964		850		1014

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		1248

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1460		1460		1460		528

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

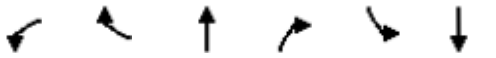
Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	64	0	159	0	122	0	90
Grp Sat Flow (s), veh/h/ln	0	777	0	964	0	850	0	1014
Q Serve Time (g_s), s	0.0	6.4	0.0	9.9	0.0	12.1	0.0	4.5
Cycle Q Clear Time (g_c), s	0.0	20.1	0.0	19.4	0.0	27.1	0.0	10.5
Perm LT Sat Flow (s_l), veh/h/ln	0	777	0	964	0	850	0	1014
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	32.6	0.0	49.4	0.0	32.6	0.0	49.4
Perm LT Serve Time (g_u), s	0.0	18.9	0.0	39.9	0.0	17.6	0.0	43.4
Perm LT Q Serve Time (g_ps), s	0.0	6.4	0.0	9.9	0.0	12.1	0.0	4.5
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	243	0	508	0	247	0	570
V/C Ratio (X)	0.00	0.26	0.00	0.31	0.00	0.49	0.00	0.16
Avail Cap (c_a), veh/h	0	298	0	508	0	307	0	570
Upstream Filter (I)	0.00	1.00	0.00	0.69	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	30.6	0.0	16.7	0.0	34.0	0.0	13.2
Incr Delay (d2), s/veh	0.0	0.6	0.0	1.1	0.0	1.5	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.2	0.0	17.8	0.0	35.5	0.0	13.8
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	1.9	0.0	2.3	0.0	0.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	2.0	0.0	2.4	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.52	0.00	0.87	0.00	0.25
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	388	0	238	0	361	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	15.0	0.0	5.9	0.0	13.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.0	0.0	5.9	0.0	13.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	678	0	1026	0	678	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.23	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	0	810	0	1026	0	810	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.69	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	23.1	0.0	10.5	0.0	22.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.4	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.8	0.0	10.9	0.0	23.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.8	0.0	2.0	0.0	5.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.0	0.0	2.1	0.0	5.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.01	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	82	0	40	0	207	0	333
Grp Sat Flow (s), veh/h/ln	0	1460	0	1460	0	1460	0	1775
Q Serve Time (g_s), s	0.0	3.4	0.0	1.1	0.0	9.5	0.0	9.5
Cycle Q Clear Time (g_c), s	0.0	3.4	0.0	1.1	0.0	9.5	0.0	9.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.30
Lane Grp Cap (c), veh/h	0	529	0	801	0	529	0	974
V/C Ratio (X)	0.00	0.15	0.00	0.05	0.00	0.39	0.00	0.34
Avail Cap (c_a), veh/h	0	633	0	801	0	633	0	974
Upstream Filter (I)	0.00	1.00	0.00	0.69	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.4	0.0	9.4	0.0	21.3	0.0	11.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.5	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.5	0.0	9.5	0.0	21.8	0.0	12.4
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	0.3	0.0	2.9	0.0	3.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	0.3	0.0	2.9	0.0	3.3
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.16	0.00	0.37	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.8
HCM 7th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	139	146	18	180	155
Future Volume (veh/h)	9	139	146	18	180	155
Number	3	18	2	12	1	6
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1723	1723	1870	1723	1723	1870
Adj Flow Rate, veh/h	10	151	159	20	196	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	207	184	1278	161	925	1468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Prop Arrive On Green	0.13	0.13	0.78	0.78	1.00	1.00
Unsig. Movement Delay						
Ln Grp Delay, s/veh	34.7	47.0	0.0	2.5	0.6	0.2
Ln Grp LOS	C	D		A	A	A
Approach Vol, veh/h	161		179			364
Approach Delay, s/veh	46.2		2.5			0.4
Approach LOS	D		A			A

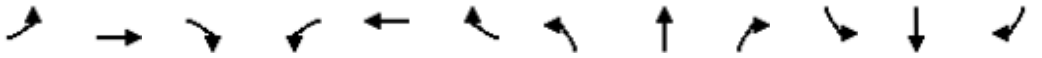
Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			6.0		
Phs Duration (G+Y+Rc), s		74.6	15.4			74.6		
Change Period (Y+Rc), s		4.0	4.0			4.0		
Max Green (Gmax), s		53.0	29.0			53.0		
Max Allow Headway (MAH), s		4.0	4.3			4.4		
Max Q Clear (g_c+I1), s		4.1	11.1			4.7		
Green Ext Time (g_e), s		0.6	0.5			1.5		
Prob of Phs Call (p_c)		1.00	0.98			1.00		
Prob of Max Out (p_x)		0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	1641			1110		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		1629	0			1870		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		205	1460			0		
Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0

Lane Assignment			L			L		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	10	0	0	196	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	0	1110	0	0
Q Serve Time (g_s), s	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.5	0.0	0.0	2.7	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1641	0	0	1110	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	70.6	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	68.5	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Time to First Blk (g_f), s	0.0	70.6	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	207	0	0	925	0	0
V/C Ratio (X)	0.00	0.00	0.05	0.00	0.00	0.21	0.00	0.00
Avail Cap (c_a), veh/h	0	0	529	0	0	925	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.98	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	34.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	34.7	0.0	0.0	0.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.03	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	168	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1468	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1468	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.98	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	179	151	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1833	1460	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.1	9.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.1	9.1	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1439	184	0	0	0	0	0
V/C Ratio (X)	0.00	0.12	0.82	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1439	470	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.3	38.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	8.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.5	47.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	3.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	3.4	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.03	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	179	0	453	30	1012	0	0	1215	563
Future Volume (veh/h)	0	0	0	179	0	453	30	1012	0	0	1215	563
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1723	0	1723	1723	1870	0	0	1870	1723
Adj Flow Rate, veh/h				195	0	492	33	1100	0	0	1321	612
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				716	0	578	41	2443	0	0	3156	902
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.22	0.00	0.22	0.01	0.23	0.00	0.00	0.62	0.62
Unsig. Movement Delay												
Ln Grp Delay, s/veh				29.0	0.0	42.2	71.0	20.7	0.0	0.0	9.3	15.4
Ln Grp LOS				C		D	E	C			A	B
Approach Vol, veh/h					687			1133			1933	
Approach Delay, s/veh					38.5			22.1			11.2	
Approach LOS					D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	9.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		65.9	24.1		6.2	59.6		
Change Period (Y+Rc), s		5.5	4.0		4.0	5.5		
Max Green (Gmax), s		56.5	24.0		6.0	46.5		
Max Allow Headway (MAH), s		4.0	4.3		4.1	4.1		
Max Q Clear (g_c+I1), s		26.0	18.5		3.8	26.8		
Green Ext Time (g_e), s		5.5	1.6		0.0	9.5		
Prob of Phs Call (p_c)		1.00	1.00		0.56	1.00		
Prob of Max Out (p_x)		0.01	0.69		1.00	0.33		

Left-Turn Movement Data						
Assigned Mvmt			3		5	1
Mvmt Sat Flow, veh/h			3183		1641	0

Through Movement Data						
Assigned Mvmt		2	8			6
Mvmt Sat Flow, veh/h		3647	0			5274

Right-Turn Movement Data						
Assigned Mvmt		12	18			16
Mvmt Sat Flow, veh/h		0	2569			1460

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0

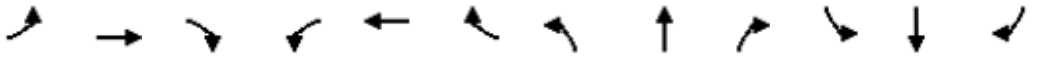
Lane Assignment			L		L (Prot)			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	195	0	33	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1591	0	1641	0	0	0
Q Serve Time (g_s), s	0.0	0.0	4.6	0.0	1.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	4.6	0.0	1.8	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1591	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	55.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	716	0	41	0	0	0
V/C Ratio (X)	0.00	0.00	0.27	0.00	0.81	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	852	0	109	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.88	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	28.8	0.0	44.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	26.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	29.0	0.0	71.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.6	0.0	0.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	1.6	0.0	1.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.15	0.00	0.06	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	1100	0	0	0	1321	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1702	0	0
Q Serve Time (g_s), s	0.0	24.0	0.0	0.0	0.0	12.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.0	0.0	0.0	0.0	12.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2443	0	0	0	3156	0	0
V/C Ratio (X)	0.00	0.45	0.00	0.00	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	2443	0	0	0	3156	0	0
Upstream Filter (I)	0.00	0.88	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.1	0.0	0.0	0.0	8.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.7	0.0	0.0	0.0	9.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.1	0.0	0.0	0.0	3.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	11.2	0.0	0.0	0.0	3.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.51	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	2	0	0	1	0	0
Grp Vol (v), veh/h	0	0	492	0	0	612	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1285	0	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	16.5	0.0	0.0	24.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	16.5	0.0	0.0	24.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	578	0	0	902	0	0
V/C Ratio (X)	0.00	0.00	0.85	0.00	0.00	0.68	0.00	0.00
Avail Cap (c_a), veh/h	0	0	688	0	0	902	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	33.4	0.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	8.8	0.0	0.0	4.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	42.2	0.0	0.0	15.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	4.7	0.0	0.0	5.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.7	0.0	0.0	1.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	5.4	0.0	0.0	6.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.33	0.00	0.00	1.40	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	437	0	34	0	0	0	0	605	129	0	881	0
Future Volume (veh/h)	437	0	34	0	0	0	0	605	129	0	881	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	0	1723				0	1870	1723	0	1870	1723
Adj Flow Rate, veh/h	475	0	37				0	658	140	0	958	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Opposing Right Turn Influence	Yes						No			No		
Cap, veh/h	596	0	273				0	2114	449	0	2577	1059
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	2.00	2.00
Prop Arrive On Green	0.19	0.00	0.19				0.00	1.00	1.00	0.00	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	37.5	0.0	30.7				0.0	0.6	0.6	0.0	0.4	0.0
Ln Grp LOS	D		C					A	A		A	
Approach Vol, veh/h		512						798			958	
Approach Delay, s/veh		37.0						0.6			0.4	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		69.3		20.7		69.3		
Change Period (Y+Rc), s		5.5		4.0		5.5		
Max Green (Gmax), s		50.5		30.0		50.5		
Max Allow Headway (MAH), s		4.1		4.1		4.0		
Max Q Clear (g_c+I1), s		2.0		14.8		2.0		
Green Ext Time (g_e), s		3.1		1.9		4.7		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.01		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		3183		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3009		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		620		1460		1460		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	475	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1591	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	12.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1591	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	65.3	0.0	0.0	0.0	65.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	596	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.80	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1065	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	34.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	37.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	401	0	0	0	958	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1288	0	0	0	2577	0	0
V/C Ratio (X)	0.00	0.31	0.00	0.00	0.00	0.37	0.00	0.00
Avail Cap (c_a), veh/h	0	1288	0	0	0	2577	0	0
Upstream Filter (I)	0.00	0.89	0.00	0.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

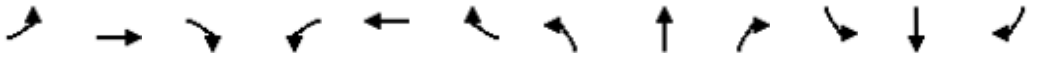
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	397	0	37	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1759	0	1460	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.35	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1275	0	273	0	1059	0	0
V/C Ratio (X)	0.00	0.31	0.00	0.14	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1275	0	488	0	1059	0	0
Upstream Filter (I)	0.00	0.89	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	30.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.6	0.0	30.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A

Intersection	
Intersection Delay, s/veh	3.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	539	411	0	264
Demand Flow Rate, veh/h	550	419	0	269
Vehicles Circulating, veh/h	440	88	256	281
Vehicles Exiting, veh/h	105	168	397	88
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.6	3.3	0.0	5.9
Approach LOS	A	A	-	A

Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT		LT		LTR	LT	
RT Channelized		Free		Free			Free
Lane Util	1.000		1.000		1.000	1.000	
Follow-Up Headway, s	2.609		2.609		2.609	2.609	
Critical Headway, s	4.976		4.976		4.976	4.976	
A (Intercept)	1380		1380		1380	1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	1.02e-3	
Entry Flow, veh/h	213	337	281	138	0	264	5
Cap Entry Lane, veh/h	881	1938	1261	1938	1063	1036	1938
Entry HV Adj Factor	0.979	0.980	0.982	0.980	1.000	0.980	0.980
Flow Entry, veh/h	209	330	276	135	0	259	5
Cap Entry, veh/h	863	1900	1239	1900	1063	1015	1900
V/C Ratio	0.242	0.174	0.223	0.071	0.000	0.255	0.003
Control Delay, s/veh	6.7	0.0	4.9	0.0	3.4	6.0	0.0
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	0	0	1	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	11	145	0	0	0	0	262	65	145	196	0
Future Volume (veh/h)	224	11	145	0	0	0	0	262	65	145	196	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723				0	1870	1723	1723	1870	0
Adj Flow Rate, veh/h	243	12	158				0	285	71	158	213	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	295	0	262				0	1057	263	449	585	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.18	0.18	0.18				0.00	0.73	0.71	0.73	0.73	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	41.4	0.0	36.2				0.0	0.0	4.6	5.9	0.0	0.0
Ln Grp LOS	D		D						A	A		
Approach Vol, veh/h		401						356			371	
Approach Delay, s/veh		39.3						4.6			5.9	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		69.8		20.2		69.8		
Change Period (Y+Rc), s		5.5		4.1		5.5		
Max Green (Gmax), s		52.5		27.9		52.5		
Max Allow Headway (MAH), s		4.1		4.2		4.4		
Max Q Clear (g_c+I1), s		8.0		14.8		14.1		
Green Ext Time (g_e), s		1.3		1.2		1.7		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.02		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1641		536		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1445		0		799		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		360		1460		0		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L		L+T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	243	0	371	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	0	1335	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	12.8	0.0	6.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.8	0.0	12.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1641	0	1042	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	65.8	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	59.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0
Time to First Blk (g_f), s	0.0	65.8	0.0	0.0	0.0	2.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.43	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	295	0	1034	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.82	0.00	0.36	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	510	0	1034	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.6	0.0	4.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.8	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	41.4	0.0	5.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.7	0.0	1.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.5	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.2	0.0	1.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.37	0.00	0.31	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	356	0	158	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1806	0	1460	0	0	0	0
Q Serve Time (g_s), s	0.0	6.0	0.0	9.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.0	0.0	9.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.20	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1321	0	262	0	0	0	0
V/C Ratio (X)	0.00	0.27	0.00	0.60	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1321	0	454	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.1	0.0	34.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	2.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.6	0.0	36.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	2.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	3.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.13	0.00	0.22	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.4
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	299	83	33	227	0	93	0	36	0	0	0
Future Vol, veh/h	0	299	83	33	227	0	93	0	36	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	325	90	36	247	0	101	0	39	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	247	0	0	415	0	0	689	689	370	643	734	247
Stage 1	-	-	-	-	-	-	370	370	-	318	318	-
Stage 2	-	-	-	-	-	-	318	318	-	325	415	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1319	-	-	1144	-	-	360	369	676	386	347	792
Stage 1	-	-	-	-	-	-	650	620	-	693	653	-
Stage 2	-	-	-	-	-	-	693	653	-	687	592	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1319	-	-	1144	-	-	347	356	676	351	335	792
Mov Cap-2 Maneuver	-	-	-	-	-	-	347	356	-	351	335	-
Stage 1	-	-	-	-	-	-	650	620	-	668	630	-
Stage 2	-	-	-	-	-	-	668	630	-	648	592	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.05	18.7	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	402	1319	-	-	228	-	-	-
HCM Lane V/C Ratio	0.349	-	-	-	0.031	-	-	-
HCM Control Delay (s/veh)	18.7	0	-	-	8.2	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.5	0	-	-	0.1	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	239	55	36	230	247	59	308	37	328	338	173
Future Volume (veh/h)	136	239	55	36	230	247	59	308	37	328	338	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	148	260	60	39	250	268	64	335	40	357	367	188
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	153	337	263	225	419	327	177	1757	208	448	907	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.67	1.67	1.67
Prop Arrive On Green	0.09	0.18	0.18	0.14	0.22	0.22	0.22	1.00	1.00	0.66	0.66	0.63
Unsig. Movement Delay												
Ln Grp Delay, s/veh	103.1	38.9	32.0	34.6	32.5	43.3	33.8	0.4	0.4	27.5	11.9	12.7
Ln Grp LOS	F	D	C	C	C	D	C	A	A	C	B	B
Approach Vol, veh/h		468			557			439			912	
Approach Delay, s/veh		58.3			37.9			5.3			18.2	
Approach LOS		E			D			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	4	3	6	5	7	8
Case No		4.0	3.0	2.0	6.4	2.0	2.0	3.0
Phs Duration (G+Y+Rc), s		53.4	20.2	16.4	39.7	13.7	12.4	24.2
Change Period (Y+Rc), s		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green (Gmax), s		43.7	24.6	5.2	34.2	4.0	6.9	22.9
Max Allow Headway (MAH), s		4.0	4.1	4.1	4.6	4.1	4.1	4.2
Max Q Clear (g_c+I1), s		2.0	13.9	3.9	34.7	5.0	10.1	17.7
Green Ext Time (g_e), s		1.3	0.8	0.0	0.0	0.0	0.0	1.0
Prob of Phs Call (p_c)		1.00	1.00	0.62	1.00	0.80	0.98	1.00
Prob of Max Out (p_x)		0.00	0.03	1.00	1.00	1.00	1.00	0.68

Left-Turn Movement Data								
Assigned Mvmt				3	1	5	7	
Mvmt Sat Flow, veh/h				1641	928	1641	1641	

Through Movement Data								
Assigned Mvmt		2	4		6			8
Mvmt Sat Flow, veh/h		3200	1870		2287			1870

Right-Turn Movement Data								
Assigned Mvmt		12	14		16			18
Mvmt Sat Flow, veh/h		379	1460		1153			1460

Left Lane Group Data								
Assigned Mvmt	0	0	0	3	1	5	7	0

Lane Assignment				L (Prot)	L	L (Prot)	L (Prot)	
Lanes in Grp	0	0	0	1	1	1	1	0
Grp Vol (v), veh/h	0	0	0	39	357	64	148	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	928	1641	1641	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.9	32.7	3.0	8.1	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.9	32.7	3.0	8.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	928	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	35.7	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	35.7	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	32.7	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	225	448	177	153	0
V/C Ratio (X)	0.00	0.00	0.00	0.17	0.80	0.36	0.97	0.00
Avail Cap (c_a), veh/h	0	0	0	225	448	177	153	0
Upstream Filter (I)	0.00	0.00	0.00	0.93	0.93	0.95	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	34.3	14.7	32.6	40.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	12.8	1.2	62.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	34.6	27.5	33.8	103.1	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.7	2.8	1.1	3.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	1.6	0.1	2.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.7	4.4	1.1	5.7	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.37	0.56	0.14	0.96	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	4	0	6	0	0	8
Lane Assignment		T	T		T			T
Lanes in Grp	0	1	1	0	1	0	0	1
Grp Vol (v), veh/h	0	185	260	0	284	0	0	250
Grp Sat Flow (s), veh/h/ln	0	1777	1870	0	1777	0	0	1870
Q Serve Time (g_s), s	0.0	0.0	11.9	0.0	6.6	0.0	0.0	10.8
Cycle Q Clear Time (g_c), s	0.0	0.0	11.9	0.0	6.6	0.0	0.0	10.8
Lane Grp Cap (c), veh/h	0	976	337	0	705	0	0	419
V/C Ratio (X)	0.00	0.19	0.77	0.00	0.40	0.00	0.00	0.60
Avail Cap (c_a), veh/h	0	976	542	0	705	0	0	507
Upstream Filter (I)	0.00	0.95	1.00	0.00	0.93	0.00	0.00	0.93
Uniform Delay (d1), s/veh	0.0	0.0	35.1	0.0	10.3	0.0	0.0	31.3
Incr Delay (d2), s/veh	0.0	0.4	3.8	0.0	1.6	0.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	38.9	0.0	11.9	0.0	0.0	32.5
1st-Term Q (Q1), veh/ln	0.0	0.0	5.0	0.0	1.9	0.0	0.0	4.4

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.4	0.0	0.3	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	5.3	0.0	2.2	0.0	0.0	4.6
%ile Storage Ratio (RQ%)	0.00	0.00	0.03	0.00	0.04	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	14	0	16	0	0	18
Lane Assignment		T+R	R		T+R			R
Lanes in Grp	0	1	1	0	1	0	0	1
Grp Vol (v), veh/h	0	190	60	0	271	0	0	268
Grp Sat Flow (s), veh/h/ln	0	1802	1460	0	1663	0	0	1460
Q Serve Time (g_s), s	0.0	0.0	3.2	0.0	7.1	0.0	0.0	15.7
Cycle Q Clear Time (g_c), s	0.0	0.0	3.2	0.0	7.1	0.0	0.0	15.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.21	1.00	0.00	0.69	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	990	263	0	660	0	0	327
V/C Ratio (X)	0.00	0.19	0.23	0.00	0.41	0.00	0.00	0.82
Avail Cap (c_a), veh/h	0	990	423	0	660	0	0	396
Upstream Filter (I)	0.00	0.95	1.00	0.00	0.93	0.00	0.00	0.93
Uniform Delay (d1), s/veh	0.0	0.0	31.5	0.0	11.0	0.0	0.0	33.2
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.0	1.8	0.0	0.0	10.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	32.0	0.0	12.7	0.0	0.0	43.3
1st-Term Q (Q1), veh/ln	0.0	0.0	1.0	0.0	2.0	0.0	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	1.1	0.0	2.3	0.0	0.0	6.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.27	0.00	0.04	0.00	0.00	3.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	28.3
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	235	44	83	244	91	70	357	75	112	332	226
Future Volume (veh/h)	168	235	44	83	244	91	70	357	75	112	332	226
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	183	255	48	90	265	99	76	388	82	122	361	246
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	487	1029	803	555	714	267	236	675	527	245	675	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.53	0.36	0.36	0.36	0.36	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	19.3	10.9	9.5	14.1	0.0	12.7	32.2	24.0	19.6	35.7	23.4	22.7
Ln Grp LOS	B	B	A	B		B	C	C	B	D	C	C
Approach Vol, veh/h		486			454			546			729	
Approach Delay, s/veh		13.9			12.9			24.5			25.3	
Approach LOS		B			B			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		5.0		5.0		5.0		6.0
Phs Duration (G+Y+Rc), s		36.5		53.5		36.5		53.5
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green (Gmax), s		35.5		43.5		35.5		43.5
Max Allow Headway (MAH), s		4.3		4.5		4.4		4.3
Max Q Clear (g_c+I1), s		23.8		24.8		29.2		13.1
Green Ext Time (g_e), s		1.8		2.0		1.8		1.9
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.09		0.00		0.62		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		749		937		850		991

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		1298

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1460		1460		1460		485

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

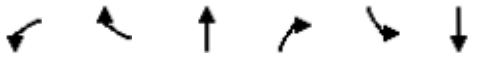
Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	76	0	183	0	122	0	90
Grp Sat Flow (s), veh/h/ln	0	749	0	937	0	850	0	991
Q Serve Time (g_s), s	0.0	8.0	0.0	12.4	0.0	12.2	0.0	4.7
Cycle Q Clear Time (g_c), s	0.0	21.8	0.0	22.8	0.0	27.2	0.0	11.1
Perm LT Sat Flow (s_l), veh/h/ln	0	749	0	937	0	850	0	991
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	32.5	0.0	49.5	0.0	32.5	0.0	49.5
Perm LT Serve Time (g_u), s	0.0	18.7	0.0	39.0	0.0	17.4	0.0	43.1
Perm LT Q Serve Time (g_ps), s	0.0	8.0	0.0	12.4	0.0	12.2	0.0	4.7
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	236	0	487	0	245	0	555
V/C Ratio (X)	0.00	0.32	0.00	0.38	0.00	0.50	0.00	0.16
Avail Cap (c_a), veh/h	0	274	0	487	0	287	0	555
Upstream Filter (I)	0.00	1.00	0.00	0.62	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	31.4	0.0	17.9	0.0	34.2	0.0	13.4
Incr Delay (d2), s/veh	0.0	0.8	0.0	1.4	0.0	1.6	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.2	0.0	19.3	0.0	35.7	0.0	14.1
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	2.3	0.0	2.3	0.0	0.9
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	2.5	0.0	2.4	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.32	0.00	0.63	0.00	0.87	0.00	0.25
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	388	0	255	0	361	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	15.1	0.0	6.4	0.0	13.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.1	0.0	6.4	0.0	13.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	675	0	1029	0	675	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.25	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	0	769	0	1029	0	769	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.62	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	23.2	0.0	10.5	0.0	22.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.4	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.0	0.0	10.9	0.0	23.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.9	0.0	2.1	0.0	5.4	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.0	0.0	2.2	0.0	5.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.01	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	82	0	48	0	246	0	364
Grp Sat Flow (s), veh/h/ln	0	1460	0	1460	0	1460	0	1783
Q Serve Time (g_s), s	0.0	3.4	0.0	1.4	0.0	11.7	0.0	10.5
Cycle Q Clear Time (g_c), s	0.0	3.4	0.0	1.4	0.0	11.7	0.0	10.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.27
Lane Grp Cap (c), veh/h	0	527	0	803	0	527	0	981
V/C Ratio (X)	0.00	0.16	0.00	0.06	0.00	0.47	0.00	0.37
Avail Cap (c_a), veh/h	0	600	0	803	0	600	0	981
Upstream Filter (I)	0.00	1.00	0.00	0.62	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.5	0.0	9.4	0.0	22.1	0.0	11.6
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.6	0.0	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.6	0.0	9.5	0.0	22.7	0.0	12.7
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	0.4	0.0	3.5	0.0	3.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	0.4	0.0	3.6	0.0	3.6
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.19	0.00	0.46	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.1
HCM 7th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	139	146	18	180	155
Future Volume (veh/h)	9	139	146	18	180	155
Number	3	18	2	12	1	6
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1723	1723	1870	1723	1723	1870
Adj Flow Rate, veh/h	10	151	159	20	196	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	207	184	1278	161	925	1468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.67	1.67
Prop Arrive On Green	0.13	0.13	0.78	0.78	1.00	1.00
Unsig. Movement Delay						
Ln Grp Delay, s/veh	34.7	47.0	0.0	2.5	0.5	0.2
Ln Grp LOS	C	D		A	A	A
Approach Vol, veh/h	161		179			364
Approach Delay, s/veh	46.2		2.5			0.4
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			6.0		
Phs Duration (G+Y+Rc), s		74.6	15.4			74.6		
Change Period (Y+Rc), s		4.0	4.0			4.0		
Max Green (Gmax), s		53.0	29.0			53.0		
Max Allow Headway (MAH), s		4.0	4.3			4.4		
Max Q Clear (g_c+I1), s		4.1	11.1			4.7		
Green Ext Time (g_e), s		0.6	0.5			1.5		
Prob of Phs Call (p_c)		1.00	0.98			1.00		
Prob of Max Out (p_x)		0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	1641			1110		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		1629	0			1870		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		205	1460			0		
Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0

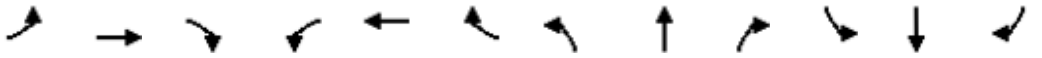
Lane Assignment			L			L		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	10	0	0	196	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	0	1110	0	0
Q Serve Time (g_s), s	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.5	0.0	0.0	2.7	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1641	0	0	1110	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	70.6	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	68.5	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Time to First Blk (g_f), s	0.0	70.6	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	207	0	0	925	0	0
V/C Ratio (X)	0.00	0.00	0.05	0.00	0.00	0.21	0.00	0.00
Avail Cap (c_a), veh/h	0	0	529	0	0	925	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.96	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	34.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	34.7	0.0	0.0	0.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.03	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	168	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1468	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1468	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.96	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	179	151	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1833	1460	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.1	9.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.1	9.1	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1439	184	0	0	0	0	0
V/C Ratio (X)	0.00	0.12	0.82	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1439	470	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.3	38.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	8.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.5	47.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	3.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	3.4	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.03	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	182	0	469	31	1049	0	0	1256	584
Future Volume (veh/h)	0	0	0	182	0	469	31	1049	0	0	1256	584
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1723	0	1723	1723	1870	0	0	1870	1723
Adj Flow Rate, veh/h				198	0	510	34	1140	0	0	1365	635
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				732	0	591	42	2428	0	0	3135	896
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.23	0.00	0.23	0.01	0.23	0.00	0.00	0.61	0.61
Unsig. Movement Delay												
Ln Grp Delay, s/veh				29.0	0.0	43.7	72.3	21.5	0.0	0.0	9.7	16.7
Ln Grp LOS				C		D	E	C			A	B
Approach Vol, veh/h					708			1174			2000	
Approach Delay, s/veh					39.6			23.0			11.9	
Approach LOS					D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	9.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		66.2	24.8		6.3	59.9		
Change Period (Y+Rc), s		5.5	4.0		4.0	5.5		
Max Green (Gmax), s		57.5	24.0		6.0	47.5		
Max Allow Headway (MAH), s		4.0	4.3		4.1	4.1		
Max Q Clear (g_c+I1), s		27.3	19.4		3.9	29.0		
Green Ext Time (g_e), s		5.8	1.5		0.0	9.6		
Prob of Phs Call (p_c)		1.00	1.00		0.58	1.00		
Prob of Max Out (p_x)		0.01	0.89		1.00	0.39		

Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			3183		1641	0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3647	0			5274		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	2569			1460		

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0

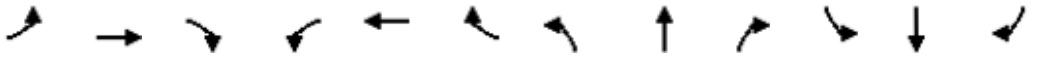
Lane Assignment			L		L (Prot)			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	198	0	34	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1591	0	1641	0	0	0
Q Serve Time (g_s), s	0.0	0.0	4.6	0.0	1.9	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	4.6	0.0	1.9	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1591	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	55.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	732	0	42	0	0	0
V/C Ratio (X)	0.00	0.00	0.27	0.00	0.82	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	843	0	108	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.87	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	28.8	0.0	44.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	27.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	29.0	0.0	72.3	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.6	0.0	0.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	1.6	0.0	1.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.16	0.00	0.07	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	1140	0	0	0	1365	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1702	0	0
Q Serve Time (g_s), s	0.0	25.3	0.0	0.0	0.0	12.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.3	0.0	0.0	0.0	12.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	2428	0	0	0	3135	0	0
V/C Ratio (X)	0.00	0.47	0.00	0.00	0.00	0.44	0.00	0.00
Avail Cap (c_a), veh/h	0	2428	0	0	0	3135	0	0
Upstream Filter (I)	0.00	0.87	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.0	0.0	0.0	0.0	9.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.5	0.0	0.0	0.0	9.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.7	0.0	0.0	0.0	3.6	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	11.9	0.0	0.0	0.0	3.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.54	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	2	0	0	1	0	0
Grp Vol (v), veh/h	0	0	510	0	0	635	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1285	0	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	17.4	0.0	0.0	27.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	17.4	0.0	0.0	27.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	591	0	0	896	0	0
V/C Ratio (X)	0.00	0.00	0.86	0.00	0.00	0.71	0.00	0.00
Avail Cap (c_a), veh/h	0	0	680	0	0	896	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	33.7	0.0	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	10.0	0.0	0.0	4.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	43.7	0.0	0.0	16.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	4.9	0.0	0.0	6.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.8	0.0	0.0	1.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	5.7	0.0	0.0	7.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.35	0.00	0.00	1.56	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	452	0	35	0	0	0	0	630	133	0	907	0
Future Volume (veh/h)	452	0	35	0	0	0	0	630	133	0	907	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	0	1723				0	1870	1723	0	1870	1723
Adj Flow Rate, veh/h	491	0	38				0	685	145	0	986	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Opposing Right Turn Influence	Yes						No			No		
Cap, veh/h	612	0	281				0	2104	445	0	2561	1052
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	2.00	2.00
Prop Arrive On Green	0.19	0.00	0.19				0.00	1.00	1.00	0.00	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	37.6	0.0	30.7				0.0	0.6	0.6	0.0	0.4	0.0
Ln Grp LOS	D		C					A	A		A	
Approach Vol, veh/h		529						830			986	
Approach Delay, s/veh		37.1						0.6			0.4	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		69.6		21.4		69.6		
Change Period (Y+Rc), s		5.5		4.0		5.5		
Max Green (Gmax), s		50.5		31.0		50.5		
Max Allow Headway (MAH), s		4.1		4.1		4.0		
Max Q Clear (g_c+I1), s		2.0		15.4		2.0		
Green Ext Time (g_e), s		3.3		2.0		4.9		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.01		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		3183		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3012		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		617		1460		1460		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	491	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1591	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1591	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	65.6	0.0	0.0	0.0	65.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	612	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.80	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1088	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	37.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	417	0	0	0	986	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1281	0	0	0	2561	0	0
V/C Ratio (X)	0.00	0.33	0.00	0.00	0.00	0.38	0.00	0.00
Avail Cap (c_a), veh/h	0	1281	0	0	0	2561	0	0
Upstream Filter (I)	0.00	0.89	0.00	0.00	0.00	0.92	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

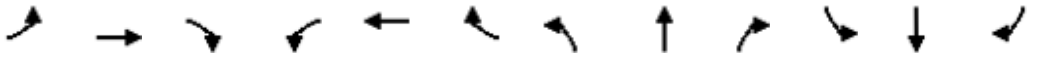
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	413	0	38	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1759	0	1460	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.35	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1268	0	281	0	1052	0	0
V/C Ratio (X)	0.00	0.33	0.00	0.14	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1268	0	499	0	1052	0	0
Upstream Filter (I)	0.00	0.89	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	30.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.6	0.0	30.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A

Intersection	
Intersection Delay, s/veh	3.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	552	430	0	278
Demand Flow Rate, veh/h	564	439	0	284
Vehicles Circulating, veh/h	463	90	264	294
Vehicles Exiting, veh/h	110	174	417	90
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	3.3	0.0	6.2
Approach LOS	A	A	-	A

Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT		LT		LTR	LT	
RT Channelized		Free		Free			Free
Lane Util	1.000		1.000		1.000	1.000	
Follow-Up Headway, s	2.609		2.609		2.609	2.609	
Critical Headway, s	4.976		4.976		4.976	4.976	
A (Intercept)	1380		1380		1380	1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	1.02e-3	
Entry Flow, veh/h	218	346	294	145	0	279	5
Cap Entry Lane, veh/h	861	1938	1259	1938	1054	1022	1938
Entry HV Adj Factor	0.979	0.980	0.979	0.980	1.000	0.980	0.980
Flow Entry, veh/h	213	339	288	142	0	273	5
Cap Entry, veh/h	843	1900	1232	1900	1054	1002	1900
V/C Ratio	0.253	0.178	0.234	0.075	0.000	0.273	0.003
Control Delay, s/veh	7.0	0.0	5.0	0.0	3.4	6.3	0.0
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	0	0	1	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	10	153	0	0	0	0	271	64	150	203	0
Future Volume (veh/h)	236	10	153	0	0	0	0	271	64	150	203	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723				0	1870	1723	1723	1870	0
Adj Flow Rate, veh/h	257	11	166				0	295	70	163	221	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	425	0	378				0	662	157	368	390	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.26	0.26	0.26				0.00	0.45	0.40	0.45	0.45	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	10.4	0.0	9.4				0.0	0.0	5.7	6.6	0.0	0.0
Ln Grp LOS	B		A						A	A		
Approach Vol, veh/h		423						365			384	
Approach Delay, s/veh		10.0						5.7			6.6	
Approach LOS		B						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		16.6		11.2		16.6		
Change Period (Y+Rc), s		5.5		4.1		5.5		
Max Green (Gmax), s		52.5		27.9		52.5		
Max Allow Headway (MAH), s		4.1		4.2		4.4		
Max Q Clear (g_c+I1), s		5.9		5.8		9.3		
Green Ext Time (g_e), s		1.4		1.5		1.8		
Prob of Phs Call (p_c)		1.00		0.96		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1641		404		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1461		0		861		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		347		1460		0		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L		L+T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	257	0	384	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	0	1265	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	3.8	0.0	3.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	3.8	0.0	7.3	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1641	0	1033	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	12.6	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.0
Time to First Blk (g_f), s	0.0	12.6	0.0	0.0	0.0	2.1	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.42	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	425	0	757	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.61	0.00	0.51	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1656	0	2817	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	9.0	0.0	6.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.4	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	10.4	0.0	6.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.5	0.0	0.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.7	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.05	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	365	0	166	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1808	0	1460	0	0	0	0
Q Serve Time (g_s), s	0.0	3.9	0.0	2.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.9	0.0	2.6	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.19	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	819	0	378	0	0	0	0
V/C Ratio (X)	0.00	0.45	0.00	0.44	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	3518	0	1473	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.3	0.0	8.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.7	0.0	9.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.03	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	7.5
HCM 7th LOS	A

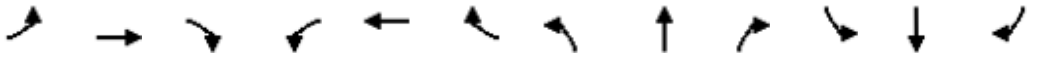
Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	323	87	34	231	0	99	0	38	0	0	0
Future Vol, veh/h	0	323	87	34	231	0	99	0	38	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	351	95	37	251	0	108	0	41	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	251	0	0	446	0	0	723	723	398	676	771	251
Stage 1	-	-	-	-	-	-	398	398	-	325	325	-
Stage 2	-	-	-	-	-	-	325	325	-	351	446	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1314	-	-	1115	-	-	341	352	651	367	331	788
Stage 1	-	-	-	-	-	-	628	603	-	687	649	-
Stage 2	-	-	-	-	-	-	687	649	-	666	574	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1314	-	-	1115	-	-	328	339	651	331	318	788
Mov Cap-2 Maneuver	-	-	-	-	-	-	328	339	-	331	318	-
Stage 1	-	-	-	-	-	-	628	603	-	661	624	-
Stage 2	-	-	-	-	-	-	661	624	-	623	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.07	20.41	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	381	1314	-	-	231	-	-	-
HCM Lane V/C Ratio	0.391	-	-	-	0.033	-	-	-
HCM Control Delay (s/veh)	20.4	0	-	-	8.3	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.8	0	-	-	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	246	54	37	234	254	59	320	38	340	351	171
Future Volume (veh/h)	136	246	54	37	234	254	59	320	38	340	351	171
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	148	267	59	40	254	276	64	348	41	370	382	186
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	151	343	268	225	427	333	164	1755	205	449	939	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.67	1.67	1.67
Prop Arrive On Green	0.09	0.18	0.18	0.14	0.23	0.23	0.20	1.00	1.00	0.67	0.67	0.65
Unsig. Movement Delay												
Ln Grp Delay, s/veh	107.3	39.2	32.0	35.1	32.6	44.7	35.4	0.4	0.4	29.7	11.5	12.3
Ln Grp LOS	F	D	C	D	C	D	D	A	A	C	B	B
Approach Vol, veh/h		474			570			453			938	
Approach Delay, s/veh		59.6			38.7			5.4			18.9	
Approach LOS		E			D			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	4	3	6	5	7	8
Case No		4.0	3.0	2.0	6.4	2.0	2.0	3.0
Phs Duration (G+Y+Rc), s		53.8	20.7	16.5	40.7	13.1	12.4	24.8
Change Period (Y+Rc), s		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green (Gmax), s		44.7	24.5	5.3	35.2	4.0	6.9	22.9
Max Allow Headway (MAH), s		4.0	4.1	4.1	4.6	4.1	4.1	4.2
Max Q Clear (g_c+I1), s		2.0	14.4	4.0	38.7	5.1	10.2	18.4
Green Ext Time (g_e), s		1.3	0.8	0.0	0.0	0.0	0.0	0.9
Prob of Phs Call (p_c)		1.00	1.00	0.64	1.00	0.80	0.98	1.00
Prob of Max Out (p_x)		0.00	0.04	1.00	1.00	1.00	1.00	0.88

Left-Turn Movement Data								
Assigned Mvmt				3	1	5	7	
Mvmt Sat Flow, veh/h				1641	916	1641	1641	

Through Movement Data								
Assigned Mvmt		2	4		6			8
Mvmt Sat Flow, veh/h		3205	1870		2328			1870

Right-Turn Movement Data								
Assigned Mvmt		12	14		16			18
Mvmt Sat Flow, veh/h		375	1460		1118			1460

Left Lane Group Data								
Assigned Mvmt	0	0	0	3	1	5	7	0

Lane Assignment				L (Prot)	L	L (Prot)	L (Prot)	
Lanes in Grp	0	0	0	1	1	1	1	0
Grp Vol (v), veh/h	0	0	0	40	370	64	148	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	916	1641	1641	0
Q Serve Time (g_s), s	0.0	0.0	0.0	2.0	36.7	3.1	8.2	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.0	36.7	3.1	8.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	916	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	36.7	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	36.7	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	36.7	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	225	449	164	151	0
V/C Ratio (X)	0.00	0.00	0.00	0.18	0.82	0.39	0.98	0.00
Avail Cap (c_a), veh/h	0	0	0	225	449	164	151	0
Upstream Filter (I)	0.00	0.00	0.00	0.93	0.93	0.95	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	34.7	14.9	34.0	41.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	14.8	1.4	66.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	35.1	29.7	35.4	107.3	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.7	2.9	1.1	3.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	1.8	0.1	2.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.8	4.7	1.2	5.9	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.38	0.60	0.15	0.99	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	4	0	6	0	0	8
Lane Assignment		T	T		T			T
Lanes in Grp	0	1	1	0	1	0	0	1
Grp Vol (v), veh/h	0	192	267	0	290	0	0	254
Grp Sat Flow (s), veh/h/ln	0	1777	1870	0	1777	0	0	1870
Q Serve Time (g_s), s	0.0	0.0	12.4	0.0	6.7	0.0	0.0	11.0
Cycle Q Clear Time (g_c), s	0.0	0.0	12.4	0.0	6.7	0.0	0.0	11.0
Lane Grp Cap (c), veh/h	0	973	343	0	717	0	0	427
V/C Ratio (X)	0.00	0.20	0.78	0.00	0.40	0.00	0.00	0.59
Avail Cap (c_a), veh/h	0	973	534	0	717	0	0	502
Upstream Filter (I)	0.00	0.95	1.00	0.00	0.93	0.00	0.00	0.93
Uniform Delay (d1), s/veh	0.0	0.0	35.4	0.0	10.0	0.0	0.0	31.3
Incr Delay (d2), s/veh	0.0	0.4	3.8	0.0	1.6	0.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	39.2	0.0	11.5	0.0	0.0	32.6
1st-Term Q (Q1), veh/ln	0.0	0.0	5.2	0.0	1.9	0.0	0.0	4.6

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.4	0.0	0.3	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	5.6	0.0	2.2	0.0	0.0	4.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.03	0.00	0.04	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	14	0	16	0	0	18
Lane Assignment		T+R	R		T+R			R
Lanes in Grp	0	1	1	0	1	0	0	1
Grp Vol (v), veh/h	0	197	59	0	278	0	0	276
Grp Sat Flow (s), veh/h/ln	0	1803	1460	0	1669	0	0	1460
Q Serve Time (g_s), s	0.0	0.0	3.1	0.0	7.2	0.0	0.0	16.4
Cycle Q Clear Time (g_c), s	0.0	0.0	3.1	0.0	7.2	0.0	0.0	16.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.21	1.00	0.00	0.67	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	987	268	0	673	0	0	333
V/C Ratio (X)	0.00	0.20	0.22	0.00	0.41	0.00	0.00	0.83
Avail Cap (c_a), veh/h	0	987	417	0	673	0	0	391
Upstream Filter (I)	0.00	0.95	1.00	0.00	0.93	0.00	0.00	0.93
Uniform Delay (d1), s/veh	0.0	0.0	31.6	0.0	10.6	0.0	0.0	33.4
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.0	1.7	0.0	0.0	11.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	32.0	0.0	12.3	0.0	0.0	44.7
1st-Term Q (Q1), veh/ln	0.0	0.0	1.0	0.0	2.0	0.0	0.0	5.3
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.3	0.0	0.0	1.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	1.1	0.0	2.3	0.0	0.0	6.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.27	0.00	0.04	0.00	0.00	3.21
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	28.9
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	249	45	85	247	94	72	371	78	116	345	231
Future Volume (veh/h)	174	249	45	85	247	94	72	371	78	116	345	231
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	189	271	49	92	268	102	78	403	85	126	375	251
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	469	1010	788	530	697	265	237	696	543	246	696	543
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.52	0.37	0.37	0.37	0.37	0.37	0.37
Unsig. Movement Delay												
Ln Grp Delay, s/veh	20.8	11.6	10.1	15.3	0.0	13.5	32.2	23.7	19.2	35.9	23.1	22.3
Ln Grp LOS	C	B	B	B		B	C	C	B	D	C	C
Approach Vol, veh/h		509			462			566			752	
Approach Delay, s/veh		14.9			13.8			24.2			25.0	
Approach LOS		B			B			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		5.0		5.0		5.0		6.0
Phs Duration (G+Y+Rc), s		37.9		53.1		37.9		53.1
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green (Gmax), s		36.5		43.5		36.5		43.5
Max Allow Headway (MAH), s		4.4		4.5		4.4		4.3
Max Q Clear (g_c+I1), s		24.8		26.5		30.6		14.2
Green Ext Time (g_e), s		1.9		2.1		1.8		1.9
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.10		0.00		0.70		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		736		932		836		976

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		1291

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1460		1460		1460		491

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

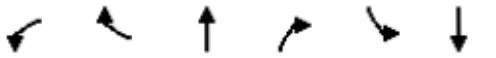
Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	78	0	189	0	126	0	92
Grp Sat Flow (s), veh/h/ln	0	736	0	932	0	836	0	976
Q Serve Time (g_s), s	0.0	8.5	0.0	13.5	0.0	12.9	0.0	5.1
Cycle Q Clear Time (g_c), s	0.0	22.8	0.0	24.5	0.0	28.6	0.0	12.2
Perm LT Sat Flow (s_l), veh/h/ln	0	736	0	932	0	836	0	976
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	33.9	0.0	49.1	0.0	33.9	0.0	49.1
Perm LT Serve Time (g_u), s	0.0	19.5	0.0	38.1	0.0	18.2	0.0	42.0
Perm LT Q Serve Time (g_ps), s	0.0	8.5	0.0	13.5	0.0	12.9	0.0	5.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	237	0	469	0	246	0	530
V/C Ratio (X)	0.00	0.33	0.00	0.40	0.00	0.51	0.00	0.17
Avail Cap (c_a), veh/h	0	271	0	469	0	284	0	530
Upstream Filter (I)	0.00	1.00	0.00	0.57	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	31.4	0.0	19.3	0.0	34.3	0.0	14.5
Incr Delay (d2), s/veh	0.0	0.8	0.0	1.5	0.0	1.6	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.2	0.0	20.8	0.0	35.9	0.0	15.3
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	2.5	0.0	2.4	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	2.7	0.0	2.5	0.0	1.1
%ile Storage Ratio (RQ%)	0.00	0.33	0.00	0.69	0.00	0.91	0.00	0.27
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	403	0	271	0	375	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	15.7	0.0	7.1	0.0	14.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.7	0.0	7.1	0.0	14.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	696	0	1010	0	696	0	0
V/C Ratio (X)	0.00	0.58	0.00	0.27	0.00	0.54	0.00	0.00
Avail Cap (c_a), veh/h	0	781	0	1010	0	781	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.57	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.9	0.0	11.3	0.0	22.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.4	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.7	0.0	11.6	0.0	23.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.1	0.0	2.4	0.0	5.6	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.3	0.0	2.5	0.0	5.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.01	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	85	0	49	0	251	0	370
Grp Sat Flow (s), veh/h/ln	0	1460	0	1460	0	1460	0	1782
Q Serve Time (g_s), s	0.0	3.5	0.0	1.5	0.0	11.9	0.0	11.1
Cycle Q Clear Time (g_c), s	0.0	3.5	0.0	1.5	0.0	11.9	0.0	11.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.28
Lane Grp Cap (c), veh/h	0	543	0	788	0	543	0	962
V/C Ratio (X)	0.00	0.16	0.00	0.06	0.00	0.46	0.00	0.38
Avail Cap (c_a), veh/h	0	610	0	788	0	610	0	962
Upstream Filter (I)	0.00	1.00	0.00	0.57	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.0	0.0	10.0	0.0	21.7	0.0	12.3
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.6	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.2	0.0	10.1	0.0	22.3	0.0	13.5
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	0.4	0.0	3.6	0.0	3.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	0.4	0.0	3.7	0.0	3.9
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.21	0.00	0.47	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.3
HCM 7th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	142	172	19	193	175
Future Volume (veh/h)	9	142	172	19	193	175
Number	3	18	2	12	1	6
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1723	1723	1870	1723	1723	1870
Adj Flow Rate, veh/h	10	154	187	21	210	190
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	210	187	1295	145	897	1466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.13	0.78	0.78	0.78	0.78
Unsig. Movement Delay						
Ln Grp Delay, s/veh	34.9	47.4	0.0	2.6	3.9	2.5
Ln Grp LOS	C	D		A	A	A
Approach Vol, veh/h	164		208			400
Approach Delay, s/veh	46.6		2.6			3.3
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			6.0		
Phs Duration (G+Y+Rc), s		75.3	15.7			75.3		
Change Period (Y+Rc), s		4.0	4.0			4.0		
Max Green (Gmax), s		55.0	28.0			55.0		
Max Allow Headway (MAH), s		4.0	4.3			4.4		
Max Q Clear (g_c+I1), s		4.5	11.4			9.9		
Green Ext Time (g_e), s		0.7	0.5			1.7		
Prob of Phs Call (p_c)		1.00	0.98			1.00		
Prob of Max Out (p_x)		0.00	0.00			0.00		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	1641			1081		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		1652	0			1870		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		185	1460			0		

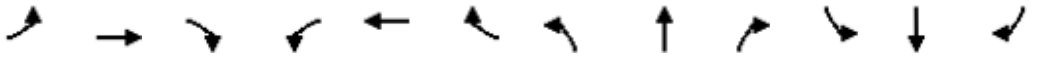
Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0

Lane Assignment			L			L		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	10	0	0	210	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	0	1081	0	0
Q Serve Time (g_s), s	0.0	0.0	0.5	0.0	0.0	5.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.5	0.0	0.0	7.9	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1641	0	0	1081	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	71.3	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	68.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	5.3	0.0	0.0
Time to First Blk (g_f), s	0.0	71.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	210	0	0	897	0	0
V/C Ratio (X)	0.00	0.00	0.05	0.00	0.00	0.23	0.00	0.00
Avail Cap (c_a), veh/h	0	0	505	0	0	897	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.95	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	34.8	0.0	0.0	3.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	34.9	0.0	0.0	3.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.03	0.00	0.00	0.09	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	190	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1466	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1466	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.95	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	208	154	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1837	1460	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.5	9.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.5	9.4	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.10	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1440	187	0	0	0	0	0
V/C Ratio (X)	0.00	0.14	0.82	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1440	449	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.4	38.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	8.7	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.6	47.4	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	3.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.5	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	3.6	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.03	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	12.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	206	0	469	31	1073	0	0	1296	584
Future Volume (veh/h)	0	0	0	206	0	469	31	1073	0	0	1296	584
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1723	0	1723	1723	1870	0	0	1870	1723
Adj Flow Rate, veh/h				224	0	510	34	1166	0	0	1409	635
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				729	0	589	41	2470	0	0	3225	922
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.23	0.00	0.23	0.02	0.47	0.00	0.00	0.63	0.63
Unsig. Movement Delay												
Ln Grp Delay, s/veh				33.5	0.0	48.5	79.7	15.3	0.0	0.0	10.2	16.7
Ln Grp LOS				C		D	E	B			B	B
Approach Vol, veh/h					734			1200			2044	
Approach Delay, s/veh					43.9			17.1			12.2	
Approach LOS					D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	9.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		76.3	27.7		6.6	69.7		
Change Period (Y+Rc), s		5.5	4.0		4.0	5.5		
Max Green (Gmax), s		66.5	28.0		6.0	56.5		
Max Allow Headway (MAH), s		4.0	4.3		4.1	4.1		
Max Q Clear (g_c+I1), s		25.4	21.9		4.1	31.5		
Green Ext Time (g_e), s		6.2	1.9		0.0	11.5		
Prob of Phs Call (p_c)		1.00	1.00		0.63	1.00		
Prob of Max Out (p_x)		0.00	0.59		1.00	0.27		

Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			3183		1641	0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3647	0			5274		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	2569			1460		

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0

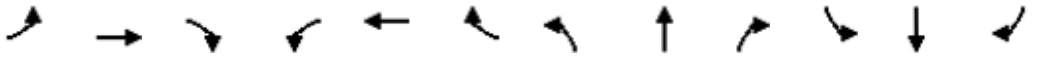
Lane Assignment			L		L (Prot)			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	224	0	34	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1591	0	1641	0	0	0
Q Serve Time (g_s), s	0.0	0.0	6.1	0.0	2.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	6.1	0.0	2.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1591	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	65.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	729	0	41	0	0	0
V/C Ratio (X)	0.00	0.00	0.31	0.00	0.83	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	860	0	95	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.86	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	33.2	0.0	50.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	28.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	33.5	0.0	79.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.2	0.0	0.8	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.2	0.0	1.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.21	0.00	0.07	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	1166	0	0	0	1409	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1702	0	0
Q Serve Time (g_s), s	0.0	23.4	0.0	0.0	0.0	14.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.4	0.0	0.0	0.0	14.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	2470	0	0	0	3225	0	0
V/C Ratio (X)	0.00	0.47	0.00	0.00	0.00	0.44	0.00	0.00
Avail Cap (c_a), veh/h	0	2470	0	0	0	3225	0	0
Upstream Filter (I)	0.00	0.86	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.7	0.0	0.0	0.0	9.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.3	0.0	0.0	0.0	10.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.6	0.0	0.0	0.0	4.3	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.7	0.0	0.0	0.0	4.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.45	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	2	0	0	1	0	0
Grp Vol (v), veh/h	0	0	510	0	0	635	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1285	0	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	19.9	0.0	0.0	29.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	19.9	0.0	0.0	29.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	589	0	0	922	0	0
V/C Ratio (X)	0.00	0.00	0.87	0.00	0.00	0.69	0.00	0.00
Avail Cap (c_a), veh/h	0	0	694	0	0	922	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	38.6	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	9.9	0.0	0.0	4.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	48.5	0.0	0.0	16.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	5.8	0.0	0.0	7.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.8	0.0	0.0	1.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	6.6	0.0	0.0	8.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.41	0.00	0.00	1.74	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	452	0	35	0	0	0	0	654	147	0	971	0
Future Volume (veh/h)	452	0	35	0	0	0	0	654	147	0	971	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	0	1723				0	1870	1723	0	1870	1723
Adj Flow Rate, veh/h	491	0	38				0	711	160	0	1055	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Opposing Right Turn Influence	Yes						No			No		
Cap, veh/h	599	0	275				0	2121	477	0	2615	1074
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Prop Arrive On Green	0.19	0.00	0.19				0.00	0.74	0.72	0.00	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.4	0.0	35.4				0.0	5.4	5.5	0.0	0.4	0.0
Ln Grp LOS	D		D					A	A		A	
Approach Vol, veh/h		529						871			1055	
Approach Delay, s/veh		42.8						5.4			0.4	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		80.5		23.5		80.5		
Change Period (Y+Rc), s		5.5		4.0		5.5		
Max Green (Gmax), s		59.5		35.0		59.5		
Max Allow Headway (MAH), s		4.1		4.1		4.0		
Max Q Clear (g_c+I1), s		11.2		17.4		2.0		
Green Ext Time (g_e), s		3.5		2.1		5.4		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		3183		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		2976		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		648		1460		1460		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	491	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1591	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1591	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	76.5	0.0	0.0	0.0	76.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	599	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1074	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	40.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	43.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	438	0	0	0	1055	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1307	0	0	0	2615	0	0
V/C Ratio (X)	0.00	0.34	0.00	0.00	0.00	0.40	0.00	0.00
Avail Cap (c_a), veh/h	0	1307	0	0	0	2615	0	0
Upstream Filter (I)	0.00	0.78	0.00	0.00	0.00	0.91	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.4	0.0	0.0	0.0	0.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.3	0.0	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

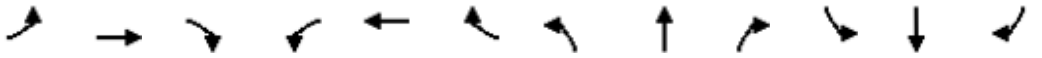
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	433	0	38	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1754	0	1460	0	1460	0	0
Q Serve Time (g_s), s	0.0	9.2	0.0	2.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.2	0.0	2.3	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.37	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1290	0	275	0	1074	0	0
V/C Ratio (X)	0.00	0.34	0.00	0.14	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1290	0	493	0	1074	0	0
Upstream Filter (I)	0.00	0.78	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.9	0.0	35.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.5	0.0	35.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.1	0.0	0.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.3	0.0	0.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.3
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	561	455	0	278
Demand Flow Rate, veh/h	573	464	0	284
Vehicles Circulating, veh/h	483	90	273	319
Vehicles Exiting, veh/h	115	183	437	90
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	3.6	0.0	6.4
Approach LOS	A	A	-	A

Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT		LT		LTR	LT	
RT Channelized		Free		Free			Free
Lane Util	1.000		1.000		1.000	1.000	
Follow-Up Headway, s	2.609		2.609		2.609	2.609	
Critical Headway, s	4.976		4.976		4.976	4.976	
A (Intercept)	1380		1380		1380	1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	1.02e-3	
Entry Flow, veh/h	227	346	319	145	0	279	5
Cap Entry Lane, veh/h	843	1938	1259	1938	1045	997	1938
Entry HV Adj Factor	0.979	0.980	0.980	0.980	1.000	0.980	0.980
Flow Entry, veh/h	222	339	313	142	0	273	5
Cap Entry, veh/h	826	1900	1234	1900	1045	977	1900
V/C Ratio	0.269	0.178	0.253	0.075	0.000	0.280	0.003
Control Delay, s/veh	7.3	0.0	5.2	0.0	3.4	6.5	0.0
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	0	0	1	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	236	18	153	0	0	0	0	271	96	150	203	0
Future Volume (veh/h)	236	18	153	0	0	0	0	271	96	150	203	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723				0	1870	1723	1723	1870	0
Adj Flow Rate, veh/h	257	20	166				0	295	104	163	221	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	421	0	375				0	612	216	356	388	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.26	0.25	0.26				0.00	0.46	0.41	0.46	0.46	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	10.8	0.0	9.7				0.0	0.0	5.9	6.7	0.0	0.0
Ln Grp LOS	B		A						A	A		
Approach Vol, veh/h		423						399			384	
Approach Delay, s/veh		10.4						5.9			6.7	
Approach LOS		B						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		17.3		11.3		17.3		
Change Period (Y+Rc), s		5.5		4.1		5.5		
Max Green (Gmax), s		52.5		27.9		52.5		
Max Allow Headway (MAH), s		4.1		4.2		4.5		
Max Q Clear (g_c+I1), s		6.5		5.9		10.0		
Green Ext Time (g_e), s		1.5		1.5		1.8		
Prob of Phs Call (p_c)		1.00		0.97		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1641		380		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1321		0		836		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		466		1460		0		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L		L+T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	257	0	384	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	0	1217	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	3.9	0.0	3.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	3.9	0.0	8.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1641	0	1001	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	13.3	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	8.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0
Time to First Blk (g_f), s	0.0	13.3	0.0	0.0	0.0	2.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.42	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	421	0	743	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.61	0.00	0.52	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1606	0	2672	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	9.4	0.0	6.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.4	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	10.8	0.0	6.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.6	0.0	0.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.7	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.05	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	399	0	166	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1787	0	1460	0	0	0	0
Q Serve Time (g_s), s	0.0	4.5	0.0	2.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.5	0.0	2.7	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.26	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	828	0	375	0	0	0	0
V/C Ratio (X)	0.00	0.48	0.00	0.44	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	3372	0	1429	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.5	0.0	8.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.9	0.0	9.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.03	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	7.7
HCM 7th LOS	A

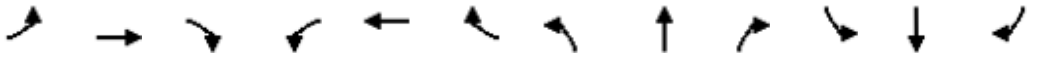
Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	363	87	34	254	0	99	0	38	0	0	0
Future Vol, veh/h	0	363	87	34	254	0	99	0	38	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	395	95	37	276	0	108	0	41	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	276	0	0	489	0	0	792	792	442	745	839	276
Stage 1	-	-	-	-	-	-	442	442	-	350	350	-
Stage 2	-	-	-	-	-	-	350	350	-	395	489	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1287	-	-	1074	-	-	307	322	616	330	302	763
Stage 1	-	-	-	-	-	-	595	576	-	666	633	-
Stage 2	-	-	-	-	-	-	666	633	-	631	549	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1287	-	-	1074	-	-	295	309	616	296	290	763
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	309	-	296	290	-
Stage 1	-	-	-	-	-	-	595	576	-	639	607	-
Stage 2	-	-	-	-	-	-	639	607	-	588	549	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1	23.19	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	1287	-	-	213	-	-	-
HCM Lane V/C Ratio	0.432	-	-	-	0.034	-	-	-
HCM Control Delay (s/veh)	23.2	0	-	-	8.5	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	2.1	0	-	-	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	291	66	37	310	256	78	320	38	334	351	235
Future Volume (veh/h)	174	291	66	37	310	256	78	320	38	334	351	235
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	189	316	72	40	337	278	85	348	41	363	382	255
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	242	605	472	75	414	323	132	486	57	505	777	512
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.15	0.32	0.32	0.05	0.22	0.22	0.08	0.15	0.14	0.31	0.38	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	53.1	26.4	22.5	48.7	42.4	21.5	46.4	51.7	52.3	33.2	24.4	25.3
Ln Grp LOS	D	C	C	D	D	C	D	D	D	C	C	C
Approach Vol, veh/h		577			655			474			1000	
Approach Delay, s/veh		34.7			33.9			51.0			27.8	
Approach LOS		C			C			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	2	1	3	4	5	6	7	8
Case No	4.0	2.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	18.1	32.6	8.2	34.1	11.5	39.2	17.7	24.6
Change Period (Y+Rc), s	* 5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green (Gmax), s	* 20	17.0	7.3	27.9	9.3	26.5	12.3	22.9
Max Allow Headway (MAH), s	4.0	4.1	4.1	4.1	4.1	4.1	4.1	4.1
Max Q Clear (g_c+I1), s	11.7	20.3	4.2	14.8	6.7	15.6	12.3	17.9
Green Ext Time (g_e), s	0.9	0.0	0.0	1.1	0.0	1.9	0.0	1.2
Prob of Phs Call (p_c)	1.00	1.00	0.64	1.00	0.89	1.00	0.99	1.00
Prob of Max Out (p_x)	0.11	1.00	1.00	0.01	1.00	0.12	1.00	0.76

Left-Turn Movement Data								
Assigned Mvmt		1	3		5		7	
Mvmt Sat Flow, veh/h		1641	1641		1641		1641	

Through Movement Data								
Assigned Mvmt	2			4		6		8
Mvmt Sat Flow, veh/h	3205			1870		2052		1870

Right-Turn Movement Data								
Assigned Mvmt	12			14		16		18
Mvmt Sat Flow, veh/h	375			1460		1352		1460

Left Lane Group Data								
Assigned Mvmt	0	1	3	0	5	0	7	0

Lane Assignment		L (Prot)	L (Prot)		L (Prot)		L (Prot)	
Lanes in Grp	0	1	1	0	1	0	1	0
Grp Vol (v), veh/h	0	363	40	0	85	0	189	0
Grp Sat Flow (s), veh/h/ln	0	1641	1641	0	1641	0	1641	0
Q Serve Time (g_s), s	0.0	18.3	2.2	0.0	4.7	0.0	10.3	0.0
Cycle Q Clear Time (g_c), s	0.0	18.3	2.2	0.0	4.7	0.0	10.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	505	75	0	132	0	242	0
V/C Ratio (X)	0.00	0.72	0.54	0.00	0.65	0.00	0.78	0.00
Avail Cap (c_a), veh/h	0	505	155	0	191	0	243	0
Upstream Filter (I)	0.00	0.92	0.90	0.00	0.95	0.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	28.6	43.4	0.0	41.5	0.0	38.2	0.0
Incr Delay (d2), s/veh	0.0	4.5	5.3	0.0	4.9	0.0	14.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.2	48.7	0.0	46.4	0.0	53.1	0.0
1st-Term Q (Q1), veh/ln	0.0	6.5	0.8	0.0	1.8	0.0	3.8	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.1	0.0	0.2	0.0	1.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.1	1.0	0.0	1.9	0.0	4.8	0.0
%ile Storage Ratio (RQ%)	0.00	0.90	0.49	0.00	0.25	0.00	0.82	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	2	0	0	4	0	6	0	8
Lane Assignment	T			T		T		T
Lanes in Grp	1	0	0	1	0	1	0	1
Grp Vol (v), veh/h	192	0	0	316	0	330	0	337
Grp Sat Flow (s), veh/h/ln	1777	0	0	1870	0	1777	0	1870
Q Serve Time (g_s), s	9.5	0.0	0.0	12.8	0.0	13.2	0.0	15.9
Cycle Q Clear Time (g_c), s	9.5	0.0	0.0	12.8	0.0	13.2	0.0	15.9
Lane Grp Cap (c), veh/h	269	0	0	605	0	673	0	414
V/C Ratio (X)	0.71	0.00	0.00	0.52	0.00	0.49	0.00	0.81
Avail Cap (c_a), veh/h	417	0	0	605	0	673	0	491
Upstream Filter (I)	0.95	0.00	0.00	1.00	0.00	0.92	0.00	0.90
Uniform Delay (d1), s/veh	37.5	0.0	0.0	25.6	0.0	22.0	0.0	34.4
Incr Delay (d2), s/veh	14.2	0.0	0.0	0.8	0.0	2.3	0.0	8.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	51.7	0.0	0.0	26.4	0.0	24.4	0.0	42.4
1st-Term Q (Q1), veh/ln	3.9	0.0	0.0	5.1	0.0	4.9	0.0	6.6

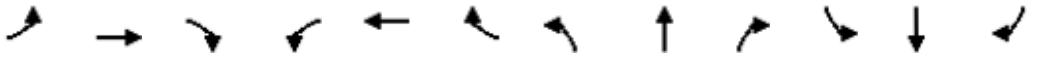
2nd-Term Q (Q2), veh/ln	1.1	0.0	0.0	0.1	0.0	0.4	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	4.9	0.0	0.0	5.3	0.0	5.3	0.0	7.5
%ile Storage Ratio (RQ%)	0.04	0.00	0.00	0.03	0.00	0.09	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	12	0	0	14	0	16	0	18
Lane Assignment	T+R			R		T+R		R
Lanes in Grp	1	0	0	1	0	1	0	1
Grp Vol (v), veh/h	197	0	0	72	0	307	0	278
Grp Sat Flow (s), veh/h/ln	1803	0	0	1460	0	1627	0	1460
Q Serve Time (g_s), s	9.7	0.0	0.0	3.3	0.0	13.6	0.0	7.7
Cycle Q Clear Time (g_c), s	9.7	0.0	0.0	3.3	0.0	13.6	0.0	7.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.21	0.00	0.00	1.00	0.00	0.83	0.00	1.00
Lane Grp Cap (c), veh/h	273	0	0	472	0	616	0	323
V/C Ratio (X)	0.72	0.00	0.00	0.15	0.00	0.50	0.00	0.86
Avail Cap (c_a), veh/h	423	0	0	472	0	616	0	383
Upstream Filter (I)	0.95	0.00	0.00	1.00	0.00	0.92	0.00	0.90
Uniform Delay (d1), s/veh	37.7	0.0	0.0	22.4	0.0	22.6	0.0	7.2
Incr Delay (d2), s/veh	14.5	0.0	0.0	0.1	0.0	2.6	0.0	14.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	52.3	0.0	0.0	22.5	0.0	25.3	0.0	21.5
1st-Term Q (Q1), veh/ln	4.0	0.0	0.0	1.0	0.0	4.7	0.0	4.8
2nd-Term Q (Q2), veh/ln	1.1	0.0	0.0	0.0	0.0	0.5	0.0	1.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	5.1	0.0	0.0	1.0	0.0	5.1	0.0	6.1
%ile Storage Ratio (RQ%)	0.05	0.00	0.00	0.26	0.00	0.09	0.00	3.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.8
HCM 7th LOS	C

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	265	52	85	276	94	83	371	78	116	345	267
Future Volume (veh/h)	196	265	52	85	276	94	83	371	78	116	345	267
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	213	288	57	92	300	102	90	403	85	126	375	290
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	397	871	680	469	621	211	298	756	590	318	756	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.44	0.40	0.40	0.40	0.40	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	20.3	10.6	9.2	13.8	0.0	11.9	20.1	14.5	11.7	21.7	14.1	14.2
Ln Grp LOS	C	B	A	B		B	C	B	B	C	B	B
Approach Vol, veh/h		558			494			578			791	
Approach Delay, s/veh		14.1			12.3			14.9			15.4	
Approach LOS		B			B			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		5.0		5.0		5.0		6.0
Phs Duration (G+Y+Rc), s		28.8		32.6		28.8		32.6
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green (Gmax), s		34.5		44.5		34.5		44.5
Max Allow Headway (MAH), s		4.4		4.6		4.4		4.3
Max Q Clear (g_c+I1), s		17.8		24.7		20.3		12.1
Green Ext Time (g_e), s		2.3		2.5		3.0		2.1
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.02		0.01		0.11		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		710		905		836		954

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		1335

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1460		1460		1460		454

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

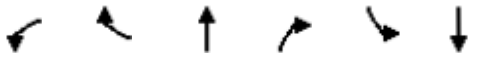
Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	90	0	213	0	126	0	92
Grp Sat Flow (s), veh/h/ln	0	710	0	905	0	836	0	954
Q Serve Time (g_s), s	0.0	6.6	0.0	13.1	0.0	8.3	0.0	4.1
Cycle Q Clear Time (g_c), s	0.0	15.8	0.0	22.7	0.0	18.3	0.0	10.1
Perm LT Sat Flow (s_l), veh/h/ln	0	710	0	905	0	836	0	954
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	24.8	0.0	28.6	0.0	24.8	0.0	28.6
Perm LT Serve Time (g_u), s	0.0	15.7	0.0	19.0	0.0	14.8	0.0	22.6
Perm LT Q Serve Time (g_ps), s	0.0	6.6	0.0	13.1	0.0	8.3	0.0	4.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	298	0	397	0	318	0	469
V/C Ratio (X)	0.00	0.30	0.00	0.54	0.00	0.40	0.00	0.20
Avail Cap (c_a), veh/h	0	427	0	653	0	470	0	738
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.5	0.0	19.2	0.0	20.9	0.0	13.6
Incr Delay (d2), s/veh	0.0	0.6	0.0	1.1	0.0	0.8	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.1	0.0	20.3	0.0	21.7	0.0	13.8
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	2.2	0.0	1.3	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.0	2.3	0.0	1.4	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.58	0.00	0.51	0.00	0.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	403	0	288	0	375	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	10.1	0.0	6.0	0.0	9.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.1	0.0	6.0	0.0	9.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	756	0	871	0	756	0	0
V/C Ratio (X)	0.00	0.53	0.00	0.33	0.00	0.50	0.00	0.00
Avail Cap (c_a), veh/h	0	1096	0	1400	0	1096	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.9	0.0	10.4	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.2	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.5	0.0	10.6	0.0	14.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	1.7	0.0	2.9	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.3	0.0	1.8	0.0	3.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.01	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	85	0	57	0	290	0	402
Grp Sat Flow (s), veh/h/ln	0	1460	0	1460	0	1460	0	1789
Q Serve Time (g_s), s	0.0	2.3	0.0	1.3	0.0	9.1	0.0	9.6
Cycle Q Clear Time (g_c), s	0.0	2.3	0.0	1.3	0.0	9.1	0.0	9.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.25
Lane Grp Cap (c), veh/h	0	590	0	680	0	590	0	833
V/C Ratio (X)	0.00	0.14	0.00	0.08	0.00	0.49	0.00	0.48
Avail Cap (c_a), veh/h	0	855	0	1093	0	855	0	1339
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.6	0.0	9.1	0.0	13.6	0.0	11.5
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.6	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.7	0.0	9.2	0.0	14.2	0.0	11.9
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	0.3	0.0	2.2	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	0.3	0.0	2.3	0.0	2.8
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.16	0.00	0.30	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.4
HCM 7th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	142	172	19	193	175
Future Volume (veh/h)	9	142	172	19	193	175
Number	3	18	2	12	1	6
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1723	1723	1870	1723	1723	1870
Adj Flow Rate, veh/h	10	154	187	21	210	190
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	207	184	1316	148	903	1490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.13	0.80	0.80	0.80	0.80
Unsig. Movement Delay						
Ln Grp Delay, s/veh	40.0	53.9	0.0	2.6	3.9	2.5
Ln Grp LOS	D	D		A	A	A
Approach Vol, veh/h	164		208			400
Approach Delay, s/veh	53.1		2.6			3.3
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			6.0		
Phs Duration (G+Y+Rc), s		86.9	17.1			86.9		
Change Period (Y+Rc), s		4.0	4.0			4.0		
Max Green (Gmax), s		64.0	32.0			64.0		
Max Allow Headway (MAH), s		4.0	4.3			4.4		
Max Q Clear (g_c+I1), s		4.7	12.7			10.4		
Green Ext Time (g_e), s		0.7	0.5			1.7		
Prob of Phs Call (p_c)		1.00	0.99			1.00		
Prob of Max Out (p_x)		0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	1641			1081		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		1652	0			1870		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		185	1460			0		
Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0

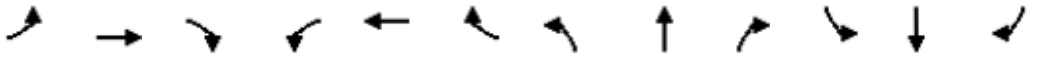
Lane Assignment			L			L		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	10	0	0	210	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	0	1081	0	0
Q Serve Time (g_s), s	0.0	0.0	0.6	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.6	0.0	0.0	8.4	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1641	0	0	1081	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	82.9	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	80.2	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0
Time to First Blk (g_f), s	0.0	82.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	207	0	0	903	0	0
V/C Ratio (X)	0.00	0.00	0.05	0.00	0.00	0.23	0.00	0.00
Avail Cap (c_a), veh/h	0	0	505	0	0	903	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	39.9	0.0	0.0	3.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	40.0	0.0	0.0	3.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.04	0.00	0.00	0.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	190	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1490	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1490	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	208	154	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1837	1460	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.7	10.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.7	10.7	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.10	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1464	184	0	0	0	0	0
V/C Ratio (X)	0.00	0.14	0.84	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1464	449	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.4	44.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	9.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.6	53.9	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.4	3.7	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.5	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	4.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.03	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	240	0	636	44	1473	0	0	1741	817
Future Volume (veh/h)	0	0	0	240	0	636	44	1473	0	0	1741	817
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1723	0	1723	1723	1870	0	0	1870	1723
Adj Flow Rate, veh/h				261	0	691	48	1601	0	0	1892	888
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				916	0	739	63	2266	0	0	2794	799
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.29	0.00	0.29	0.08	1.00	0.00	0.00	0.55	0.55
Unsig. Movement Delay												
Ln Grp Delay, s/veh				29.5	0.0	55.3	70.4	1.4	0.0	0.0	18.6	91.0
Ln Grp LOS				C		E	E	A			B	F
Approach Vol, veh/h					952			1649			2780	
Approach Delay, s/veh					48.2			3.4			41.7	
Approach LOS					D			A			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		6	5		
Case No		4.0	9.0		7.0	2.0		
Phs Duration (G+Y+Rc), s		71.6	34.4		62.0	9.6		
Change Period (Y+Rc), s		5.5	4.0		* 5.5	5.5		
Max Green (Gmax), s		65.5	31.0		* 57	5.0		
Max Allow Headway (MAH), s		4.0	4.3		4.1	4.1		
Max Q Clear (g_c+I1), s		2.0	29.8		60.0	5.0		
Green Ext Time (g_e), s		10.7	0.6		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	0.76		
Prob of Max Out (p_x)		0.00	1.00		1.00	1.00		

Left-Turn Movement Data								
Assigned Mvmt			3		1	5		
Mvmt Sat Flow, veh/h			3183		0	1641		

Through Movement Data								
Assigned Mvmt		2	8		6			
Mvmt Sat Flow, veh/h		3647	0		5274			

Right-Turn Movement Data								
Assigned Mvmt		12	18		16			
Mvmt Sat Flow, veh/h		0	2569		1460			

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	1	5	0	0

Lane Assignment			L			L (Prot)		
Lanes in Grp	0	0	2	0	0	1	0	0
Grp Vol (v), veh/h	0	0	261	0	0	48	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1591	0	0	1641	0	0
Q Serve Time (g_s), s	0.0	0.0	6.7	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	6.7	0.0	0.0	3.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1591	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	58.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	916	0	0	63	0	0
V/C Ratio (X)	0.00	0.00	0.28	0.00	0.00	0.76	0.00	0.00
Avail Cap (c_a), veh/h	0	0	934	0	0	77	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.74	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.3	0.0	0.0	48.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	21.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	29.5	0.0	0.0	70.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.4	0.0	0.0	1.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.4	0.0	0.0	1.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.23	0.00	0.00	0.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	6	0	0	0
Lane Assignment		T			T			
Lanes in Grp	0	2	0	0	3	0	0	0
Grp Vol (v), veh/h	0	1601	0	0	1892	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	1702	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	28.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	28.3	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2266	0	0	2794	0	0	0
V/C Ratio (X)	0.00	0.71	0.00	0.00	0.68	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2266	0	0	2794	0	0	0
Upstream Filter (I)	0.00	0.74	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	17.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	1.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.4	0.0	0.0	18.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	9.3	0.0	0.0	0.0

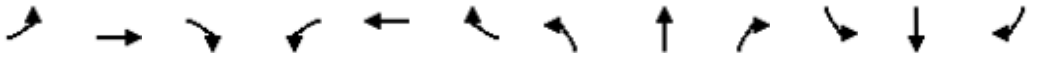
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	0.0	9.7	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.07	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	16	0	0	0
Lane Assignment			R		R			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	691	0	888	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1285	0	1460	0	0	0
Q Serve Time (g_s), s	0.0	0.0	27.8	0.0	58.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	27.8	0.0	58.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	739	0	799	0	0	0
V/C Ratio (X)	0.00	0.00	0.93	0.00	1.11	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	754	0	799	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	36.8	0.0	24.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	18.6	0.0	67.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	55.3	0.0	91.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	8.0	0.0	16.5	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.9	0.0	14.9	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	9.9	0.0	31.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.61	0.00	6.37	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	22.3	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.1
HCM 7th LOS	C

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	613	0	48	0	0	0	0	934	194	0	1258	0
Future Volume (veh/h)	613	0	48	0	0	0	0	934	194	0	1258	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	0	1723				0	1870	1723	0	1870	1723
Adj Flow Rate, veh/h	666	0	52				0	1015	211	0	1367	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Opposing Right Turn Influence	Yes						No			No		
Cap, veh/h	771	0	354				0	2002	415	0	2428	998
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Prop Arrive On Green	0.24	0.00	0.24				0.00	0.68	0.67	0.00	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	45.0	0.0	31.7				0.0	8.7	8.9	0.0	0.7	0.0
Ln Grp LOS	D		C					A	A		A	
Approach Vol, veh/h		718						1226			1367	
Approach Delay, s/veh		44.0						8.8			0.7	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		76.4		29.6		76.4		
Change Period (Y+Rc), s		5.5		4.0		5.5		
Max Green (Gmax), s		63.5		33.0		63.5		
Max Allow Headway (MAH), s		4.1		4.1		4.0		
Max Q Clear (g_c+I1), s		20.1		23.3		2.0		
Green Ext Time (g_e), s		5.7		2.3		8.1		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.18		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		3183		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3024		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		608		1460		1460		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	666	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1591	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	21.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	21.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1591	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	72.4	0.0	0.0	0.0	72.4	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	771	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.86	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	994	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	38.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	45.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	8.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	615	0	0	0	1367	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	17.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.8	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1214	0	0	0	2428	0	0
V/C Ratio (X)	0.00	0.51	0.00	0.00	0.00	0.56	0.00	0.00
Avail Cap (c_a), veh/h	0	1214	0	0	0	2428	0	0
Upstream Filter (I)	0.00	0.41	0.00	0.00	0.00	0.77	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.7	0.0	0.0	0.0	0.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.2	0.0	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

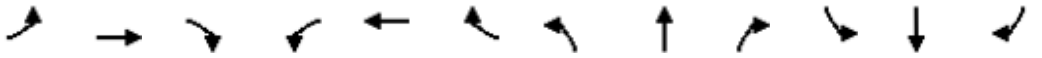
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	611	0	52	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1761	0	1460	0	1460	0	0
Q Serve Time (g_s), s	0.0	18.1	0.0	3.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	18.1	0.0	3.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.35	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1203	0	354	0	998	0	0
V/C Ratio (X)	0.00	0.51	0.00	0.15	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1203	0	456	0	998	0	0
Upstream Filter (I)	0.00	0.41	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.3	0.0	31.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.9	0.0	31.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	1.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.3	0.0	1.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.03	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.1
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	6.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	699	682	0	440
Demand Flow Rate, veh/h	713	696	0	448
Vehicles Circulating, veh/h	725	114	346	461
Vehicles Exiting, veh/h	175	232	653	114
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.4	4.4	0.0	10.9
Approach LOS	A	A	-	B

Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT		LT		LTR	LT	
RT Channelized		Free		Free			Free
Lane Util	1.000		1.000		1.000	1.000	
Follow-Up Headway, s	2.609		2.609		2.609	2.609	
Critical Headway, s	4.976		4.976		4.976	4.976	
A (Intercept)	1380		1380		1380	1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	1.02e-3	
Entry Flow, veh/h	274	439	461	235	0	439	9
Cap Entry Lane, veh/h	659	1938	1228	1938	970	862	1938
Entry HV Adj Factor	0.981	0.980	0.980	0.980	1.000	0.981	0.980
Flow Entry, veh/h	269	430	452	230	0	431	9
Cap Entry, veh/h	646	1900	1203	1900	970	846	1900
V/C Ratio	0.416	0.226	0.375	0.121	0.000	0.509	0.005
Control Delay, s/veh	11.6	0.0	6.7	0.0	3.7	11.1	0.0
LOS	B	A	A	A	A	B	A
95th %tile Queue, veh	2	1	2	0	0	3	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	383	12	248	0	0	0	0	366	76	203	274	0
Future Volume (veh/h)	383	12	248	0	0	0	0	366	76	203	274	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723				0	1870	1723	1723	1870	0
Adj Flow Rate, veh/h	416	13	270				0	398	83	221	298	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	499	0	444				0	841	175	308	379	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.30	0.30	0.30				0.00	0.56	0.54	0.56	0.56	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	25.4	0.0	18.9				0.0	0.0	8.2	15.0	0.0	0.0
Ln Grp LOS	C		B						A	B		
Approach Vol, veh/h		686						481			519	
Approach Delay, s/veh		22.8						8.2			15.0	
Approach LOS		C						A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		37.2		22.0		37.2		
Change Period (Y+Rc), s		5.5		4.1		5.5		
Max Green (Gmax), s		55.5		24.9		55.5		
Max Allow Headway (MAH), s		4.1		4.2		4.6		
Max Q Clear (g_c+I1), s		11.5		16.0		29.0		
Green Ext Time (g_e), s		1.9		1.9		2.7		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.26		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1641		394		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1501		0		676		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		313		1460		0		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L		L+T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	416	0	519	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	0	1070	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	14.0	0.0	17.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	14.0	0.0	27.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1641	0	928	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	33.2	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	23.7	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0
Time to First Blk (g_f), s	0.0	33.2	0.0	0.0	0.0	2.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.43	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	499	0	686	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.00	0.76	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	693	0	1207	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	19.2	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.2	0.0	1.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	25.4	0.0	15.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.1	0.0	4.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.9	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.0	0.0	4.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.36	0.00	0.91	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	481	0	270	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1814	0	1460	0	0	0	0
Q Serve Time (g_s), s	0.0	9.5	0.0	9.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.5	0.0	9.3	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.17	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1017	0	444	0	0	0	0
V/C Ratio (X)	0.00	0.47	0.00	0.61	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1747	0	617	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.9	0.0	17.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.2	0.0	18.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.1	0.0	2.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.2	0.0	2.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.19	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	16.2
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	67.4

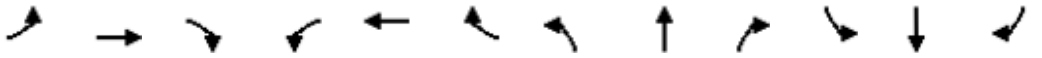
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	728	136	43	289	0	181	0	70	0	0	0
Future Vol, veh/h	0	728	136	43	289	0	181	0	70	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	791	148	47	314	0	197	0	76	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	314	0	0	939	0	0	1273	1273	865	1199	1347	314
Stage 1	-	-	-	-	-	-	865	865	-	408	408	-
Stage 2	-	-	-	-	-	-	408	408	-	791	939	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1246	-	-	730	-	-	~ 144	167	353	162	151	726
Stage 1	-	-	-	-	-	-	348	371	-	620	597	-
Stage 2	-	-	-	-	-	-	620	597	-	383	343	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1246	-	-	730	-	-	~ 133	154	353	117	139	726
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 133	154	-	117	139	-
Stage 1	-	-	-	-	-	-	348	371	-	572	551	-
Stage 2	-	-	-	-	-	-	572	551	-	300	343	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.33	$ 386.96	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	161	1246	-	-	233	-	-	-
HCM Lane V/C Ratio	1.694	-	-	-	0.064	-	-	-
HCM Control Delay (s/veh)	$ 387	0	-	-	10.3	0	-	0
HCM Lane LOS	F	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	19.3	0	-	-	0.2	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	360	71	51	336	349	75	447	54	476	491	216
Future Volume (veh/h)	174	360	71	51	336	349	75	447	54	476	491	216
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	189	391	77	55	365	379	82	486	59	517	534	235
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	219	575	449	673	1093	853	122	564	68	551	1053	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.31	0.31	0.41	0.58	0.58	0.07	0.18	0.16	0.34	0.44	0.43
Unsig. Movement Delay												
Ln Grp Delay, s/veh	79.1	42.7	51.0	21.7	13.6	11.5	60.1	67.4	68.2	59.3	24.8	25.2
Ln Grp LOS	E	D	D	C	B	B	E	E	E	E	C	C
Approach Vol, veh/h		657			799			627			1286	
Approach Delay, s/veh		54.2			13.2			66.8			38.8	
Approach LOS		D			B			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	2	1	4	3	5	6	7	8
Case No	4.0	2.0	3.0	2.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	25.2	44.3	40.9	54.5	12.9	56.6	20.0	75.4
Change Period (Y+Rc), s	* 5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green (Gmax), s	* 20	39.0	35.4	5.4	11.6	45.6	14.5	26.3
Max Allow Headway (MAH), s	4.0	4.1	4.0	4.1	4.1	4.1	4.1	4.2
Max Q Clear (g_c+I1), s	19.8	38.7	24.0	4.5	7.8	21.5	15.5	16.8
Green Ext Time (g_e), s	0.0	0.1	1.3	0.0	0.1	3.0	0.0	2.2
Prob of Phs Call (p_c)	1.00	1.00	1.00	0.84	0.93	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	1.00	0.00	1.00	1.00	0.01	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		1		3	5		7	
Mvmt Sat Flow, veh/h		1641		1641	1641		1641	

Through Movement Data								
Assigned Mvmt	2		4			6		8
Mvmt Sat Flow, veh/h	3192		1870			2403		1870

Right-Turn Movement Data								
Assigned Mvmt	12		14			16		18
Mvmt Sat Flow, veh/h	386		1460			1054		1460

Left Lane Group Data								
Assigned Mvmt	0	1	0	3	5	0	7	0

Lane Assignment		L (Prot)		L (Prot)	L (Prot)		L (Prot)	
Lanes in Grp	0	1	0	1	1	0	1	0
Grp Vol (v), veh/h	0	517	0	55	82	0	189	0
Grp Sat Flow (s), veh/h/ln	0	1641	0	1641	1641	0	1641	0
Q Serve Time (g_s), s	0.0	36.7	0.0	2.5	5.8	0.0	13.5	0.0
Cycle Q Clear Time (g_c), s	0.0	36.7	0.0	2.5	5.8	0.0	13.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	551	0	673	122	0	219	0
V/C Ratio (X)	0.00	0.94	0.00	0.08	0.67	0.00	0.86	0.00
Avail Cap (c_a), veh/h	0	554	0	673	179	0	219	0
Upstream Filter (I)	0.00	0.80	0.00	0.87	0.93	0.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	38.7	0.0	21.6	54.1	0.0	50.9	0.0
Incr Delay (d2), s/veh	0.0	20.6	0.0	0.0	5.9	0.0	28.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	59.3	0.0	21.7	60.1	0.0	79.1	0.0
1st-Term Q (Q1), veh/ln	0.0	13.7	0.0	0.9	2.3	0.0	5.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	3.2	0.0	0.0	0.2	0.0	1.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	16.9	0.0	0.9	2.5	0.0	7.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.14	0.00	0.46	0.32	0.00	1.19	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	2	0	4	0	0	6	0	8
Lane Assignment	T		T			T		T
Lanes in Grp	1	0	1	0	0	1	0	1
Grp Vol (v), veh/h	270	0	391	0	0	394	0	365
Grp Sat Flow (s), veh/h/ln	1777	0	1870	0	0	1777	0	1870
Q Serve Time (g_s), s	17.7	0.0	22.0	0.0	0.0	19.2	0.0	12.1
Cycle Q Clear Time (g_c), s	17.7	0.0	22.0	0.0	0.0	19.2	0.0	12.1
Lane Grp Cap (c), veh/h	314	0	575	0	0	779	0	1093
V/C Ratio (X)	0.86	0.00	0.68	0.00	0.00	0.51	0.00	0.33
Avail Cap (c_a), veh/h	314	0	575	0	0	779	0	1093
Upstream Filter (I)	0.93	0.00	1.00	0.00	0.00	0.80	0.00	0.87
Uniform Delay (d1), s/veh	48.0	0.0	36.4	0.0	0.0	24.3	0.0	12.9
Incr Delay (d2), s/veh	19.4	0.0	6.4	0.0	0.0	0.4	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	67.4	0.0	42.7	0.0	0.0	24.8	0.0	13.6
1st-Term Q (Q1), veh/ln	7.4	0.0	9.4	0.0	0.0	7.5	0.0	4.5

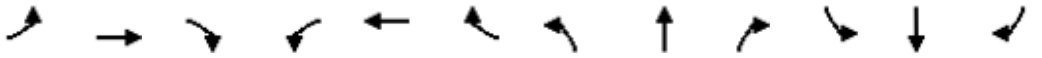
2nd-Term Q (Q2), veh/ln	1.7	0.0	1.0	0.0	0.0	0.1	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	9.1	0.0	10.4	0.0	0.0	7.6	0.0	4.7
%ile Storage Ratio (RQ%)	0.08	0.00	0.05	0.00	0.00	0.13	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	12	0	14	0	0	16	0	18
Lane Assignment	T+R		R			T+R		R
Lanes in Grp	1	0	1	0	0	1	0	1
Grp Vol (v), veh/h	275	0	77	0	0	375	0	379
Grp Sat Flow (s), veh/h/ln	1801	0	1460	0	0	1681	0	1460
Q Serve Time (g_s), s	17.8	0.0	5.9	0.0	0.0	19.5	0.0	14.8
Cycle Q Clear Time (g_c), s	17.8	0.0	5.9	0.0	0.0	19.5	0.0	14.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.21	0.00	1.00	0.00	0.00	0.63	0.00	1.00
Lane Grp Cap (c), veh/h	318	0	449	0	0	736	0	853
V/C Ratio (X)	0.87	0.00	0.17	0.00	0.00	0.51	0.00	0.44
Avail Cap (c_a), veh/h	318	0	449	0	0	736	0	853
Upstream Filter (I)	0.93	0.00	1.00	0.00	0.00	0.80	0.00	0.87
Uniform Delay (d1), s/veh	48.2	0.0	50.2	0.0	0.0	24.8	0.0	10.0
Incr Delay (d2), s/veh	20.0	0.0	0.8	0.0	0.0	0.5	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	68.2	0.0	51.0	0.0	0.0	25.2	0.0	11.5
1st-Term Q (Q1), veh/ln	7.6	0.0	1.6	0.0	0.0	7.2	0.0	3.9
2nd-Term Q (Q2), veh/ln	1.8	0.0	0.1	0.0	0.0	0.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	9.4	0.0	1.7	0.0	0.0	7.3	0.0	4.3
%ile Storage Ratio (RQ%)	0.09	0.00	0.43	0.00	0.00	0.13	0.00	2.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	40.9
HCM 7th LOS	D

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	429	69	109	308	119	97	520	109	163	484	311
Future Volume (veh/h)	269	429	69	109	308	119	97	520	109	163	484	311
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	292	466	75	118	335	129	105	565	118	177	526	338
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	366	970	758	354	667	257	170	759	592	172	759	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.50	0.41	0.41	0.41	0.41	0.41	0.41
Unsig. Movement Delay												
Ln Grp Delay, s/veh	42.5	17.1	13.1	28.1	0.0	18.7	50.7	30.8	20.5	125.6	28.8	25.7
Ln Grp LOS	D	B	B	C		B	D	C	C	F	C	C
Approach Vol, veh/h		833			582			788			1041	
Approach Delay, s/veh		25.7			20.6			31.9			44.2	
Approach LOS		C			C			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		5.0		5.0		5.0		6.0
Phs Duration (G+Y+Rc), s		47.0		59.0		47.0		59.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green (Gmax), s		41.5		53.5		41.5		53.5
Max Allow Headway (MAH), s		4.5		4.6		4.5		4.5
Max Q Clear (g_c+I1), s		45.0		55.9		45.0		30.7
Green Ext Time (g_e), s		0.0		0.0		0.0		2.6
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		1.00		0.00		1.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		590		855		698		796

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		1286

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1460		1460		1460		495

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

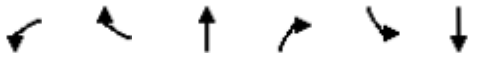
Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	105	0	292	0	177	0	118
Grp Sat Flow (s), veh/h/ln	0	590	0	855	0	698	0	796
Q Serve Time (g_s), s	0.0	18.4	0.0	35.8	0.0	15.7	0.0	11.8
Cycle Q Clear Time (g_c), s	0.0	43.0	0.0	53.9	0.0	43.0	0.0	28.7
Perm LT Sat Flow (s_l), veh/h/ln	0	590	0	855	0	698	0	796
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	43.0	0.0	55.0	0.0	43.0	0.0	55.0
Perm LT Serve Time (g_u), s	0.0	18.4	0.0	36.9	0.0	15.7	0.0	38.1
Perm LT Q Serve Time (g_ps), s	0.0	18.4	0.0	35.8	0.0	15.7	0.0	11.8
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	170	0	366	0	172	0	354
V/C Ratio (X)	0.00	0.62	0.00	0.80	0.00	1.03	0.00	0.33
Avail Cap (c_a), veh/h	0	170	0	366	0	172	0	354
Upstream Filter (I)	0.00	1.00	0.00	0.47	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	44.1	0.0	34.2	0.0	48.2	0.0	25.5
Incr Delay (d2), s/veh	0.0	6.6	0.0	8.4	0.0	77.3	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	50.7	0.0	42.5	0.0	125.6	0.0	28.1
1st-Term Q (Q1), veh/ln	0.0	2.6	0.0	6.7	0.0	4.4	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.9	0.0	3.7	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.9	0.0	7.6	0.0	8.0	0.0	2.3
%ile Storage Ratio (RQ%)	0.00	0.67	0.00	1.92	0.00	2.92	0.00	0.59
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	565	0	466	0	526	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	27.3	0.0	16.9	0.0	24.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	27.3	0.0	16.9	0.0	24.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	759	0	970	0	759	0	0
V/C Ratio (X)	0.00	0.74	0.00	0.48	0.00	0.69	0.00	0.00
Avail Cap (c_a), veh/h	0	759	0	970	0	759	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.47	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	26.8	0.0	16.3	0.0	26.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.0	0.0	0.8	0.0	2.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.8	0.0	17.1	0.0	28.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.9	0.0	6.3	0.0	9.9	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.2	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.8	0.0	6.5	0.0	10.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.03	0.00	0.11	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	118	0	75	0	338	0	464
Grp Sat Flow (s), veh/h/ln	0	1460	0	1460	0	1460	0	1781
Q Serve Time (g_s), s	0.0	5.5	0.0	2.8	0.0	19.0	0.0	18.1
Cycle Q Clear Time (g_c), s	0.0	5.5	0.0	2.8	0.0	19.0	0.0	18.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.28
Lane Grp Cap (c), veh/h	0	592	0	758	0	592	0	924
V/C Ratio (X)	0.00	0.20	0.00	0.10	0.00	0.57	0.00	0.50
Avail Cap (c_a), veh/h	0	592	0	758	0	592	0	924
Upstream Filter (I)	0.00	1.00	0.00	0.47	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	20.4	0.0	12.9	0.0	24.4	0.0	16.8
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.1	0.0	1.3	0.0	1.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.5	0.0	13.1	0.0	25.7	0.0	18.7
1st-Term Q (Q1), veh/ln	0.0	1.7	0.0	0.8	0.0	5.9	0.0	6.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	0.8	0.0	6.1	0.0	6.9
%ile Storage Ratio (RQ%)	0.00	0.45	0.00	0.42	0.00	0.78	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.2
HCM 7th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	173	288	33	365	323
Future Volume (veh/h)	11	173	288	33	365	323
Number	3	18	2	12	1	6
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1723	1723	1870	1723	1723	1870
Adj Flow Rate, veh/h	12	188	313	36	397	351
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	239	213	1282	148	759	1457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.15	0.15	0.78	0.78	0.78	0.78
Unsig. Movement Delay						
Ln Grp Delay, s/veh	39.0	73.0	0.0	3.6	9.0	3.5
Ln Grp LOS	D	E		A	A	A
Approach Vol, veh/h	200		349			748
Approach Delay, s/veh	71.0		3.6			6.4
Approach LOS	E		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			6.0		
Phs Duration (G+Y+Rc), s		86.5	19.5			86.5		
Change Period (Y+Rc), s		4.0	4.0			4.0		
Max Green (Gmax), s		81.0	17.0			81.0		
Max Allow Headway (MAH), s		4.0	4.3			4.7		
Max Q Clear (g_c+I1), s		7.5	15.4			28.3		
Green Ext Time (g_e), s		1.3	0.1			4.2		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.00	1.00			0.00		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	1641			950		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		1647	0			1870		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		189	1460			0		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0

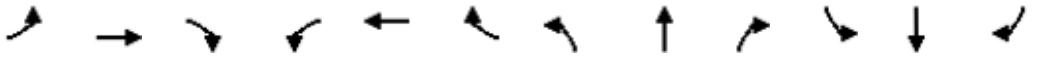
Lane Assignment			L			L		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	12	0	0	397	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	0	950	0	0
Q Serve Time (g_s), s	0.0	0.0	0.7	0.0	0.0	20.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.7	0.0	0.0	26.3	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1641	0	0	950	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	82.5	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	77.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	20.8	0.0	0.0
Time to First Blk (g_f), s	0.0	82.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	239	0	0	759	0	0
V/C Ratio (X)	0.00	0.00	0.05	0.00	0.00	0.52	0.00	0.00
Avail Cap (c_a), veh/h	0	0	263	0	0	759	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.86	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	39.0	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	2.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	39.0	0.0	0.0	9.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.3	0.0	0.0	2.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.3	0.0	0.0	3.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.04	0.00	0.00	0.41	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	351	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1457	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1457	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.86	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	349	188	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1836	1460	0	0	0	0	0
Q Serve Time (g_s), s	0.0	5.5	13.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.5	13.4	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.10	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1430	213	0	0	0	0	0
V/C Ratio (X)	0.00	0.24	0.88	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1430	234	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.2	44.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	28.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.6	73.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.1	4.6	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	1.7	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.2	6.3	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.05	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	15.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	264	0	636	44	1497	0	0	1781	817
Future Volume (veh/h)	0	0	0	264	0	636	44	1497	0	0	1781	817
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1723	0	1723	1723	1870	0	0	1870	1723
Adj Flow Rate, veh/h				287	0	691	48	1627	0	0	1936	888
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				911	0	736	306	2833	0	0	2848	814
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.29	0.00	0.29	0.37	1.00	0.00	0.00	0.56	0.56
Unsig. Movement Delay												
Ln Grp Delay, s/veh				29.3	0.0	55.8	27.3	0.6	0.0	0.0	17.7	82.1
Ln Grp LOS				C		E	C	A			B	F
Approach Vol, veh/h					978			1675			2824	
Approach Delay, s/veh					48.0			1.4			38.0	
Approach LOS					D			A			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		6	5		
Case No		4.0	9.0		7.0	2.0		
Phs Duration (G+Y+Rc), s		87.1	33.7		62.0	25.1		
Change Period (Y+Rc), s		5.5	4.0		* 5.5	5.5		
Max Green (Gmax), s		64.5	30.0		* 57	4.0		
Max Allow Headway (MAH), s		4.0	4.3		4.1	4.1		
Max Q Clear (g_c+I1), s		2.0	29.3		60.0	4.0		
Green Ext Time (g_e), s		11.1	0.4		0.0	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	0.75		
Prob of Max Out (p_x)		0.00	1.00		1.00	1.00		

Left-Turn Movement Data						
Assigned Mvmt			3		1	5
Mvmt Sat Flow, veh/h			3183		0	1641

Through Movement Data						
Assigned Mvmt		2	8		6	
Mvmt Sat Flow, veh/h		3647	0		5274	

Right-Turn Movement Data						
Assigned Mvmt		12	18		16	
Mvmt Sat Flow, veh/h		0	2569		1460	

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	1	5	0	0

Lane Assignment			L			L (Prot)		
Lanes in Grp	0	0	2	0	0	1	0	0
Grp Vol (v), veh/h	0	0	287	0	0	48	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1591	0	0	1641	0	0
Q Serve Time (g_s), s	0.0	0.0	7.4	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	7.4	0.0	0.0	2.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1591	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	58.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	911	0	0	306	0	0
V/C Ratio (X)	0.00	0.00	0.31	0.00	0.00	0.16	0.00	0.00
Avail Cap (c_a), veh/h	0	0	921	0	0	306	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.73	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.1	0.0	0.0	27.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	29.3	0.0	0.0	27.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.6	0.0	0.0	0.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.6	0.0	0.0	0.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.25	0.00	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	6	0	0	0
Lane Assignment		T			T			
Lanes in Grp	0	2	0	0	3	0	0	0
Grp Vol (v), veh/h	0	1627	0	0	1936	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	1702	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	28.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	28.1	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2833	0	0	2848	0	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.00	0.68	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2833	0	0	2848	0	0	0
Upstream Filter (I)	0.00	0.73	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	16.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	1.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.6	0.0	0.0	17.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0

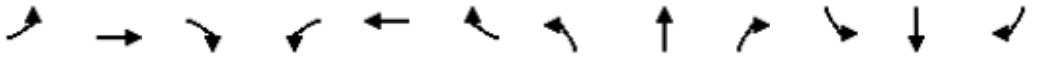
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	9.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.07	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	16	0	0	0
Lane Assignment			R		R			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	691	0	888	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1285	0	1460	0	0	0
Q Serve Time (g_s), s	0.0	0.0	27.3	0.0	58.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	27.3	0.0	58.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	736	0	814	0	0	0
V/C Ratio (X)	0.00	0.00	0.94	0.00	1.09	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	744	0	814	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	36.2	0.0	23.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	19.6	0.0	59.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	55.8	0.0	82.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	7.9	0.0	16.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	2.0	0.0	13.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	9.9	0.0	29.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.60	0.00	5.99	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	28.6
HCM 7th LOS	C

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	613	0	48	0	0	0	0	958	208	0	1322	0
Future Volume (veh/h)	613	0	48	0	0	0	0	958	208	0	1322	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	0	1723				0	1870	1723	0	1870	1723
Adj Flow Rate, veh/h	666	0	52				0	1041	226	0	1437	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Opposing Right Turn Influence	Yes						No			No		
Cap, veh/h	767	0	352				0	1984	429	0	2427	997
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	2.00	2.00
Prop Arrive On Green	0.24	0.00	0.24				0.00	0.68	0.67	0.00	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	45.1	0.0	31.2				0.0	8.9	9.1	0.0	0.8	0.0
Ln Grp LOS	D		C					A	A		A	
Approach Vol, veh/h		718						1267			1437	
Approach Delay, s/veh		44.1						9.0			0.8	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		75.0		29.0		75.0		
Change Period (Y+Rc), s		5.5		4.0		5.5		
Max Green (Gmax), s		63.5		31.0		63.5		
Max Allow Headway (MAH), s		4.1		4.1		4.0		
Max Q Clear (g_c+I1), s		20.7		22.9		2.0		
Green Ext Time (g_e), s		6.0		2.1		8.8		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.01		0.29		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		3183		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		2999		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		629		1460		1460		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	666	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1591	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	20.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	20.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1591	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	71.0	0.0	0.0	0.0	71.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	767	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.87	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	952	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	37.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	45.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	635	0	0	0	1437	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	18.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	18.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1213	0	0	0	2427	0	0
V/C Ratio (X)	0.00	0.52	0.00	0.00	0.00	0.59	0.00	0.00
Avail Cap (c_a), veh/h	0	1213	0	0	0	2427	0	0
Upstream Filter (I)	0.00	0.45	0.00	0.00	0.00	0.75	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.9	0.0	0.0	0.0	0.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.3	0.0	0.0	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

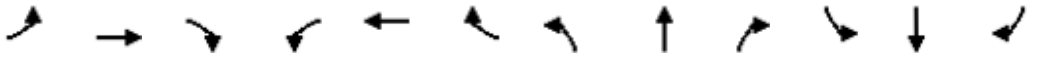
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	632	0	52	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1757	0	1460	0	1460	0	0
Q Serve Time (g_s), s	0.0	18.7	0.0	2.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	18.7	0.0	2.9	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.36	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1200	0	352	0	997	0	0
V/C Ratio (X)	0.00	0.53	0.00	0.15	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1200	0	437	0	997	0	0
Upstream Filter (I)	0.00	0.45	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.3	0.0	31.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.1	0.0	31.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.2	0.0	1.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.5	0.0	1.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.03	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	12.9
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	6.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	707	707	0	440
Demand Flow Rate, veh/h	721	722	0	448
Vehicles Circulating, veh/h	745	114	354	487
Vehicles Exiting, veh/h	181	240	673	114
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.8	4.7	0.0	11.4
Approach LOS	A	A	-	B

Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT		LT		LTR	LT	
RT Channelized		Free		Free			Free
Lane Util	1.000		1.000		1.000	1.000	
Follow-Up Headway, s	2.609		2.609		2.609	2.609	
Critical Headway, s	4.976		4.976		4.976	4.976	
A (Intercept)	1380		1380		1380	1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	1.02e-3	
Entry Flow, veh/h	282	439	487	235	0	439	9
Cap Entry Lane, veh/h	645	1938	1228	1938	962	840	1938
Entry HV Adj Factor	0.981	0.980	0.980	0.980	1.000	0.981	0.980
Flow Entry, veh/h	277	430	477	230	0	431	9
Cap Entry, veh/h	633	1900	1204	1900	962	824	1900
V/C Ratio	0.437	0.226	0.396	0.121	0.000	0.523	0.005
Control Delay, s/veh	12.2	0.0	6.9	0.0	3.7	11.7	0.0
LOS	B	A	A	A	A	B	A
95th %tile Queue, veh	2	1	2	0	0	3	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	383	20	248	0	0	0	0	366	108	203	274	0
Future Volume (veh/h)	383	20	248	0	0	0	0	366	108	203	274	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723				0	1870	1723	1723	1870	0
Adj Flow Rate, veh/h	416	22	270				0	398	117	221	298	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	488	0	435				0	801	235	300	373	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.30	0.30	0.30				0.00	0.58	0.55	0.58	0.58	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	30.0	0.0	20.7				0.0	0.0	8.5	16.1	0.0	0.0
Ln Grp LOS	C		C						A	B		
Approach Vol, veh/h		686						515			519	
Approach Delay, s/veh		26.3						8.5			16.1	
Approach LOS		C						A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		40.7		23.0		40.7		
Change Period (Y+Rc), s		5.5		4.1		5.5		
Max Green (Gmax), s		56.3		24.1		56.3		
Max Allow Headway (MAH), s		4.1		4.2		4.6		
Max Q Clear (g_c+I1), s		12.9		17.2		32.5		
Green Ext Time (g_e), s		2.1		1.7		2.7		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.46		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1641		380		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1389		0		646		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		408		1460		0		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L		L+T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	416	0	519	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	0	1026	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	15.2	0.0	19.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	15.2	0.0	30.5	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1641	0	900	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	36.7	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	25.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	19.6	0.0	0.0
Time to First Blk (g_f), s	0.0	36.7	0.0	0.0	0.0	2.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.43	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	488	0	672	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.85	0.00	0.77	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	623	0	1092	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	21.0	0.0	14.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	8.9	0.0	1.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	30.0	0.0	16.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.7	0.0	4.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.2	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.9	0.0	5.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.42	0.00	1.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	515	0	270	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1797	0	1460	0	0	0	0
Q Serve Time (g_s), s	0.0	10.9	0.0	10.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.9	0.0	10.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.23	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1036	0	435	0	0	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.62	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1631	0	555	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.1	0.0	19.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	1.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.5	0.0	20.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.5	0.0	2.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.7	0.0	3.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.21	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	17.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	79.3

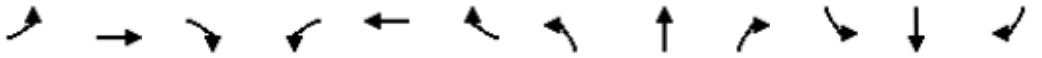
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	768	136	43	312	0	181	0	70	0	0	0
Future Vol, veh/h	0	768	136	43	312	0	181	0	70	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	835	148	47	339	0	197	0	76	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	339	0	0	983	0	0	1341	1341	909	1267	1415	339
Stage 1	-	-	-	-	-	-	909	909	-	433	433	-
Stage 2	-	-	-	-	-	-	433	433	-	835	983	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1220	-	-	703	-	-	~ 129	152	333	146	137	703
Stage 1	-	-	-	-	-	-	329	354	-	601	582	-
Stage 2	-	-	-	-	-	-	601	582	-	362	327	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1220	-	-	703	-	-	~ 119	140	333	103	126	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 119	140	-	103	126	-
Stage 1	-	-	-	-	-	-	329	354	-	552	534	-
Stage 2	-	-	-	-	-	-	552	534	-	279	327	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.27	$ 475.29	0
HCM LOS			F	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	145	1220	-	-	218	-	-	-
HCM Lane V/C Ratio	1.885	-	-	-	0.067	-	-	-
HCM Control Delay (s/veh)	$ 475.3	0	-	-	10.5	0	-	0
HCM Lane LOS	F	A	-	-	B	A	-	A
HCM 95th %tile Q(veh)	20.9	0	-	-	0.2	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	405	82	51	412	349	94	447	54	392	491	280
Future Volume (veh/h)	212	405	82	51	412	349	94	447	54	392	491	280
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	230	440	89	55	448	379	102	486	59	426	534	304
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	234	658	513	89	492	384	144	564	68	466	815	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.14	0.35	0.35	0.05	0.26	0.26	0.09	0.18	0.16	0.28	0.37	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	105.4	38.3	27.6	64.6	63.2	49.1	59.7	67.4	68.2	58.4	33.0	33.7
Ln Grp LOS	F	D	C	E	E	D	E	E	E	E	C	C
Approach Vol, veh/h		759			882			647			1264	
Approach Delay, s/veh		57.4			57.3			66.5			41.8	
Approach LOS		E			E			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	2	1	3	4	5	6	7	8
Case No	4.0	2.0	2.0	3.0	2.0	4.0	2.0	3.0
Phs Duration (G+Y+Rc), s	25.2	38.1	10.5	46.2	14.5	48.8	21.1	35.6
Change Period (Y+Rc), s	* 5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green (Gmax), s	* 20	35.0	5.4	39.4	13.0	40.2	15.6	29.2
Max Allow Headway (MAH), s	4.0	4.1	4.1	4.0	4.1	4.1	4.1	4.1
Max Q Clear (g_c+I1), s	19.8	32.1	5.9	25.9	9.3	26.6	18.8	29.8
Green Ext Time (g_e), s	0.0	0.5	0.0	1.7	0.1	2.9	0.0	0.0
Prob of Phs Call (p_c)	1.00	1.00	0.84	1.00	0.97	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	0.00	1.00	0.11	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		1	3		5		7	
Mvmt Sat Flow, veh/h		1641	1641		1641		1641	

Through Movement Data								
Assigned Mvmt	2			4		6		8
Mvmt Sat Flow, veh/h	3192			1870		2183		1870

Right-Turn Movement Data								
Assigned Mvmt	12			14		16		18
Mvmt Sat Flow, veh/h	386			1460		1241		1460

Left Lane Group Data								
Assigned Mvmt	0	1	3	0	5	0	7	0

Lane Assignment		L (Prot)	L (Prot)		L (Prot)		L (Prot)	
Lanes in Grp	0	1	1	0	1	0	1	0
Grp Vol (v), veh/h	0	426	55	0	102	0	230	0
Grp Sat Flow (s), veh/h/ln	0	1641	1641	0	1641	0	1641	0
Q Serve Time (g_s), s	0.0	30.1	3.9	0.0	7.3	0.0	16.8	0.0
Cycle Q Clear Time (g_c), s	0.0	30.1	3.9	0.0	7.3	0.0	16.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	466	89	0	144	0	234	0
V/C Ratio (X)	0.00	0.91	0.62	0.00	0.71	0.00	0.98	0.00
Avail Cap (c_a), veh/h	0	499	94	0	198	0	234	0
Upstream Filter (I)	0.00	0.77	0.83	0.00	0.93	0.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	41.5	55.5	0.0	53.2	0.0	51.3	0.0
Incr Delay (d2), s/veh	0.0	16.8	9.0	0.0	6.4	0.0	54.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	58.4	64.6	0.0	59.7	0.0	105.4	0.0
1st-Term Q (Q1), veh/ln	0.0	11.4	1.6	0.0	2.9	0.0	6.6	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.2	0.2	0.0	0.3	0.0	3.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	13.6	1.8	0.0	3.1	0.0	10.1	0.0
%ile Storage Ratio (RQ%)	0.00	1.73	0.91	0.00	0.40	0.00	1.71	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	2	0	0	4	0	6	0	8
Lane Assignment	T			T		T		T
Lanes in Grp	1	0	0	1	0	1	0	1
Grp Vol (v), veh/h	270	0	0	440	0	434	0	448
Grp Sat Flow (s), veh/h/ln	1777	0	0	1870	0	1777	0	1870
Q Serve Time (g_s), s	17.7	0.0	0.0	23.9	0.0	24.3	0.0	27.8
Cycle Q Clear Time (g_c), s	17.7	0.0	0.0	23.9	0.0	24.3	0.0	27.8
Lane Grp Cap (c), veh/h	314	0	0	658	0	663	0	492
V/C Ratio (X)	0.86	0.00	0.00	0.67	0.00	0.65	0.00	0.91
Avail Cap (c_a), veh/h	314	0	0	658	0	663	0	492
Upstream Filter (I)	0.93	0.00	0.00	1.00	0.00	0.77	0.00	0.83
Uniform Delay (d1), s/veh	48.0	0.0	0.0	33.0	0.0	31.2	0.0	42.8
Incr Delay (d2), s/veh	19.4	0.0	0.0	5.3	0.0	1.8	0.0	20.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	67.4	0.0	0.0	38.3	0.0	33.0	0.0	63.2
1st-Term Q (Q1), veh/ln	7.4	0.0	0.0	10.1	0.0	9.7	0.0	12.1

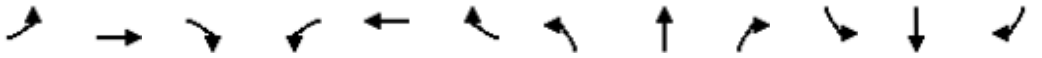
2nd-Term Q (Q2), veh/ln	1.7	0.0	0.0	1.0	0.0	0.3	0.0	2.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	9.1	0.0	0.0	11.1	0.0	10.1	0.0	14.9
%ile Storage Ratio (RQ%)	0.08	0.00	0.00	0.05	0.00	0.18	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	12	0	0	14	0	16	0	18
Lane Assignment	T+R			R		T+R		R
Lanes in Grp	1	0	0	1	0	1	0	1
Grp Vol (v), veh/h	275	0	0	89	0	404	0	379
Grp Sat Flow (s), veh/h/ln	1801	0	0	1460	0	1647	0	1460
Q Serve Time (g_s), s	17.8	0.0	0.0	5.1	0.0	24.6	0.0	15.2
Cycle Q Clear Time (g_c), s	17.8	0.0	0.0	5.1	0.0	24.6	0.0	15.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.21	0.00	0.00	1.00	0.00	0.75	0.00	1.00
Lane Grp Cap (c), veh/h	318	0	0	513	0	615	0	384
V/C Ratio (X)	0.87	0.00	0.00	0.17	0.00	0.66	0.00	0.99
Avail Cap (c_a), veh/h	318	0	0	513	0	615	0	384
Upstream Filter (I)	0.93	0.00	0.00	1.00	0.00	0.77	0.00	0.83
Uniform Delay (d1), s/veh	48.2	0.0	0.0	26.9	0.0	31.7	0.0	10.6
Incr Delay (d2), s/veh	20.0	0.0	0.0	0.7	0.0	2.0	0.0	38.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	68.2	0.0	0.0	27.6	0.0	33.7	0.0	49.1
1st-Term Q (Q1), veh/ln	7.6	0.0	0.0	1.7	0.0	9.2	0.0	4.1
2nd-Term Q (Q2), veh/ln	1.8	0.0	0.0	0.1	0.0	0.3	0.0	4.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	9.4	0.0	0.0	1.8	0.0	9.5	0.0	8.2
%ile Storage Ratio (RQ%)	0.09	0.00	0.00	0.45	0.00	0.17	0.00	4.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	53.5
HCM 7th LOS	D

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	445	76	109	337	119	108	520	109	163	484	347
Future Volume (veh/h)	291	445	76	109	337	119	108	520	109	163	484	347
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	316	484	83	118	366	129	117	565	118	177	526	377
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	361	977	762	356	690	243	165	727	568	167	727	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.51	0.39	0.39	0.39	0.39	0.39	0.39
Unsig. Movement Delay												
Ln Grp Delay, s/veh	52.1	14.2	11.0	22.6	0.0	14.9	53.2	29.4	18.5	128.8	26.9	25.6
Ln Grp LOS	D	B	B	C		B	D	C	B	F	C	C
Approach Vol, veh/h		883			613			800			1080	
Approach Delay, s/veh		27.5			16.4			31.3			43.2	
Approach LOS		C			B			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		5.0		5.0		5.0		6.0
Phs Duration (G+Y+Rc), s		39.0		51.0		39.0		51.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green (Gmax), s		33.5		45.5		33.5		45.5
Max Allow Headway (MAH), s		4.6		4.7		4.5		4.4
Max Q Clear (g_c+I1), s		37.0		49.0		37.0		27.4
Green Ext Time (g_e), s		0.0		0.0		0.0		2.7
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		1.00		1.00		1.00		0.02

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		568		831		698		778

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		1321

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1460		1460		1460		466

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

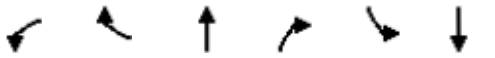
Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	117	0	316	0	177	0	118
Grp Sat Flow (s), veh/h/ln	0	568	0	831	0	698	0	778
Q Serve Time (g_s), s	0.0	13.5	0.0	30.4	0.0	11.2	0.0	10.4
Cycle Q Clear Time (g_c), s	0.0	35.0	0.0	47.0	0.0	35.0	0.0	25.4
Perm LT Sat Flow (s_l), veh/h/ln	0	568	0	831	0	698	0	778
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	35.0	0.0	47.0	0.0	35.0	0.0	47.0
Perm LT Serve Time (g_u), s	0.0	13.5	0.0	30.4	0.0	11.2	0.0	32.0
Perm LT Q Serve Time (g_ps), s	0.0	13.5	0.0	30.4	0.0	11.2	0.0	10.4
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	165	0	361	0	167	0	356
V/C Ratio (X)	0.00	0.71	0.00	0.88	0.00	1.06	0.00	0.33
Avail Cap (c_a), veh/h	0	165	0	361	0	167	0	356
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	40.1	0.0	31.5	0.0	42.1	0.0	22.0
Incr Delay (d2), s/veh	0.0	13.1	0.0	20.6	0.0	86.8	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	53.2	0.0	52.1	0.0	128.8	0.0	22.6
1st-Term Q (Q1), veh/ln	0.0	2.5	0.0	6.4	0.0	3.5	0.0	1.7
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	2.1	0.0	4.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.1	0.0	8.5	0.0	7.5	0.0	1.7
%ile Storage Ratio (RQ%)	0.00	0.70	0.00	2.15	0.00	2.73	0.00	0.44
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	565	0	484	0	526	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	23.8	0.0	15.0	0.0	21.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.8	0.0	15.0	0.0	21.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	727	0	977	0	727	0	0
V/C Ratio (X)	0.00	0.78	0.00	0.50	0.00	0.72	0.00	0.00
Avail Cap (c_a), veh/h	0	727	0	977	0	727	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	24.1	0.0	13.9	0.0	23.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.3	0.0	0.4	0.0	3.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.4	0.0	14.2	0.0	26.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.1	0.0	5.2	0.0	8.2	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	0.1	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.2	0.0	5.3	0.0	9.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.03	0.00	0.09	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	118	0	83	0	377	0	495
Grp Sat Flow (s), veh/h/ln	0	1460	0	1460	0	1460	0	1787
Q Serve Time (g_s), s	0.0	4.8	0.0	2.6	0.0	19.1	0.0	16.6
Cycle Q Clear Time (g_c), s	0.0	4.8	0.0	2.6	0.0	19.1	0.0	16.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.26
Lane Grp Cap (c), veh/h	0	568	0	762	0	568	0	933
V/C Ratio (X)	0.00	0.21	0.00	0.11	0.00	0.66	0.00	0.53
Avail Cap (c_a), veh/h	0	568	0	762	0	568	0	933
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.3	0.0	10.9	0.0	22.7	0.0	14.4
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.1	0.0	2.9	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.5	0.0	11.0	0.0	25.6	0.0	14.9
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.7	0.0	5.7	0.0	5.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	0.7	0.0	6.2	0.0	5.6
%ile Storage Ratio (RQ%)	0.00	0.37	0.00	0.36	0.00	0.79	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.4
HCM 7th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	173	288	33	365	323
Future Volume (veh/h)	11	173	288	33	365	323
Number	3	18	2	12	1	6
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1723	1723	1870	1723	1723	1870
Adj Flow Rate, veh/h	12	188	313	36	397	351
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	240	213	1279	147	758	1453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.15	0.15	0.78	0.78	0.78	0.78
Unsig. Movement Delay						
Ln Grp Delay, s/veh	38.3	71.0	0.0	3.6	8.7	3.5
Ln Grp LOS	D	E		A	A	A
Approach Vol, veh/h	200		349			748
Approach Delay, s/veh	69.0		3.6			6.2
Approach LOS	E		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			6.0		
Phs Duration (G+Y+Rc), s		84.8	19.2			84.8		
Change Period (Y+Rc), s		4.0	4.0			4.0		
Max Green (Gmax), s		79.0	17.0			79.0		
Max Allow Headway (MAH), s		4.0	4.3			4.7		
Max Q Clear (g_c+I1), s		7.4	15.1			28.0		
Green Ext Time (g_e), s		1.3	0.1			4.2		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.00	1.00			0.00		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	1641			950		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		1647	0			1870		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		189	1460			0		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0

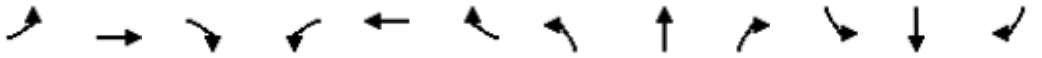
Lane Assignment			L			L		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	12	0	0	397	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	0	950	0	0
Q Serve Time (g_s), s	0.0	0.0	0.7	0.0	0.0	20.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.7	0.0	0.0	26.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1641	0	0	950	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	80.8	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	75.3	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	20.6	0.0	0.0
Time to First Blk (g_f), s	0.0	80.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	240	0	0	758	0	0
V/C Ratio (X)	0.00	0.00	0.05	0.00	0.00	0.52	0.00	0.00
Avail Cap (c_a), veh/h	0	0	268	0	0	758	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.74	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	38.2	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	1.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	38.3	0.0	0.0	8.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.2	0.0	0.0	2.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.3	0.0	0.0	3.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.04	0.00	0.00	0.39	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	351	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1453	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1453	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	349	188	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1836	1460	0	0	0	0	0
Q Serve Time (g_s), s	0.0	5.4	13.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.4	13.1	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.10	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1427	213	0	0	0	0	0
V/C Ratio (X)	0.00	0.24	0.88	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1427	239	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.2	43.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	27.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.6	71.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.0	4.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	1.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.2	6.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.05	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	15.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	45	0	396	29	736	0	0	494	276
Future Volume (veh/h)	0	0	0	45	0	396	29	736	0	0	494	276
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1723	0	1723	1723	1870	0	0	1870	1723
Adj Flow Rate, veh/h				49	0	430	32	800	0	0	537	300
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				646	0	521	625	2521	0	0	1364	390
HCM Platoon Ratio				1.00	1.00	1.00	0.67	0.67	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.20	0.00	0.20	0.26	0.48	0.00	0.00	0.27	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh				29.1	0.0	38.6	21.3	10.5	0.0	0.0	27.9	44.0
Ln Grp LOS				C		D	C	B			C	D
Approach Vol, veh/h					479			832			837	
Approach Delay, s/veh					37.6			10.9			33.7	
Approach LOS					D			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		6	5		
Case No		4.0	9.0		7.0	2.0		
Phs Duration (G+Y+Rc), s		67.8	22.2		28.0	39.8		
Change Period (Y+Rc), s		5.5	4.0		* 5.5	5.5		
Max Green (Gmax), s		52.5	28.0		* 39	10.0		
Max Allow Headway (MAH), s		4.0	4.3		4.1	4.1		
Max Q Clear (g_c+I1), s		14.5	16.4		19.1	3.3		
Green Ext Time (g_e), s		3.7	1.7		3.5	0.0		
Prob of Phs Call (p_c)		1.00	1.00		1.00	0.55		
Prob of Max Out (p_x)		0.00	0.05		0.02	0.03		

Left-Turn Movement Data						
Assigned Mvmt			3		1	5
Mvmt Sat Flow, veh/h			3183		0	1641

Through Movement Data						
Assigned Mvmt		2	8		6	
Mvmt Sat Flow, veh/h		3647	0		5274	

Right-Turn Movement Data						
Assigned Mvmt		12	18		16	
Mvmt Sat Flow, veh/h		0	2569		1460	

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	1	5	0	0

Lane Assignment			L			L (Prot)		
Lanes in Grp	0	0	2	0	0	1	0	0
Grp Vol (v), veh/h	0	0	49	0	0	32	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1591	0	0	1641	0	0
Q Serve Time (g_s), s	0.0	0.0	1.1	0.0	0.0	1.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.1	0.0	0.0	1.3	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1591	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	24.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	646	0	0	625	0	0
V/C Ratio (X)	0.00	0.00	0.08	0.00	0.00	0.05	0.00	0.00
Avail Cap (c_a), veh/h	0	0	994	0	0	625	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.0	0.0	0.0	21.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	29.1	0.0	0.0	21.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.04	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	6	0	0	0
Lane Assignment		T			T			
Lanes in Grp	0	2	0	0	3	0	0	0
Grp Vol (v), veh/h	0	800	0	0	537	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	1702	0	0	0
Q Serve Time (g_s), s	0.0	12.5	0.0	0.0	7.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.5	0.0	0.0	7.8	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2521	0	0	1364	0	0	0
V/C Ratio (X)	0.00	0.32	0.00	0.00	0.39	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2521	0	0	2269	0	0	0
Upstream Filter (I)	0.00	0.93	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.1	0.0	0.0	27.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.9	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.5	0.0	0.0	27.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.0	0.0	0.0	2.9	0.0	0.0	0.0

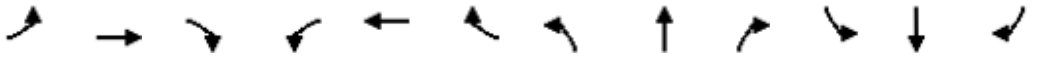
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.1	0.0	0.0	3.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.00	0.02	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	16	0	0	0
Lane Assignment			R		R			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	430	0	300	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1285	0	1460	0	0	0
Q Serve Time (g_s), s	0.0	0.0	14.4	0.0	17.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	14.4	0.0	17.1	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	521	0	390	0	0	0
V/C Ratio (X)	0.00	0.00	0.83	0.00	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	802	0	649	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	34.3	0.0	30.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.2	0.0	13.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	38.6	0.0	44.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	4.1	0.0	5.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	1.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	4.4	0.0	6.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.27	0.00	1.40	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.7
HCM 7th LOS	C

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	0	18	0	0	0	0	498	106	0	279	0
Future Volume (veh/h)	302	0	18	0	0	0	0	498	106	0	279	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	0	1723				0	1870	1723	0	1870	1723
Adj Flow Rate, veh/h	328	0	20				0	541	115	0	303	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Opposing Right Turn Influence	Yes						No			No		
Cap, veh/h	438	0	201				0	2261	479	0	2753	1131
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	2.00	2.00
Prop Arrive On Green	0.14	0.00	0.14				0.00	1.00	1.00	0.00	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.9	0.0	34.2				0.0	0.4	0.4	0.0	0.1	0.0
Ln Grp LOS	D		C					A	A		A	
Approach Vol, veh/h		348						656			303	
Approach Delay, s/veh		39.6						0.4			0.1	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		73.7		16.3		73.7		
Change Period (Y+Rc), s		5.5		4.0		5.5		
Max Green (Gmax), s		48.5		32.0		48.5		
Max Allow Headway (MAH), s		4.1		4.1		4.0		
Max Q Clear (g_c+I1), s		2.0		10.9		2.0		
Green Ext Time (g_e), s		2.5		1.4		1.2		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		3183		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3012		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		618		1460		1460		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	328	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1591	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1591	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	69.7	0.0	0.0	0.0	69.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	438	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1135	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	37.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	39.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	329	0	0	0	303	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1377	0	0	0	2753	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.00	0.00	0.11	0.00	0.00
Avail Cap (c_a), veh/h	0	1377	0	0	0	2753	0	0
Upstream Filter (I)	0.00	0.96	0.00	0.00	0.00	0.99	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	327	0	20	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1759	0	1460	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.35	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1363	0	201	0	1131	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.10	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1363	0	521	0	1131	0	0
Upstream Filter (I)	0.00	0.96	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	33.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	34.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.8
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	410	375	0	208
Demand Flow Rate, veh/h	418	382	0	212
Vehicles Circulating, veh/h	322	120	313	316
Vehicles Exiting, veh/h	204	193	281	120
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.2	4.4	0.0	5.6
Approach LOS	A	A	-	A

Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT		LT		LTR	LT	
RT Channelized		Free		Free			Free
Lane Util	1.000		1.000		1.000	1.000	
Follow-Up Headway, s	2.609		2.609		2.609	2.609	
Critical Headway, s	4.976		4.976		4.976	4.976	
A (Intercept)	1380		1380		1380	1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	1.02e-3	
Entry Flow, veh/h	272	146	316	66	0	210	2
Cap Entry Lane, veh/h	994	1938	1221	1938	1003	1000	1938
Entry HV Adj Factor	0.982	0.980	0.981	0.980	1.000	0.979	0.980
Flow Entry, veh/h	267	143	310	65	0	206	2
Cap Entry, veh/h	975	1900	1198	1900	1003	979	1900
V/C Ratio	0.274	0.075	0.259	0.034	0.000	0.210	0.001
Control Delay, s/veh	6.4	0.0	5.3	0.0	3.6	5.7	0.0
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	1	0	1	0	0	1	0

HCM 7th Edition methodology does not support Non-NEMA phasing.

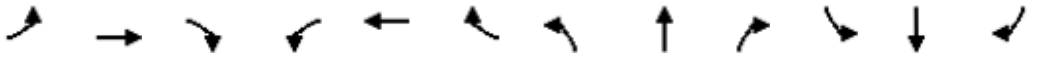
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	176	34	21	277	0	37	0	13	0	0	0
Future Vol, veh/h	0	176	34	21	277	0	37	0	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	191	37	23	301	0	40	0	14	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	301	0	0	228	0	0	557	557	210	538	575	301
Stage 1	-	-	-	-	-	-	210	210	-	347	347	-
Stage 2	-	-	-	-	-	-	347	347	-	191	228	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1260	-	-	1340	-	-	441	439	830	454	429	739
Stage 1	-	-	-	-	-	-	792	729	-	669	635	-
Stage 2	-	-	-	-	-	-	669	635	-	810	715	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1260	-	-	1340	-	-	432	430	830	437	420	739
Mov Cap-2 Maneuver	-	-	-	-	-	-	432	430	-	437	420	-
Stage 1	-	-	-	-	-	-	792	729	-	655	622	-
Stage 2	-	-	-	-	-	-	655	622	-	797	715	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.54	13.19	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	494	1260	-	-	127	-	-	-
HCM Lane V/C Ratio	0.11	-	-	-	0.017	-	-	-
HCM Control Delay (s/veh)	13.2	0	-	-	7.7	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	129	35	28	158	202	74	332	32	97	176	35
Future Volume (veh/h)	79	129	35	28	158	202	74	332	32	97	176	35
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	86	140	38	30	172	220	80	361	35	105	191	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	134	217	169	260	361	282	125	1939	187	509	1399	273
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Prop Arrive On Green	0.08	0.12	0.12	0.16	0.19	0.19	0.15	1.00	1.00	0.94	0.94	0.91
Unsig. Movement Delay												
Ln Grp Delay, s/veh	45.1	41.2	22.4	32.7	33.3	40.5	41.7	0.3	0.3	2.3	1.7	2.0
Ln Grp LOS	D	D	C	C	C	D	D	A	A	A	A	A
Approach Vol, veh/h		264			422			476			334	
Approach Delay, s/veh		39.8			37.0			7.3			2.0	
Approach LOS		D			D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	4	3	5	6	8	7
Case No		4.0	3.0	2.0	2.0	6.3	3.0	2.0
Phs Duration (G+Y+Rc), s		57.3	14.4	18.3	10.8	46.5	21.4	11.3
Change Period (Y+Rc), s		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green (Gmax), s		40.5	28.3	4.7	9.5	25.5	23.5	9.5
Max Allow Headway (MAH), s		4.0	4.1	4.1	4.1	4.5	4.2	4.1
Max Q Clear (g_c+I1), s		2.0	8.4	3.4	6.1	2.8	14.9	6.6
Green Ext Time (g_e), s		1.4	0.5	0.0	0.0	1.3	1.0	0.0
Prob of Phs Call (p_c)		1.00	1.00	0.53	0.86	1.00	1.00	0.88
Prob of Max Out (p_x)		0.00	0.00	1.00	1.00	0.00	0.13	1.00

Left-Turn Movement Data								
Assigned Mvmt				3	5	1		7
Mvmt Sat Flow, veh/h				1641	1641	910		1641

Through Movement Data								
Assigned Mvmt		2	4			6	8	
Mvmt Sat Flow, veh/h		3275	1870			2965	1870	

Right-Turn Movement Data								
Assigned Mvmt		12	14			16	18	
Mvmt Sat Flow, veh/h		316	1460			578	1460	

Left Lane Group Data								
Assigned Mvmt	0	0	0	3	5	1	0	7

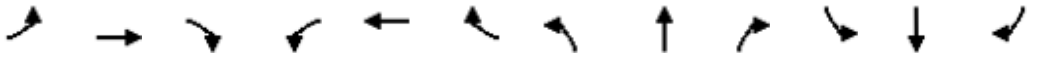
Lane Assignment				L (Prot)	L (Prot)	L		L (Prot)
Lanes in Grp	0	0	0	1	1	1	0	1
Grp Vol (v), veh/h	0	0	0	30	80	105	0	86
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	1641	910	0	1641
Q Serve Time (g_s), s	0.0	0.0	0.0	1.4	4.1	0.8	0.0	4.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.4	4.1	0.8	0.0	4.6
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	910	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	42.5	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	42.5	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	260	125	509	0	134
V/C Ratio (X)	0.00	0.00	0.00	0.12	0.64	0.21	0.00	0.64
Avail Cap (c_a), veh/h	0	0	0	260	201	509	0	201
Upstream Filter (I)	0.00	0.00	0.00	0.99	0.86	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	32.5	37.0	1.4	0.0	40.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	4.7	0.9	0.0	5.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	32.7	41.7	2.3	0.0	45.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.5	1.5	0.1	0.0	1.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.5	1.6	0.2	0.0	1.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.27	0.21	0.03	0.00	0.32
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	4	0	0	6	8	0
Lane Assignment		T	T			T	T	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	195	140	0	0	113	172	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	0	0	1777	1870	0
Q Serve Time (g_s), s	0.0	0.0	6.4	0.0	0.0	0.4	7.4	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	6.4	0.0	0.0	0.4	7.4	0.0
Lane Grp Cap (c), veh/h	0	1052	217	0	0	838	361	0
V/C Ratio (X)	0.00	0.19	0.64	0.00	0.00	0.13	0.48	0.00
Avail Cap (c_a), veh/h	0	1052	619	0	0	838	520	0
Upstream Filter (I)	0.00	0.86	1.00	0.00	0.00	1.00	0.99	0.00
Uniform Delay (d1), s/veh	0.0	0.0	38.0	0.0	0.0	1.4	32.3	0.0
Incr Delay (d2), s/veh	0.0	0.3	3.2	0.0	0.0	0.3	1.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	41.2	0.0	0.0	1.7	33.3	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.7	0.0	0.0	0.1	3.1	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.2	0.0	0.0	0.1	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	2.9	0.0	0.0	0.2	3.2	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.01	0.00	0.00	0.00	0.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	14	0	0	16	18	0
Lane Assignment		T+R	R			T+R	R	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	201	38	0	0	116	220	0
Grp Sat Flow (s), veh/h/ln	0	1814	1460	0	0	1766	1460	0
Q Serve Time (g_s), s	0.0	0.0	1.6	0.0	0.0	0.5	12.9	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.6	0.0	0.0	0.5	12.9	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.17	1.00	0.00	0.00	0.33	1.00	0.00
Lane Grp Cap (c), veh/h	0	1074	169	0	0	833	282	0
V/C Ratio (X)	0.00	0.19	0.22	0.00	0.00	0.14	0.78	0.00
Avail Cap (c_a), veh/h	0	1074	483	0	0	833	406	0
Upstream Filter (I)	0.00	0.86	1.00	0.00	0.00	1.00	0.99	0.00
Uniform Delay (d1), s/veh	0.0	0.0	21.7	0.0	0.0	1.6	34.5	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.7	0.0	0.0	0.3	6.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	22.4	0.0	0.0	2.0	40.5	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.7	0.0	0.0	0.1	4.2	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.7	0.0	0.0	0.2	4.7	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.19	0.00	0.00	0.00	2.37	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.2
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	170	52	81	114	69	32	286	87	48	218	79
Future Volume (veh/h)	150	170	52	81	114	69	32	286	87	48	218	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	163	185	57	88	124	75	35	311	95	52	237	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	745	1225	956	727	715	432	224	479	374	177	479	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.64	0.26	0.26	0.26	0.26	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	8.7	6.2	5.7	7.5	0.0	6.5	34.2	31.3	27.0	38.9	29.3	26.8
Ln Grp LOS	A	A	A	A		A	C	C	C	D	C	C
Approach Vol, veh/h		405			287			441			375	
Approach Delay, s/veh		7.1			6.8			30.6			30.0	
Approach LOS		A			A			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		5.0		5.0		5.0		6.0
Phs Duration (G+Y+Rc), s		27.1		62.9		27.1		62.9
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green (Gmax), s		37.5		41.5		37.5		41.5
Max Allow Headway (MAH), s		4.2		4.4		4.3		4.4
Max Q Clear (g_c+I1), s		15.4		12.2		20.3		8.6
Green Ext Time (g_e), s		1.6		1.6		1.3		1.2
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		973		1090		902		1048

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		1091

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1460		1460		1460		660

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

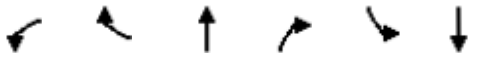
Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	35	0	163	0	52	0	88
Grp Sat Flow (s), veh/h/ln	0	973	0	1090	0	902	0	1048
Q Serve Time (g_s), s	0.0	2.9	0.0	6.2	0.0	4.9	0.0	3.2
Cycle Q Clear Time (g_c), s	0.0	12.6	0.0	10.2	0.0	18.3	0.0	6.6
Perm LT Sat Flow (s_l), veh/h/ln	0	973	0	1090	0	902	0	1048
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	23.1	0.0	58.9	0.0	23.1	0.0	58.9
Perm LT Serve Time (g_u), s	0.0	13.3	0.0	54.9	0.0	9.7	0.0	55.5
Perm LT Q Serve Time (g_ps), s	0.0	2.9	0.0	6.2	0.0	4.9	0.0	3.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	224	0	745	0	177	0	727
V/C Ratio (X)	0.00	0.16	0.00	0.22	0.00	0.29	0.00	0.12
Avail Cap (c_a), veh/h	0	397	0	745	0	337	0	727
Upstream Filter (I)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	33.9	0.0	8.1	0.0	38.0	0.0	7.2
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.6	0.0	0.9	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.2	0.0	8.7	0.0	38.9	0.0	7.5
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	1.1	0.0	1.0	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	1.2	0.0	1.1	0.0	0.6
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.31	0.00	0.38	0.00	0.15
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	311	0	185	0	237	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	13.4	0.0	3.4	0.0	9.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.4	0.0	3.4	0.0	9.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	479	0	1225	0	479	0	0
V/C Ratio (X)	0.00	0.65	0.00	0.15	0.00	0.49	0.00	0.00
Avail Cap (c_a), veh/h	0	810	0	1225	0	810	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.9	0.0	5.9	0.0	28.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.3	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.3	0.0	6.2	0.0	29.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.4	0.0	0.9	0.0	4.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.6	0.0	1.0	0.0	4.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.01	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	95	0	57	0	86	0	199
Grp Sat Flow (s), veh/h/ln	0	1460	0	1460	0	1460	0	1752
Q Serve Time (g_s), s	0.0	4.7	0.0	1.3	0.0	4.2	0.0	4.0
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	1.3	0.0	4.2	0.0	4.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.38
Lane Grp Cap (c), veh/h	0	374	0	956	0	374	0	1147
V/C Ratio (X)	0.00	0.25	0.00	0.06	0.00	0.23	0.00	0.17
Avail Cap (c_a), veh/h	0	633	0	956	0	633	0	1147
Upstream Filter (I)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.6	0.0	5.6	0.0	26.5	0.0	6.2
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.1	0.0	0.3	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.0	0.0	5.7	0.0	26.8	0.0	6.5
1st-Term Q (Q1), veh/ln	0.0	1.5	0.0	0.3	0.0	1.3	0.0	1.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	0.3	0.0	1.4	0.0	1.2
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.15	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.6
HCM 7th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	227	94	6	90	106
Future Volume (veh/h)	19	227	94	6	90	106
Number	3	18	2	12	1	6
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1723	1723	1870	1723	1723	1870
Adj Flow Rate, veh/h	21	247	102	7	98	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	323	288	1235	85	903	1335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Prop Arrive On Green	0.20	0.20	0.71	0.71	1.00	1.00
Unsig. Movement Delay						
Ln Grp Delay, s/veh	29.5	42.2	0.0	4.0	0.3	0.1
Ln Grp LOS	C	D		A	A	A
Approach Vol, veh/h	268		109			213
Approach Delay, s/veh	41.2		4.0			0.2
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			6.0		
Phs Duration (G+Y+Rc), s		68.3	21.7			68.3		
Change Period (Y+Rc), s		4.0	4.0			4.0		
Max Green (Gmax), s		36.0	46.0			36.0		
Max Allow Headway (MAH), s		4.0	4.3			4.2		
Max Q Clear (g_c+I1), s		3.6	16.7			3.8		
Green Ext Time (g_e), s		0.3	1.1			0.8		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.00	0.00			0.00		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	1641			1183		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		1730	0			1870		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		119	1460			0		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0

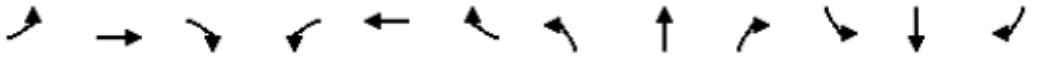
Lane Assignment			L			L		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	21	0	0	98	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	0	1183	0	0
Q Serve Time (g_s), s	0.0	0.0	0.9	0.0	0.0	0.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.9	0.0	0.0	1.8	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1641	0	0	1183	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	64.3	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	62.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Time to First Blk (g_f), s	0.0	64.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	323	0	0	903	0	0
V/C Ratio (X)	0.00	0.00	0.06	0.00	0.00	0.11	0.00	0.00
Avail Cap (c_a), veh/h	0	0	839	0	0	903	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	29.5	0.0	0.0	0.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.06	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	115	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1335	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1335	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	109	247	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1849	1460	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.6	14.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.6	14.7	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1320	288	0	0	0	0	0
V/C Ratio (X)	0.00	0.08	0.86	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1320	746	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.9	34.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	7.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.0	42.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.4	4.8	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	5.4	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.04	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	52	0	396	29	770	0	0	506	276
Future Volume (veh/h)	0	0	0	52	0	396	29	770	0	0	506	276
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1723	0	1723	1723	1870	0	0	1870	1723
Adj Flow Rate, veh/h				57	0	430	32	837	0	0	550	300
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				647	0	522	40	2520	0	0	3269	935
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.20	0.00	0.20	0.02	0.71	0.00	0.00	0.64	0.64
Unsig. Movement Delay												
Ln Grp Delay, s/veh				29.2	0.0	38.5	70.9	5.3	0.0	0.0	6.6	8.2
Ln Grp LOS				C		D	E	A			A	A
Approach Vol, veh/h					487			869			850	
Approach Delay, s/veh					37.4			7.7			7.2	
Approach LOS					D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	9.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		67.8	22.2		6.2	61.6		
Change Period (Y+Rc), s		5.5	4.0		4.0	5.5		
Max Green (Gmax), s		52.5	28.0		10.0	38.5		
Max Allow Headway (MAH), s		4.0	4.3		4.1	4.1		
Max Q Clear (g_c+I1), s		10.1	16.4		3.7	10.4		
Green Ext Time (g_e), s		3.9	1.8		0.0	3.8		
Prob of Phs Call (p_c)		1.00	1.00		0.55	1.00		
Prob of Max Out (p_x)		0.00	0.05		0.05	0.00		

Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			3183		1641	0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3647	0			5274		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	2569			1460		

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0

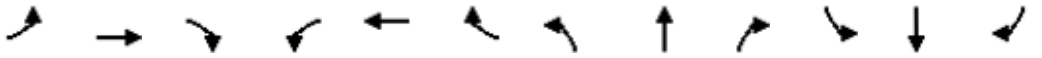
Lane Assignment			L		L (Prot)			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	57	0	32	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1591	0	1641	0	0	0
Q Serve Time (g_s), s	0.0	0.0	1.3	0.0	1.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.3	0.0	1.7	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1591	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	57.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	647	0	40	0	0	0
V/C Ratio (X)	0.00	0.00	0.09	0.00	0.80	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	994	0	182	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.93	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.1	0.0	43.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	27.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	29.2	0.0	70.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.5	0.0	0.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.5	0.0	1.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.04	0.00	0.06	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	837	0	0	0	550	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1702	0	0
Q Serve Time (g_s), s	0.0	8.1	0.0	0.0	0.0	3.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.1	0.0	0.0	0.0	3.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	2520	0	0	0	3269	0	0
V/C Ratio (X)	0.00	0.33	0.00	0.00	0.00	0.17	0.00	0.00
Avail Cap (c_a), veh/h	0	2520	0	0	0	3269	0	0
Upstream Filter (I)	0.00	0.93	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.0	0.0	0.0	0.0	6.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.3	0.0	0.0	0.0	6.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	0.0	0.0	1.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.9	0.0	0.0	0.0	1.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	2	0	0	1	0	0
Grp Vol (v), veh/h	0	0	430	0	0	300	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1285	0	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	14.4	0.0	0.0	8.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	14.4	0.0	0.0	8.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	522	0	0	935	0	0
V/C Ratio (X)	0.00	0.00	0.82	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	0	802	0	0	935	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	34.3	0.0	0.0	7.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.2	0.0	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	38.5	0.0	0.0	8.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	4.1	0.0	0.0	1.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	4.4	0.0	0.0	2.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.27	0.00	0.00	0.43	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	0	18	0	0	0	0	532	127	0	298	0
Future Volume (veh/h)	302	0	18	0	0	0	0	532	127	0	298	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	0	1723				0	1870	1723	0	1870	1723
Adj Flow Rate, veh/h	328	0	20				0	578	138	0	324	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Opposing Right Turn Influence	Yes						No			No		
Cap, veh/h	437	0	200				0	2206	525	0	2754	1131
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.33	1.33	1.00	2.00	2.00
Prop Arrive On Green	0.14	0.00	0.14				0.00	1.00	1.00	0.00	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	40.0	0.0	34.2				0.0	0.4	0.4	0.0	0.1	0.0
Ln Grp LOS	D		C					A	A		A	
Approach Vol, veh/h		348						716			324	
Approach Delay, s/veh		39.6						0.4			0.1	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		73.7		16.3		73.7		
Change Period (Y+Rc), s		5.5		4.0		5.5		
Max Green (Gmax), s		49.5		31.0		49.5		
Max Allow Headway (MAH), s		4.1		4.1		4.0		
Max Q Clear (g_c+I1), s		2.0		10.9		2.0		
Green Ext Time (g_e), s		2.8		1.3		1.3		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data						
Assigned Mvmt		5		7		1
Mvmt Sat Flow, veh/h		0		3183		0

Through Movement Data						
Assigned Mvmt		2		4		6
Mvmt Sat Flow, veh/h		2941		0		3647

Right-Turn Movement Data						
Assigned Mvmt		12		14		16
Mvmt Sat Flow, veh/h		678		1460		1460

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	328	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1591	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1591	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	69.7	0.0	0.0	0.0	69.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	437	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1100	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	37.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	360	0	0	0	324	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1377	0	0	0	2754	0	0
V/C Ratio (X)	0.00	0.26	0.00	0.00	0.00	0.12	0.00	0.00
Avail Cap (c_a), veh/h	0	1377	0	0	0	2754	0	0
Upstream Filter (I)	0.00	0.94	0.00	0.00	0.00	0.99	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

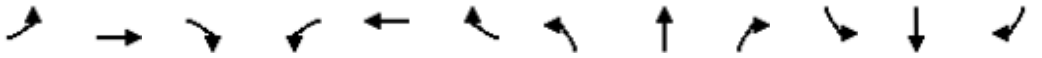
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	356	0	20	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1748	0	1460	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.39	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1355	0	200	0	1131	0	0
V/C Ratio (X)	0.00	0.26	0.00	0.10	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1355	0	504	0	1131	0	0
Upstream Filter (I)	0.00	0.94	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	34.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	34.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.2
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	4.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	413	412	0	208
Demand Flow Rate, veh/h	421	420	0	212
Vehicles Circulating, veh/h	351	120	316	354
Vehicles Exiting, veh/h	213	196	310	120
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.4	4.8	0.0	5.9
Approach LOS	A	A	-	A

Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT		LT		LTR	LT	
RT Channelized		Free		Free			Free
Lane Util	1.000		1.000		1.000	1.000	
Follow-Up Headway, s	2.609		2.609		2.609	2.609	
Critical Headway, s	4.976		4.976		4.976	4.976	
A (Intercept)	1380		1380		1380	1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	1.02e-3	
Entry Flow, veh/h	275	146	354	66	0	210	2
Cap Entry Lane, veh/h	965	1938	1221	1938	1000	962	1938
Entry HV Adj Factor	0.982	0.980	0.980	0.980	1.000	0.979	0.980
Flow Entry, veh/h	270	143	347	65	0	206	2
Cap Entry, veh/h	947	1900	1196	1900	1000	942	1900
V/C Ratio	0.285	0.075	0.290	0.034	0.000	0.218	0.001
Control Delay, s/veh	6.7	0.0	5.7	0.0	3.6	6.0	0.0
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	1	0	1	0	0	1	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	3	81	0	0	0	0	310	27	122	141	0
Future Volume (veh/h)	80	3	81	0	0	0	0	310	27	122	141	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723				0	1870	1723	1723	1870	0
Adj Flow Rate, veh/h	87	3	88				0	337	29	133	153	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	142	0	126				0	1400	120	547	609	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.09	0.09				0.00	0.82	0.81	0.82	0.82	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.9	0.0	46.7				0.0	0.0	2.1	2.2	0.0	0.0
Ln Grp LOS	D		D						A	A		
Approach Vol, veh/h		175						366			286	
Approach Delay, s/veh		45.3						2.1			2.2	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		78.2		11.8		78.2		
Change Period (Y+Rc), s		5.5		4.1		5.5		
Max Green (Gmax), s		56.5		23.9		56.5		
Max Allow Headway (MAH), s		4.0		4.2		4.5		
Max Q Clear (g_c+I1), s		5.9		7.3		7.2		
Green Ext Time (g_e), s		1.3		0.5		1.3		
Prob of Phs Call (p_c)		1.00		0.99		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1641		592		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1698		0		739		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		146		1460		0		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L		L+T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	87	0	286	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	0	1331	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	4.6	0.0	1.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	4.6	0.0	5.2	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1641	0	1032	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	74.2	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	70.3	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Time to First Blk (g_f), s	0.0	74.2	0.0	0.0	0.0	2.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.47	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	142	0	1156	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.61	0.00	0.25	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	438	0	1156	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	39.7	0.0	1.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.2	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	43.9	0.0	2.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.7	0.0	0.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	1.9	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.13	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	366	0	88	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1844	0	1460	0	0	0	0
Q Serve Time (g_s), s	0.0	3.9	0.0	5.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.9	0.0	5.3	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1521	0	126	0	0	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.70	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1521	0	389	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.7	0.0	40.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	6.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.1	0.0	46.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	1.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	2.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.3
HCM 7th LOS	B

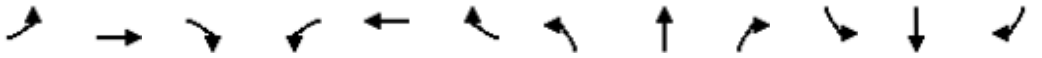
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	189	34	21	311	0	37	0	13	0	0	0
Future Vol, veh/h	0	189	34	21	311	0	37	0	13	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	205	37	23	338	0	40	0	14	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	338	0	0	242	0	0	608	608	224	589	626	338
Stage 1	-	-	-	-	-	-	224	224	-	384	384	-
Stage 2	-	-	-	-	-	-	384	384	-	205	242	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1221	-	-	1324	-	-	408	411	816	420	401	704
Stage 1	-	-	-	-	-	-	779	718	-	639	612	-
Stage 2	-	-	-	-	-	-	639	612	-	797	705	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1221	-	-	1324	-	-	399	402	816	404	392	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	399	402	-	404	392	-
Stage 1	-	-	-	-	-	-	779	718	-	626	599	-
Stage 2	-	-	-	-	-	-	626	599	-	783	705	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.49	13.86	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	460	1221	-	-	114	-	-	-
HCM Lane V/C Ratio	0.118	-	-	-	0.017	-	-	-
HCM Control Delay (s/veh)	13.9	0	-	-	7.8	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	193	51	28	180	202	80	332	32	97	176	54
Future Volume (veh/h)	134	193	51	28	180	202	80	332	32	97	176	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	146	210	55	30	196	220	87	361	35	105	191	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	202	517	403	66	361	282	474	1802	174	226	585	175
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Prop Arrive On Green	0.12	0.28	0.28	0.04	0.19	0.19	0.29	0.55	0.53	0.07	0.07	0.07
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.9	27.1	4.7	47.0	34.0	40.9	24.2	10.6	10.7	49.0	37.7	38.1
Ln Grp LOS	D	C	A	D	C	D	C	B	B	D	D	D
Approach Vol, veh/h		411			446			483			355	
Approach Delay, s/veh		30.1			38.3			13.1			41.2	
Approach LOS		C			D			B			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	6	5	7	8
Case No		4.0	2.0	3.0	6.4	2.0	2.0	3.0
Phs Duration (G+Y+Rc), s		53.5	7.6	28.9	23.5	30.0	15.1	21.4
Change Period (Y+Rc), s		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green (Gmax), s		37.1	4.7	31.7	23.1	8.5	13.5	22.9
Max Allow Headway (MAH), s		4.0	4.1	4.1	4.5	4.1	4.1	4.2
Max Q Clear (g_c+I1), s		7.1	3.6	10.2	17.3	5.6	9.7	14.9
Green Ext Time (g_e), s		1.3	0.0	0.8	0.7	0.0	0.1	1.0
Prob of Phs Call (p_c)		1.00	0.53	1.00	1.00	0.89	0.97	1.00
Prob of Max Out (p_x)		0.00	1.00	0.00	0.55	1.00	1.00	0.18

Left-Turn Movement Data								
Assigned Mvmt			3		1	5	7	
Mvmt Sat Flow, veh/h			1641		910	1641	1641	

Through Movement Data								
Assigned Mvmt		2		4	6			8
Mvmt Sat Flow, veh/h		3275		1870	2693			1870

Right-Turn Movement Data								
Assigned Mvmt		12		14	16			18
Mvmt Sat Flow, veh/h		316		1460	808			1460

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	1	5	7	0

Lane Assignment			L (Prot)		L	L (Prot)	L (Prot)	
Lanes in Grp	0	0	1	0	1	1	1	0
Grp Vol (v), veh/h	0	0	30	0	105	87	146	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	910	1641	1641	0
Q Serve Time (g_s), s	0.0	0.0	1.6	0.0	10.2	3.6	7.7	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.6	0.0	15.3	3.6	7.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	910	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	19.5	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	14.5	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	10.2	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	66	0	226	474	202	0
V/C Ratio (X)	0.00	0.00	0.46	0.00	0.46	0.18	0.72	0.00
Avail Cap (c_a), veh/h	0	0	113	0	277	474	273	0
Upstream Filter (I)	0.00	0.00	0.99	0.00	1.00	0.86	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	42.2	0.0	42.3	24.0	38.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.8	0.0	6.7	0.2	6.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	47.0	0.0	49.0	24.2	43.9	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.6	0.0	2.4	1.3	2.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.4	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.7	0.0	2.9	1.3	3.2	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.35	0.00	0.36	0.16	0.54	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	6	0	0	8
Lane Assignment		T		T	T			T
Lanes in Grp	0	1	0	1	1	0	0	1
Grp Vol (v), veh/h	0	195	0	210	124	0	0	196
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	1777	0	0	1870
Q Serve Time (g_s), s	0.0	5.0	0.0	8.2	6.0	0.0	0.0	8.5
Cycle Q Clear Time (g_c), s	0.0	5.0	0.0	8.2	6.0	0.0	0.0	8.5
Lane Grp Cap (c), veh/h	0	978	0	517	386	0	0	361
V/C Ratio (X)	0.00	0.20	0.00	0.41	0.32	0.00	0.00	0.54
Avail Cap (c_a), veh/h	0	978	0	690	486	0	0	507
Upstream Filter (I)	0.00	0.86	0.00	1.00	1.00	0.00	0.00	0.99
Uniform Delay (d1), s/veh	0.0	10.2	0.0	26.6	35.5	0.0	0.0	32.7
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.5	2.2	0.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.6	0.0	27.1	37.7	0.0	0.0	34.0
1st-Term Q (Q1), veh/ln	0.0	1.6	0.0	3.3	2.5	0.0	0.0	3.5

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.2	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.7	0.0	3.4	2.7	0.0	0.0	3.7
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.02	0.05	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	16	0	0	18
Lane Assignment		T+R		R	T+R			R
Lanes in Grp	0	1	0	1	1	0	0	1
Grp Vol (v), veh/h	0	201	0	55	126	0	0	220
Grp Sat Flow (s), veh/h/ln	0	1814	0	1460	1725	0	0	1460
Q Serve Time (g_s), s	0.0	5.1	0.0	1.1	6.3	0.0	0.0	12.9
Cycle Q Clear Time (g_c), s	0.0	5.1	0.0	1.1	6.3	0.0	0.0	12.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.17	0.00	1.00	0.47	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	998	0	403	374	0	0	282
V/C Ratio (X)	0.00	0.20	0.00	0.14	0.34	0.00	0.00	0.78
Avail Cap (c_a), veh/h	0	998	0	539	471	0	0	396
Upstream Filter (I)	0.00	0.86	0.00	1.00	1.00	0.00	0.00	0.99
Uniform Delay (d1), s/veh	0.0	10.3	0.0	4.6	35.7	0.0	0.0	34.5
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.2	2.4	0.0	0.0	6.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.7	0.0	4.7	38.1	0.0	0.0	40.9
1st-Term Q (Q1), veh/ln	0.0	1.6	0.0	0.8	2.6	0.0	0.0	4.2
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	0.8	2.8	0.0	0.0	4.7
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.20	0.05	0.00	0.00	2.38
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.7
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	195	61	81	122	69	35	286	87	48	218	90
Future Volume (veh/h)	180	195	61	81	122	69	35	286	87	48	218	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	196	212	66	88	133	75	38	311	95	52	237	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	738	1226	957	700	736	415	222	479	374	177	479	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.66	0.66	0.66	0.66	0.66	0.64	0.26	0.26	0.26	0.26	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.3	6.3	5.7	7.8	0.0	6.5	34.4	31.4	27.0	39.0	29.3	27.1
Ln Grp LOS	A	A	A	A		A	C	C	C	D	C	C
Approach Vol, veh/h		474			296			444			387	
Approach Delay, s/veh		7.5			6.9			30.7			30.1	
Approach LOS		A			A			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		5.0		5.0		5.0		6.0
Phs Duration (G+Y+Rc), s		27.0		63.0		27.0		63.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green (Gmax), s		34.5		44.5		34.5		44.5
Max Allow Headway (MAH), s		4.2		4.4		4.3		4.4
Max Q Clear (g_c+I1), s		15.4		14.0		20.3		9.3
Green Ext Time (g_e), s		1.6		2.0		1.3		1.2
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.01		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		963		1081		902		1014

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		1123

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1460		1460		1460		633

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

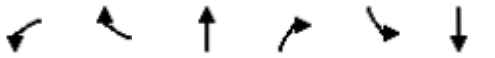
Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	38	0	196	0	52	0	88
Grp Sat Flow (s), veh/h/ln	0	963	0	1081	0	902	0	1014
Q Serve Time (g_s), s	0.0	3.2	0.0	7.8	0.0	4.9	0.0	3.3
Cycle Q Clear Time (g_c), s	0.0	12.9	0.0	12.0	0.0	18.3	0.0	7.3
Perm LT Sat Flow (s_l), veh/h/ln	0	963	0	1081	0	902	0	1014
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	23.0	0.0	59.0	0.0	23.0	0.0	59.0
Perm LT Serve Time (g_u), s	0.0	13.3	0.0	54.7	0.0	9.7	0.0	55.0
Perm LT Q Serve Time (g_ps), s	0.0	3.2	0.0	7.8	0.0	4.9	0.0	3.3
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	222	0	738	0	177	0	700
V/C Ratio (X)	0.00	0.17	0.00	0.27	0.00	0.29	0.00	0.13
Avail Cap (c_a), veh/h	0	361	0	738	0	307	0	700
Upstream Filter (I)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	34.0	0.0	8.4	0.0	38.0	0.0	7.5
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.8	0.0	0.9	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.4	0.0	9.3	0.0	39.0	0.0	7.8
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	1.4	0.0	1.0	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.7	0.0	1.6	0.0	1.1	0.0	0.6
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.40	0.00	0.38	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	311	0	212	0	237	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	13.4	0.0	4.0	0.0	9.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.4	0.0	4.0	0.0	9.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	479	0	1226	0	479	0	0
V/C Ratio (X)	0.00	0.65	0.00	0.17	0.00	0.50	0.00	0.00
Avail Cap (c_a), veh/h	0	748	0	1226	0	748	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.9	0.0	6.0	0.0	28.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.3	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.4	0.0	6.3	0.0	29.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.4	0.0	1.1	0.0	4.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.6	0.0	1.2	0.0	4.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.01	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	95	0	66	0	98	0	208
Grp Sat Flow (s), veh/h/ln	0	1460	0	1460	0	1460	0	1756
Q Serve Time (g_s), s	0.0	4.7	0.0	1.5	0.0	4.8	0.0	4.2
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	1.5	0.0	4.8	0.0	4.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.36
Lane Grp Cap (c), veh/h	0	374	0	957	0	374	0	1151
V/C Ratio (X)	0.00	0.25	0.00	0.07	0.00	0.26	0.00	0.18
Avail Cap (c_a), veh/h	0	584	0	957	0	584	0	1151
Upstream Filter (I)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.7	0.0	5.6	0.0	26.7	0.0	6.2
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.1	0.0	0.4	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.0	0.0	5.7	0.0	27.1	0.0	6.5
1st-Term Q (Q1), veh/ln	0.0	1.5	0.0	0.3	0.0	1.5	0.0	1.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	0.4	0.0	1.6	0.0	1.2
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.18	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.3
HCM 7th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	227	94	6	90	106
Future Volume (veh/h)	19	227	94	6	90	106
Number	3	18	2	12	1	6
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1723	1723	1870	1723	1723	1870
Adj Flow Rate, veh/h	21	247	102	7	98	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	323	288	1235	85	903	1335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.20	0.20	0.71	0.71	0.71	0.71
Unsig. Movement Delay						
Ln Grp Delay, s/veh	29.5	42.2	0.0	4.0	4.8	4.0
Ln Grp LOS	C	D		A	A	A
Approach Vol, veh/h	268		109			213
Approach Delay, s/veh	41.2		4.0			4.4
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			6.0		
Phs Duration (G+Y+Rc), s		68.3	21.7			68.3		
Change Period (Y+Rc), s		4.0	4.0			4.0		
Max Green (Gmax), s		36.0	46.0			36.0		
Max Allow Headway (MAH), s		4.0	4.3			4.2		
Max Q Clear (g_c+I1), s		3.6	16.7			6.1		
Green Ext Time (g_e), s		0.3	1.1			0.8		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.00	0.00			0.00		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	1641			1183		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		1730	0			1870		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		119	1460			0		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0

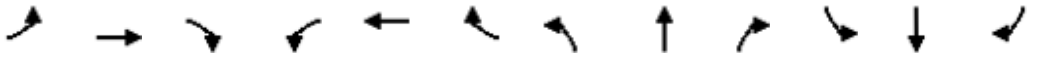
Lane Assignment			L			L		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	21	0	0	98	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	0	1183	0	0
Q Serve Time (g_s), s	0.0	0.0	0.9	0.0	0.0	2.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.9	0.0	0.0	4.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1641	0	0	1183	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	64.3	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	62.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0
Time to First Blk (g_f), s	0.0	64.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	323	0	0	903	0	0
V/C Ratio (X)	0.00	0.00	0.06	0.00	0.00	0.11	0.00	0.00
Avail Cap (c_a), veh/h	0	0	839	0	0	903	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.99	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.4	0.0	0.0	4.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	29.5	0.0	0.0	4.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.06	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	115	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1335	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1335	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.99	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	109	247	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1849	1460	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.6	14.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.6	14.7	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1320	288	0	0	0	0	0
V/C Ratio (X)	0.00	0.08	0.86	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1320	746	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.9	34.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	7.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.0	42.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.4	4.8	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	5.4	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.04	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.1
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	54	0	410	30	797	0	0	524	286
Future Volume (veh/h)	0	0	0	54	0	410	30	797	0	0	524	286
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1723	0	1723	1723	1870	0	0	1870	1723
Adj Flow Rate, veh/h				59	0	446	33	866	0	0	570	311
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				669	0	540	41	2495	0	0	3231	924
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.21	0.00	0.21	0.01	0.23	0.00	0.00	0.63	0.63
Unsig. Movement Delay												
Ln Grp Delay, s/veh				28.7	0.0	38.1	71.9	17.7	0.0	0.0	7.0	8.7
Ln Grp LOS				C		D	E	B			A	A
Approach Vol, veh/h					505			899			881	
Approach Delay, s/veh					37.0			19.7			7.6	
Approach LOS					D			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	9.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		67.2	22.8		6.2	60.9		
Change Period (Y+Rc), s		5.5	4.0		4.0	5.5		
Max Green (Gmax), s		51.5	29.0		10.0	37.5		
Max Allow Headway (MAH), s		4.0	4.3		4.1	4.1		
Max Q Clear (g_c+I1), s		20.3	16.9		3.8	10.9		
Green Ext Time (g_e), s		4.0	1.9		0.0	3.9		
Prob of Phs Call (p_c)		1.00	1.00		0.56	1.00		
Prob of Max Out (p_x)		0.00	0.05		0.05	0.00		

Left-Turn Movement Data						
Assigned Mvmt			3		5	1
Mvmt Sat Flow, veh/h			3183		1641	0

Through Movement Data						
Assigned Mvmt		2	8			6
Mvmt Sat Flow, veh/h		3647	0			5274

Right-Turn Movement Data						
Assigned Mvmt		12	18			16
Mvmt Sat Flow, veh/h		0	2569			1460

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0

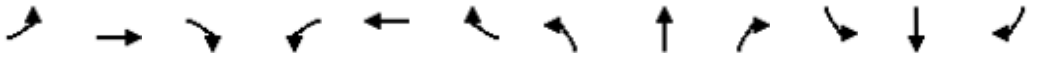
Lane Assignment			L		L (Prot)			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	59	0	33	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1591	0	1641	0	0	0
Q Serve Time (g_s), s	0.0	0.0	1.3	0.0	1.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.3	0.0	1.8	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1591	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	56.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	669	0	41	0	0	0
V/C Ratio (X)	0.00	0.00	0.09	0.00	0.81	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	1029	0	182	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.92	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	28.6	0.0	44.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	27.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	28.7	0.0	71.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.5	0.0	0.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.5	0.0	1.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.04	0.00	0.06	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	866	0	0	0	570	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1702	0	0
Q Serve Time (g_s), s	0.0	18.3	0.0	0.0	0.0	4.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	18.3	0.0	0.0	0.0	4.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	2495	0	0	0	3231	0	0
V/C Ratio (X)	0.00	0.35	0.00	0.00	0.00	0.18	0.00	0.00
Avail Cap (c_a), veh/h	0	2495	0	0	0	3231	0	0
Upstream Filter (I)	0.00	0.92	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	17.3	0.0	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.7	0.0	0.0	0.0	7.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.5	0.0	0.0	0.0	1.1	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.6	0.0	0.0	0.0	1.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	2	0	0	1	0	0
Grp Vol (v), veh/h	0	0	446	0	0	311	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1285	0	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	14.9	0.0	0.0	8.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	14.9	0.0	0.0	8.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	540	0	0	924	0	0
V/C Ratio (X)	0.00	0.00	0.83	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	0	831	0	0	924	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	34.0	0.0	0.0	7.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.1	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	38.1	0.0	0.0	8.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	4.2	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	4.6	0.0	0.0	2.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.28	0.00	0.00	0.47	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	0	19	0	0	0	0	553	130	0	308	0
Future Volume (veh/h)	312	0	19	0	0	0	0	553	130	0	308	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	0	1723				0	1870	1723	0	1870	1723
Adj Flow Rate, veh/h	339	0	21				0	601	141	0	335	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Opposing Right Turn Influence	Yes						No			No		
Cap, veh/h	448	0	206				0	2204	516	0	2741	1126
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	2.00	2.00
Prop Arrive On Green	0.14	0.00	0.14				0.00	1.00	1.00	0.00	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.8	0.0	33.9				0.0	0.5	0.5	0.0	0.1	0.0
Ln Grp LOS	D		C					A	A		A	
Approach Vol, veh/h		360						742			335	
Approach Delay, s/veh		39.5						0.5			0.1	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		73.4		16.6		73.4		
Change Period (Y+Rc), s		5.5		4.0		5.5		
Max Green (Gmax), s		50.5		30.0		50.5		
Max Allow Headway (MAH), s		4.1		4.1		4.0		
Max Q Clear (g_c+I1), s		2.0		11.2		2.0		
Green Ext Time (g_e), s		2.9		1.4		1.4		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data						
Assigned Mvmt		5		7		1
Mvmt Sat Flow, veh/h		0		3183		0

Through Movement Data						
Assigned Mvmt		2		4		6
Mvmt Sat Flow, veh/h		2951		0		3647

Right-Turn Movement Data						
Assigned Mvmt		12		14		16
Mvmt Sat Flow, veh/h		669		1460		1460

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	339	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1591	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1591	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	69.4	0.0	0.0	0.0	69.4	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	448	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.76	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1065	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	37.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	39.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	373	0	0	0	335	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1371	0	0	0	2741	0	0
V/C Ratio (X)	0.00	0.27	0.00	0.00	0.00	0.12	0.00	0.00
Avail Cap (c_a), veh/h	0	1371	0	0	0	2741	0	0
Upstream Filter (I)	0.00	0.93	0.00	0.00	0.00	0.99	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

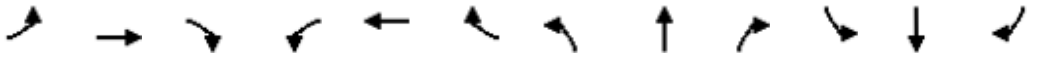
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	369	0	21	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1750	0	1460	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.38	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1350	0	206	0	1126	0	0
V/C Ratio (X)	0.00	0.27	0.00	0.10	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1350	0	488	0	1126	0	0
Upstream Filter (I)	0.00	0.93	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	33.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	33.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	5.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	425	428	0	219
Demand Flow Rate, veh/h	433	436	0	224
Vehicles Circulating, veh/h	367	124	325	367
Vehicles Exiting, veh/h	221	201	325	124
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.5	4.9	0.0	6.2
Approach LOS	A	A	-	A

Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT		LT		LTR	LT	
RT Channelized		Free		Free			Free
Lane Util	1.000		1.000		1.000	1.000	
Follow-Up Headway, s	2.609		2.609		2.609	2.609	
Critical Headway, s	4.976		4.976		4.976	4.976	
A (Intercept)	1380		1380		1380	1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	1.02e-3	
Entry Flow, veh/h	282	151	367	69	0	222	2
Cap Entry Lane, veh/h	949	1938	1216	1938	991	949	1938
Entry HV Adj Factor	0.982	0.980	0.980	0.980	1.000	0.980	0.980
Flow Entry, veh/h	277	148	360	68	0	217	2
Cap Entry, veh/h	932	1900	1192	1900	991	930	1900
V/C Ratio	0.297	0.078	0.302	0.036	0.000	0.234	0.001
Control Delay, s/veh	7.0	0.0	5.8	0.0	3.6	6.2	0.0
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	1	0	1	0	0	1	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	2	85	0	0	0	0	321	27	126	146	0
Future Volume (veh/h)	84	2	85	0	0	0	0	321	27	126	146	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723				0	1870	1723	1723	1870	0
Adj Flow Rate, veh/h	91	2	92				0	349	29	137	159	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	147	0	131				0	1399	116	538	605	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.09	0.09				0.00	0.82	0.80	0.82	0.82	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.7	0.0	46.5				0.0	0.0	2.2	2.4	0.0	0.0
Ln Grp LOS	D		D						A	A		
Approach Vol, veh/h		183						378			296	
Approach Delay, s/veh		45.1						2.2			2.4	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		77.9		12.1		77.9		
Change Period (Y+Rc), s		5.5		4.1		5.5		
Max Green (Gmax), s		56.5		23.9		56.5		
Max Allow Headway (MAH), s		4.0		4.2		4.5		
Max Q Clear (g_c+I1), s		6.2		7.5		7.7		
Green Ext Time (g_e), s		1.4		0.5		1.3		
Prob of Phs Call (p_c)		1.00		0.99		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1641		584		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1703		0		737		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		142		1460		0		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L		L+T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	91	0	296	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	0	1321	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	4.8	0.0	1.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	4.8	0.0	5.7	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1641	0	1021	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	73.9	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	69.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0
Time to First Blk (g_f), s	0.0	73.9	0.0	0.0	0.0	2.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.46	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	147	0	1143	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.62	0.00	0.26	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	438	0	1143	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	39.5	0.0	1.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.2	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	43.7	0.0	2.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.8	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.0	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.14	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	378	0	92	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1845	0	1460	0	0	0	0
Q Serve Time (g_s), s	0.0	4.2	0.0	5.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.2	0.0	5.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1516	0	131	0	0	0	0
V/C Ratio (X)	0.00	0.25	0.00	0.70	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1516	0	389	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.8	0.0	39.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	6.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.2	0.0	46.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	1.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	2.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.15	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.4
HCM 7th LOS	B

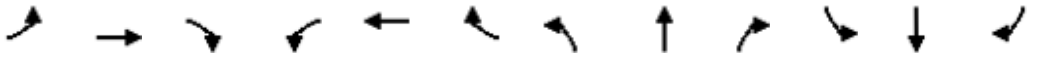
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	205	36	22	316	0	40	0	14	0	0	0
Future Vol, veh/h	0	205	36	22	316	0	40	0	14	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	223	39	24	343	0	43	0	15	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	343	0	0	262	0	0	634	634	242	614	653	343
Stage 1	-	-	-	-	-	-	242	242	-	391	391	-
Stage 2	-	-	-	-	-	-	391	391	-	223	262	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1216	-	-	1302	-	-	392	397	796	404	387	699
Stage 1	-	-	-	-	-	-	761	705	-	633	607	-
Stage 2	-	-	-	-	-	-	633	607	-	780	692	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1216	-	-	1302	-	-	383	388	796	387	378	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	383	388	-	387	378	-
Stage 1	-	-	-	-	-	-	761	705	-	619	593	-
Stage 2	-	-	-	-	-	-	619	593	-	765	692	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.51	14.37	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	443	1216	-	-	117	-	-	-
HCM Lane V/C Ratio	0.133	-	-	-	0.018	-	-	-
HCM Control Delay (s/veh)	14.4	0	-	-	7.8	0	-	0
HCM Lane LOS	B	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	197	49	29	189	208	82	345	33	101	183	54
Future Volume (veh/h)	132	197	49	29	189	208	82	345	33	101	183	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	143	214	53	32	205	226	89	375	36	110	199	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	199	294	229	265	369	288	135	1797	172	459	1147	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Prop Arrive On Green	0.12	0.16	0.16	0.16	0.20	0.20	0.16	1.00	1.00	0.84	0.84	0.81
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.6	39.6	19.6	32.5	33.9	41.2	41.1	0.4	0.4	5.5	4.7	5.1
Ln Grp LOS	D	D	B	C	C	D	D	A	A	A	A	A
Approach Vol, veh/h		410			463			500			368	
Approach Delay, s/veh		38.4			37.4			7.7			5.1	
Approach LOS		D			D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	4	3	5	6	7	8
Case No		4.0	3.0	2.0	2.0	6.3	2.0	3.0
Phs Duration (G+Y+Rc), s		53.3	18.1	18.5	11.4	41.9	14.9	21.7
Change Period (Y+Rc), s		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green (Gmax), s		37.1	31.6	4.8	8.5	23.1	13.5	22.9
Max Allow Headway (MAH), s		4.0	4.1	4.1	4.1	4.5	4.1	4.2
Max Q Clear (g_c+I1), s		2.0	11.8	3.5	6.6	4.3	9.6	15.2
Green Ext Time (g_e), s		1.4	0.8	0.0	0.0	1.4	0.1	1.0
Prob of Phs Call (p_c)		1.00	1.00	0.55	0.89	1.00	0.97	1.00
Prob of Max Out (p_x)		0.00	0.00	1.00	1.00	0.00	1.00	0.22

Left-Turn Movement Data								
Assigned Mvmt				3	5	1	7	
Mvmt Sat Flow, veh/h				1641	1641	898	1641	

Through Movement Data								
Assigned Mvmt		2	4			6		8
Mvmt Sat Flow, veh/h		3278	1870			2721		1870

Right-Turn Movement Data								
Assigned Mvmt		12	14			16		18
Mvmt Sat Flow, veh/h		313	1460			785		1460

Left Lane Group Data								
Assigned Mvmt	0	0	0	3	5	1	7	0

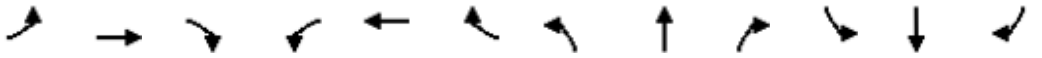
Lane Assignment				L (Prot)	L (Prot)	L	L (Prot)	
Lanes in Grp	0	0	0	1	1	1	1	0
Grp Vol (v), veh/h	0	0	0	32	89	110	143	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	1641	898	1641	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.5	4.6	2.3	7.6	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.5	4.6	2.3	7.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	898	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	37.9	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	37.9	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	265	135	459	199	0
V/C Ratio (X)	0.00	0.00	0.00	0.12	0.66	0.24	0.72	0.00
Avail Cap (c_a), veh/h	0	0	0	265	182	459	273	0
Upstream Filter (I)	0.00	0.00	0.00	0.99	0.86	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	32.3	36.4	4.3	38.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	4.7	1.2	5.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	32.5	41.1	5.5	43.6	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.6	1.6	0.3	2.8	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.2	0.2	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.6	1.8	0.5	3.1	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.29	0.23	0.06	0.53	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	4	0	0	6	0	8
Lane Assignment		T	T			T		T
Lanes in Grp	0	1	1	0	0	1	0	1
Grp Vol (v), veh/h	0	202	214	0	0	128	0	205
Grp Sat Flow (s), veh/h/ln	0	1777	1870	0	0	1777	0	1870
Q Serve Time (g_s), s	0.0	0.0	9.8	0.0	0.0	1.2	0.0	8.9
Cycle Q Clear Time (g_c), s	0.0	0.0	9.8	0.0	0.0	1.2	0.0	8.9
Lane Grp Cap (c), veh/h	0	974	294	0	0	749	0	369
V/C Ratio (X)	0.00	0.21	0.73	0.00	0.00	0.17	0.00	0.56
Avail Cap (c_a), veh/h	0	974	688	0	0	749	0	507
Upstream Filter (I)	0.00	0.86	1.00	0.00	0.00	1.00	0.00	0.99
Uniform Delay (d1), s/veh	0.0	0.0	36.1	0.0	0.0	4.2	0.0	32.6
Incr Delay (d2), s/veh	0.0	0.4	3.5	0.0	0.0	0.5	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	39.6	0.0	0.0	4.7	0.0	33.9
1st-Term Q (Q1), veh/ln	0.0	0.0	4.1	0.0	0.0	0.4	0.0	3.7

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.3	0.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	4.4	0.0	0.0	0.5	0.0	3.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.02	0.00	0.00	0.01	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	14	0	0	16	0	18
Lane Assignment		T+R	R			T+R		R
Lanes in Grp	0	1	1	0	0	1	0	1
Grp Vol (v), veh/h	0	209	53	0	0	130	0	226
Grp Sat Flow (s), veh/h/ln	0	1814	1460	0	0	1729	0	1460
Q Serve Time (g_s), s	0.0	0.0	2.2	0.0	0.0	1.4	0.0	13.2
Cycle Q Clear Time (g_c), s	0.0	0.0	2.2	0.0	0.0	1.4	0.0	13.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.17	1.00	0.00	0.00	0.45	0.00	1.00
Lane Grp Cap (c), veh/h	0	994	229	0	0	729	0	288
V/C Ratio (X)	0.00	0.21	0.23	0.00	0.00	0.18	0.00	0.79
Avail Cap (c_a), veh/h	0	994	537	0	0	729	0	396
Upstream Filter (I)	0.00	0.86	1.00	0.00	0.00	1.00	0.00	0.99
Uniform Delay (d1), s/veh	0.0	0.0	19.0	0.0	0.0	4.6	0.0	34.3
Incr Delay (d2), s/veh	0.0	0.4	0.5	0.0	0.0	0.5	0.0	6.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	19.6	0.0	0.0	5.1	0.0	41.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.9	0.0	0.0	0.4	0.0	4.3
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	1.0	0.0	0.0	0.5	0.0	4.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.24	0.00	0.00	0.01	0.00	2.46
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.3
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	187	204	63	83	125	71	37	297	90	50	226	93
Future Volume (veh/h)	187	204	63	83	125	71	37	297	90	50	226	93
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	203	222	68	90	136	77	40	323	98	54	246	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	723	1210	944	681	725	411	226	494	386	178	494	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.63	0.26	0.26	0.26	0.26	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.9	6.7	6.0	8.3	0.0	6.9	34.1	30.9	26.5	38.8	28.8	26.5
Ln Grp LOS	A	A	A	A		A	C	C	C	D	C	C
Approach Vol, veh/h		493			303			461			401	
Approach Delay, s/veh		7.9			7.3			30.2			29.6	
Approach LOS		A			A			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		5.0		5.0		5.0		6.0
Phs Duration (G+Y+Rc), s		27.8		62.2		27.8		62.2
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green (Gmax), s		34.5		44.5		34.5		44.5
Max Allow Headway (MAH), s		4.2		4.4		4.3		4.4
Max Q Clear (g_c+I1), s		15.8		14.9		21.0		9.8
Green Ext Time (g_e), s		1.6		2.1		1.3		1.3
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.02		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		952		1076		890		1003

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		1121

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1460		1460		1460		635

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

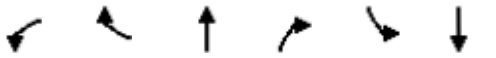
Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	40	0	203	0	54	0	90
Grp Sat Flow (s), veh/h/ln	0	952	0	1076	0	890	0	1003
Q Serve Time (g_s), s	0.0	3.3	0.0	8.4	0.0	5.2	0.0	3.6
Cycle Q Clear Time (g_c), s	0.0	13.4	0.0	12.9	0.0	19.0	0.0	7.8
Perm LT Sat Flow (s_l), veh/h/ln	0	952	0	1076	0	890	0	1003
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	23.8	0.0	58.2	0.0	23.8	0.0	58.2
Perm LT Serve Time (g_u), s	0.0	13.8	0.0	53.8	0.0	10.0	0.0	53.9
Perm LT Q Serve Time (g_ps), s	0.0	3.3	0.0	8.4	0.0	5.2	0.0	3.6
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	226	0	723	0	178	0	681
V/C Ratio (X)	0.00	0.18	0.00	0.28	0.00	0.30	0.00	0.13
Avail Cap (c_a), veh/h	0	355	0	723	0	299	0	681
Upstream Filter (I)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	33.7	0.0	9.0	0.0	37.9	0.0	7.9
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.9	0.0	0.9	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.1	0.0	9.9	0.0	38.8	0.0	8.3
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	1.5	0.0	1.0	0.0	0.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.7	0.0	1.7	0.0	1.1	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.43	0.00	0.40	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	323	0	222	0	246	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	13.8	0.0	4.3	0.0	10.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.8	0.0	4.3	0.0	10.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	494	0	1210	0	494	0	0
V/C Ratio (X)	0.00	0.65	0.00	0.18	0.00	0.50	0.00	0.00
Avail Cap (c_a), veh/h	0	748	0	1210	0	748	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.4	0.0	6.4	0.0	28.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.3	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.9	0.0	6.7	0.0	28.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.6	0.0	1.2	0.0	4.1	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.8	0.0	1.3	0.0	4.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.01	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	98	0	68	0	101	0	213
Grp Sat Flow (s), veh/h/ln	0	1460	0	1460	0	1460	0	1756
Q Serve Time (g_s), s	0.0	4.8	0.0	1.6	0.0	4.9	0.0	4.5
Cycle Q Clear Time (g_c), s	0.0	4.8	0.0	1.6	0.0	4.9	0.0	4.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.36
Lane Grp Cap (c), veh/h	0	386	0	944	0	386	0	1136
V/C Ratio (X)	0.00	0.25	0.00	0.07	0.00	0.26	0.00	0.19
Avail Cap (c_a), veh/h	0	584	0	944	0	584	0	1136
Upstream Filter (I)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.1	0.0	5.9	0.0	26.2	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.1	0.0	0.4	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.5	0.0	6.0	0.0	26.5	0.0	6.9
1st-Term Q (Q1), veh/ln	0.0	1.5	0.0	0.3	0.0	1.6	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.6	0.0	0.4	0.0	1.6	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.19	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.3
HCM 7th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	232	105	6	97	127
Future Volume (veh/h)	19	232	105	6	97	127
Number	3	18	2	12	1	6
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1723	1723	1870	1723	1723	1870
Adj Flow Rate, veh/h	21	252	114	7	105	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	329	293	1239	76	888	1329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Prop Arrive On Green	0.20	0.20	0.71	0.71	1.00	1.00
Unsig. Movement Delay						
Ln Grp Delay, s/veh	29.2	42.1	0.0	4.2	0.3	0.2
Ln Grp LOS	C	D		A	A	A
Approach Vol, veh/h	273		121			243
Approach Delay, s/veh	41.1		4.2			0.2
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			6.0		
Phs Duration (G+Y+Rc), s		67.9	22.1			67.9		
Change Period (Y+Rc), s		4.0	4.0			4.0		
Max Green (Gmax), s		37.0	45.0			37.0		
Max Allow Headway (MAH), s		4.0	4.3			4.2		
Max Q Clear (g_c+I1), s		3.8	17.0			4.1		
Green Ext Time (g_e), s		0.4	1.1			0.9		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.00	0.00			0.00		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	1641			1170		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		1744	0			1870		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		107	1460			0		

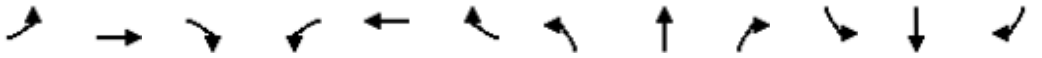
Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0

Lane Assignment			L			L		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	21	0	0	105	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	0	1170	0	0
Q Serve Time (g_s), s	0.0	0.0	0.9	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.9	0.0	0.0	2.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1641	0	0	1170	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	63.9	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	62.1	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Time to First Blk (g_f), s	0.0	63.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	329	0	0	888	0	0
V/C Ratio (X)	0.00	0.00	0.06	0.00	0.00	0.12	0.00	0.00
Avail Cap (c_a), veh/h	0	0	820	0	0	888	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.99	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	29.2	0.0	0.0	0.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.06	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	138	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1329	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1329	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.99	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	121	252	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1851	1460	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.8	15.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.8	15.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1315	293	0	0	0	0	0
V/C Ratio (X)	0.00	0.09	0.86	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1315	730	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.0	34.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	7.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.2	42.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.4	4.9	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	5.5	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.04	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	61	0	410	30	831	0	0	536	286
Future Volume (veh/h)	0	0	0	61	0	410	30	831	0	0	536	286
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1723	0	1723	1723	1870	0	0	1870	1723
Adj Flow Rate, veh/h				66	0	446	33	903	0	0	583	311
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				669	0	540	41	2494	0	0	3229	923
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.21	0.00	0.21	0.05	1.00	0.00	0.00	0.63	0.63
Unsig. Movement Delay												
Ln Grp Delay, s/veh				28.7	0.0	38.0	70.1	0.4	0.0	0.0	7.0	8.7
Ln Grp LOS				C		D	E	A			A	A
Approach Vol, veh/h					512			936			894	
Approach Delay, s/veh					36.8			2.8			7.6	
Approach LOS					D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	9.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		67.2	22.8		6.2	60.9		
Change Period (Y+Rc), s		5.5	4.0		4.0	5.5		
Max Green (Gmax), s		51.5	29.0		10.0	37.5		
Max Allow Headway (MAH), s		4.0	4.3		4.1	4.1		
Max Q Clear (g_c+I1), s		2.0	16.9		3.8	11.0		
Green Ext Time (g_e), s		4.3	1.9		0.0	4.0		
Prob of Phs Call (p_c)		1.00	1.00		0.56	1.00		
Prob of Max Out (p_x)		0.00	0.05		0.05	0.00		

Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			3183		1641	0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3647	0			5274		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	2569			1460		

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0

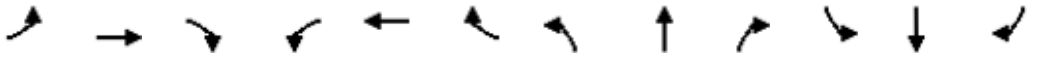
Lane Assignment			L		L (Prot)			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	66	0	33	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1591	0	1641	0	0	0
Q Serve Time (g_s), s	0.0	0.0	1.5	0.0	1.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.5	0.0	1.8	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1591	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	56.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	669	0	41	0	0	0
V/C Ratio (X)	0.00	0.00	0.10	0.00	0.81	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	1029	0	182	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.92	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	28.7	0.0	42.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	27.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	28.7	0.0	70.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.5	0.0	0.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.5	0.0	1.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.05	0.00	0.06	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	903	0	0	0	583	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1702	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2494	0	0	0	3229	0	0
V/C Ratio (X)	0.00	0.36	0.00	0.00	0.00	0.18	0.00	0.00
Avail Cap (c_a), veh/h	0	2494	0	0	0	3229	0	0
Upstream Filter (I)	0.00	0.92	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	0.0	0.0	7.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	1.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	2	0	0	1	0	0
Grp Vol (v), veh/h	0	0	446	0	0	311	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1285	0	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	14.9	0.0	0.0	9.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	14.9	0.0	0.0	9.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	540	0	0	923	0	0
V/C Ratio (X)	0.00	0.00	0.83	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	0	831	0	0	923	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	34.0	0.0	0.0	7.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	4.1	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	38.0	0.0	0.0	8.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	4.2	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	4.6	0.0	0.0	2.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.28	0.00	0.00	0.47	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	312	0	19	0	0	0	0	587	151	0	327	0
Future Volume (veh/h)	312	0	19	0	0	0	0	587	151	0	327	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	0	1723				0	1870	1723	0	1870	1723
Adj Flow Rate, veh/h	339	0	21				0	638	164	0	355	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Opposing Right Turn Influence	Yes						No			No		
Cap, veh/h	448	0	205				0	2160	554	0	2742	1126
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	2.00	2.00
Prop Arrive On Green	0.14	0.00	0.14				0.00	1.00	1.00	0.00	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.8	0.0	33.9				0.0	0.5	0.5	0.0	0.1	0.0
Ln Grp LOS	D		C					A	A		A	
Approach Vol, veh/h		360						802			355	
Approach Delay, s/veh		39.5						0.5			0.1	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		73.4		16.6		73.4		
Change Period (Y+Rc), s		5.5		4.0		5.5		
Max Green (Gmax), s		51.5		29.0		51.5		
Max Allow Headway (MAH), s		4.1		4.1		4.0		
Max Q Clear (g_c+I1), s		2.0		11.2		2.0		
Green Ext Time (g_e), s		3.2		1.3		1.5		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		3183		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		2893		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		719		1460		1460		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	339	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1591	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1591	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	69.4	0.0	0.0	0.0	69.4	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	448	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.76	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1029	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	37.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	39.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	405	0	0	0	355	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1371	0	0	0	2742	0	0
V/C Ratio (X)	0.00	0.30	0.00	0.00	0.00	0.13	0.00	0.00
Avail Cap (c_a), veh/h	0	1371	0	0	0	2742	0	0
Upstream Filter (I)	0.00	0.91	0.00	0.00	0.00	0.99	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

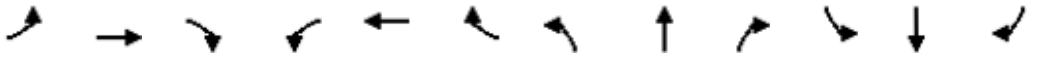
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	397	0	21	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1741	0	1460	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.41	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1343	0	205	0	1126	0	0
V/C Ratio (X)	0.00	0.30	0.00	0.10	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1343	0	472	0	1126	0	0
Upstream Filter (I)	0.00	0.91	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	33.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	33.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.7
HCM 7th LOS	A

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	429	466	0	219
Demand Flow Rate, veh/h	437	475	0	224
Vehicles Circulating, veh/h	396	124	329	406
Vehicles Exiting, veh/h	231	205	354	124
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.8	5.3	0.0	6.5
Approach LOS	A	A	-	A

Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT		LT		LTR	LT	
RT Channelized		Free		Free			Free
Lane Util	1.000		1.000		1.000	1.000	
Follow-Up Headway, s	2.609		2.609		2.609	2.609	
Critical Headway, s	4.976		4.976		4.976	4.976	
A (Intercept)	1380		1380		1380	1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	1.02e-3	
Entry Flow, veh/h	286	151	406	69	0	222	2
Cap Entry Lane, veh/h	921	1938	1216	1938	987	912	1938
Entry HV Adj Factor	0.982	0.980	0.981	0.980	1.000	0.980	0.980
Flow Entry, veh/h	281	148	398	68	0	217	2
Cap Entry, veh/h	905	1900	1193	1900	987	893	1900
V/C Ratio	0.310	0.078	0.334	0.036	0.000	0.243	0.001
Control Delay, s/veh	7.3	0.0	6.2	0.0	3.6	6.5	0.0
LOS	A	A	A	A	A	A	A
95th %tile Queue, veh	1	0	1	0	0	1	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	5	85	0	0	0	0	321	37	126	146	0
Future Volume (veh/h)	84	5	85	0	0	0	0	321	37	126	146	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723				0	1870	1723	1723	1870	0
Adj Flow Rate, veh/h	91	5	92				0	349	40	137	159	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	147	0	131				0	1353	155	534	600	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.09	0.09				0.00	0.82	0.80	0.82	0.82	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	43.7	0.0	46.5				0.0	0.0	2.3	2.4	0.0	0.0
Ln Grp LOS	D		D						A	A		
Approach Vol, veh/h		183						389			296	
Approach Delay, s/veh		45.1						2.3			2.4	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		77.9		12.1		77.9		
Change Period (Y+Rc), s		5.5		4.1		5.5		
Max Green (Gmax), s		56.5		23.9		56.5		
Max Allow Headway (MAH), s		4.0		4.2		4.5		
Max Q Clear (g_c+I1), s		6.4		7.5		8.0		
Green Ext Time (g_e), s		1.4		0.5		1.4		
Prob of Phs Call (p_c)		1.00		0.99		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1641		579		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1648		0		731		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		189		1460		0		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L		L+T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	91	0	296	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	0	1309	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	4.8	0.0	1.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	4.8	0.0	6.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1641	0	1010	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	73.9	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	69.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0
Time to First Blk (g_f), s	0.0	73.9	0.0	0.0	0.0	2.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.46	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	147	0	1134	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.62	0.00	0.26	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	438	0	1134	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	39.5	0.0	1.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.2	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	43.7	0.0	2.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.8	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.0	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.14	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	389	0	92	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1836	0	1460	0	0	0	0
Q Serve Time (g_s), s	0.0	4.4	0.0	5.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.4	0.0	5.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.10	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1509	0	131	0	0	0	0
V/C Ratio (X)	0.00	0.26	0.00	0.70	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1509	0	389	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.8	0.0	39.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	6.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.3	0.0	46.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	1.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	2.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.15	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.3
HCM 7th LOS	B

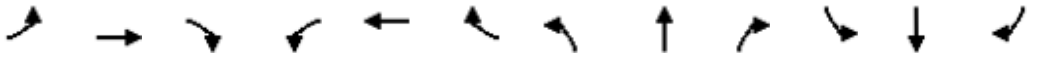
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	218	36	22	350	0	40	0	14	0	0	0
Future Vol, veh/h	0	218	36	22	350	0	40	0	14	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	237	39	24	380	0	43	0	15	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	380	0	0	276	0	0	685	685	257	665	704	380
Stage 1	-	-	-	-	-	-	257	257	-	428	428	-
Stage 2	-	-	-	-	-	-	428	428	-	237	276	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1178	-	-	1287	-	-	362	371	782	373	361	667
Stage 1	-	-	-	-	-	-	748	695	-	605	584	-
Stage 2	-	-	-	-	-	-	605	584	-	766	682	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1178	-	-	1287	-	-	354	362	782	358	353	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	354	362	-	358	353	-
Stage 1	-	-	-	-	-	-	748	695	-	590	571	-
Stage 2	-	-	-	-	-	-	590	571	-	751	682	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.46	15.18	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	412	1178	-	-	106	-	-	-
HCM Lane V/C Ratio	0.142	-	-	-	0.019	-	-	-
HCM Control Delay (s/veh)	15.2	0	-	-	7.9	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	261	65	29	211	209	88	345	33	101	183	73
Future Volume (veh/h)	188	261	65	29	211	209	88	345	33	101	183	73
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	204	284	71	32	229	227	96	375	36	110	199	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	261	592	462	67	371	290	147	1668	159	417	941	361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Prop Arrive On Green	0.16	0.32	0.32	0.04	0.20	0.20	0.03	0.17	0.16	0.75	0.75	0.72
Unsig. Movement Delay												
Ln Grp Delay, s/veh	46.6	25.4	22.2	47.2	34.6	41.1	48.9	22.6	22.6	9.0	8.0	8.7
Ln Grp LOS	D	C	C	D	C	D	D	C	C	A	A	A
Approach Vol, veh/h		559			488			507			388	
Approach Delay, s/veh		32.7			38.5			27.6			8.5	
Approach LOS		C			D			C			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4	5	6	7	8
Case No		4.0	2.0	3.0	2.0	6.3	2.0	3.0
Phs Duration (G+Y+Rc), s		49.8	7.7	32.5	12.1	37.7	18.3	21.9
Change Period (Y+Rc), s		5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green (Gmax), s		35.1	4.8	33.6	7.5	22.1	15.5	22.9
Max Allow Headway (MAH), s		4.0	4.1	4.1	4.1	4.5	4.1	4.2
Max Q Clear (g_c+I1), s		11.0	3.7	13.0	7.2	5.7	12.7	15.3
Green Ext Time (g_e), s		1.4	0.0	1.2	0.0	1.5	0.2	1.1
Prob of Phs Call (p_c)		1.00	0.55	1.00	0.91	1.00	0.99	1.00
Prob of Max Out (p_x)		0.00	1.00	0.00	1.00	0.01	1.00	0.24

Left-Turn Movement Data								
Assigned Mvmt			3		5	1	7	
Mvmt Sat Flow, veh/h			1641		1641	898	1641	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3278		1870		2511		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		313		1460		963		1460

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	7	0

Lane Assignment			L (Prot)		L (Prot)	L	L (Prot)	
Lanes in Grp	0	0	1	0	1	1	1	0
Grp Vol (v), veh/h	0	0	32	0	96	110	204	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	1641	898	1641	0
Q Serve Time (g_s), s	0.0	0.0	1.7	0.0	5.2	3.7	10.7	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.7	0.0	5.2	3.7	10.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	898	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	33.7	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	33.7	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	3.7	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	67	0	147	417	261	0
V/C Ratio (X)	0.00	0.00	0.47	0.00	0.65	0.26	0.78	0.00
Avail Cap (c_a), veh/h	0	0	115	0	164	417	310	0
Upstream Filter (I)	0.00	0.00	0.99	0.00	0.86	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	42.2	0.0	42.3	7.5	36.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	5.0	0.0	6.6	1.5	10.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	47.2	0.0	48.9	9.0	46.6	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.7	0.0	2.0	0.5	4.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.3	0.2	0.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.7	0.0	2.3	0.7	4.7	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.38	0.00	0.29	0.09	0.80	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	202	0	284	0	139	0	229
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	1870
Q Serve Time (g_s), s	0.0	8.9	0.0	11.0	0.0	2.1	0.0	10.1
Cycle Q Clear Time (g_c), s	0.0	8.9	0.0	11.0	0.0	2.1	0.0	10.1
Lane Grp Cap (c), veh/h	0	904	0	592	0	666	0	371
V/C Ratio (X)	0.00	0.22	0.00	0.48	0.00	0.21	0.00	0.62
Avail Cap (c_a), veh/h	0	904	0	729	0	666	0	507
Upstream Filter (I)	0.00	0.86	0.00	1.00	0.00	1.00	0.00	0.99
Uniform Delay (d1), s/veh	0.0	22.1	0.0	24.8	0.0	7.3	0.0	33.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.6	0.0	0.7	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.6	0.0	25.4	0.0	8.0	0.0	34.6
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	4.4	0.0	0.7	0.0	4.2

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.6	0.0	4.5	0.0	0.8	0.0	4.3
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.02	0.00	0.01	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	209	0	71	0	139	0	227
Grp Sat Flow (s), veh/h/ln	0	1814	0	1460	0	1697	0	1460
Q Serve Time (g_s), s	0.0	9.0	0.0	3.1	0.0	2.4	0.0	13.3
Cycle Q Clear Time (g_c), s	0.0	9.0	0.0	3.1	0.0	2.4	0.0	13.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.17	0.00	1.00	0.00	0.57	0.00	1.00
Lane Grp Cap (c), veh/h	0	923	0	462	0	636	0	290
V/C Ratio (X)	0.00	0.23	0.00	0.15	0.00	0.22	0.00	0.78
Avail Cap (c_a), veh/h	0	923	0	569	0	636	0	396
Upstream Filter (I)	0.00	0.86	0.00	1.00	0.00	1.00	0.00	0.99
Uniform Delay (d1), s/veh	0.0	22.1	0.0	22.1	0.0	7.9	0.0	34.2
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.2	0.0	0.8	0.0	6.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.6	0.0	22.2	0.0	8.7	0.0	41.1
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	1.0	0.0	0.7	0.0	4.3
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.8	0.0	1.0	0.0	0.9	0.0	4.9
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.25	0.00	0.01	0.00	2.47
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	28.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	229	72	83	133	71	40	297	90	50	226	104
Future Volume (veh/h)	217	229	72	83	133	71	40	297	90	50	226	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	236	249	78	90	145	77	43	323	98	54	246	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	716	1211	945	655	744	395	224	494	385	178	494	385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.63	0.26	0.26	0.26	0.26	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	10.6	6.8	6.1	8.7	0.0	6.9	34.3	31.0	26.5	38.9	28.9	26.8
Ln Grp LOS	B	A	A	A		A	C	C	C	D	C	C
Approach Vol, veh/h		563			312			464			413	
Approach Delay, s/veh		8.3			7.4			30.3			29.6	
Approach LOS		A			A			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		5.0		5.0		5.0		6.0
Phs Duration (G+Y+Rc), s		27.7		62.3		27.7		62.3
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green (Gmax), s		32.5		46.5		32.5		46.5
Max Allow Headway (MAH), s		4.2		4.4		4.3		4.4
Max Q Clear (g_c+I1), s		15.8		17.0		21.0		10.6
Green Ext Time (g_e), s		1.6		2.4		1.2		1.3
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.01		0.00		0.05		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		942		1067		890		970

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		1150

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1460		1460		1460		611

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

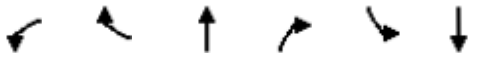
Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	43	0	236	0	54	0	90
Grp Sat Flow (s), veh/h/ln	0	942	0	1067	0	890	0	970
Q Serve Time (g_s), s	0.0	3.6	0.0	10.3	0.0	5.2	0.0	3.7
Cycle Q Clear Time (g_c), s	0.0	13.7	0.0	15.0	0.0	19.0	0.0	8.6
Perm LT Sat Flow (s_l), veh/h/ln	0	942	0	1067	0	890	0	970
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	23.7	0.0	58.3	0.0	23.7	0.0	58.3
Perm LT Serve Time (g_u), s	0.0	13.7	0.0	53.6	0.0	9.9	0.0	53.4
Perm LT Q Serve Time (g_ps), s	0.0	3.6	0.0	10.3	0.0	5.2	0.0	3.7
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	224	0	716	0	178	0	655
V/C Ratio (X)	0.00	0.19	0.00	0.33	0.00	0.30	0.00	0.14
Avail Cap (c_a), veh/h	0	331	0	716	0	279	0	655
Upstream Filter (I)	0.00	1.00	0.00	0.91	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	33.9	0.0	9.5	0.0	37.9	0.0	8.2
Incr Delay (d2), s/veh	0.0	0.4	0.0	1.1	0.0	0.9	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.3	0.0	10.6	0.0	38.9	0.0	8.7
1st-Term Q (Q1), veh/ln	0.0	0.8	0.0	1.8	0.0	1.0	0.0	0.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	2.1	0.0	1.1	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.53	0.00	0.40	0.00	0.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	323	0	249	0	246	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	13.8	0.0	4.9	0.0	10.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.8	0.0	4.9	0.0	10.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	494	0	1211	0	494	0	0
V/C Ratio (X)	0.00	0.65	0.00	0.21	0.00	0.50	0.00	0.00
Avail Cap (c_a), veh/h	0	707	0	1211	0	707	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.91	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.5	0.0	6.5	0.0	28.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.4	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.0	0.0	6.8	0.0	28.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.6	0.0	1.4	0.0	4.1	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.8	0.0	1.5	0.0	4.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.01	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	98	0	78	0	113	0	222
Grp Sat Flow (s), veh/h/ln	0	1460	0	1460	0	1460	0	1760
Q Serve Time (g_s), s	0.0	4.8	0.0	1.8	0.0	5.6	0.0	4.7
Cycle Q Clear Time (g_c), s	0.0	4.8	0.0	1.8	0.0	5.6	0.0	4.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.35
Lane Grp Cap (c), veh/h	0	385	0	945	0	385	0	1139
V/C Ratio (X)	0.00	0.25	0.00	0.08	0.00	0.29	0.00	0.19
Avail Cap (c_a), veh/h	0	552	0	945	0	552	0	1139
Upstream Filter (I)	0.00	1.00	0.00	0.91	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.1	0.0	5.9	0.0	26.4	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.2	0.0	0.4	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.5	0.0	6.1	0.0	26.8	0.0	6.9
1st-Term Q (Q1), veh/ln	0.0	1.5	0.0	0.4	0.0	1.8	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.6	0.0	0.4	0.0	1.8	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.22	0.00	0.23	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.0
HCM 7th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	19	232	105	6	97	127
Future Volume (veh/h)	19	232	105	6	97	127
Number	3	18	2	12	1	6
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1723	1723	1870	1723	1723	1870
Adj Flow Rate, veh/h	21	252	114	7	105	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	329	293	1239	76	888	1329
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Prop Arrive On Green	0.20	0.20	0.71	0.71	1.00	1.00
Unsig. Movement Delay						
Ln Grp Delay, s/veh	29.2	42.1	0.0	4.2	0.3	0.2
Ln Grp LOS	C	D		A	A	A
Approach Vol, veh/h	273		121			243
Approach Delay, s/veh	41.1		4.2			0.2
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			6.0		
Phs Duration (G+Y+Rc), s		67.9	22.1			67.9		
Change Period (Y+Rc), s		4.0	4.0			4.0		
Max Green (Gmax), s		37.0	45.0			37.0		
Max Allow Headway (MAH), s		4.0	4.3			4.2		
Max Q Clear (g_c+I1), s		3.8	17.0			4.1		
Green Ext Time (g_e), s		0.4	1.1			0.9		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	1641			1170		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		1744	0			1870		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		107	1460			0		
Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0

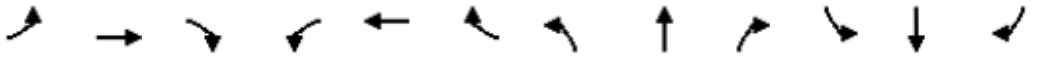
Lane Assignment			L			L		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	21	0	0	105	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	0	1170	0	0
Q Serve Time (g_s), s	0.0	0.0	0.9	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.9	0.0	0.0	2.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1641	0	0	1170	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	63.9	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	62.1	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Time to First Blk (g_f), s	0.0	63.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	329	0	0	888	0	0
V/C Ratio (X)	0.00	0.00	0.06	0.00	0.00	0.12	0.00	0.00
Avail Cap (c_a), veh/h	0	0	820	0	0	888	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.99	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	29.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	29.2	0.0	0.0	0.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.06	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	138	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1329	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1329	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.99	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	121	252	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1851	1460	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.8	15.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.8	15.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1315	293	0	0	0	0	0
V/C Ratio (X)	0.00	0.09	0.86	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1315	730	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.0	34.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	7.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.2	42.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.4	4.9	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	5.5	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.04	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	70	0	556	43	1113	0	0	728	401
Future Volume (veh/h)	0	0	0	70	0	556	43	1113	0	0	728	401
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1723	0	1723	1723	1870	0	0	1870	1723
Adj Flow Rate, veh/h				76	0	604	47	1210	0	0	791	436
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				866	0	699	57	2275	0	0	2863	819
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.27	0.00	0.27	0.07	1.00	0.00	0.00	0.56	0.56
Unsig. Movement Delay												
Ln Grp Delay, s/veh				24.5	0.0	38.5	62.0	0.8	0.0	0.0	10.5	14.9
Ln Grp LOS				C		D	E	A			B	B
Approach Vol, veh/h					680			1257			1227	
Approach Delay, s/veh					36.9			3.0			12.1	
Approach LOS					D			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	9.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		61.6	28.4		7.2	54.5		
Change Period (Y+Rc), s		5.5	4.0		4.0	5.5		
Max Green (Gmax), s		49.5	31.0		7.0	38.5		
Max Allow Headway (MAH), s		4.0	4.3		4.1	4.1		
Max Q Clear (g_c+I1), s		2.0	22.1		4.5	18.8		
Green Ext Time (g_e), s		6.6	2.2		0.0	5.5		
Prob of Phs Call (p_c)		1.00	1.00		0.69	1.00		
Prob of Max Out (p_x)		0.00	0.26		1.00	0.09		

Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			3183		1641	0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3647	0			5274		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	2569			1460		

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0

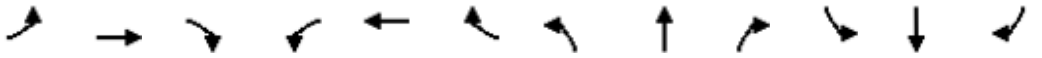
Lane Assignment			L		L (Prot)			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	76	0	47	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1591	0	1641	0	0	0
Q Serve Time (g_s), s	0.0	0.0	1.6	0.0	2.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.6	0.0	2.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1591	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	50.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	866	0	57	0	0	0
V/C Ratio (X)	0.00	0.00	0.09	0.00	0.82	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	1100	0	128	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.84	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	24.4	0.0	41.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	20.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	24.5	0.0	62.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.6	0.0	0.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.6	0.0	1.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.05	0.00	0.08	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	1210	0	0	0	791	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1702	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	2275	0	0	0	2863	0	0
V/C Ratio (X)	0.00	0.53	0.00	0.00	0.00	0.28	0.00	0.00
Avail Cap (c_a), veh/h	0	2275	0	0	0	2863	0	0
Upstream Filter (I)	0.00	0.84	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	10.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.8	0.0	0.0	0.0	10.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	2.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	2	0	0	1	0	0
Grp Vol (v), veh/h	0	0	604	0	0	436	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1285	0	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	20.1	0.0	0.0	16.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	20.1	0.0	0.0	16.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	699	0	0	819	0	0
V/C Ratio (X)	0.00	0.00	0.86	0.00	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	0	0	888	0	0	819	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	31.2	0.0	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.3	0.0	0.0	2.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	38.5	0.0	0.0	14.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	5.6	0.0	0.0	4.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	6.3	0.0	0.0	4.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.39	0.00	0.00	1.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.8
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	424	0	25	0	0	0	0	814	185	0	428	0
Future Volume (veh/h)	424	0	25	0	0	0	0	814	185	0	428	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	0	1723				0	1870	1723	0	1870	1723
Adj Flow Rate, veh/h	461	0	27				0	885	201	0	465	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Opposing Right Turn Influence	Yes						No			No		
Cap, veh/h	573	0	263				0	2106	478	0	2602	1069
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	0.33	0.33
Prop Arrive On Green	0.18	0.00	0.18				0.00	0.24	0.24	0.00	0.24	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	38.1	0.0	31.0				0.0	18.7	18.8	0.0	12.8	0.0
Ln Grp LOS	D		C					B	B		B	
Approach Vol, veh/h		488						1086			465	
Approach Delay, s/veh		37.7						18.7			12.8	
Approach LOS		D						B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		69.9		20.1		69.9		
Change Period (Y+Rc), s		5.5		4.0		5.5		
Max Green (Gmax), s		54.5		26.0		54.5		
Max Allow Headway (MAH), s		4.1		4.1		4.0		
Max Q Clear (g_c+I1), s		25.4		14.5		11.3		
Green Ext Time (g_e), s		4.6		1.6		2.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.01		0.04		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		3183		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		2970		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		653		1460		1460		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	461	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1591	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1591	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	65.9	0.0	0.0	0.0	65.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	573	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.80	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	923	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	38.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.23	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	546	0	0	0	465	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	23.4	0.0	0.0	0.0	9.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.4	0.0	0.0	0.0	9.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1301	0	0	0	2602	0	0
V/C Ratio (X)	0.00	0.42	0.00	0.00	0.00	0.18	0.00	0.00
Avail Cap (c_a), veh/h	0	1301	0	0	0	2602	0	0
Upstream Filter (I)	0.00	0.70	0.00	0.00	0.00	0.97	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.0	0.0	0.0	0.0	12.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.7	0.0	0.0	0.0	12.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.8	0.0	0.0	0.0	2.8	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	11.0	0.0	0.0	0.0	2.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.00	0.00	0.13	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

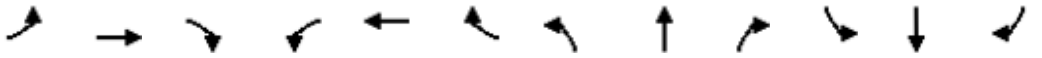
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	540	0	27	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1753	0	1460	0	1460	0	0
Q Serve Time (g_s), s	0.0	23.4	0.0	1.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.4	0.0	1.4	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.37	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1283	0	263	0	1069	0	0
V/C Ratio (X)	0.00	0.42	0.00	0.10	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1283	0	423	0	1069	0	0
Upstream Filter (I)	0.00	0.70	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.1	0.0	30.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.8	0.0	31.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.7	0.0	0.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.9	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	537	676	0	344
Demand Flow Rate, veh/h	548	689	0	351
Vehicles Circulating, veh/h	566	157	424	575
Vehicles Exiting, veh/h	356	267	500	157
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.2	7.1	0.0	10.9
Approach LOS	A	A	-	B

Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT		LT		LTR	LT	
RT Channelized		Free		Free			Free
Lane Util	1.000		1.000		1.000	1.000	
Follow-Up Headway, s	2.609		2.609		2.609	2.609	
Critical Headway, s	4.976		4.976		4.976	4.976	
A (Intercept)	1380		1380		1380	1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	1.02e-3	
Entry Flow, veh/h	357	191	575	114	0	348	3
Cap Entry Lane, veh/h	775	1938	1176	1938	895	768	1938
Entry HV Adj Factor	0.981	0.980	0.981	0.980	1.000	0.981	0.980
Flow Entry, veh/h	350	187	564	112	0	341	3
Cap Entry, veh/h	760	1900	1153	1900	895	753	1900
V/C Ratio	0.461	0.098	0.489	0.059	0.000	0.453	0.002
Control Delay, s/veh	11.0	0.0	8.5	0.0	4.0	10.9	0.0
LOS	B	A	A	A	A	B	A
95th %tile Queue, veh	2	0	3	0	0	2	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	2	139	0	0	0	0	433	33	171	197	0
Future Volume (veh/h)	137	2	139	0	0	0	0	433	33	171	197	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723				0	1870	1723	1723	1870	0
Adj Flow Rate, veh/h	149	2	151				0	471	36	186	214	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	215	0	191				0	1339	102	460	510	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.13	0.13				0.00	0.78	0.76	0.78	0.78	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	41.4	0.0	45.0				0.0	0.0	3.7	5.4	0.0	0.0
Ln Grp LOS	D		D						A	A		
Approach Vol, veh/h		300						507			400	
Approach Delay, s/veh		43.2						3.7			5.4	
Approach LOS		D						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		74.2		15.8		74.2		
Change Period (Y+Rc), s		5.5		4.1		5.5		
Max Green (Gmax), s		61.5		18.9		61.5		
Max Allow Headway (MAH), s		4.0		4.2		4.7		
Max Q Clear (g_c+I1), s		9.5		11.0		17.4		
Green Ext Time (g_e), s		2.0		0.7		2.1		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.14		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1641		514		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1716		0		653		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		131		1460		0		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L		L+T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	149	0	400	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	0	1167	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	7.8	0.0	7.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	7.8	0.0	15.4	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1641	0	906	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	70.2	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	62.7	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	7.9	0.0	0.0
Time to First Blk (g_f), s	0.0	70.2	0.0	0.0	0.0	2.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.46	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	215	0	969	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.69	0.00	0.41	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	346	0	969	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	37.4	0.0	4.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	41.4	0.0	5.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.9	0.0	0.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.1	0.0	1.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.22	0.00	0.22	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	507	0	151	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1847	0	1460	0	0	0	0
Q Serve Time (g_s), s	0.0	7.5	0.0	9.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.5	0.0	9.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1441	0	191	0	0	0	0
V/C Ratio (X)	0.00	0.35	0.00	0.79	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1441	0	308	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.0	0.0	37.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	7.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.7	0.0	45.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.3	0.0	3.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.24	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.1
HCM 7th LOS	B

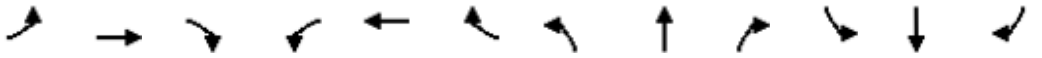
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	481	56	28	395	0	72	0	25	0	0	0
Future Vol, veh/h	0	481	56	28	395	0	72	0	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	523	61	30	429	0	78	0	27	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	429	0	0	584	0	0	1043	1043	553	1013	1074	429
Stage 1	-	-	-	-	-	-	553	553	-	490	490	-
Stage 2	-	-	-	-	-	-	490	490	-	523	584	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1130	-	-	991	-	-	207	229	532	217	220	626
Stage 1	-	-	-	-	-	-	517	514	-	560	549	-
Stage 2	-	-	-	-	-	-	560	549	-	537	498	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1130	-	-	991	-	-	199	220	532	198	211	626
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	220	-	198	211	-
Stage 1	-	-	-	-	-	-	517	514	-	537	526	-
Stage 2	-	-	-	-	-	-	537	526	-	510	498	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.58	31.78	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	237	1130	-	-	119	-	-	-
HCM Lane V/C Ratio	0.445	-	-	-	0.031	-	-	-
HCM Control Delay (s/veh)	31.8	0	-	-	8.7	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	2.1	0	-	-	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	272	63	40	294	286	112	482	46	141	255	69
Future Volume (veh/h)	163	272	63	40	294	286	112	482	46	141	255	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	177	296	68	43	320	311	122	524	50	153	277	75
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	233	822	642	79	646	504	305	673	64	212	413	110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Prop Arrive On Green	0.14	0.44	0.44	0.05	0.35	0.35	0.06	0.07	0.06	0.04	0.05	0.04
Unsig. Movement Delay												
Ln Grp Delay, s/veh	47.0	18.0	3.3	47.4	25.9	14.8	38.2	46.7	46.9	49.8	43.4	43.9
Ln Grp LOS	D	B	A	D	C	B	D	D	D	D	D	D
Approach Vol, veh/h		541			674			696			505	
Approach Delay, s/veh		25.7			22.1			45.3			45.5	
Approach LOS		C			C			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	2	1	3	4	6	5	7	8
Case No	4.0	2.0	2.0	3.0	4.0	2.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.5	15.6	8.3	43.5	17.4	20.7	16.8	35.1
Change Period (Y+Rc), s	* 5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green (Gmax), s	* 20	12.0	5.4	32.4	21.6	8.6	13.5	24.3
Max Allow Headway (MAH), s	4.0	4.1	4.1	4.1	4.1	4.1	4.1	4.2
Max Q Clear (g_c+I1), s	16.2	10.3	4.3	11.5	11.0	8.4	11.3	14.2
Green Ext Time (g_e), s	0.8	0.1	0.0	1.2	0.9	0.0	0.1	1.8
Prob of Phs Call (p_c)	1.00	0.98	0.66	1.00	1.00	0.95	0.99	1.00
Prob of Max Out (p_x)	1.00	1.00	1.00	0.00	0.03	1.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		1	3			5	7	
Mvmt Sat Flow, veh/h		1641	1641			1641	1641	

Through Movement Data								
Assigned Mvmt	2			4	6			8
Mvmt Sat Flow, veh/h	3279			1870	2777			1870

Right-Turn Movement Data								
Assigned Mvmt	12			14	16			18
Mvmt Sat Flow, veh/h	312			1460	738			1460

Left Lane Group Data								
Assigned Mvmt	0	1	3	0	0	5	7	0

Lane Assignment		L (Prot)	L (Prot)			L (Prot)	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	153	43	0	0	122	177	0
Grp Sat Flow (s), veh/h/ln	0	1641	1641	0	0	1641	1641	0
Q Serve Time (g_s), s	0.0	8.3	2.3	0.0	0.0	6.4	9.3	0.0
Cycle Q Clear Time (g_c), s	0.0	8.3	2.3	0.0	0.0	6.4	9.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	212	79	0	0	305	233	0
V/C Ratio (X)	0.00	0.72	0.54	0.00	0.00	0.40	0.76	0.00
Avail Cap (c_a), veh/h	0	246	126	0	0	305	273	0
Upstream Filter (I)	0.00	0.99	0.98	0.00	0.00	0.86	1.00	0.00
Uniform Delay (d1), s/veh	0.0	41.5	41.9	0.0	0.0	37.4	37.1	0.0
Incr Delay (d2), s/veh	0.0	8.3	5.6	0.0	0.0	0.7	9.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	49.8	47.4	0.0	0.0	38.2	47.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.3	0.9	0.0	0.0	2.5	3.5	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.1	0.0	0.0	0.1	0.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.8	1.0	0.0	0.0	2.6	4.1	0.0
%ile Storage Ratio (RQ%)	0.00	0.49	0.51	0.00	0.00	0.33	0.69	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	2	0	0	4	6	0	0	8
Lane Assignment	T			T	T			T
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	283	0	0	296	175	0	0	320
Grp Sat Flow (s), veh/h/ln	1777	0	0	1870	1777	0	0	1870
Q Serve Time (g_s), s	14.1	0.0	0.0	9.5	8.7	0.0	0.0	12.2
Cycle Q Clear Time (g_c), s	14.1	0.0	0.0	9.5	8.7	0.0	0.0	12.2
Lane Grp Cap (c), veh/h	365	0	0	822	265	0	0	646
V/C Ratio (X)	0.78	0.00	0.00	0.36	0.66	0.00	0.00	0.50
Avail Cap (c_a), veh/h	419	0	0	822	456	0	0	646
Upstream Filter (I)	0.86	0.00	0.00	1.00	0.99	0.00	0.00	0.98
Uniform Delay (d1), s/veh	39.9	0.0	0.0	16.8	40.6	0.0	0.0	23.3
Incr Delay (d2), s/veh	6.8	0.0	0.0	1.2	2.8	0.0	0.0	2.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	46.7	0.0	0.0	18.0	43.4	0.0	0.0	25.9
1st-Term Q (Q1), veh/ln	6.5	0.0	0.0	3.5	3.8	0.0	0.0	4.8

2nd-Term Q (Q2), veh/ln	0.7	0.0	0.0	0.3	0.2	0.0	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	7.2	0.0	0.0	3.8	4.0	0.0	0.0	5.2
%ile Storage Ratio (RQ%)	0.07	0.00	0.00	0.02	0.07	0.00	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	12	0	0	14	16	0	0	18
Lane Assignment	T+R			R	T+R			R
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	291	0	0	68	177	0	0	311
Grp Sat Flow (s), veh/h/ln	1814	0	0	1460	1738	0	0	1460
Q Serve Time (g_s), s	14.2	0.0	0.0	1.1	9.0	0.0	0.0	9.8
Cycle Q Clear Time (g_c), s	14.2	0.0	0.0	1.1	9.0	0.0	0.0	9.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.17	0.00	0.00	1.00	0.42	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	372	0	0	642	259	0	0	504
V/C Ratio (X)	0.78	0.00	0.00	0.11	0.68	0.00	0.00	0.62
Avail Cap (c_a), veh/h	427	0	0	642	446	0	0	504
Upstream Filter (I)	0.86	0.00	0.00	1.00	0.99	0.00	0.00	0.98
Uniform Delay (d1), s/veh	40.0	0.0	0.0	3.0	40.8	0.0	0.0	9.3
Incr Delay (d2), s/veh	6.9	0.0	0.0	0.3	3.1	0.0	0.0	5.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	46.9	0.0	0.0	3.3	43.9	0.0	0.0	14.8
1st-Term Q (Q1), veh/ln	6.7	0.0	0.0	0.7	3.9	0.0	0.0	4.4
2nd-Term Q (Q2), veh/ln	0.7	0.0	0.0	0.1	0.2	0.0	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	7.4	0.0	0.0	0.7	4.1	0.0	0.0	5.1
%ile Storage Ratio (RQ%)	0.07	0.00	0.00	0.19	0.07	0.00	0.00	2.60
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.5
HCM 7th LOS	C

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	343	97	106	158	91	51	417	127	70	318	126
Future Volume (veh/h)	285	343	97	106	158	91	51	417	127	70	318	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	310	373	105	115	172	99	55	453	138	76	346	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	590	1081	844	479	644	370	233	623	487	171	623	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.56	0.33	0.33	0.33	0.33	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	19.1	10.8	8.9	15.7	0.0	10.3	32.7	30.6	22.4	40.5	25.6	22.4
Ln Grp LOS	B	B	A	B		B	C	C	C	D	C	C
Approach Vol, veh/h		788			386			646			559	
Approach Delay, s/veh		13.8			11.9			29.1			26.8	
Approach LOS		B			B			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		5.0		5.0		5.0		6.0
Phs Duration (G+Y+Rc), s		34.0		56.0		34.0		56.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green (Gmax), s		28.5		50.5		28.5		50.5
Max Allow Headway (MAH), s		4.2		4.4		4.4		4.6
Max Q Clear (g_c+I1), s		21.2		28.7		30.0		19.0
Green Ext Time (g_e), s		1.6		3.5		0.0		1.8
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.40		0.00		1.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		840		1021		760		844

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		1114

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1460		1460		1460		641

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

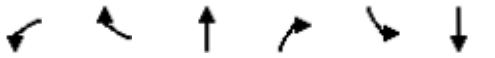
Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	55	0	310	0	76	0	115
Grp Sat Flow (s), veh/h/ln	0	840	0	1021	0	760	0	844
Q Serve Time (g_s), s	0.0	5.2	0.0	19.6	0.0	8.8	0.0	7.5
Cycle Q Clear Time (g_c), s	0.0	18.8	0.0	26.7	0.0	28.0	0.0	17.0
Perm LT Sat Flow (s_l), veh/h/ln	0	840	0	1021	0	760	0	844
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	30.0	0.0	52.0	0.0	30.0	0.0	52.0
Perm LT Serve Time (g_u), s	0.0	16.4	0.0	45.0	0.0	10.8	0.0	42.5
Perm LT Q Serve Time (g_ps), s	0.0	5.2	0.0	19.6	0.0	8.8	0.0	7.5
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	233	0	590	0	171	0	479
V/C Ratio (X)	0.00	0.24	0.00	0.53	0.00	0.44	0.00	0.24
Avail Cap (c_a), veh/h	0	233	0	590	0	171	0	479
Upstream Filter (I)	0.00	1.00	0.00	0.89	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	32.2	0.0	16.2	0.0	38.7	0.0	14.5
Incr Delay (d2), s/veh	0.0	0.5	0.0	3.0	0.0	1.8	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.7	0.0	19.1	0.0	40.5	0.0	15.7
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	3.8	0.0	1.5	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.5	0.0	0.1	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.0	0.0	4.3	0.0	1.6	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	1.09	0.00	0.58	0.00	0.35
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	453	0	373	0	346	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	19.2	0.0	9.5	0.0	13.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.2	0.0	9.5	0.0	13.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	623	0	1081	0	623	0	0
V/C Ratio (X)	0.00	0.73	0.00	0.35	0.00	0.55	0.00	0.00
Avail Cap (c_a), veh/h	0	623	0	1081	0	623	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.89	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	26.4	0.0	10.0	0.0	24.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.2	0.0	0.8	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.6	0.0	10.8	0.0	25.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.6	0.0	3.0	0.0	5.4	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.2	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.3	0.0	3.3	0.0	5.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.02	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	138	0	105	0	137	0	271
Grp Sat Flow (s), veh/h/ln	0	1460	0	1460	0	1460	0	1755
Q Serve Time (g_s), s	0.0	6.3	0.0	2.9	0.0	6.2	0.0	7.0
Cycle Q Clear Time (g_c), s	0.0	6.3	0.0	2.9	0.0	6.2	0.0	7.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.37
Lane Grp Cap (c), veh/h	0	487	0	844	0	487	0	1014
V/C Ratio (X)	0.00	0.28	0.00	0.12	0.00	0.28	0.00	0.27
Avail Cap (c_a), veh/h	0	487	0	844	0	487	0	1014
Upstream Filter (I)	0.00	1.00	0.00	0.89	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.1	0.0	8.6	0.0	22.1	0.0	9.6
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.0	0.3	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.4	0.0	8.9	0.0	22.4	0.0	10.3
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	0.7	0.0	1.9	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	0.8	0.0	2.0	0.0	2.3
%ile Storage Ratio (RQ%)	0.00	0.50	0.00	0.41	0.00	0.25	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.7
HCM 7th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	24	283	179	11	183	228
Future Volume (veh/h)	24	283	179	11	183	228
Number	3	18	2	12	1	6
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1723	1723	1870	1723	1723	1870
Adj Flow Rate, veh/h	26	308	195	12	199	248
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	391	348	1173	72	763	1258
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Prop Arrive On Green	0.24	0.24	0.67	0.67	1.00	1.00
Unsig. Movement Delay						
Ln Grp Delay, s/veh	26.6	42.6	0.0	5.7	0.9	0.3
Ln Grp LOS	C	D		A	A	A
Approach Vol, veh/h	334		207			447
Approach Delay, s/veh	41.3		5.7			0.6
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			6.0		
Phs Duration (G+Y+Rc), s		64.5	25.5			64.5		
Change Period (Y+Rc), s		4.0	4.0			4.0		
Max Green (Gmax), s		47.0	35.0			47.0		
Max Allow Headway (MAH), s		4.0	4.3			4.4		
Max Q Clear (g_c+I1), s		5.7	20.3			7.1		
Green Ext Time (g_e), s		0.7	1.1			1.9		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.00	0.01			0.00		

Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	1641			1082		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		1744	0			1870		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		107	1460			0		

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0

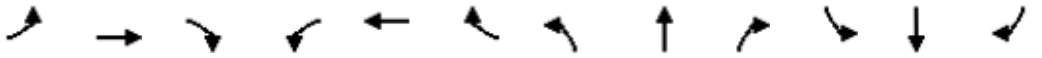
Lane Assignment			L			L		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	26	0	0	199	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	0	1082	0	0
Q Serve Time (g_s), s	0.0	0.0	1.1	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.1	0.0	0.0	5.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1641	0	0	1082	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	60.5	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	56.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0
Time to First Blk (g_f), s	0.0	60.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	391	0	0	763	0	0
V/C Ratio (X)	0.00	0.00	0.07	0.00	0.00	0.26	0.00	0.00
Avail Cap (c_a), veh/h	0	0	638	0	0	763	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.88	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	26.5	0.0	0.0	0.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	26.6	0.0	0.0	0.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.07	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	248	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1258	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1258	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	207	308	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1851	1460	0	0	0	0	0
Q Serve Time (g_s), s	0.0	3.7	18.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.7	18.3	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1245	348	0	0	0	0	0
V/C Ratio (X)	0.00	0.17	0.88	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1245	568	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.4	33.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	9.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.7	42.6	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.0	5.9	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.9	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.1	6.8	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.05	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	15.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	77	0	556	43	1147	0	0	740	401
Future Volume (veh/h)	0	0	0	77	0	556	43	1147	0	0	740	401
Number				3	8	18	5	2	12	1	6	16
Initial Q, veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1723	0	1723	1723	1870	0	0	1870	1723
Adj Flow Rate, veh/h				84	0	604	47	1247	0	0	804	436
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	0	2	2
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				864	0	698	57	2280	0	0	2873	822
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.27	0.00	0.27	0.07	1.00	0.00	0.00	0.56	0.56
Unsig. Movement Delay												
Ln Grp Delay, s/veh				24.9	0.0	39.1	62.2	0.8	0.0	0.0	10.6	14.9
Ln Grp LOS				C		D	E	A			B	B
Approach Vol, veh/h					688			1294			1240	
Approach Delay, s/veh					37.4			3.0			12.1	
Approach LOS					D			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8		5	6		
Case No		4.0	9.0		2.0	7.0		
Phs Duration (G+Y+Rc), s		62.4	28.6		7.2	55.2		
Change Period (Y+Rc), s		5.5	4.0		4.0	5.5		
Max Green (Gmax), s		50.5	31.0		7.0	39.5		
Max Allow Headway (MAH), s		4.0	4.3		4.1	4.1		
Max Q Clear (g_c+I1), s		2.0	22.4		4.6	18.9		
Green Ext Time (g_e), s		6.9	2.2		0.0	5.6		
Prob of Phs Call (p_c)		1.00	1.00		0.70	1.00		
Prob of Max Out (p_x)		0.00	0.28		1.00	0.08		

Left-Turn Movement Data								
Assigned Mvmt			3		5	1		
Mvmt Sat Flow, veh/h			3183		1641	0		

Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3647	0			5274		

Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		0	2569			1460		

Left Lane Group Data								
Assigned Mvmt	0	0	3	0	5	1	0	0

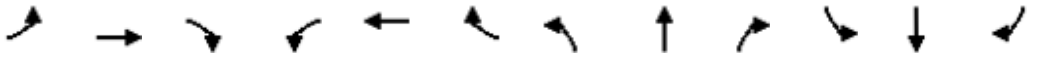
Lane Assignment			L		L (Prot)			
Lanes in Grp	0	0	2	0	1	0	0	0
Grp Vol (v), veh/h	0	0	84	0	47	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1591	0	1641	0	0	0
Q Serve Time (g_s), s	0.0	0.0	1.8	0.0	2.6	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.8	0.0	2.6	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1591	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	51.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	864	0	57	0	0	0
V/C Ratio (X)	0.00	0.00	0.10	0.00	0.82	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	1088	0	126	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.83	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	24.8	0.0	42.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	20.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	24.9	0.0	62.2	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.6	0.0	0.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.6	0.0	1.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.06	0.00	0.08	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	3	0	0
Grp Vol (v), veh/h	0	1247	0	0	0	804	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1702	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	7.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	2280	0	0	0	2873	0	0
V/C Ratio (X)	0.00	0.55	0.00	0.00	0.00	0.28	0.00	0.00
Avail Cap (c_a), veh/h	0	2280	0	0	0	2873	0	0
Upstream Filter (I)	0.00	0.83	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	10.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.8	0.0	0.0	0.0	10.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	2.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	2	0	0	1	0	0
Grp Vol (v), veh/h	0	0	604	0	0	436	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1285	0	0	1460	0	0
Q Serve Time (g_s), s	0.0	0.0	20.4	0.0	0.0	16.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	20.4	0.0	0.0	16.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	698	0	0	822	0	0
V/C Ratio (X)	0.00	0.00	0.87	0.00	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	0	0	878	0	0	822	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	31.6	0.0	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.6	0.0	0.0	2.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	39.1	0.0	0.0	14.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	5.7	0.0	0.0	4.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.7	0.0	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	6.4	0.0	0.0	4.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.39	0.00	0.00	1.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.8
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	424	0	25	0	0	0	0	848	206	0	447	0
Future Volume (veh/h)	424	0	25	0	0	0	0	848	206	0	447	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	0	1723				0	1870	1723	0	1870	1723
Adj Flow Rate, veh/h	461	0	27				0	922	224	0	486	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2				0	2	2	0	2	2
Opposing Right Turn Influence	Yes						No			No		
Cap, veh/h	570	0	261				0	2082	505	0	2609	1072
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	0.33	0.33
Prop Arrive On Green	0.18	0.00	0.18				0.00	0.73	0.72	0.00	0.24	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.2	0.0	31.4				0.0	5.5	5.7	0.0	13.1	0.0
Ln Grp LOS	D		C					A	A		B	
Approach Vol, veh/h		488						1146			486	
Approach Delay, s/veh		38.7						5.6			13.1	
Approach LOS		D						A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		70.8		20.2		70.8		
Change Period (Y+Rc), s		5.5		4.0		5.5		
Max Green (Gmax), s		56.5		25.0		56.5		
Max Allow Headway (MAH), s		4.1		4.1		4.0		
Max Q Clear (g_c+I1), s		13.9		14.7		11.9		
Green Ext Time (g_e), s		5.2		1.5		2.1		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.07		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		3183		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		2929		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		688		1460		1460		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	461	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1591	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	12.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.7	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1591	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	66.8	0.0	0.0	0.0	66.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	570	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	878	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	39.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	577	0	0	0	486	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	11.6	0.0	0.0	0.0	9.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.6	0.0	0.0	0.0	9.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	1305	0	0	0	2609	0	0
V/C Ratio (X)	0.00	0.44	0.00	0.00	0.00	0.19	0.00	0.00
Avail Cap (c_a), veh/h	0	1305	0	0	0	2609	0	0
Upstream Filter (I)	0.00	0.67	0.00	0.00	0.00	0.97	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.8	0.0	0.0	0.0	12.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.5	0.0	0.0	0.0	13.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.0	0.0	3.1	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	0.0	0.0	3.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.14	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

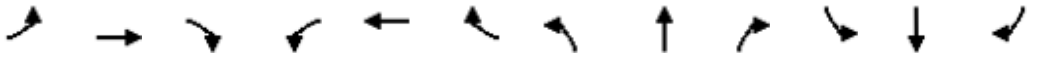
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	569	0	27	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1747	0	1460	0	1460	0	0
Q Serve Time (g_s), s	0.0	11.9	0.0	1.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.9	0.0	1.4	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.39	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1282	0	261	0	1072	0	0
V/C Ratio (X)	0.00	0.44	0.00	0.10	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1282	0	403	0	1072	0	0
Upstream Filter (I)	0.00	0.67	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.9	0.0	31.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.7	0.0	31.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	0.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.9
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	540	713	0	344
Demand Flow Rate, veh/h	551	727	0	351
Vehicles Circulating, veh/h	595	157	427	613
Vehicles Exiting, veh/h	365	270	529	157
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.6	7.7	0.0	11.6
Approach LOS	A	A	-	B

Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT		LT		LTR	LT	
RT Channelized		Free		Free			Free
Lane Util	1.000		1.000		1.000	1.000	
Follow-Up Headway, s	2.609		2.609		2.609	2.609	
Critical Headway, s	4.976		4.976		4.976	4.976	
A (Intercept)	1380		1380		1380	1380	
B (Slope)	1.02e-3		1.02e-3		1.02e-3	1.02e-3	
Entry Flow, veh/h	360	191	613	114	0	348	3
Cap Entry Lane, veh/h	752	1938	1176	1938	893	738	1938
Entry HV Adj Factor	0.981	0.980	0.980	0.980	1.000	0.981	0.980
Flow Entry, veh/h	353	187	601	112	0	341	3
Cap Entry, veh/h	738	1900	1152	1900	893	725	1900
V/C Ratio	0.479	0.098	0.521	0.059	0.000	0.471	0.002
Control Delay, s/veh	11.7	0.0	9.1	0.0	4.0	11.7	0.0
LOS	B	A	A	A	A	B	A
95th %tile Queue, veh	3	0	3	0	0	3	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	5	139	0	0	0	0	433	43	171	197	0
Future Volume (veh/h)	137	5	139	0	0	0	0	433	43	171	197	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723				0	1870	1723	1723	1870	0
Adj Flow Rate, veh/h	149	5	151				0	471	47	186	214	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	302	0	269				0	879	88	385	377	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.18	0.18	0.18				0.00	0.53	0.47	0.53	0.53	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	11.3	0.0	12.1				0.0	0.0	4.8	5.5	0.0	0.0
Ln Grp LOS	B		B						A	A		
Approach Vol, veh/h		300						518			400	
Approach Delay, s/veh		11.7						4.8			5.5	
Approach LOS		B						A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		8.0		9.0		8.0		
Phs Duration (G+Y+Rc), s		18.5		9.1		18.5		
Change Period (Y+Rc), s		5.5		4.1		5.5		
Max Green (Gmax), s		61.5		18.9		61.5		
Max Allow Headway (MAH), s		4.0		4.2		4.7		
Max Q Clear (g_c+I1), s		7.2		4.6		10.8		
Green Ext Time (g_e), s		2.0		0.9		2.2		
Prob of Phs Call (p_c)		1.00		0.90		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1641		368		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		1673		0		718		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		167		1460		0		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0

Lane Assignment				L		L+T		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	149	0	400	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1641	0	1087	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	2.2	0.0	3.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.2	0.0	8.8	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1641	0	897	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	14.5	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	9.3	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0
Time to First Blk (g_f), s	0.0	14.5	0.0	0.0	0.0	2.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.46	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	302	0	762	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.49	0.00	0.52	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1133	0	2934	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	10.1	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	11.3	0.0	5.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.5	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.03	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	518	0	151	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1840	0	1460	0	0	0	0
Q Serve Time (g_s), s	0.0	5.2	0.0	2.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.2	0.0	2.6	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	967	0	269	0	0	0	0
V/C Ratio (X)	0.00	0.54	0.00	0.56	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	4214	0	1008	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.4	0.0	10.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	1.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.8	0.0	12.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	6.8
HCM 7th LOS	A

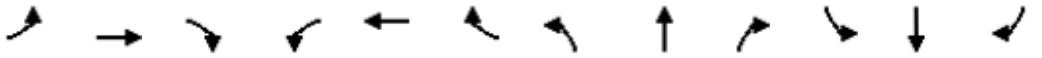
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	494	56	28	429	0	72	0	25	0	0	0
Future Vol, veh/h	0	494	56	28	429	0	72	0	25	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	537	61	30	466	0	78	0	27	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	466	0	0	598	0	0	1095	1095	567	1064	1125	466
Stage 1	-	-	-	-	-	-	567	567	-	527	527	-
Stage 2	-	-	-	-	-	-	527	527	-	537	598	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1095	-	-	979	-	-	191	214	523	201	205	596
Stage 1	-	-	-	-	-	-	508	507	-	534	528	-
Stage 2	-	-	-	-	-	-	534	528	-	528	491	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1095	-	-	979	-	-	183	205	523	182	196	596
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	205	-	182	196	-
Stage 1	-	-	-	-	-	-	508	507	-	512	506	-
Stage 2	-	-	-	-	-	-	512	506	-	500	491	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.54	35.55	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	220	1095	-	-	110	-	-	-
HCM Lane V/C Ratio	0.479	-	-	-	0.031	-	-	-
HCM Control Delay (s/veh)	35.5	0	-	-	8.8	0	-	0
HCM Lane LOS	E	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	2.4	0	-	-	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	336	79	40	316	286	118	482	46	141	255	88
Future Volume (veh/h)	218	336	79	40	316	286	118	482	46	141	255	88
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	237	365	86	43	343	311	128	524	50	153	277	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	293	833	650	79	589	460	289	664	63	207	397	135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.18	0.45	0.45	0.05	0.31	0.31	0.18	0.20	0.19	0.13	0.15	0.14
Unsig. Movement Delay												
Ln Grp Delay, s/veh	49.3	18.9	3.6	47.4	29.9	18.4	34.0	40.6	40.8	50.5	39.2	40.2
Ln Grp LOS	D	B	A	D	C	B	C	D	D	D	D	D
Approach Vol, veh/h		688			697			702			526	
Approach Delay, s/veh		27.4			25.9			39.5			42.8	
Approach LOS		C			C			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	2	1	3	4	6	5	7	8
Case No	4.0	2.0	2.0	3.0	4.0	2.0	2.0	3.0
Phs Duration (G+Y+Rc), s	22.2	15.4	8.3	44.1	17.7	19.9	20.1	32.3
Change Period (Y+Rc), s	* 5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Max Green (Gmax), s	* 21	10.0	5.4	33.3	20.5	8.8	15.8	22.9
Max Allow Headway (MAH), s	4.0	4.1	4.1	4.1	4.1	4.1	4.1	4.2
Max Q Clear (g_c+I1), s	15.7	10.1	4.3	14.1	11.3	8.3	14.5	15.8
Green Ext Time (g_e), s	1.0	0.0	0.0	1.5	0.9	0.0	0.1	1.6
Prob of Phs Call (p_c)	1.00	0.98	0.66	1.00	1.00	0.96	1.00	1.00
Prob of Max Out (p_x)	0.68	1.00	1.00	0.00	0.08	1.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		1	3			5	7	
Mvmt Sat Flow, veh/h		1641	1641			1641	1641	

Through Movement Data								
Assigned Mvmt	2			4	6			8
Mvmt Sat Flow, veh/h	3279			1870	2605			1870

Right-Turn Movement Data								
Assigned Mvmt	12			14	16			18
Mvmt Sat Flow, veh/h	312			1460	883			1460

Left Lane Group Data								
Assigned Mvmt	0	1	3	0	0	5	7	0

Lane Assignment		L (Prot)	L (Prot)			L (Prot)	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	153	43	0	0	128	237	0
Grp Sat Flow (s), veh/h/ln	0	1641	1641	0	0	1641	1641	0
Q Serve Time (g_s), s	0.0	8.1	2.3	0.0	0.0	6.3	12.5	0.0
Cycle Q Clear Time (g_c), s	0.0	8.1	2.3	0.0	0.0	6.3	12.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	207	79	0	0	289	293	0
V/C Ratio (X)	0.00	0.74	0.54	0.00	0.00	0.44	0.81	0.00
Avail Cap (c_a), veh/h	0	210	126	0	0	289	315	0
Upstream Filter (I)	0.00	0.99	0.97	0.00	0.00	0.86	1.00	0.00
Uniform Delay (d1), s/veh	0.0	37.9	41.9	0.0	0.0	33.1	35.5	0.0
Incr Delay (d2), s/veh	0.0	12.6	5.5	0.0	0.0	0.9	13.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	50.5	47.4	0.0	0.0	34.0	49.3	0.0
1st-Term Q (Q1), veh/ln	0.0	3.0	0.9	0.0	0.0	2.3	4.6	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.1	0.0	0.0	0.1	1.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.7	1.0	0.0	0.0	2.4	5.7	0.0
%ile Storage Ratio (RQ%)	0.00	0.48	0.51	0.00	0.00	0.30	0.96	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	2	0	0	4	6	0	0	8
Lane Assignment	T			T	T			T
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	283	0	0	365	187	0	0	343
Grp Sat Flow (s), veh/h/ln	1777	0	0	1870	1777	0	0	1870
Q Serve Time (g_s), s	13.6	0.0	0.0	12.1	9.0	0.0	0.0	13.8
Cycle Q Clear Time (g_c), s	13.6	0.0	0.0	12.1	9.0	0.0	0.0	13.8
Lane Grp Cap (c), veh/h	360	0	0	833	271	0	0	589
V/C Ratio (X)	0.79	0.00	0.00	0.44	0.69	0.00	0.00	0.58
Avail Cap (c_a), veh/h	440	0	0	833	434	0	0	589
Upstream Filter (I)	0.86	0.00	0.00	1.00	0.99	0.00	0.00	0.97
Uniform Delay (d1), s/veh	34.0	0.0	0.0	17.2	36.1	0.0	0.0	25.9
Incr Delay (d2), s/veh	6.6	0.0	0.0	1.7	3.1	0.0	0.0	4.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.6	0.0	0.0	18.9	39.2	0.0	0.0	29.9
1st-Term Q (Q1), veh/ln	5.4	0.0	0.0	4.5	3.6	0.0	0.0	5.5

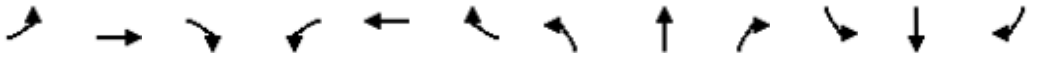
2nd-Term Q (Q2), veh/ln	0.7	0.0	0.0	0.4	0.2	0.0	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	6.0	0.0	0.0	4.9	3.8	0.0	0.0	6.2
%ile Storage Ratio (RQ%)	0.06	0.00	0.00	0.02	0.07	0.00	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	12	0	0	14	16	0	0	18
Lane Assignment	T+R			R	T+R			R
Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	291	0	0	86	186	0	0	311
Grp Sat Flow (s), veh/h/ln	1814	0	0	1460	1711	0	0	1460
Q Serve Time (g_s), s	13.7	0.0	0.0	1.4	9.3	0.0	0.0	10.6
Cycle Q Clear Time (g_c), s	13.7	0.0	0.0	1.4	9.3	0.0	0.0	10.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.17	0.00	0.00	1.00	0.52	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	368	0	0	650	261	0	0	460
V/C Ratio (X)	0.79	0.00	0.00	0.13	0.71	0.00	0.00	0.68
Avail Cap (c_a), veh/h	450	0	0	650	418	0	0	460
Upstream Filter (I)	0.86	0.00	0.00	1.00	0.99	0.00	0.00	0.97
Uniform Delay (d1), s/veh	34.2	0.0	0.0	3.1	36.6	0.0	0.0	10.9
Incr Delay (d2), s/veh	6.6	0.0	0.0	0.4	3.6	0.0	0.0	7.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.8	0.0	0.0	3.6	40.2	0.0	0.0	18.4
1st-Term Q (Q1), veh/ln	5.5	0.0	0.0	0.9	3.6	0.0	0.0	4.7
2nd-Term Q (Q2), veh/ln	0.7	0.0	0.0	0.1	0.3	0.0	0.0	1.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	6.2	0.0	0.0	0.9	3.9	0.0	0.0	5.6
%ile Storage Ratio (RQ%)	0.06	0.00	0.00	0.24	0.07	0.00	0.00	2.86
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	33.4
HCM 7th LOS	C

Notes

* HCM 7th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	368	106	106	166	91	54	417	127	70	318	137
Future Volume (veh/h)	315	368	106	106	166	91	54	417	127	70	318	137
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1723	1870	1723	1723	1870	1723	1723	1870	1723	1723	1870	1723
Adj Flow Rate, veh/h	342	400	115	115	180	99	59	453	138	76	346	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	602	1110	866	473	673	370	215	596	465	156	596	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.58	0.32	0.32	0.32	0.32	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	19.4	10.3	8.4	15.4	0.0	9.7	34.9	33.5	23.7	43.2	27.3	23.9
Ln Grp LOS	B	B	A	B		A	C	C	C	D	C	C
Approach Vol, veh/h		857			394			650			571	
Approach Delay, s/veh		13.7			11.4			31.6			28.6	
Approach LOS		B			B			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		5.0		5.0		5.0		6.0
Phs Duration (G+Y+Rc), s		33.0		58.0		33.0		58.0
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green (Gmax), s		27.5		52.5		27.5		52.5
Max Allow Headway (MAH), s		4.2		4.5		4.4		4.6
Max Q Clear (g_c+I1), s		21.9		31.5		30.9		19.8
Green Ext Time (g_e), s		1.4		3.9		0.0		1.9
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.66		0.00		1.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		831		1013		760		816

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		1134

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1460		1460		1460		624

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

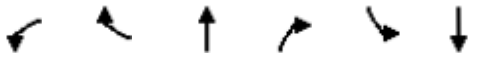
Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	59	0	342	0	76	0	115
Grp Sat Flow (s), veh/h/ln	0	831	0	1013	0	760	0	816
Q Serve Time (g_s), s	0.0	5.8	0.0	22.4	0.0	9.1	0.0	7.7
Cycle Q Clear Time (g_c), s	0.0	19.9	0.0	29.5	0.0	28.9	0.0	17.8
Perm LT Sat Flow (s_l), veh/h/ln	0	831	0	1013	0	760	0	816
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	29.0	0.0	54.0	0.0	29.0	0.0	54.0
Perm LT Serve Time (g_u), s	0.0	14.9	0.0	46.9	0.0	9.2	0.0	43.9
Perm LT Q Serve Time (g_ps), s	0.0	5.8	0.0	22.4	0.0	9.1	0.0	7.7
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	215	0	602	0	156	0	473
V/C Ratio (X)	0.00	0.27	0.00	0.57	0.00	0.49	0.00	0.24
Avail Cap (c_a), veh/h	0	215	0	602	0	156	0	473
Upstream Filter (I)	0.00	1.00	0.00	0.85	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	34.2	0.0	16.1	0.0	40.9	0.0	14.2
Incr Delay (d2), s/veh	0.0	0.7	0.0	3.3	0.0	2.4	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.9	0.0	19.4	0.0	43.2	0.0	15.4
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	4.2	0.0	1.6	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.0	0.1	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	4.8	0.0	1.7	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	1.22	0.00	0.61	0.00	0.35
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	453	0	400	0	346	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	19.8	0.0	10.1	0.0	14.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.8	0.0	10.1	0.0	14.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	596	0	1110	0	596	0	0
V/C Ratio (X)	0.00	0.76	0.00	0.36	0.00	0.58	0.00	0.00
Avail Cap (c_a), veh/h	0	596	0	1110	0	596	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.85	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.9	0.0	9.6	0.0	25.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.7	0.0	0.8	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.5	0.0	10.3	0.0	27.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.9	0.0	3.2	0.0	5.6	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.2	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.8	0.0	3.4	0.0	5.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.13	0.00	0.02	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	138	0	115	0	149	0	279
Grp Sat Flow (s), veh/h/ln	0	1460	0	1460	0	1460	0	1758
Q Serve Time (g_s), s	0.0	6.5	0.0	3.2	0.0	7.0	0.0	7.1
Cycle Q Clear Time (g_c), s	0.0	6.5	0.0	3.2	0.0	7.0	0.0	7.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.35
Lane Grp Cap (c), veh/h	0	465	0	866	0	465	0	1043
V/C Ratio (X)	0.00	0.30	0.00	0.13	0.00	0.32	0.00	0.27
Avail Cap (c_a), veh/h	0	465	0	866	0	465	0	1043
Upstream Filter (I)	0.00	1.00	0.00	0.85	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.3	0.0	8.2	0.0	23.5	0.0	9.1
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.3	0.0	0.4	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.7	0.0	8.4	0.0	23.9	0.0	9.7
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	0.8	0.0	2.2	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.1	0.0	0.8	0.0	2.2	0.0	2.3
%ile Storage Ratio (RQ%)	0.00	0.52	0.00	0.43	0.00	0.29	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.5
HCM 7th LOS	C



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	24	283	179	11	183	228
Future Volume (veh/h)	24	283	179	11	183	228
Number	3	18	2	12	1	6
Initial Q, veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Lanes Open During Work Zone						
Adj Sat Flow, veh/h/ln	1723	1723	1870	1723	1723	1870
Adj Flow Rate, veh/h	26	308	195	12	199	248
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes				Yes	
Cap, veh/h	391	348	1175	72	764	1261
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.24	0.24	0.67	0.67	0.67	0.67
Unsig. Movement Delay						
Ln Grp Delay, s/veh	26.9	43.4	0.0	5.7	8.2	5.9
Ln Grp LOS	C	D		A	A	A
Approach Vol, veh/h	334		207			447
Approach Delay, s/veh	42.1		5.7			6.9
Approach LOS	D		A			A

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	8			6		
Case No		8.0	9.0			6.0		
Phs Duration (G+Y+Rc), s		65.3	25.7			65.3		
Change Period (Y+Rc), s		4.0	4.0			4.0		
Max Green (Gmax), s		48.0	35.0			48.0		
Max Allow Headway (MAH), s		4.0	4.3			4.4		
Max Q Clear (g_c+I1), s		5.7	20.5			13.3		
Green Ext Time (g_e), s		0.7	1.1			1.9		
Prob of Phs Call (p_c)		1.00	1.00			1.00		
Prob of Max Out (p_x)		0.00	0.01			0.00		
Left-Turn Movement Data								
Assigned Mvmt		5	3			1		
Mvmt Sat Flow, veh/h		0	1641			1082		
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		1744	0			1870		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		107	1460			0		
Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	0	0

Lane Assignment			L			L		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	26	0	0	199	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1641	0	0	1082	0	0
Q Serve Time (g_s), s	0.0	0.0	1.1	0.0	0.0	7.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.1	0.0	0.0	11.3	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1641	0	0	1082	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	61.3	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	57.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0
Time to First Blk (g_f), s	0.0	61.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	391	0	0	764	0	0
V/C Ratio (X)	0.00	0.00	0.07	0.00	0.00	0.26	0.00	0.00
Avail Cap (c_a), veh/h	0	0	631	0	0	764	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	26.8	0.0	0.0	7.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	26.9	0.0	0.0	8.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.4	0.0	0.0	1.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.4	0.0	0.0	1.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.07	0.00	0.00	0.18	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment						T		
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	248	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1261	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1261	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	207	308	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1851	1460	0	0	0	0	0
Q Serve Time (g_s), s	0.0	3.7	18.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.7	18.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1248	348	0	0	0	0	0
V/C Ratio (X)	0.00	0.17	0.89	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1248	562	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.4	33.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	9.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.7	43.4	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.0	6.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	1.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.1	6.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.05	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.6
HCM 7th LOS	B

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: March 03, 2023

TO: Linda J Hakimi, PE

FROM: Ambarish Mukherjee, P.E., AICP

SUBJECT: Silicon Valley Ranch Residential Project Vehicle Miles Traveled (VMT) Analysis Memorandum

LSA has prepared a Vehicle Miles Traveled (VMT) Analysis Memorandum (Memo) for the proposed Silicon Valley Ranch residential development (project) in the City of Hanford (City). The project will be located at the southwest corner of 12th Ave and Hanford-Armona Rd (south of State Highway 198) in the City. The Project proposes to develop 22 acres with up to 342 single family dwelling units.

BACKGROUND

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT).

The project is located within the jurisdiction of City of Hanford. The City recently adopted its Senate Bill 743 (SB 743) guidelines, and therefore, the VMT analysis has been based upon the methodology and significant threshold criteria identified in the "City of Hanford - VMT Thresholds and Implementation Guidelines, November 2022" (guidelines).

The guidelines include multiple screening criteria for small to medium sized land use projects to be screened out of a detailed VMT analysis. The project was reviewed with all screening criteria from the guidelines and it was determined that the project doesn't meet any screening criteria. Therefore, a detailed VMT analysis was conducted for the project.

VMT Metrics and Thresholds

The project consists of residential land uses only and the guidelines established use of VMT per capita to evaluate residential land uses. Also, as per the guidelines, the definition of the region was established as Kings County and the threshold for evaluation of land use projects was established as 13%. Therefore, the project will constitute a significant impact if the project VMT per capita is greater than 87% of the baseline VMT per capita of Kings County. Numerically, based on the guidelines if the project VMT per capita is greater than 8.99, then project will have a significant VMT impact.

The Kings County Association of Governments (KCAG) Travel Demand Model (TDM) is the regional travel demand model applicable to jurisdictions within Kings County including the City for evaluating project VMT. Therefore, based on the guidelines, KCAG TDM was used to conduct project VMT analysis.

Project Traffic Analysis Zone Update

To calculate the project VMT, the first step was to update the TAZs in the model that include the project area. The project should be isolated in the travel model to estimate project VMT. KCAG TDM includes ability to add new TAZs. One new TAZ was used to model the project land use. The project land use (dwelling units) was input into the model as households in the newly created zone for modeling purposes. No project specific network modifications were conducted. Model run was conducted for existing/base year scenario with updated model inputs. The outputs from this updated model run were utilized to estimate project specific VMT metrics.

VMT ANALYSIS

As mentioned above, the outputs from the updated model run were used to estimate project VMT per capita. Table A shows the VMT analysis results using the county as the region. As shown in Table A, VMT per capita metric for the project is 6.9% higher than the regional threshold. As mentioned above, the regional/countywide average VMT per capita and the threshold were obtained from the City's guidelines (Table E: Significance Thresholds for VMT Analysis).

Table A: Project and Threshold VMT per Capita

	Silicon Valley Ranch (project)	City of Hanford VMT Threshold *	Difference	Percentage Difference
VMT per capita	9.61	8.99	0.62	6.9%

Source: Kings County Association of Governments (KCAG) Travel Demand Model
** Threshold obtained from City of Hanford VMT Thresholds and Implementation Guidelines, November 2022*
*Threshold is 87% of regional baseline (10.33*0.87 = 8.99)*

Conclusion

As mentioned before, the project consists of residential land uses only. The City's guidelines recommend use of VMT per capita to evaluate residential projects. Also, based on the guidelines the project would constitute a significant VMT impact if the project VMT per capita is greater than 87% of the baseline Kings County VMT per capita. As shown in Table A, the project VMT per capita is higher than the threshold and hence the project has a significant VMT impact.

Detailed VMT calculation for the project is included in Appendix A.

ATTACHMENT

Appendix A –VMT Calculation Worksheet

LSA

Appendix A
VMT Calculations
Silicon Valley Ranch

2018	Silicon Valley Ranch (Project)	City of Hanford Threshold*
Total Households	342	
Total Population	1,069	
Homebased Production (HBP) VMT	10,274	
HBP VMT per capita	9.61	8.99

Source: Kings County Association of Governments (KCAG) Travel Demand Model

**: Threshold Obtained from City of Hanford VMT Thresholds and Implementation Guidelines, November 2022*

CITY OF HANFORD

NOTICE OF AVAILABILITY FOR PUBLIC REVIEW AND HEARING ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED SILICON VALLEY RANCH RESIDENTIAL DEVELOPMENT PROJECT

This is to advise that the City of Hanford has prepared an Environmental Impact Report (EIR) for the project identified below. As mandated by State law, the minimum public review period for this document is 45 days.

Project Name and Description

Silicon Valley Ranch Residential Development Project – a request to construct 326 single-family residences, internal roads, a 2.86-acre drainage retention basin, and a 3.58-acre park on an approximately 88.9-acre site (Project). An approximately 13.87-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment. The Project is within the City of Hanford's Sphere of Influence (SOI) but will be annexed into the City limits through annexation.

Project Location

The Silicon Valley Ranch Residential Development Project is located south of Hanford Armona Road, in the sphere of influence of the City of Hanford. The Project encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027)

COMMENT PERIOD: November 25, 2024 to – January 9, 2025 (45 days)

PUBLIC HEARING AND COMMENT: The City of Hanford is soliciting comments on the adequacy and completeness of the analysis and proposed mitigation measures described in the Draft EIR. You may comment by providing testimony at the public hearing on:

DATE: Tuesday, January 14, 2025

TIME: 5:30 p.m.

LOCATION: Council Chamber of the City of Hanford Civic Auditorium, 400 N. Douty Street, Hanford, CA.

The document and documents are available for review at the City of Hanford, Community Development Department located at 317 N. Douty Street, and at the Hanford Branch Library located at 401 Douty Street, Hanford, CA 93230 or https://www.cityofhanford.ca.com/1236/Current-Projects; or https://ceqanet.opr.ca.gov/2024060956

HOW TO COMMENT: You may provide testimony at the public hearing on the date and time specified above or provide written comments prior to the close of public comment period on Tuesday, January 14, 2025, at 5:30 p.m. to: Senior Planner, Gabrielle Myers, 317 N. Douty Street, Hanford, CA 93230 or via email: gmyers@hanfordca.gov

Figure 3-1
Project Site Area

CITY OF HANFORD
PUBLIC HEARING NOTICE AND NOTICE OF AVAILABILITY OF FINAL FOCUSED ENVIRONMENTAL IMPACT REPORT

Silicon Valley Ranch Residential Project
(SCH #2024060956)

NOTICE IS HEREBY GIVEN that the City of Hanford has completed and is making available for public review the Final Focused Environmental Impact Report (Final EIR) prepared for the proposed Silicon Valley Ranch Residential Project – Annexation 161, Prezone No. 0005-23, and Vesting Tentative Tract 943 located south of Hanford-Armona Road between 12th and 13th Avenues. The Planning Commission will hold a public hearing on Tuesday, February 25, 2025 at 5:30 p.m. in the Council Chambers of the Civic Auditorium, 400 Douty Street, Hanford, California, to consider recommendation of certification of the Final Focused EIR and the associated entitlements to the City Council of the City of Hanford

PROJECT LOCATION: The Project is adjacent to Hanford Armona Road to the north, between Greenbrier Drive to the east and 13th Avenue to the west, and encompasses approximately 88.9 acres (APN 011-040-008, 010, and 027). The Project site is located within the Hanford USGS Quad, Section 3, Township 19S, Range 21E, Mount Diablo Base and Meridian (MDB&M).

PROJECT DESCRIPTION: The Project proposes to construct a 326-lot residential subdivision within the City of Hanford Sphere of Influence. The Project will be annexed into the City under separate application. An approximately 12.5-acre portion of the site at the northeast corner of the property is intended to be removed via a lot-line adjustment.

The Project will be developed with a 326-unit single-family subdivision, a 3.58-acre park, and a three-acre retention basin. Lots will range between 5,000 to 6,000 square feet and would be developed with single-family residential units. Associated utility and right-of-way infrastructure would also be developed in accordance with City of Hanford standards and regulations.

Construction:

Development of the Project is anticipated to occur over a 12-month period. Construction equipment will vary over the course of development and would include the following:

- Excavators/earth-moving equipment
- Depending on foundation system, auger rig, or pile-driving rig
- All-terrain forklifts
- A man/material hoist
- Truck cranes and potentially a tower crane (pending permit approval)
- Concrete trucks
- Dump trucks
- Street sweepers/water trucks for dust control
- Construction delivery trucks (typically box trucks of flat beds)
- Small tools (generators, light plants, compactors, air compressors)

EIR CERTIFICATION: A Draft EIR was prepared for the project to assess potential environmental impacts and was made available and circulated for public review and comment, pursuant to the provisions of the California Environmental Quality Act (CEQA). It also examined environmental impacts for alternatives to the project, as required by CEQA. The Draft EIR concluded that the potential impacts of the Project were determined to be less than significant for the following topics: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, population and housing, recreation, tribal cultural resources, utilities and service systems, and wildfire. The potential impacts of the Project were determined to be significant and

unavoidable impacts for Transportation and Traffic. A Mitigation Monitoring and Reporting Plan and a Statement of Overriding Considerations are part of the EIR certification.

The Draft EIR was made available for a public comment period of 45 days from November 25, 2024 to January 9, 2025.

The Final EIR includes the response to the comment(s) in response to the input received on the Draft EIR. No new information was required as part of the response to comments. The Final EIR does not constitute "significant new information" within the meaning of CEQA so as to require recirculation of the Draft EIR or Final EIR.

The Final EIR will be available for review for a 10-day period from February 14 to February 24, 2025 at the Community Development Department at City Hall, 317 N. Douty Street in Hanford and online at:

Hanford Website: https://www.cityofhanfordca.com/1236/Current-Projects and the Office of Planning and Research's CEQAnet web portal at https://ceqanet.opr.ca.gov/

PUBLIC COMMENT: All interested parties are invited to attend the meeting and/or send written comments to:

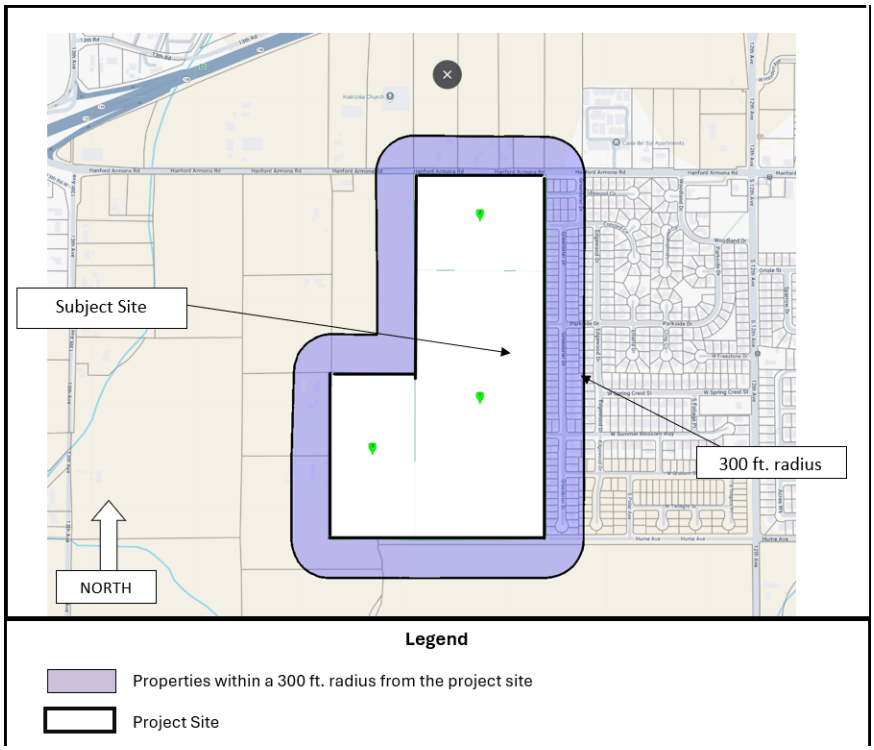
Gabrielle Myers, Senior Planner
City of Hanford
317 N. Douty Street
Hanford CA 93230

or via email to gmyers@hanfordca.gov

To ensure comments will be considered, all comments are requested to be submitted to the City by 12:00 p.m. the day of the meeting. Oral and written comments may be submitted until the close of the public hearing. For further information, contact the Hanford Community Development Department at (559) 585-2580.

NOTE: If you challenge the City's final action on this project in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City at, or prior to, the public hearing. (Gov. Code 65009(b)(2).

HANFORD COMMUNITY DEVELOPMENT DEPARTMENT



FINDINGS OF FACT IN SUPPORT OF FINDINGS
RELATED TO SIGNIFICANT ENVIRONMENTAL IMPACTS

State CEQA Guidelines Section 15091

for

Silicon Valley Ranch Residential Development (Tract No. 943) Project

Final Environmental Impact Report
SCH# 2024060956

Lead Agency: City of Hanford

SECTION I. INTRODUCTION

The following findings of fact are based in part on the information contained in the draft and final Environmental Impact Report (EIR) for the Silicon Valley Ranch Residential Development Project (Project) as well as additional facts found in the complete record of proceedings. The final focused EIR is hereby incorporated by reference and is available for review at the City of Hanford (City), City of Hanford Community Development Department, 317 N Douty St, Hanford, CA 93230.

SECTION II. FINDINGS REGARDING THE POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT

The City issued a notice of preparation of a draft focused EIR on June 21, 2024. Based on the initial study, technical studies and Notice of Preparation, a determination was made that the final focused EIR would contain a comprehensive analysis of environmental issues not screened out during the Notice of Preparation. With respect to all impacts identified as "less than significant" or as having "no impact" in the final focused EIR, the Planning Commission finds that those impacts have been described accurately and are less than significant or have no impact. Despite concluding that certain impacts would be less than significant or would have no impact, the final focused EIR nonetheless incorporates mitigation measures in the form of complying with the goals, policies, and implementation measures of the City of Hanford General Plan or other adopted regulations. The Planning Commission finds that these effects are less than significant or have no impact before and after implementation of these mitigation measures.

In addition, one impact in the final focused EIR was found to be "significant and unavoidable." The Planning Commission finds that this impact has been described accurately and is significant and unavoidable.

LAND USE AND PLANNING

A. Environmental Effects of the Project Found to Have No Impact on the Environment or Have a Less Than Significant Impact on the Environment.

The Project could cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (Impact 4.2-1)

The City of Hanford General Plan establishes land use policies and regulations that are applicable to the Project. In addition to the City of Hanford General Plan, applicable policies and regulations of the Kings County General Plan and Kings County LAFCo were identified as they pertain to annexations of land.

The Project site has a General Plan designation of Low Density Residential and would be prezoned R-L-5. Per the City General Plan zoning matrix, the R-L-5 zone district is compatible with the General Plan designation. Approval of the tentative map subject to the provisions of the City of Hanford municipal code would allow subdivision of the Project area into lot sizes consistent with the R-L-5 zone district. Pursuant to Table 17.08.020, the proposed development of single-family dwellings throughout the subdivided Project area is permitted uses under the R-L-5 zone district.

The Project is consistent with the goals and policies of the City of Hanford General Plan and Kings County General Plan. Therefore, the Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigation an environmental effect. Impacts of the Project are less than significant, and no mitigation is required.

B. Environmental Effects of the Project that Are Potentially Significant, but that Can Be Mitigated to Less Than Significant Levels.

The Project would not have any environmental effects on land use and planning that are potentially significant and that can be mitigated to less than significant levels.

C. Effects of the Project that Cannot Be Mitigated to a Level Less Than Significant.

The Project would not have any environmental effects on land use and planning that cannot be mitigated to a less than significant level.

Findings

The proposed Project would not have any potentially significant environmental effects related to land use and planning. No mitigation would be required, and impacts are less than significant.

Level of Significance

Impacts would be less than significant.

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the project to avoid or substantially lessen significant impacts. However, impacts related to land use and planning would be less than significant, and no mitigation measures are required.

D. Cumulative Environmental Effects of the Proposed Project that Would Have a Less Than Significant Impact on the Environment.

As discussed in the Cumulative Project List section of the draft EIR, 12 similar projects are proposed within a one and a half-mile radius of the proposed Project, the geographic scope being the City of Hanford General Plan planning area. The Project and future development are required to be consistent with the City of Hanford General Plan and other applicable planning documents. Cumulative projects requiring additional

consideration including rezones, General Plan Amendments, and annexation would require approval by the County. Consistency with the City's applicable General Plan policies and Zoning Ordinance (and any other applicable planning documents) would ensure compliance and orderly development of the proposed Project and other related cumulative projects. Additionally, all cumulative projects are subject to environmental review and compliance with all federal, State, and local policies and plans. As such, the proposed Project's incremental contribution to the less than significant cumulative impacts would not be cumulatively considerable Cumulative impacts related to land use and planning would result in a less than significant impact on the environment.

E. Cumulative Environmental Effects of the Proposed Project that Would Have a Significant Impact on the Environment.

The Project would not have any cumulative effects on land use and planning that would have a significant impact.

Findings

The proposed Project would not have any potentially cumulative significant environmental effects related to land use and planning. No mitigation would be required and impacts are less than significant.

Level of Significance

Impacts would be cumulatively less than significant.

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the project to avoid or substantially lessen significant impacts. However, cumulative impacts would be less than significant, and no mitigation measures are required.

TRANSPORTATION AND TRAFFIC

A. Environmental Effects of the Project Found to Have No Impact on the Environment or Have a Less Than Significant Impact on the Environment.

B. Environmental Effects of the Project that Are Potentially Significant, but that Can Be Mitigated to Less Than Significant Levels.

*The Project could conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (Impact 4.2-1)***.**

The Hanford General Plan has policies related to traffic systems. The General Plan has established LOS E as the acceptable level on streets and intersections within the area bounded by State Route (SR) 198, 10th Avenue, 11th Avenue, and Florinda Avenue, and a peak hour LOS D on all other streets and intersections within the Planned Growth Boundary. The County of Kings has established LOS D as the acceptable level of traffic congestion on County roads. Since the study facilities for this Project lie outside of the SR 198, 10th Avenue, 11th Avenue, and Florinda Avenue boundary, the LOS D threshold was utilized to evaluate the potential significance of LOS impacts to the City of Hanford roadway facilities and the County of Kings facilities.

As noted in the Traffic Impact Study (TIS) prepared for the Project, signal warrant criteria was met for the 13th Avenue and Hanford Armona Road intersection, which is included in the City's traffic impact fee program. However, it is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, that other traffic factors and conditions be considered to determine whether signals are truly justified. Pursuant to General Plan Policy T36, the Project proponent will be required to pay traffic development impact fees. The provision of an intersection signalization would be determined by the City of Hanford. Improvement costs for signalization are within the purview of traffic development impact fees as required in Policy T36, therefore eventual signalization of the intersection by the City would address the LOS deficiency caused by General Plan buildout (2044) and Project development (2044+Project).

For the 12th Avenue and Hanford Armona Road intersection, the TIS recommends improvements be made to the eastbound roadway to include changing the existing eastbound right turn lane (EBR) to an eastbound through and right turn lane (EBTR). The Project proponent would be required to pay their fair share cost for the needed improvement to ensure that the intersection by the year 2044, operates at an acceptable LOS (Ruettgers and Schuler Civil Engineers, 2024). The inclusion of fair share cost payment as determined in the TIS is recommended as a Mitigation Measure and is included as MM 4.2-1. Implementation of MM 4.2-1 would allow the intersection studied to operate at an acceptable LOS under City LOS standards and reduce impacts to less than significant.

Mitigation Measures

MM 4.2-1: The Project proponent or developer shall be required to pay their fair share of costs for the improvements needed. This includes changing the 12th Avenue and Hanford Armona Road intersection eastbound right turn lane to an eastbound through lane and a right turn lane.

The fair share cost for the improvement is calculated at 18.94% and shall be collected by the City of Hanford at the appropriate time

Level of Significance

Impacts would be ***less than significant with implementation of mitigation measures***.

Finding

The proposed Project would not have any potentially significant environmental effects related to LOS and the impacts that the Project may have on the surrounding roadway network. With implementation of Mitigation Measure MM 4.2-1 would reduce impacts to less than significant.

Brief Explanation of the Rational for Finding

CEQA requires that all feasible and reasonable mitigation be applied to the project to avoid or substantially lessen significant impacts related to General Plan policies related to LOS. Implementation of Mitigation Measure MM 4.2-1 as described above, would reduce impacts to a less than significant level.

C. Effects of the Project that Cannot Be Mitigated to a Level Less Than Significant.

Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b) (Impact 4.2-2)

Land use developments meeting one or more of the screening criteria contained in the VMT Guidelines are presumed to create a less than significant transportation impact and no further VMT analysis is required. These criteria relate to project type, size, location, proximity to transit, and trip-making potential. The Project does not meet any of the screening criteria. Therefore, a detailed VMT analysis was prepared for the Project (Ruettgers and Schuler Civil Engineers, 2024).

An analysis of Project VMT was conducted in accordance with the *VMT Thresholds and Implementation Guidelines*, City of Hanford, dated November 2022 (VMT Guidelines). The analysis involved comparing an estimate of VMT attributable to the project to a threshold VMT and assessing whether project VMT would result in a significant transportation impact under the California Environmental Quality Act (CEQA). For projects that are not screened out, a quantitative analysis of VMT impacts must be prepared and compared against the adopted VMT thresholds of significance. According to the VMT Guidelines, residential developments that generate more than 8.99 daily VMT for residential VMT per capita would be considered to have a significant transportation impact.

Based on the VMT analysis included in the TIS, the Project would result in 9.61 VMT per capita and exceeds the 8.99 VMT per capita threshold. As a result, it is recommended that the Project implement VMT mitigation measures for the residential component to reduce VMT per capita. In order to reduce VMTs, a project must decrease the number of vehicle miles travels to and from the Project site. For land development projects, VMT mitigation focuses on measures that reduce the number and/or length of single-occupant vehicle trips generated by the project.

The VMT Guidelines cite the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers*, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction. Below are quantitative measures contained in the CAPCOA Handbook for residential projects in suburban areas. Measure identifiers are shown within parentheses, and italicized text addresses the applicability of each measure to the Project.

- Increase residential density to a level higher than the national average (T-1)

  Applicable, but not feasible*: The residential density for the project is 6.5 dwelling units/acre (326 single-family homes/50 acres of developable land). As stated in the CAPCOA Handbook, the national average is 9.1 dwelling units/acre and includes apartments, townhomes and condominiums in addition to detached single-family housing.*

  Below is the VMT reduction formula in the CAPCOA Handbook for this measure (-0.22 = VMT elasticity factor).

  VMT reduction = [(project du/acre – 9.1 du/acre) / 9.1 du/acre] x (-0.22)

  Assuming no change in the amount of developable land, the project would need at least 455 dwelling units to reach the national average and be credited for any reduction in project VMT. Moreover, the project would require a total of 590 dwelling units to mitigate the impact of project VMT to a less than significant level. Such an increase in project residential density (approximately 80 percent) would not be feasible.

  Per the General Plan and the allowable density in the zone district, an increase in density is not feasible without a zone change and General Plan Amendment to increase residential density beyond what is allowed.

- Provide easy access to high-quality public transit (T-3)
  Not applicable: *Because the project does not meet implementation requirements. Project must be located within 0.5 miles of a high frequency transit station (either rail or bus rapid transit with headways of less than 15 minutes).*

- Integrate affordable and below market rate housing (T-4)
  Not applicable*: Because the project does not meet implementation requirements. Project must be a multifamily residential development permanently dedicated as affordable housing for lower income families. This project is not a low income housing project, therefore it is not applicable and the VTM analysis applies*

- Provide electric vehicle charging infrastructure (T-14)
  Not applicable to single-family residential projects*: Mitigation potential available only to developments with buildings that have designated parking areas (e.g., commercial, educational, retail and multifamily housing).*

- Limit residential parking supply (T-15)
  Not applicable: *The measure is ineffective in locations where unrestricted street parking or other off-street parking is available and has adequate capacity to accommodate project-related vehicle parking demand.*

- Unbundle residential parking costs from property costs (T-16)
  Not applicable*: There are no residential parking costs associated with the project.*

As noted, the measures listed above are found to be infeasible (Ruettgers and Schuler Civil Engineers, 2024). There are no applicable and feasible mitigation measures available to reduce VMT below the adopted City and County thresholds. Other valley cities have adopted VTM thresholds and applicable mitigation measures. Kings County and the City have not adopted mitigation measures or other measures to implement or guidance to create feasible mitigation. Therefore, the Project is expected to result in a significant transportation impact under CEQA

Mitigation Measures
No mitigation measures

Level of Significance

Impacts would be ***significant and unavoidable***

Finding

As noted above, there are no feasible and applicable mitigation measures that would be able to reduce VMT for the Project under City adopted thresholds. Therefore, impacts are considered significant and unavoidable**.**

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the Project to reduce impacts. However, no mitigation measures were identified that are feasible and applicable to the Project that would reduce VMT under the City adopted thresholds.

D. Cumulative Environmental Effects of the Proposed Project that Would Have a Less Than Significant Impact on the Environment.

There are no cumulative impacts related to transportation and traffic would result in a less than significant impact on the environment.

E. Cumulative Environmental Effects of the Proposed Project that Would Have a Significant Impact on the Environment.

Significant Effect

The Project would conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b). In combination with other approved or reasonably foreseeable projects, cumulative impacts to VMT would also be significant and unavoidable.

Description of Significant Impact

The Project's VMT would exceed the City's adopted VMT per capita thresholds.

Finding

There are no feasible and applicable mitigation measures that would be able to reduce VMT for the Project under City adopted thresholds. Other valley cities have adopted VTM thresholds and applicable mitigation measures. Kings County and the City have not adopted mitigation measures or other measures to implement or guidance to create feasible mitigation. Measures such as purchasing bicycles for home buyers, adding bike lanes and new bus routes have either not been accepted by the City, or are shown to be an effective way to reduce VTM. Therefore, impacts are considered significant and unavoidable. This impact is overridden by Project benefits as set forth in the statement of overriding considerations. There are no other feasible mitigation measures or changes to the Project that would reduce this impact to a less than significant level

Brief Explanation of the Rationale for the Finding

CEQA requires that all feasible and reasonable mitigation be applied to the Project to reduce impacts. However, no mitigation measures were identified that are feasible and applicable to the Project that would reduce VMT under the City adopted thresholds.

SECTION III. FINDINGS REGARDING CONSIDERATIONS, WHICH MAKE CERTAIN ALTERNATIVES, ANALYZED IN THE FINAL ENVIRONMENTAL IMPACT REPORT INFEASIBLE.

The following findings and brief explanation of the rationale for the findings regarding Project alternatives identified in the EIR are set forth to comply with the requirements of Section 15091(s)(3) of the *CEQA Guidelines*.

The consideration of alternatives is an integral component of the CEQA process. The selection and evaluation of a reasonable range of alternatives provides the public and decision-makers with information on ways to avoid or lessen environmental impacts created by a Project. When selecting alternatives for

evaluation, CEQA requires alternatives that meet most of the basic objectives of the Project, while avoiding or substantially lessening the Project's significant effects. Thus, the objective of the Project was considered by this board in evaluating the alternatives. This objective is to build and operate an economically viable and competitive development with a mix of commercial and residential uses in compliance with applicable laws and regulations, optimally utilizing the available land resource, and while minimizing any environmental impacts to the extent feasible. Thus, objectives for the Project were considered in evaluating the alternatives.

The Project has the following objectives:

- Provide a variety of housing opportunities with a range of styles, sizes, and values that will be designed to satisfy existing and future demand for quality housing in the area.
- Provide a sense of community and walkability within the development through the use of street patterns, parks/open space areas, landscaping, and other Project amenities.
- Create a successful and financially feasible Project by meeting the housing needs of the area.
- Provide a residential development that assists the City in meeting its housing goals and objectives.

The alternatives considered in this EIR include two land use alternatives, a reduced construction alternative, and the No-Project Alternative. CEQA requires that alternatives that have been considered but rejected by the lead agency be addressed in the EIR. This portion of the EIR is also to determine which alternative is considered to be environmentally superior. This evaluation is to be based on which alternatives have the fewest unmitigated impacts and this comparison is to be made even for alternatives that may not completely fulfill all of the Project objectives. For the purpose of this evaluation, the following impacts were determined to be unmitigable after implementation of the mitigations recommended in the EIR.

Significant Impacts Listed

- Transportation and Traffic – The project and the project in conjunction with cumulative projects would **c**onflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b).

All other impacts can be mitigated to a relative level of insignificance through the implementation of the mitigation measures. Mitigation measures that reduced these impacts to a level below the Thresholds of Significance are detailed in the EIR.

Alternative A- No Project Alternative

Under the No Project Alternative, the Project area would remain unchanged and there would be no residential units or parks constructed. Under the No Project Alternative, the Project area would remain unchanged and there would be no residential units or parks constructed. The No Project Alternative would keep the site as agriculture and remain under the jurisdiction of Kings County. As no change would occur, the Project site would continue to be consistent with the Kings County General Plan land use designation and zoning of Limited Agriculture, 10 acres (AL10). The No Project Alternative would not: (a) address the City's current and projected housing needs by providing a range of single-family residences; (b) meet any of the General Plan policies or objectives related to meeting the housing needs of all citizens, or provide; (c) provide residential housing opportunities for a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels that are visually attractive and accommodate the future housing demand in Hanford; (d) establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand; (e) provide infrastructure that meets the City standards and is integrated with existing and planned facilities and connections; and (f) develop a project that meets City standards by implementing a logical phasing plan for development of public infrastructure improvements.

With regard to transportation impacts, the No Project Alternative would result in no new trips generated. The No Project Alternative would reduce the significant and unavoidable impact relating to VMT; however, none of the General Plan goals and objectives for new housing in the City would be met.

Alternative B- Reduced Project Alternative

This alternative would decrease the number of single-family residential houses from 326 to 242. As described in this draft EIR, the proposal to approve the tentative tract map, annex the site into the City, and prezoning the site to R-L-5 would remain the same. A similar outcome to the proposed Project would occur with regard to County and City General Plan consistency. The annexation would meet County and LAFCo objectives in addition to providing planned City expansion within their SOI. This alternative will meet all Project objectives but would have a reduced positive effect of assisting the City in meeting the City's housing needs. Under this Alternative**,** overall VMT for the Project would decrease; however, per capita VMT impacts would remain *significant and unavoidable*.

With regard to City LOS thresholds, overall trip generation would be reduced, resulting in lessened impacts on studied intersections. However, this reduction is still likely to exceed LOS thresholds cumulatively, and require mitigation as indicated in this draft EIR to improve the impacted intersection of 12th Avenue and Hanford Armona Road. Impacts regarding LOS would continue to be *less than significant with mitigation incorporated*.

Alternative C- Multi-Family Alternative

This alternative would replace the proposed single-family residential with multi-family apartments at a density of at least 14.5 dwelling units per gross acre (1,088 units). The Project site is currently designated by the General Plan for low-density residential and prezoned R-L-5. The proposed Project request would be modified to include a General Plan Amendment and a Zone Change to Medium Density Residential (R-M) to allow multi-family apartments. With regard to the addition of a General Plan Amendment, consistency findings with General Plan goals and policies would be necessary to determine if the proposed Medium Density Residential land use would comply. Although it is not guaranteed that the multifamily housing would be rented at rates to meet the criteria as very low or low incoming housing, if such units were constructed and rented at those rates, they would help the City meet the housing requirements for new very low or low income housing in the City under the Housing Element of the City General Plan.

Under Alternative C, the overall density increase could result in higher trips generated, which in turn, may cause impacts to LOS and VMT. It has been theorized that residents who live in very low or low income housing tend to utilize mass transit. Although it is unknown, if the multifamily housing met the criteria for very low or low income housing, LOS might not increase with the use in mass transit. However, if the multifamily units were considered as moderate or above moderate income units, the Project could generate a rise in vehicle trips due to an increased number of residents originating from the Project site, and would result in higher utilization of intersections in the vicinity of the site. Therefore, depending on the income category of the multifamily housing units, Alternative C could decrease LOS impacts or could negatively impact LOS for the studied intersections and would potentially require additional mitigation/improvements to intersections to meet LOS standards.

In regard to VMT, the City of Hanford has adopted VMT Thresholds and Implementation Guidelines, which was utilized for the proposed Project to determine impacts, as noted in the TIS prepared for the Project (Ruettgers and Schuler Civil Engineers, 2024). With regard to the adopted screening criteria and VMT thresholds, Alternative C does not meet the screening criteria and could generate more than 1,000 average daily trips, is not located within 0.5 miles of a transit priority area and is not located within an area where existing VMT per capita is low. The City's VMT Guidelines cite the Handbook for Analyzing Greenhouse

Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for measures with quantitative methods for estimating VMT reduction.

It was found in CAPCOA Handbook that an increase in density over the national average (9.1 dwelling units per acre) can result in a VMT reduction. Assuming no change in the amount of developable land, the Project would need at least 455 dwelling units to reach the national average and be credited for any reduction in project VMT. Moreover, the project would require a total of 590 dwelling units to mitigate the impact of project VMT to a less-than-significant level. (Ruettgers and Schuler Civil Engineers, 2024). As Alternative C proposes a density larger than the national average, it can be seen that a reduction in Project VMT would occur. Therefore, VMT under Alternative C would result in a less than significant impact.

Alterative D- Different Site Alternative

This alternative would relocate the Project to a different site in order to be located nearer to corridor mixed use where a mix of commercial and office uses would be available in addition to be located closer to major transit corridors. This alternative would place the Project on the east side of the City, bounded by Lacey Boulevard to the south, 9 1/4 Avenue to the west, SR 43 to the west, and Grangeville Boulevard to the north. This alternative will meet all Project objectives and would assist the City in meeting its housing needs.

Additionally, Alternative D would result in similar conditions as the proposed Project, consistency findings with Kings County and LAFCo for annexation, and General Plan conformity with the City can be made. With regard to LOS standards, the alternative site would require an analysis of intersections in the vicinity of the site and the comparisons of future conditions at the chosen intersections. It can be assumed that under Alternative D, impacts to LOS at intersections could occur similar to the proposed Project. Dependent on the LOS grade found as a result of Project implementation, mitigation measures for intersection improvements and the use of transportation impact fees per General Plan policy would be applicable to Alternative D and therefore result in similar impacts as the proposed Project.

Under Alternative D, overall VMT per capita for the Project would still exceed City VMT thresholds as the majority of the site is located within a high VMT area and cannot be screened out using the City's screening thresholds, the VMT Guidelines cite the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health Equity: Designed for Local Governments, Communities, and Project Developers, California Air Pollution Control Officers Association, December 2021 (CAPCOA Handbook) as a source for mitigation measures with quantitative methods for estimating VMT reduction (Ruettgers and Schuler Civil Engineers, 2024), in addition to no changes made to the Project lot count. Therefore, per capita, VMT would remain similar to the proposed Project as there are no other factors including proximity to high-quality transit corridors that could provide VMT reductions. Impacts would continue to be significant and unavoidable. In addition, the applicant does not currently own either of these properties and it is not known if the current owners are willing to sell these properties. As noted, <u>available land for new development within the Low-Density Residential land use designation is limited in the southwest planning area of the City. The majority of the properties designated for Low-Density Residential development have been developed or entitled, as shown in Figure 4.1-1, below. The proposed Project is considered implementation of the General Plan.</u>.

Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6(e)(2) of the CEQA Guidelines requires that an

environmentally superior alternative be designated, and states, "[I]f the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." In Chapter 6-Alternatives, Table 6-1 displays the environmental impacts of alternatives to the Project in terms of the impact areas that were analyzed in this Draft EIR in Chapter 4, Environmental Impact Analysis. As shown, No Project is environmentally superior, but does not meet any of the objectives of the Project or the City. The Multi-Family Alternative could be considered the environmentally superior alternative if the criteria for very low or low income units was met, LOS impacts would not increase with the increased density of units. while fulfilling most of the objectives of the proposed Project.

Selection of an environmentally superior alternative is based on an evaluation of the extent to which the alternatives reduce or eliminate the significant impacts associated with the Project on a comparison of the remaining environmental impacts of each alternative. In conducting this comparative evaluation, it can be difficult to make a determination of relative significance because some categories are relatively more or less important and cannot be simply summed. In some cases, these categories do not create a picture of the nuances of the alternatives.

Finding: The Planning Commission finds that the No Project alternative is the environmentally superior alternative, but that the No Project Alternative would be less desirable than the Project because it would not achieve any of the City General Plan policies or goals for new housing or any Project objectives.

Facts Supporting the Finding: The EIR contains facts and analyses supporting the Finding, some of which are set forth here. The No Project Alternative would not help the City to meet General Plan goals and policies for new housing in the City. The Alternative would not fulfill the objectives of the Project. Demand for residential development would be met by other projects that may have greater impacts than the proposed Project. Moreover, employment opportunities would not be generated for construction workers in Handford or Kings County. In short, the No Project Alternative does not meet overall Project objectives.

Environmentally Superior" Build Alternative"

Where, as here, the environmentally superior alternative is the" No Project Alternative", the State CEQA Guidelines require the identification of an environmentally superior alternative from among the remaining alternatives. (CEQA Guidelines, Section 15126.6(e)(2).)

Finding: The Planning Commission evaluated the Project and Alternatives A, B, C and D to the Project, and finds that Alternative C is the environmentally superior alternative. Alternative C – Multi-Family would reduce significant and unavoidable environmental impacts relating to VMT while fulfilling most of the objectives of the proposed Project. However, as discussed in the Section 6.4- Alternatives Considered and Evaluated of the EIR, while Alternative C could incrementally reduce LOS and VMT impacts of the Project, it possibly would not reduce significant and unavoidable impacts of the Project to below a level of significance. Moreover, it may not be economically feasible to implement, thereby impeding the ability to meet the Project objectives set forth by the applicant.

STATEMENT OF OVERRIDING CONSIDERATIONS

State CEQA Guidelines Section 15093

for

Silicon Valley Ranch Residential Development (Tract No. 943) Project

Final Environmental Impact Report
(SCH# 2024060956)

Lead Agency: City of Hanford

The California Environmental Quality Act (CEQA) allows a public agency to balance the benefits of a proposed Project against its significant unavoidable adverse impacts in determining whether to approve the Project. Section 15093 of the CEQA Guidelines states:

> CEQA requires the decision making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed Project against its unavoidable environmental risks when determining whether to approve the Project. If the specific economic, legal, social, technological, or other benefits of a proposed Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

As discussed in more detail in the final EIR and CEQA Findings of Fact (Section 15091), the Project will result in environmental impacts related to Vehicle Miles Traveled (VMT), which cannot be feasibly mitigated by the implementation of mitigation measures, will remain significant and unavoidable adverse impacts. These significant unavoidable impacts are summarized below and constitute those impacts for which this Statement of Overriding Considerations is made. These impacts are summarized below and constitute those impacts for which this statement of overriding considerations is made.

Significant and Unavoidable Impacts

1. Transportation and Traffic The Project's Vehicle Miles Travelled (VMT) and Cumulative VMT would exceed the City's VMT thresholds and is considered significant and unavoidable**.**

CEQA requires that all feasible and reasonable mitigation be applied to the Project to reduce impacts. However, no mitigation measures were identified that are feasible and applicable to the Project that would reduce VMT under the City adopted thresholds. The Project would conflict or be inconsistent with CEQA Guidelines 15064.3, Subdivision (b). In addition, in combination with other approved or reasonably foreseeable projects, cumulative impacts to VMT would also be significant and unavoidable.

Findings

The City Planning Commission (Commission) finds and determines in recommending approval of the development of the Project that it has considered the identified means of lessening or avoiding the Project's significant effects. The Commission further finds and determines that the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits of the project, as discussed below, outweigh its unavoidable adverse environmental effects. Therefore, this Commission

finds and determines in recommending approval that such benefits override, outweigh, and make "acceptable" any such remaining environmental impacts of the project (CEQA Guidelines Section 15092 (a) and (b)).

The following benefits and considerations outweigh such significant and unavoidable adverse environmental impacts. All of these benefits and considerations are based on the facts set forth in the findings, the final focused EIR, and the record of proceedings for the project. Each of these benefits and considerations constitutes a separate and independent basis that justifies approval of the project, so that if a court were to set aside the determination that any particular benefit or consideration justifies project approval, the Commission would stand by its determination that the remaining benefits or considerations are sufficient to justify and substantiate project approval.

Facts in Support of Statement of Overriding Considerations

The objective of the Project is to build and operate an economically viable and competitive development with residential uses in compliance with applicable laws and regulations, optimally utilizing the available land resource, and while minimizing any environmental impacts to the extent feasible.

Each benefit set forth below constitutes an overriding consideration warranting approval of the project, independent of the other benefits, and the City Council determines that the adverse environmental impacts of the project are "acceptable" if any of these benefits would be realized. The project would provide benefits as follows:

1. **Accommodates the Need for Housing.** At buildout, the Project proposes to construct approximately 326 dwelling units. As discussed in EIR Section 4.1 Land Use and Planning Table 4,1-2 the Project is consistent with the applicable City General Plan Goals and Policies. As noted in Section 6.4- Alternatives Considered and Evaluated -, the Project would help the City achieve its need to accommodate residential growth. It would also (a) address the City's current and projected housing needs by providing a range of single-family residences; (b) meet any of the General Plan policies or objectives related to meeting the housing needs of all citizens, or provide; (c) provide residential housing opportunities for a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels that are visually attractive and accommodate the future housing demand in Hanford; (d) establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand; (e) provide infrastructure that meets the City standards and is integrated with existing and planned facilities and connections; and (f) develop a project that meets City standards by implementing a logical phasing plan for development of public infrastructure improvements.

   The Project aligns with the City's General Plan, specifically with the policies within the Urban Form, Land Use, and Design Element, such as Goal L1, to promote a well-planned community that grows in an organized fashion, Goal L3, limiting urban sprawl, Goal L4 Adequate land available to meet housing needs for all citizens through the year 2035, Goal L6 , which encourages the City to support development with a wide range of housing choices that insure opportunities for a variety of age groups, lifestyles, and income levels, L7 that promotes the City's SOI to be coterminous to the Planned Area Boundary, L18 that new development is compatible with existing and surrounding neighborhoods, L27 that encourages mixing of residential densities and lot sizes within neighborhoods . As noted, the Project would help fulfill the goals and housing objectives of the City and implement the projected population growth of the City and surrounding area .

2. **Provides Orderly Expansion and Consistent with General Plan and Zoning Ordinance.** The proposed Project provides new development in an orderly manner and is coordinated with the

General Plan Policy L15 regarding the criteria needed to initiate annexation of land into the City boundary, Policy L24 that ensures new residential developments have the sufficient urban infrastructure and public facilities needed, and Goal L32, to improve Hanford's quality of life through use of practical design principles and standards. The Project proposes to eliminate several dead end roads by the development of new through streets, and will connect the dead-end roads along the eastern boundary so that residents have another access to Hanford Armona Road, which allows for a more efficient traffic flow in that area of the City. In addition, the proposed Project provides a safe and efficient street system that links all Project areas and allows for the movement of both vehicle and non-vehicle traffic. The Project will be required to use and expand upon the existing local road system and contribute to certain transportation improvements that will help to develop the orderly development of the roadway system in the area.

Further, per the 2016 Island Study prepared by LAFCO the Project would fill in an undeveloped island of county land surrounded by development and will build the infrastructure to connect to the City's existing infrastructure of roads, water, sewage and drainage. As analyzed in the EIR, the City concurs that it can support the proposed residential development without significant impacts to public services or facilities.

3. **Provides More Efficient Use of Land and Existing Resources.** The property was previously farmed with animal feed and fodder such as wheat, milo and corn. The last two years only had enough water for a portion of the property and the crops grown, corn and milo, which are considered low-income crops generating a small net income. Permanent crops such as almonds, pistachios, vineyard and olives were no longer viable due to reduced water availability**.** The property owner states that surface water supplied by the local water district can no longer reach the property due to adjacent developments. This left only underground water available for agriculture, which the property owner stated was too expensive.

   The General Plan identifies the Project parcel as within the Planned Area Boundary and is designated Low Density Residential. The parcels to the north are designated as Medium Density Residential and all other abutting properties as Low Density Residential. The designations indicate that the City anticipates future non-agricultural development in this area. Chapter 5.2 of the City of Hanford General Plan contains several goals and policies for agricultural resources. Goal 1 strives for the conservation and long-term protection of agricultural resources and soils located outside of the Planned Area Boundary. Policy 4 under Goal 1 states "retain existing agricultural areas as an interim use inside the Planned Area Boundary and support agricultural operations until such time that the areas are needed for logical urban expansion**."**

4. **Will Provide Additional Economic Benefits.** Farming the site required less than two workers for the entire year, as noted by the property owner. The economic benefit and revenue were marginal to the City and County.

   The Project will result in creating affordable housing at lower market rates, in addition to providing good paying construction jobs. According to available data, the median home price in the City is approximately $217,260. The typical annual property tax rate is 1.08%, and tax bills run at approximately $2,159 annually, which is below the national median of $2,690.[1] To be conservative, using a median home cost of $217,260 and a tax rate of 1.08% the tax revenue per home is anticipated to be $2,346/year or $760,236 of tax revenue paid annually at full buildout of the Project.

[1] Ownwell- Hanford California Property Taxes: https://www.ownwell.com/trends/california/kings-county/hanford

Conclusion

As the CEQA Lead Agency for the proposed action, the City has reviewed the project description for the Project and the FEIR and fully understands the Project proposed by the applicant. Based on the entire record before the Commission, and having considered the unavoidable adverse impacts of the Project, the Commission hereby determines that all feasible mitigation has been adopted to reduce the potentially significant impacts identified in the FEIR, and that no additional feasible mitigation is available to further reduce significant impacts.

The Commission finds that economic, social, technological, and other considerations of the Project outweigh the unavoidable adverse impacts described above. Further the Commission finds that each of the separate benefits of the Project is hereby determined to be, in itself and independent of the other Project benefits, a basis for overriding all unavoidable environmental impacts identified in the FEIR and in the CEQA Findings. In making this finding, the Commission has balanced the benefits of the Project against its unavoidable environmental impacts and has indicated its willingness to accept those risks

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** GENERAL BUSINESS

SUBJECT:
Approval of pre-qualified consultants for Environmental Consulting Services, Peer Review for Environmental Consulting Services, and, Planning and Environmental Services (directly for the City of Hanford) for up to five years with a cost up to $300,000 annually. Approval of appropriation in the General Fund for the current fiscal year (FY25) for up to $100,000 combined for all three services.

RECOMMENDATION:

Recommended Motion:
1. Approval to enter into contract for on-call services with pre-qualified consultants for Environmental Consulting Services, Peer Review for Environmental Consulting Services, and, Planning and Environmental Services (directly for the City of Hanford) for up to a five-year term up to $300,000 annually.

2. Appropriate $100,000 in fiscal year 2024/2025 (FY25) and future appropriations to be included in future budgets.

BACKGROUND:

In February, City staff issued a Request for Qualifications (RFQ) to establish a list of pre-qualified consultants to provide planning and environmental services for both private development projects and City-led initiatives. Consultants were invited to submit qualifications for four distinct categories:

1. Pre-qualified Environmental Consulting Services
2. Pre-qualified Peer Review for Environmental Consulting Services
3. Planning and Environmental Services (directly for the City of Hanford)
4. Contract Planning Staff Services

1. Pre-qualified Environmental Consulting Services

This category establishes a list of consultants to provide environmental services directly to project developers related to meeting the requirements of the California Environmental Quality Act (CEQA) as well as the National Environmental Policy Act (NEPA) where applicable. This list may also be used for environmental services for City-led projects.

The City will provide a list of pre-qualified Environmental Consultants to prospective project developers for their consideration; however, developers are able to select their own consultant. Selection of an Environmental Consultant is at the will of a project developer and the City does not get involved in the selection process or payment for services.

Proposals Received:

1. 4Creeks, Inc (Englewood, CO)
2. Crawford & Bowen Planning, Inc. (Visalia, CA)
3. CSG Consultants, Inc. (Orange, CA)
4. EcoTierra Consulting (Los Angeles, CA)
5. EMC Planning Group (Monterey, CA)
6. EPD Solutions (Irvine, CA)
7. LSA Associates, Inc. (Irvine, CA)
8. Montrose Environmental Solutions (Oakland, CA)
9. PlaceWorks (Berkeley, CA)
10. Precision Civil Engineering (Fresno, CA)
11. UltraSystems Environmental Inc. (Irvine, CA)

Selected Pre-Qualified Consultant List:

1. Crawford & Bowen Planning, Inc. (Visalia, CA)
2. CSG Consultants, Inc. (Orange, CA)
3. EcoTierra Consulting (Los Angeles, CA)
4. EMC Planning Group (Monterey, CA)
5. EPD Solutions (Irvine, CA)
6. Montrose Environmental Solutions (Oakland, CA)
7. PlaceWorks (Berkeley, CA)
8. UltraSystems Environmental Inc. (Irvine, CA)

2. Pre-qualified Peer Review for Environmental Consulting Services

This category establishes a list of consultants to peer review environmental documents when an applicant chooses a consultant that is not on the pre-qualified list. Additionally, peer review services may be used to evaluate complex technical data prepared by pre-qualified consultants when needed.

Proposals Received:

1. 4Creeks, Inc (Englewood, CO)
2. CSG Consultants, Inc. (Orange, CA)
3. EcoTierra Consulting (Los Angeles, CA)
4. EMC Planning Group (Monterey, CA)
5. EPD Solutions (Irvine, CA)
6. LSA Associates, Inc. (Irvine, CA)
7. Montrose Environmental Solutions (Oakland, CA)
8. PlaceWorks (Berkeley, CA)
9. QK (Visalia, CA)
10. UltraSystems Environmental Inc. (Irvine, CA)

Selected Peer Review Consultant List:

1. EcoTierra Consulting (Los Angeles, CA)
2. EPD Solutions (Irvine, CA)

3. UltraSystems Environmental Inc. (Irvine, CA)

3. Planning and Environmental Services (directly for the City of Hanford)

This category creates a list of one or more planning consultants that have the capabilities to provide comprehensive planning and limited environmental services directly to the City including zoning updates, general plan updates, master planning, etc. on an as-needed basis.

Proposals Received:

1. 4Creeks, Inc (Englewood, CO)
2. 4LEAF, Inc. (Pleasanton, CA)
3. CSG Consultants, Inc. (Orange, CA)
4. EMC Planning Group (Monterey, CA)
5. LSA Associates, Inc. (Irvine, CA)
6. PlaceWorks (Berkeley, CA)
7. Precision Civil Engineering (Fresno, CA)
8. QK (Visalia, CA)

Selected Planning and Environmental Services Consultants:

1. 4Creeks, Inc (Englewood, CO)
2. 4LEAF, Inc. (Pleasanton, CA)
3. CSG Consultants, Inc. (Orange, CA)
4. PlaceWorks (Berkeley, CA)
5. QK (Visalia, CA)

4. Contract Planning Staff Services

To ensure continuity in planning services during vacancies or temporary absences of City planners, the City will utilize contract planning staff. These consultants will function as Senior Planners under the direction of the Community Development Director.

Proposals Received:

1. 4Creeks, Inc (Englewood, CO)
2. 4LEAF, Inc. (Pleasanton, CA)
3. CSG Consultants, Inc. (Orange, CA)
4. EMC Planning Group (Monterey, CA)
5. Precision Civil Engineering (Fresno, CA)
6. QK (Visalia, CA)

Selected Contract Planning Staff Services:

1. 4Creeks, Inc (Englewood, CO)

4Creeks has entered into an agreement with the City to provide these services for an amount not to

exceed $40,000.

FISCAL IMPACT:

The City will appropriate $300,000 annually for these services. However, in most cases, costs will be covered by applicants who will pay consultants directly, resulting in no impact on the General Fund. The City may, at its discretion, utilize these services for City-led projects when necessary.

ATTACHMENTS:

None

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** GENERAL BUSINESS

SUBJECT:
Authorization to Enter into a Memorandum of Understanding (MOU) with the Kings County Association of Governments (KCAG) to Receive REAP 2.0 Funds for the Updates to the Hanford Planning Documents Project ($250,000) and Modernizing Hanford's GIS and Permitting Processes Project ($455,000), and to Award Contracts to Mintier Harnish ($250,000) and Langan ($455,000) for Consulting Services. Approve appropriation of $705,000, to be reimbursed by REAP 2.0 grant funds.

RECOMMENDATION:

Recommended Motions: That the City Council:

1. Authorize the Deputy City Manager to sign a Memorandum of Understanding (MOU) to receive REAP 2.0 funding in the amount of $250,000 for Updates to the Hanford Planning Documents project and $455,000 for Modernizing Hanford's GIS and Permitting Processes project

2. Authorize staff to enter into an agreement with Mintier Harnish for the Updates to the Hanford Planning Documents project, for an amount not to exceed $250,000, and appropriate $250,000 for these services.

3. Authorize staff to enter into an agreement with Langan for the Modernizing Hanford's GIS and Permitting Processes project, for an amount not to exceed $455,000, and appropriate $455,000 for these services.

BACKGROUND:

In August 2024, the Kings County Association of Governments (KCAG) issued a call for projects under the Regional Early Action Planning (REAP) 2.0 Grant Program. The grant funds projects that align with three key objectives:

1. Accelerating infill development to facilitate housing production.
2. Affirmatively Furthering Fair Housing (AFFH) to promote equitable housing policies.
3. Reducing Vehicle Miles Traveled (VMT) to support sustainable transportation.

The City of Hanford successfully applied for two projects that align with the grant objectives:

Updates to the Hanford Planning Documents: General Plan, Municipal Code and Objective-Based Standards: $250,000

This project will update critical planning documents to support sustainable development and housing

growth, including:

1. Creating an Environmental Justice Element for the General Plan: A formally adopted Environmental Justice Element integrated into the City's General Plan, outlining policies and objectives to reduce environmental health risks and promote equitable access to resources in disadvantaged communities.

2. Updating the City's Subdivision Ordinance: A revised subdivision ordinance that incorporates standards, streamlines the approval process, and supports sustainable growth aligned with state and local regulations.

3. Establishing Objective-Based Housing Standards: A set of clearly defined and adopted objective-based housing design standards that will guide the design and approval of residential developments, ensuring consistency, quality, and affordability in new housing projects. These deliverables will serve to enhance sustainable development, promote equity, and support increased housing opportunities within the City of Hanford.

Modernizing Hanford's GIS and Permitting Processes: $455,000

This project will enhance the City's GIS and permitting systems to improve efficiency and public access to planning resources. Key components include:

1. Publicly accessible GIS maps on the City’s website, offering relevant information for residents and developers.

2. Creation of utility, planning and relevant GIS data to support City staff in planning and permitting processes. Creation of GIS data that identifies infill opportunities, zoning, land use, utility availability, and proximity to trails and multimodal facilities.

3. Update permitting systems that minimize manual entry, clearly communicate fees to applicants, and reduce errors.

4. Additionally, the project will provide staff training and allocate time for staff to ensure that the City can maintain and update the GIS system in the future.

City Staff is also requesting authorization to contract with two consulting firms to complete the projects associated with the REAP 2.0 grant.

Consultant Experience

Mintier Harnish will prepare the planning documents associated with the Updates to the Hanford Planning Documents project. The firm has extensive experience with similar projects, including the development of Visalia’s Environmental Justice Element and Objective-Based Housing Standards under a previous REAP grant.

Langan will oversee the GIS and permitting system enhancements under the Modernizing Hanford’s GIS and Permitting Processes project. The firm specializes in municipal GIS modernization and has the capacity to complete the project within the grant timeline.

To execute these projects, staff recommends contracting with two consulting firms and authorization to enter into the attached MOU with KCAG to receive the REAP 2.0 funding.

FISCAL IMPACT:

All consultant services will be funded through the REAP 2.0 grant, with no impact to the City's General Fund.

ATTACHMENTS:

1. KCAG MOU Modernizing GIS
2. KCAG MOU Planning Updates

MEMORANDUM OF UNDERSTANDING

BETWEEN

KINGS COUNTY ASSOCIATION OF GOVERNMENTS AND CITY OF HANFORD

FOR

SUBALLOCATION OF REGIONAL EARLY ACTION PLANNING FUNDS

THIS Memorandum of Understanding (MOU), entered into this _____ day of _____, 2025, by and between the Kings County Association of Governments, hereinafter referred to as "KCAG" and City of Hanford, hereinafter referred to as "GRANTEE" with respect to the following recitals:

W I T N E S S E T H :

WHEREAS, the State of California (the "State"), Department of Housing and Community Development (HCD) is authorized to provide up to $480,000,000 in non-competitive funding available to the state's Metropolitan Planning Organizations (MPOs) for planning and implementation activities under the Regional Early Action Planning (REAP) 2.0 Grant Program; and

WHEREAS, the Kings County Association of Governments (KCAG) submitted an application to HCD for REAP 2.0 funds consistent with the Notice of Funding Availability and Final Guidelines - Metropolitan Planning Organization Allocation Regional Early Action Planning Grant (REAP 2.0), attached as Exhibit "A"; for the purpose of suballocation available funding to eligible projects; and

WHEREAS, on April 11, 2023, the State Department of Housing and Community Development signed Standard Agreement No. 22-REAP2-17549 between KCAG and the State Department of Housing and Community Development providing $1,733,320 in REAP 2.0 funding to KCAG, attached as Exhibit "B"; and

WHEREAS, on August 26, 2024, KCAG developed a REAP 2.0 Local Suballocation Grant Program ("Grant Program") and issued a call for applications from its member agencies; and

WHEREAS, the GRANTEE developed and submitted a REAP 2.0 Local Suballocation Grant Program Application for a "City of Hanford Modernizing Hanford's GIS and Permitting Processes" ("Grant Application"), attached as Exhibit "C"; and

WHEREAS, on December 11, 2024, the KCAG Commission approved the REAP 2.0 Local Suballocation Grant applications and authorized the Executive Director to enter into an agreement with GRANTEE.

NOW THEREFORE, IT IS AGREED, by and between KCAG and the GRANTEE as set forth below.

1. CONTRACT ORGANIZATION AND CONTENT:

This MOU is fully comprised of these terms and the attached exhibits: “Exhibit “A" Notice of Funding Availability (NOFA) and Final Guidelines - Metropolitan Planning Organization Allocation Regional Early Action Planning Grant (REAP 2.0); "Exhibit B" State of California-Department of General Services Standard Agreement 22-REAP2-17549; and "Exhibit C" REAP 2.0 Local Suballocation Grant Program application for a “City of Hanford Modernizing Hanford’s GIS and Permitting Processes”; all of which are incorporated herein by this reference.

2. GRANTEE’S OBLIGATIONS:

A. Scope of Work: The work to be conducted by GRANTEE is specified in the REAP 2.0 Local Suballocation Grant Program Application for a City of Hanford Modernizing Hanford’s GIS and Permitting Processes as set forth in “Exhibit C” approved by the KCAG Commission on December 11, 2024. GRANTEE shall comply with all Program requirements contained in the REAP 2.0 NOFA and Final Guidelines for MPO Applicants as set forth in “Exhibit A”.

KCAG shall only be obligated to make payments to the GRANTEE for work performed as part of the approved REAP 2.0 Local Suballocation Grant Program Application and the REAP 2.0 NOFA and Final Guidelines for MPO Applicants up to the maximum amount of $172,728 (“Grant Funds”).

The GRANTEE shall use the Grant Funds in accordance with the approved REAP 2.0 Local Suballocation Grant Program Application it submitted and the REAP 2.0 NOFA and Final Guidelines for MPO Applicants.

B. Time for Completion: Time is of the essence in this MOU. The term for this MOU shall begin on the “Effective Date” of this MOU and continue until June 30, 2026, hereinafter referred to as the “Completion Date”, unless terminated earlier as provided herein.

C. Project Status Reporting: The GRANTEE shall provide KCAG with monthly reports and a final report as specified in Section 3 of this MOU, which shall include an accounting of Grant Fund expenditures. The GRANTEE shall retain a copy of payment records, invoices, receipts, and any other documentation requested by KCAG for all Grant Fund expenditures.

3. SUBALLOCATION AWARD:

A. Suballocation Grant Award: Notwithstanding any other provision in this MOU, the total Grant Funds disbursed to GRANTEE shall not exceed $455,000.00. (Grant Suballocation Funds)

B. Progress Payments: KCAG shall request and receive from HCD payments of an allowable amount in advance of GRANTEE’s first invoice. KCAG shall thereafter make progress payments to GRANTEE upon receipt and approval by KCAG and HCD of

GRANTEE's invoice and progress report. Progress billings and reports in arrears may be submitted as often as monthly. KCAG shall thereafter submit the required reports to HCD to account for the Grant Funds expensed for City of project and in compliance with the Audit provisions of the Standard Agreement No. 22-REAP2-17549 ("Exhibit B").

C. Invoices: Invoices for reimbursement shall provide a summary of work completed by task (based on clear deliverables outlined in the Grant Application as set forth in "Exhibit C". If KCAG disagrees with any aspect of the invoice, including amount, percent complete or supporting documents, KCAG will notify GRANTEE in writing within ten (10) days of receipt of invoice. If the invoice is not contested, KCAG shall submit eligible cost to HCD for reimbursement. KCAG shall remit payment thereof to GRANTEE within thirty (30) days of receipt of the funds from HCD.

D. Billing Format and Content: Invoices for payment shall refer to or comply with the provisions of "Exhibit B" State of California-Department of General Services Standard Agreement 22-REAP2-17549, or as may be specified in a written notice by KCAG. Specific budget category detail is given below:

i. Direct Labor and Fringe Benefits: All direct labor charges should be billed by class of employee, rate per hour, and number of hours. (Anticipated personnel cost-of-living or merit increase, if any, should be reflected in the budget).

ii. Other Direct Costs: All direct costs billed must be specifically identified. Any travel costs may not exceed the applicable California Department of Human Resources HR Manual Section 2203 per diem rates and mileage rates shall be reimbursed at the IRS established standard mileage rate. Any other direct costs not specifically identified in the project budget of the Grant Application, attached as "Exhibit C" cannot be reimbursed.

iii. Narrative: The invoice should include a description of task(s) completed during the invoice period and a discussion of task(s) currently underway.

E. Allowable Uses of Grant Suballocation Funds:

i. KCAG shall not award or disburse funds unless it determines that the Grant Suballocation Funds shall be expended in compliance with the terms and provisions of the Statute and Guidelines which include associated forms and guidance, approved applications and this MOU.

ii. Grant Suballocation Funds shall only be used by the GRANTEE for project activities approved by HCD and KCAG that involve planning and implementation activities in accordance with the Statue and Guidelines.

iii. Grant Suballocation Funds may not be used for the administrative costs of persons employed by the GRANTEE for activities not directly related to eligible activities.

iv. The GRANTEE shall use no more than 5 percent of the Grant Suballocation Funds amount for costs related to administration of the project as described in the Guidelines.

v. The GRANTEE may use a subcontractor and GRANTEE shall be accountable to KCAG to ensure subcontractor's performance of the subcontract shall comply with all the requirements of the Grant Program.

vi. After the MOU has been executed by KCAG and all parties, approved and eligible costs for eligible activities may be reimbursed for the City of Hanford Modernizing Hanford's GIS and Permitting Processes upon completion of deliverables or paid in advance in accordance with the scope of work and subject to the terms and conditions of this MOU.

F. Allowable Costs and Documentation: All costs charged pursuant to this MOU by GRANTEE shall be supported by properly executed payrolls, time records, invoices, and vouchers, evidencing in proper detail the nature and propriety of the charges, and shall be costs allowable as determined by Title 48 Code of Federal Regulations, Chapter 1, Part 31 (Contract Cost Principles and Procedures), Subpart 31.2 (Contracts with Commercial Organizations), as modified by Subpart 31.103. GRANTEE shall also comply with Title 49, Code of Federal Regulations, Part 18, (Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments) in the procurement of services, supplies or equipment.

G. Disallowed Costs: Any costs for which the GRANTEE receives reimbursement or credit that is determined by a subsequent audit or other review by either KCAG, HCD or other State authorities to be ineligible or otherwise unallowable, are to be repaid by the GRANTEE within thirty (30) days of the GRANTEE receiving notice of audit findings and a penalties or related fees, as determined by HCD or other State authorities. Should the GRANTEE fail to reimburse unallowable costs due to KCAG within thirty (30) days of demand, or within such other period as may be agreed between both parties hereto, KCAG is authorized to withhold future payments due to the GRANTEE.

4. ADMINISTRATION OF MOU BY KCAG:

A. KCAG Project Manager: The Executive Director of KCAG shall act as the KCAG Project Manager and represent KCAG in carrying out the provisions of this MOU. The GRANTEE will communicate with and receive instructions only through the KCAG Project Manager or designated representative.

B. Document Review: KCAG shall give reasonable prompt consideration to all documents and matters submitted by the GRANTEE for approval to the end that there will be no substantial delays in the GRANTEE's project schedule.

C. Communications: Communications between the GRANTEE and KCAG officials and employees shall be provided through the KCAG Project Manager or his/her designee. Access to pertinent KCAG records and documents shall also be provided through the KCAG Project Manager or his/her designee.

5. NOTICES: All notices, claims, correspondence, reports and/or statements authorized and/or required by the terms of this MOU shall be in writing and shall be either personally delivered or sent by first class mail, postage prepaid, and addressed to the parties as follows:

To KCAG:	To the GRANTEE:
Terri King KCAG Executive Director 339 W. D Street, Suite B Lemoore, CA 93245	Jason Waters, Deputy City Manager City of Hanford 317 N. Douty Street Hanford, CA 93230

Notice shall be deemed effective on the date personally delivered, or if mailed, three (3) days following the date of deposit with the United States Postal Service.

6. TERMINATION OF MOU:

KCAG shall have the right to terminate the MOU in whole or in part for cause, for convenience. The following termination provisions apply:

A. Termination for Cause. KCAG shall have the right to terminate the MOU, in whole or in part, for cause upon a determination that the GRANTEE is in default of its own Grant Program Application or this MOU. Unless a shorter time is determined by KCAG to be necessary, KCAG shall effect termination according to the following procedure:

i. Notice to Cure. KCAG shall give written notice of the conditions of default signed by the Executive Director, setting forth the ground or grounds upon which such default is declared ("Notice to Cure"). The GRANTEE shall have ten (10) days from receipt of the Notice to Cure or any longer period that is set forth in the Notice to Cure to cure the default(s). The Executive Director of KCAG may temporarily suspend services under the MOU pending the outcome of the default proceedings pursuant to this section.

ii. Opportunity to be Heard. If the conditions set forth in the Notice to Cure are not cured within the period set forth in the Notice to Cure, the Executive Director of KCAG may declare the GRANTEE in default. Before the Executive Director may exercise his or her right to declare the GRANTEE in default, the GRANTEE must be given an opportunity to be heard upon not less than five (5) business days' notice. The Executive Director may, in his or her discretion, provide for such opportunity to be in writing or in person. Such opportunity to be heard shall not occur prior to the end of the cure period but notice of such opportunity to be heard may be given prior to the end of the cure period and may be given contemporaneously with the Notice to Cure.

iii. Notice of Termination. After an opportunity to be heard, the Executive Directory may terminate the MOU, in whole or in part, upon finding the GRANTEE in default. The Executive Director of KCAG shall give the GRANTEE written notice of such termination ("Notice of Termination"), specifying the applicable provision(s) under which the MOU is terminated and the effective date of termination. If no date is specified in the Notice of Termination, the termination shall be effective either ten (10) days from the date the notice of personally delivered or fifteen (15) days from the date the Notice of Termination is sent by other method. The Notice of Termination shall be personally delivered, sent by certified mail (return receipt requested), or sent by fax and deposited in a post office box regularly maintained by the United States Postal Service in a postage pre-paid envelope and properly addressed to GRANTEE.

B. Termination for Lack of Funding. The GRANTEE acknowledges, understands and agrees that KCAG, a local agency, is dependent upon State appropriations for the funding of the REAP 2.0 Grant Program. In the event State or governmental funds are not appropriated, are terminated, suspended, reduced, or otherwise not made available to support this REAP 2.0 Grant Program, then KCAG shall terminate this MOU and shall have no further obligation to GRANTEE under this MOU. KCAG shall provide written notice to GRANTEE and this MOU shall terminate without penalty or expense to KCAG. The written Notice of Termination For Lack of Funding shall be personally delivered, sent by certified mail (return receipt requested), or sent by fax and deposited in a post office box regularly maintained by the United States Postal Service in a postage pre-paid envelope and properly addressed to GRANTEE.

7. OWNERSHIP OF DOCUMENTS: All documents, drawings, maps, models, photographs, reports or other materials prepared by GRANTEE in relation to the Grant Program activities are and shall remain the property of GRANTEE. However, GRANTEE shall provide KCAG with all documents in an electronic format specified by KCAG at any time upon request. GRANTEE shall not withhold such documents due to any disputes with KCAG regarding payment or services under this MOU. KCAG may retain a copy of such documents for archival purposes.

8. INDEMNITY: GRANTEE agrees to defend and indemnify, hold harmless and release KCAG and its officers, agents and employees from and against any and all actions, claims, damages, disabilities or expenses that may be asserted by any person or entity, including GRANTEE, to the extent arising out of or as a result of any negligent acts or omissions or willful misconduct in the performance of services by GRANTEE or its agents or assigns hereunder, and proportionally if there is any concurrent negligence on the part of KCAG, but excluding liability due to the gross negligence or willful misconduct of KCAG.

9. INSURANCE:

A. General Liability Insurance: The GRANTEE shall, at its sole expense, obtain and keep in full force and effect for the duration of this MOU, general public liability and property damage insurance, from an insurance carrier authorized to transact business in California, which includes automobile liability insurance in a combined single limit of not less than $1,000,000. Said insurance coverage shall include KCAG, its officers, employees and agents, as additional insured and shall contain a provision that the insurance shall not be canceled without thirty (30) days prior written notice to KCAG.

B. Worker's Compensation: The GRANTEE shall at its sole cost and expense obtain and keep in full force and effect for the duration of this MOU workers' compensation insurance as required by law.

C. Term of Coverage: The GRANTEE shall at his/her own expense maintain coverage in conformance with above requirements with the carrier providing the coverage pursuant to this MOU for a period of three (3) years after the termination of this MOU. In lieu of maintenance of coverage with the same carrier, GRANTEE shall secure coverage of the extended recovery period with a carrier approved by KCAG for a period ending not earlier than three (3) years after the term of this MOU.

D. Certificates of Insurance: A Certificate for each such insurance policy shall be submitted to KCAG within thirty days of execution of this MOU.

10. RECORDS: GRANTEE agrees to make available upon reasonable notice to KCAG, or KCAG's auditor or the State of California or the United States, or any duly authorized representative thereof, its books, records, documents, and any and all other evidence of all work or services performed or accounting of costs or expenses incurred in the performance of this MOU, for inspection, examination and copying at all reasonable times, at GRANTEE's place of business, or other mutually agreeable location in California. GRANTEE agrees to organize and maintain in accordance with general business standards and generally accepted accounting procedures any and all pertinent books and records pertaining to the goods and services furnished under the terms of this MOU. All records pertaining to the Project or this MOU shall be maintained for three (3) years from the date of final payment by KCAG. GRANTEE hereby agrees to cooperate with KCAG, or KCAG's auditor or the State of California or the United States, or any duly authorized representative thereof, by making all appropriate and relevant City of Hanford Modernizing Hanford's GIS and Permitting Processes Project records available for audit and copying.

11. CONFLICT OF INTEREST: GRANTEE, its employees, contractors, and assigns, shall have no interest, nor acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of this MOU.

12. ASSIGNMENT AND SUBCONTRACTING: Except as otherwise allowed expressly hereunder, GRANTEE shall not assign, transfer, or subcontract this MOU or any interest herein without prior written approval of KCAG.

13. INDEPENDENT CONTRACTOR: GRANTEE is an independent contractor and neither GRANTEE nor any employee or subcontractor of GRANTEE is an employee of KCAG. GRANTEE shall retain the right to exercise full control and supervision of its officers, employees and agents in the provision of services hereunder, and full control over the employment, direction, compensation and discharge of officers, employees and agents. GRANTEE shall be solely responsible for payment of its employees and compliance with social security, workers compensation, unemployment insurance, and income tax withholding and all laws and regulations governing such matters.

14. NON-DISCRIMINATION CLAUSE: During the performance of this MOU, GRANTEE and its subcontractors shall not deny the contract's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identify, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military or veteran status. GRANTEE shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination. GRANTEE and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code §12900 et. Seq.), the regulations promulgated thereunder (Cal. Code Regs., tit. 2, §11000 et seq.), the provisions of Article 9.5, Chapter 1, part 1, Division 3, Title 2 of the Government Code (Government Code §§11135-11139.5), and the regulations or standards adopted by the awarding state agency to implement such article. GRANTEE shall permit access by representatives of the Department of Fair Employment and Housing and the awarding state agency upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources

of information and its facilities as said Department or Agency shall require to ascertain compliance with this clause. GRANTEE and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. (See Cal. Code Regs., tit. 2, §11105.) GRANTEE shall include the non-discrimination and compliance provisions of this section in all subcontracts to perform work under this MOU.

15. ENERGY CONSERVATION: GRANTEE shall comply with mandatory standards and policies relating to energy efficiency which are contained in the California State Energy Conservation Plan issued in compliance with the Energy Policy and Conservation Act (Pub., L. 94-163).

16. SMALL BUSINESS PARTICIPATION AND DVBE PARTICIPATION REPORTING REQUIREMENTS:

A. If for this MOU, GRANTEE made a commitment to achieve small business participation, then GRANTEE must within sixty (60) days of receiving final payment under this MOU report to the awarding department the actual percentage of small business participation that was achieved. (Government Code § 14841.)

B. If for this MOU, GRANTEE made a commitment to achieve disabled veteran business enterprise (DVBE) participation, then GRANTEE must within sixty (60) days of receiving final payment under this MOU certify in a report to the awarding department: (1) the total amount the prime Contractor received under this MOU; (2) the name and address of the DVBE(s) that participated in the performance of the MOU; (3) the amount each DVBE received from the prime Contractor; (4) that all payments under the MOU have been made to the CVBE; and (5) the actual percentage of DVBE participation that was achieved. A person or entity that knowingly provides false information shall be subject to a civil penalty in violation. (Mil. & Vets. Code §999.5(d); Government Code §14841.)

17. COMPLIANCE: GRANTEE shall comply with all current Federal, State, and local laws, ordinances, and regulations applicable in carrying out its obligations under this MOU. GRANTEE's failure to so comply shall constitute a material breach of this MOU.

18. JURISDICTION AND VENUE: This MOU shall be administered and interpreted under the laws of the State of California. Venue for any litigation arising from the MOU shall be the Superior Court for the State of California in Kings County, California. GRANTEE hereby waives the provisions of section 394 of the California Code of Civil Procedure.

19. SEVERABILITY: If any part of this MOU is found to be in conflict with applicable laws, such part shall be inoperative, null and void insofar as it is in conflict with said laws, but the remainder of the MOU shall be in full force and effect.

20. INTEGRATION & AMENDMENTS: This MOU including the recitals and exhibits represents the entire understanding of the parties as to those matters contained herein and supersedes all prior negotiations, representations or agreements, either written or oral. This MOU may be amended only by written instrument, signed by both KCAG and GRANTEE.

21. USE OF KCAG PROPERTY: GRANTEE shall not use KCAG premises, property (including equipment, instruments and supplies), or personnel for any purpose other than in the performance of GRANTEE’s obligations under this MOU.

22. AUTHORITY: Each signatory to this MOU represents that it is authorized to enter into this MOU and to bind the Party to which its signature represents.

IN WITNESS WHEREOF, this MOU is executed on the day and year first above written.

Terri King, Executive Director Kings County Association of Governments	Date
Jason Waters, Deputy City Manager City of Avenal	Date

APPROVED AS TO FORM:

Counsel Kings County Association of Governments	Date

EXHIBIT A

Notice of Funding Availability and Final Guidelines - Metropolitan Planning Organization Allocation Regional Early Action Planning Grant (REAP 2.0)

EXHIBIT B

State Department of Housing and Community Development signed Standard Agreement No. 22-REAP2-17549 between KCAG and the State Department of Housing and Community Development

EXHIBIT C

City of Hanford: REAP 2.0 Local Suballocation Grant Program Application for a “City of Hanford Modernizing Hanford’s GIS and Permitting Processes”

MEMORANDUM OF UNDERSTANDING

BETWEEN

KINGS COUNTY ASSOCIATION OF GOVERNMENTS AND CITY OF HANFORD

FOR

SUBALLOCATION OF REGIONAL EARLY ACTION PLANNING FUNDS

THIS Memorandum of Understanding (MOU), entered into this _____ day of _____, 2025, by and between the Kings County Association of Governments, hereinafter referred to as "KCAG" and City of Hanford, hereinafter referred to as "GRANTEE" with respect to the following recitals:

W I T N E S S E T H :

WHEREAS, the State of California (the "State"), Department of Housing and Community Development (HCD) is authorized to provide up to $480,000,000 in non-competitive funding available to the state's Metropolitan Planning Organizations (MPOs) for planning and implementation activities under the Regional Early Action Planning (REAP) 2.0 Grant Program; and

WHEREAS, the Kings County Association of Governments (KCAG) submitted an application to HCD for REAP 2.0 funds consistent with the Notice of Funding Availability and Final Guidelines - Metropolitan Planning Organization Allocation Regional Early Action Planning Grant (REAP 2.0), attached as Exhibit "A"; for the purpose of suballocation available funding to eligible projects; and

WHEREAS, on April 11, 2023, the State Department of Housing and Community Development signed Standard Agreement No. 22-REAP2-17549 between KCAG and the State Department of Housing and Community Development providing $1,733,320 in REAP 2.0 funding to KCAG, attached as Exhibit "B"; and

WHEREAS, on August 26, 2024, KCAG developed a REAP 2.0 Local Suballocation Grant Program ("Grant Program") and issued a call for applications from its member agencies; and

WHEREAS, the GRANTEE developed and submitted a REAP 2.0 Local Suballocation Grant Program Application for a "City of Hanford Updates to the Hanford Planning Documents: General Plan, Municipal Codes, and Objective-Based Standards" ("Grant Application"), attached as Exhibit "C"; and

WHEREAS, on December 11, 2024, the KCAG Commission approved the REAP 2.0 Local Suballocation Grant applications and authorized the Executive Director to enter into an agreement with GRANTEE.

NOW THEREFORE, IT IS AGREED, by and between KCAG and the GRANTEE as set forth below.

1. CONTRACT ORGANIZATION AND CONTENT:

This MOU is fully comprised of these terms and the attached exhibits: “Exhibit “A" Notice of Funding Availability (NOFA) and Final Guidelines - Metropolitan Planning Organization Allocation Regional Early Action Planning Grant (REAP 2.0); "Exhibit B" State of California-Department of General Services Standard Agreement 22-REAP2-17549; and "Exhibit C" REAP 2.0 Local Suballocation Grant Program application for a “City of Hanford Updates to the Hanford Planning Documents: General Plan, Municipal Codes, and Objective-Based Standards” all of which are incorporated herein by this reference.

2. GRANTEE’S OBLIGATIONS:

A. Scope of Work: The work to be conducted by GRANTEE is specified in the REAP 2.0 Local Suballocation Grant Program Application for a City of Hanford Updates to the Hanford Planning Documents: General Plan, Municipal Codes, and Objective-Based Standards as set forth in “Exhibit C” approved by the KCAG Commission on December 11, 2024. GRANTEE shall comply with all Program requirements contained in the REAP 2.0 NOFA and Final Guidelines for MPO Applicants as set forth in “Exhibit A”.

KCAG shall only be obligated to make payments to the GRANTEE for work performed as part of the approved REAP 2.0 Local Suballocation Grant Program Application and the REAP 2.0 NOFA and Final Guidelines for MPO Applicants up to the maximum amount of $172,728 (“Grant Funds”).

The GRANTEE shall use the Grant Funds in accordance with the approved REAP 2.0 Local Suballocation Grant Program Application it submitted and the REAP 2.0 NOFA and Final Guidelines for MPO Applicants.

B. Time for Completion: Time is of the essence in this MOU. The term for this MOU shall begin on the “Effective Date” of this MOU and continue until June 30, 2026, hereinafter referred to as the “Completion Date”, unless terminated earlier as provided herein.

C. Project Status Reporting: The GRANTEE shall provide KCAG with monthly reports and a final report as specified in Section 3 of this MOU, which shall include an accounting of Grant Fund expenditures. The GRANTEE shall retain a copy of payment records, invoices, receipts, and any other documentation requested by KCAG for all Grant Fund expenditures.

3. SUBALLOCATION AWARD:

A. Suballocation Grant Award: Notwithstanding any other provision in this MOU, the total Grant Funds disbursed to GRANTEE shall not exceed $250,000.00. (Grant Suballocation Funds)

B. Progress Payments: KCAG shall request and receive from HCD payments of an allowable amount in advance of GRANTEE’s first invoice. KCAG shall thereafter make progress payments to GRANTEE upon receipt and approval by KCAG and HCD of

GRANTEE's invoice and progress report. Progress billings and reports in arrears may be submitted as often as monthly. KCAG shall thereafter submit the required reports to HCD to account for the Grant Funds expensed for City of project and in compliance with the Audit provisions of the Standard Agreement No. 22-REAP2-17549 ("Exhibit B").

C. Invoices: Invoices for reimbursement shall provide a summary of work completed by task (based on clear deliverables outlined in the Grant Application as set forth in "Exhibit C". If KCAG disagrees with any aspect of the invoice, including amount, percent complete or supporting documents, KCAG will notify GRANTEE in writing within ten (10) days of receipt of invoice. If the invoice is not contested, KCAG shall submit eligible cost to HCD for reimbursement. KCAG shall remit payment thereof to GRANTEE within thirty (30) days of receipt of the funds from HCD.

D. Billing Format and Content: Invoices for payment shall refer to or comply with the provisions of "Exhibit B" State of California-Department of General Services Standard Agreement 22-REAP2-17549, or as may be specified in a written notice by KCAG. Specific budget category detail is given below:

i. Direct Labor and Fringe Benefits: All direct labor charges should be billed by class of employee, rate per hour, and number of hours. (Anticipated personnel cost-of-living or merit increase, if any, should be reflected in the budget).

ii. Other Direct Costs: All direct costs billed must be specifically identified. Any travel costs may not exceed the applicable California Department of Human Resources HR Manual Section 2203 per diem rates and mileage rates shall be reimbursed at the IRS established standard mileage rate. Any other direct costs not specifically identified in the project budget of the Grant Application, attached as "Exhibit C" cannot be reimbursed.

iii. Narrative: The invoice should include a description of task(s) completed during the invoice period and a discussion of task(s) currently underway.

E. Allowable Uses of Grant Suballocation Funds:

i. KCAG shall not award or disburse funds unless it determines that the Grant Suballocation Funds shall be expended in compliance with the terms and provisions of the Statute and Guidelines which include associated forms and guidance, approved applications and this MOU.

ii. Grant Suballocation Funds shall only be used by the GRANTEE for project activities approved by HCD and KCAG that involve planning and implementation activities in accordance with the Statue and Guidelines.

iii. Grant Suballocation Funds may not be used for the administrative costs of persons employed by the GRANTEE for activities not directly related to eligible activities.

iv. The GRANTEE shall use no more than 5 percent of the Grant Suballocation Funds amount for costs related to administration of the project as described in the Guidelines.

v. The GRANTEE may use a subcontractor and GRANTEE shall be accountable to KCAG to ensure subcontractor's performance of the subcontract shall comply with all the requirements of the Grant Program.

vi. After the MOU has been executed by KCAG and all parties, approved and eligible costs for eligible activities may be reimbursed for the City of Hanford Updates to the Hanford Planning Documents: General Plan, Municipal Codes, and Objective-Based Standards upon completion of deliverables or paid in advance in accordance with the scope of work and subject to the terms and conditions of this MOU.

F. Allowable Costs and Documentation: All costs charged pursuant to this MOU by GRANTEE shall be supported by properly executed payrolls, time records, invoices, and vouchers, evidencing in proper detail the nature and propriety of the charges, and shall be costs allowable as determined by Title 48 Code of Federal Regulations, Chapter 1, Part 31 (Contract Cost Principles and Procedures), Subpart 31.2 (Contracts with Commercial Organizations), as modified by Subpart 31.103. GRANTEE shall also comply with Title 49, Code of Federal Regulations, Part 18, (Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments) in the procurement of services, supplies or equipment.

G. Disallowed Costs: Any costs for which the GRANTEE receives reimbursement or credit that is determined by a subsequent audit or other review by either KCAG, HCD or other State authorities to be ineligible or otherwise unallowable, are to be repaid by the GRANTEE within thirty (30) days of the GRANTEE receiving notice of audit findings and a penalties or related fees, as determined by HCD or other State authorities. Should the GRANTEE fail to reimburse unallowable costs due to KCAG within thirty (30) days of demand, or within such other period as may be agreed between both parties hereto, KCAG is authorized to withhold future payments due to the GRANTEE.

4. ADMINISTRATION OF MOU BY KCAG:

A. KCAG Project Manager: The Executive Director of KCAG shall act as the KCAG Project Manager and represent KCAG in carrying out the provisions of this MOU. The GRANTEE will communicate with and receive instructions only through the KCAG Project Manager or designated representative.

B. Document Review: KCAG shall give reasonable prompt consideration to all documents and matters submitted by the GRANTEE for approval to the end that there will be no substantial delays in the GRANTEE's project schedule.

C. Communications: Communications between the GRANTEE and KCAG officials and employees shall be provided through the KCAG Project Manager or his/her designee. Access to pertinent KCAG records and documents shall also be provided through the KCAG Project Manager or his/her designee.

5. NOTICES: All notices, claims, correspondence, reports and/or statements authorized and/or required by the terms of this MOU shall be in writing and shall be either personally delivered or sent by first class mail, postage prepaid, and addressed to the parties as follows:

To KCAG:

Terri King
KCAG Executive Director
339 W. D Street, Suite B
Lemoore, CA 93245

To the GRANTEE:

Jason Waters, Deputy City Manager
City of Hanford
317 N. Douty Street
Hanford, CA 93230

Notice shall be deemed effective on the date personally delivered, or if mailed, three (3) days following the date of deposit with the United States Postal Service.

6. TERMINATION OF MOU:

KCAG shall have the right to terminate the MOU in whole or in part for cause, for convenience. The following termination provisions apply:

A. Termination for Cause. KCAG shall have the right to terminate the MOU, in whole or in part, for cause upon a determination that the GRANTEE is in default of its own Grant Program Application or this MOU. Unless a shorter time is determined by KCAG to be necessary, KCAG shall effect termination according to the following procedure:

i. Notice to Cure. KCAG shall give written notice of the conditions of default signed by the Executive Director, setting forth the ground or grounds upon which such default is declared ("Notice to Cure"). The GRANTEE shall have ten (10) days from receipt of the Notice to Cure or any longer period that is set forth in the Notice to Cure to cure the default(s). The Executive Director of KCAG may temporarily suspend services under the MOU pending the outcome of the default proceedings pursuant to this section.

ii. Opportunity to be Heard. If the conditions set forth in the Notice to Cure are not cured within the period set forth in the Notice to Cure, the Executive Director of KCAG may declare the GRANTEE in default. Before the Executive Director may exercise his or her right to declare the GRANTEE in default, the GRANTEE must be given an opportunity to be heard upon not less than five (5) business days' notice. The Executive Director may, in his or her discretion, provide for such opportunity to be in writing or in person. Such opportunity to be heard shall not occur prior to the end of the cure period but notice of such opportunity to be heard may be given prior to the end of the cure period and may be given contemporaneously with the Notice to Cure.

iii. Notice of Termination. After an opportunity to be heard, the Executive Directory may terminate the MOU, in whole or in part, upon finding the GRANTEE in default. The Executive Director of KCAG shall give the GRANTEE written notice of such termination ("Notice of Termination"), specifying the applicable provision(s) under which the MOU is terminated and the effective date of termination. If no date is specified in the Notice of Termination, the termination shall be effective either ten (10) days from the date the notice of personally delivered or fifteen (15) days from the date the Notice of Termination is sent by other method. The Notice of Termination shall be personally delivered, sent by certified mail (return receipt requested), or sent by fax and deposited in a post office box regularly maintained by the United States Postal Service in a postage pre-paid envelope and properly addressed to GRANTEE.

B. Termination for Lack of Funding. The GRANTEE acknowledges, understands and agrees that KCAG, a local agency, is dependent upon State appropriations for the funding of the REAP 2.0 Grant Program. In the event State or governmental funds are not appropriated, are terminated, suspended, reduced, or otherwise not made available to support this REAP 2.0 Grant Program, then KCAG shall terminate this MOU and shall have no further obligation to GRANTEE under this MOU. KCAG shall provide written notice to GRANTEE and this MOU shall terminate without penalty or expense to KCAG. The written Notice of Termination For Lack of Funding shall be personally delivered, sent by certified mail (return receipt requested), or sent by fax and deposited in a post office box regularly maintained by the United States Postal Service in a postage pre-paid envelope and properly addressed to GRANTEE.

7. OWNERSHIP OF DOCUMENTS: All documents, drawings, maps, models, photographs, reports or other materials prepared by GRANTEE in relation to the Grant Program activities are and shall remain the property of GRANTEE. However, GRANTEE shall provide KCAG with all documents in an electronic format specified by KCAG at any time upon request. GRANTEE shall not withhold such documents due to any disputes with KCAG regarding payment or services under this MOU. KCAG may retain a copy of such documents for archival purposes.

8. INDEMNITY: GRANTEE agrees to defend and indemnify, hold harmless and release KCAG and its officers, agents and employees from and against any and all actions, claims, damages, disabilities or expenses that may be asserted by any person or entity, including GRANTEE, to the extent arising out of or as a result of any negligent acts or omissions or willful misconduct in the performance of services by GRANTEE or its agents or assigns hereunder, and proportionally if there is any concurrent negligence on the part of KCAG, but excluding liability due to the gross negligence or willful misconduct of KCAG.

9. INSURANCE:

A. General Liability Insurance: The GRANTEE shall, at its sole expense, obtain and keep in full force and effect for the duration of this MOU, general public liability and property damage insurance, from an insurance carrier authorized to transact business in California, which includes automobile liability insurance in a combined single limit of not less than $1,000,000. Said insurance coverage shall include KCAG, its officers, employees and agents, as additional insured and shall contain a provision that the insurance shall not be canceled without thirty (30) days prior written notice to KCAG.

B. Worker's Compensation: The GRANTEE shall at its sole cost and expense obtain and keep in full force and effect for the duration of this MOU workers' compensation insurance as required by law.

C. Term of Coverage: The GRANTEE shall at his/her own expense maintain coverage in conformance with above requirements with the carrier providing the coverage pursuant to this MOU for a period of three (3) years after the termination of this MOU. In lieu of maintenance of coverage with the same carrier, GRANTEE shall secure coverage of the extended recovery period with a carrier approved by KCAG for a period ending not earlier than three (3) years after the term of this MOU.

D. Certificates of Insurance: A Certificate for each such insurance policy shall be submitted to KCAG within thirty days of execution of this MOU.

10. RECORDS: GRANTEE agrees to make available upon reasonable notice to KCAG, or KCAG's auditor or the State of California or the United States, or any duly authorized representative thereof, its books, records, documents, and any and all other evidence of all work or services performed or accounting of costs or expenses incurred in the performance of this MOU, for inspection, examination and copying at all reasonable times, at GRANTEE's place of business, or other mutually agreeable location in California. GRANTEE agrees to organize and maintain in accordance with general business standards and generally accepted accounting procedures any and all pertinent books and records pertaining to the goods and services furnished under the terms of this MOU. All records pertaining to the Project or this MOU shall be maintained for three (3) years from the date of final payment by KCAG. GRANTEE hereby agrees to cooperate with KCAG, or KCAG's auditor or the State of California or the United States, or any duly authorized representative thereof, by making all appropriate and relevant City of Hanford Updates to the Hanford Planning Documents: General Plan, Municipal Codes, and Objective-Based Standards Project records available for audit and copying.

11. CONFLICT OF INTEREST: GRANTEE, its employees, contractors, and assigns, shall have no interest, nor acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of this MOU.

12. ASSIGNMENT AND SUBCONTRACTING: Except as otherwise allowed expressly hereunder, GRANTEE shall not assign, transfer, or subcontract this MOU or any interest herein without prior written approval of KCAG.

13. INDEPENDENT CONTRACTOR: GRANTEE is an independent contractor and neither GRANTEE nor any employee or subcontractor of GRANTEE is an employee of KCAG. GRANTEE shall retain the right to exercise full control and supervision of its officers, employees and agents in the provision of services hereunder, and full control over the employment, direction, compensation and discharge of officers, employees and agents. GRANTEE shall be solely responsible for payment of its employees and compliance with social security, workers compensation, unemployment insurance, and income tax withholding and all laws and regulations governing such matters.

14. NON-DISCRIMINATION CLAUSE: During the performance of this MOU, GRANTEE and its subcontractors shall not deny the contract's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identify, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military or veteran status. GRANTEE shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination. GRANTEE and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code §12900 et. Seq.), the regulations promulgated thereunder (Cal. Code Regs., tit. 2, §11000 et seq.), the provisions of Article 9.5, Chapter 1, part 1, Division 3, Title 2 of the Government Code (Government Code §§11135-11139.5), and the regulations or standards adopted by the awarding state agency to implement such article. GRANTEE shall permit access by representatives of the Department of Fair Employment and Housing and the awarding state agency upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources

of information and its facilities as said Department or Agency shall require to ascertain compliance with this clause. GRANTEE and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. (See Cal. Code Regs., tit. 2, §11105.) GRANTEE shall include the non-discrimination and compliance provisions of this section in all subcontracts to perform work under this MOU.

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22. AUTHORITY: Each signatory to this MOU represents that it is authorized to enter into this MOU and to bind the Party to which its signature represents.

IN WITNESS WHEREOF, this MOU is executed on the day and year first above written.

Terri King, Executive Director Kings County Association of Governments	Date
Jason Waters, Deputy City Manager City of Hanford	Date

APPROVED AS TO FORM:

Counsel Kings County Association of Governments	Date

EXHIBIT A

Notice of Funding Availability and Final Guidelines - Metropolitan Planning Organization Allocation Regional Early Action Planning Grant (REAP 2.0)

EXHIBIT B

State Department of Housing and Community Development signed Standard Agreement No. 22-REAP2-17549 between KCAG and the State Department of Housing and Community Development

EXHIBIT C

City of Hanford: REAP 2.0 Local Suballocation Grant Program Application for a “City of Hanford Updates to the Hanford Planning Documents: General Plan, Municipal Codes, and Objective-Based Standards

AGENDA
STAFF REPORT

MEETING DATE: 3/18/2025	**AGENDA SECTION:** GENERAL BUSINESS

SUBJECT:
Approval of a Professional Services Agreement with Hawk on Hand, in the amount of $53,600 to continue to provide Falconer services in Downtown Hanford and areas outside the Business Improvement District for Calendar Year 2025 services.

RECOMMENDATION:

Recommendation: That the City Council consider the approval of a Professional Services Agreement with Hawk on Hand, in the amount of $53,600 to continue to provide Falconer services in Downtown Hanford and areas outside the Business Improvement District for Calendar Year 2025 services..

BACKGROUND:

On February 18, 2025, the City Council discussed partnering with Main Street Hanford on the annual contract for falconer services in the downtown Business Improvement District. As a result of that discussion, Council voted to fully fund the falconer services out of the City's general fund for Calendar Year 2025. Because the proposal from Hawk on Hand did not meet the requirements of the city's purchasing policy as a formal contract, staff is presenting the attached Professional Services Agreement for council approval. While the funding has previously been appropriated, the Agreement exceeds the City Manager's approval authority and, therefore, requires Council approval.

Large concentrations of American crows gather to roost in downtown Hanford year-round, reaching the highest numbers in the fall and winter. They come from the surrounding agricultural areas and residential neighborhoods to begin assembling just before sunset. The birds eventually settle in to roost in street trees and on power lines, and during the course of the night, leave an unsightly and unhygienic mess on the sidewalks, benches, restaurant tables, lamp posts, parked vehicles, and everything else beneath them. Pressure washing can be cost-prohibitive and does not address the root of the problem. With the growth of the Thursday Night Market Place into the Civic Park and the hugely successful Winter Wonderland, the City now has two signature events in the downtown that span 9 months out of the year. Those events amplify the need to keep the crows from roosting in the downtown area.

Up until 2020, the approach to dealing with a growing Crow problem in the Downtown had been largely reactive. Through the efforts of the Main Street Hanford organization, they were able to work with the Falconer to dramatically reduce the crow population in downtown Hanford. Main Street Hanford continues to support the Crow Abatement and its members are very supportive of the service as well.

Past results have proven that a year-long program with the firm Integrated Avian Solutions would be

advantageous in relocating the Crow population to a more appropriate roosting and nesting environment away from local businesses. This renewal contract is offered for the same contract price as 2024. Several years of providing the service have allowed the contractor to maintain an efficient schedule and continue to provide services at the same overall cost.

Orange shaded area represents the Main Street Hanford portion, and blue represents the City of Hanford portion, of the project area.

With the City Council's recent action to modify the Hanford Municipal Code and pass through all of the revenue from the B.I.D. to Main Street Hanford, any share of the Contract that the Council would approve would have to be funded out of the City's General Fund. Accordingly, this item is being presented as a General Business item to allow Council to have discussion regarding what would be the "City's Share" of the coverage area above and whether or not Council believes the abatement of the area outlined above warrant being funded by the general tax payers.

FISCAL IMPACT:

Annual contract with Hawk on Hand for an amount not to exceed $26,800, and approve an appropriation of the same amount from the General Fund to cover the expenditure.

ATTACHMENTS:

1. Hawk on Hand Professional Services Agreement

AGREEMENT FOR SERVICES

This Agreement for Professional Services ("Agreement") is made and entered into this 5th day of March, 2025, by and between the City of Hanford, a municipal corporation ("City"), and Hawk on Hand ("Consultant").

RECITALS

A. Consultant represents to City that they are specially trained, experienced, licensed and competent to perform the services which will be required by this Agreement; and

B. Consultant represents to City that it possesses the skill, experience, ability, background, certification and knowledge to provide the services described in this Agreement on the terms and conditions described herein.

C. City desires to retain Consultant to render falconry services as set forth in this Agreement.

NOW THEREFORE, in consideration of the mutual covenants set forth herein for such other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the parties hereto agree as follows:

1. **Retention of Consultant**. Subject to the terms and conditions set forth herein, City retains Consultant to perform the services identified in this Agreement, as an independent contractor and Consultant hereby accepts this independent contractor appointment.

2. **Scope of Services and City Responsibilities**.

a. Consultant shall perform the services ("Services") and the City shall have the responsibilities described on the attached Exhibit "A," which is incorporated herein by reference. To the maximum extent possible, the terms of the body of this Agreement and Exhibit "A" shall be interpreted so they are consistent; however, if there is an direct and irreconcilable conflict between the text of this Agreement and Exhibit "A", the former shall control.

b. Consultant shall correct any and all errors and/or omissions, which arise out of Consultant's negligence or intentional misconduct, in the performance of the Services and any documents resulting therefrom even though City has accepted said Services or documents. Consultant shall make such corrections upon City's request and at no cost or expense to City.

3. **Time of Performance**. Services shall be completed by the dates identified in the attached Exhibit "A."

4. **Compensation**. Compensation to be paid to Consultant shall be in accordance with the attached Exhibit "A." Payment by City under this Agreement shall not be deemed a waiver of errors, even if such errors were known to the City at the time of payment.

5. **Method of Payment**. Consultant shall submit monthly billings to City describing the work performed during the preceding month. Consultant's bills shall include a brief description of the Services performed and the date the Services were performed the number of hours spent and by whom, and a description of any reimbursable expenditures. City shall pay Consultant no later than sixty (60) calendar days after the date of submittal of an invoice for completed tasks and approval of the invoice by City staff.

6. **Extra Work.** At any time during the term of this Agreement, City may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Services, but which are not included in Exhibit "A." Extra work will be performed on terms agreed upon by the parties. Consultant shall not perform, nor be compensated for Extra Work without written authorization from City.

7. **Termination**. This Agreement may be terminated by the City immediately and without notice for cause or by City without cause upon ten (10) days' written notice of termination to Consultant. Upon termination, Consultant shall be entitled to compensation for Services performed up to the effective date of termination, unless this Agreement is terminated for cause, in which case, City may withhold compensation due Consultant in order to reimburse City for any losses, damages or expenses caused by Consultant's default under this Agreement.

8. **Ownership of Documents**. All plans, studies, documents and other writings and electronic disks containing drawings prepared by and for Consultant, its officers, employees, agents and subcontractors in the course of implementing this Agreement, except working notes and internal documents, shall become the property of the City, and the City shall have the sole right to use such materials in its discretion without further compensation to Consultant or to any other party. Consultant shall, at Consultant's expense, provide such reports, plans, studies, documents and other writings to City upon written request.

However, the City's use of completed documents for other projects and/or the use of uncompleted documents without the written authorization of Consultant will be at the City's sole risk. The City shall, to the fullest extent permitted by law, indemnify and hold harmless the Consultant from all claims, damages, losses, and expenses, including attorney fees, arising out of or resulting from any unauthorized reuse of, or changes to the Project Documents not performed by the Consultant.

9. **Licensing of Intellectual Property**. This Agreement creates a non-exclusive and perpetual license for City to use, modify, reuse or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data electronic or otherwise recorded on computer diskettes which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data"). Consultant shall require all subcontractors to agree in writing that City is granted non-exclusive and perpetual license for any Documents & Data the subcontractor prepared under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. City shall not be limited in any way in its use of the Documents & Data at any time, provided that any such use not within the purpose intended by this Agreement shall be at City's

sole risk. The City shall, to the fullest extent permitted by law, indemnify and hold harmless the Consultant from all claims, damages, losses, and expenses, including attorney fees, arising out of or resulting from any unauthorized reuse of or changes to the Project Documents not performed by the Consultant.

10. **Confidentiality**. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents & Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of City, be used by Consultant for any purposes other than the performance of the Services under this Agreement, nor shall such materials be disclosed to any person or entity not connected with the performance of the Services under this Agreement. Nothing furnished to Consultant which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name, insignia, photographs, or the project for which Consultant's Services are rendered, or any publicity pertaining to the Consultant's Services under this Agreement in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent by City. Notwithstanding the foregoing, the City acknowledges that the Consultant may want/need to include projects performed under this Agreement on proposals for similar work in the future. The City hereby grants permission to list any projects performed under this agreement for marketing purposes; provided however, Consultant will not make any representations regarding City's satisfaction with Consultant's work product unless Consultant receives a written statement or evaluation from City.

11. **Equal Opportunity Employment**. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of City's programs or guidelines currently in effect as identified and provided to Consultant by City.

12. **Insurance Requirements**.

a. Consultant, at Consultant's own cost and expense, shall procure and maintain, for the duration of this Agreement, the following insurance policies.

i. Workers Compensation Coverage. As required by the State of California, with Statutory Limits, and Employer's Liability Insurance with a limit of no less than ONE MILLION AND NO/100 DOLLARS ($1,000,000) per accident for bodily injury or disease.

ii. Commercial General Liability (CGL) Coverage. Insurance Services Office (ISO) Form CG 0001, including products and completed operations, property damage, bodily injury, and personal & advertising injury with a limit of no less than TWO MILLION AND NO/100 DOLLARS ($2,000,000) per occurrence for bodily injury, personal injury, and property damage, and a general aggregate limit of no less than FOUR MILLION AND NO/100 DOLLARS ($4,000,000).

iii. Automobile Liability Coverage. ISO Form Number CA 0001 covering any auto (Code 1), or if Consultant has no owned autos, Code 8 (hired) and 9 (non-owned),with a limit no less than ONE MILLION AND NO/100 DOLLARS ($1,000,000) per accident for bodily injury and property damage.

iv. Professional Liability Coverage. Consultant will maintain Professional Liability coverage with limits no less than TWO MILLION AND NO/100 DOLLARS ($2,000,000) per occurrence or claim, and TWO MILLION AND NO/100 DOLLARS ($2,000,000) policy aggregate.

If Consultant maintains higher limits than the minimums shown above, City requires and shall be entitled to coverage for the higher limits maintained by Consultant.

Consultant's insurance policies shall be "occurrence" policies and not "claims-made" coverage except for Professional Liability Coverage. "Claims-made" policies must satisfy the following requirements: (i) the retroactive date of coverage must be shown and must precede the effective date of the contract; (ii) coverage shall be maintained and evidence of coverage must be provided for at least five (5) years after completion of the contract work; and (iii) if coverage is canceled or non-renewed and not replaced with another claims-made policy form with a retroactive date preceding the contract effective date, Consultant must purchase "extended reporting" coverage for a minimum of five (5) years after completion of work.

Consultant may use Umbrella or Excess Policies to provide the liability limits as required in this Agreement. This form of insurance will be acceptable provided that all of the Primary and Umbrella or Excess Policies shall provide all of the insurance coverages herein required, including, but not limited to, primary and non-contributory, additional insured, deductibles and self-insured retentions, indemnity, and defense requirements. The Umbrella or Excess policies shall be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying insurance. No insurance policies maintained by any additional insureds, whether primary or excess, and which also apply to a loss covered hereunder, shall be called upon to contribute to a loss until Consultant's primary and excess liability policies are exhausted.

b. Any deductibles or self-insured retentions must be declared to and approved by the City. City may require Consultant to purchase coverage with a lower deductible or retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. Alternatively, City may require Consultant to provide a financial guarantee satisfactory to City guaranteeing payment of losses and related investigations, claim administration, and defense expenses within the retention**.**

c. The policies are to contain, or be endorsed to contain, the following provisions:

i. City and its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL and automobile liability policies with respect to liability arising out of work or operations performed by or on behalf of Consultant including materials, parts, or equipment furnished in connection with such work or operations; products used by Consultant; or automobiles owned, leased, hired or borrowed by Consultant. General liability coverage can be provided in the form of an endorsement to Consultant's insurance at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10, CG 20 26, CG 20 33 or CG

20 38 ***and*** CG 20 37 if a later edition is used. The coverage shall contain no special limitations on the scope of protection afforded to City and its officers, officials, employees or volunteers.

ii. For any claims related to this contract, Consultant's insurance coverage shall be primary coverage at least as broad as ISO CG 20 01 04 13 with respect to City and its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by City and/or its officers, officials, employees, or volunteers shall be in excess of Consultant's insurance and shall be non-contributory.

iii. Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to City.

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.

Consultant shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant's obligation to provide them. City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

d. Consultant hereby grants to City and its officers, officials, employees, and volunteers a waiver of any right to subrogation which any insurer of Consultant may acquire against the City and/or its officers, officials, employees, and volunteers by virtue of the payment of any loss under such insurance. Consultant agrees to obtain endorsements necessary to effect this waiver of subrogation, but this provision applies regardless of whether or not City has received a waiver of subrogation endorsement from the insurer.

13. **Indemnification**. To the fullest extent allowable by law, Consultant agrees to indemnify, defend and hold harmless the City and its officials, officers, employees, agents and volunteers from and against all claims, demands, actions, injuries, liabilities, losses, costs or damages, direct or indirect, and any and all attorneys' fees and other expenses which City or its officials, officers, employees, agents or volunteers may sustain or incur as a consequence of or are in any way related to Consultant's or its owners, directors, officers, managers, employees, agents and subcontractor's willful or negligent acts or omissions in the performance of the services and Consultants responsibilities and obligations to be performed under this agreement or its failure to perform or comply with any of its obligations or responsibilities contained in this agreement; excluding, however, such liability, claims, losses, damages or expenses arising from City's sole or active negligence or willful acts. This duty to indemnify, defend, and hold harmless shall survive the termination of this agreement.

14. **Independent Contractor Status**. It is understood and agreed that Consultant, in the performance of the Services to be performed pursuant to this Agreement, shall act as and be an independent contractor and shall not act as an agent or employee of City. Consultant shall obtain no retirement benefits or other benefits which accrue to City's employees and Consultant hereby expressly waives any claim it may have to any such rights. Nothing in this Agreement shall create or

be construed as creating a partnership, joint venture or any other relationship between City and Consultant.

15. **Consultant's Books and Records**.

a. Consultant shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, and other records or documents evidencing or relating to charges for services, or expenditures and disbursements charged to City for a minimum period of three (3) years, or for any longer period required by law, from the date of final payment to Consultant under this Agreement.

b. Consultant shall maintain all documents and records that demonstrate performance under this Agreement for a minimum period of three (3) years, or for any longer period required by law, from the date of termination or completion of this Agreement.

c. Any records or documents required to be maintained pursuant to this Agreement shall be made available for inspection or audit, at any time during regular business hours, upon written request by the City. Copies of such documents shall be provided to the City for inspection at the City offices.

d. Where City has reason to believe that such records or documents may be lost or discarded due to dissolution, disbandment or termination of Consultant's business, City may, by written request, require that custody of the records be given to the City and that the records and documents be maintained in the City offices. Access to such records and documents shall be granted to any party authorized by Consultant, Consultant's representatives, or Consultant's successor-in-interest.

16. **Interest of Consultant**. Consultant and its shareholders covenants and represents that they do not now have any investment or interest in real property and shall not acquire any interest, direct or indirect, in the area covered by this Agreement or any other source of income, interest in real property or investment which would be affected in any manner or degree by the performance of Consultant's Services hereunder. Consultant further covenants and represents that in the performance of the Services hereunder, to the best of its knowledge no person having any such interest shall perform any Services under this Agreement.

Consultant is not a designated employee within the meaning of the Political Reform Act because Consultant:

a. will conduct research and arrive at conclusions with respect to rendition of information, advice, recommendation or counsel independent of the control and direction of the City or of any City official, other than normal agreement monitoring; and

b. possesses no authority with respect to any City decision beyond rendition of information, advice, recommendation or counsel. FPPC Reg. Sec. 18700, et seq.

17. **Professional Ability of Consultant**. City has relied upon Consultant's representations regarding its training and professional ability to perform the Services hereunder as a

material inducement to enter into this Agreement. Consultant shall therefore provide properly skilled personnel to perform all Services under this Agreement. The primary provider of the Services called for by this Agreement shall be Adam Baz who shall not be replaced without the written consent of the City. All work performed by Consultant under this Agreement shall be in accordance with the applicable professional standard of care and shall meet the local professional standard of quality ordinarily to be expected of competent persons in Consultant's field of expertise working in Kings County.

18. **Compliance with Laws**. Consultant shall use the proper standard of care in performing the Services and shall comply with all applicable federal, state and local laws, codes, ordinances and regulations in effect at the time the agreement is executed. In addition, if the request for proposal to provide professional services which are the subject of this Agreement cited any federal or state financial assistance involved in the project for which the Services are provided, the Consultant shall perform all services in accordance with all applicable federal and state laws, rates and regulations in effect at the time the agreement is executed.

19. **Licenses**. Consultant represents and warrants to City that it has all licenses, permits, qualifications, and insurance which are legally required of Consultant to lawfully and competently perform the Services. Consultant represents and warrants to City that Consultant shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, and insurance which are legally required of Consultant to lawfully and competently perform the Services. Consultant shall maintain a City of Hanford business license.

20. **Assignment and Subcontracting**. The parties recognize that a substantial inducement to City for entering into this Agreement is the reputation, experience and competence of Consultant. Assignments of any or all rights, duties or obligations of the Consultant under this Agreement will be permitted only with the express written consent of the City, which will not be unreasonably withheld. Consultant shall not subcontract any portion of the Services to be performed under this Agreement without the express written consent of the City, which will not be unreasonably withheld. If City consents to such subcontract, Consultant shall be fully responsible to City for all acts or omissions of the subcontractor. Nothing in this Agreement shall: (i) create any contractual relationship between City and subcontractor; (ii) create any obligation on the part of the City to pay or to see to the payment of any monies due to any such subcontractor; (iii) or relieve Consultant of any of its obligations and responsibilities under this Agreement.

21. **Attorneys' Fees**. If an action at law or in equity is necessary to enforce or interpret the terms of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees, costs and necessary disbursements in addition to any other reasonable relief to which he may be entitled. With respect to any suit, action or proceeding arising out of or related to this Agreement, or the documentation related hereto, the parties hereby submit to the jurisdiction and venue of the Superior Court for the County of Kings, State of California for any proceeding arising hereunder.

22. **Sole and Only Agreement**. This Agreement supersedes any and all other agreements, either oral or in writing, between the parties hereto with respect to the matters set forth herein and contains all of the covenants and agreements between the parties regarding said matters. Each party to this Agreement acknowledges that no representations, inducements, promises or agreements, orally or in writing, have been made by any party or anyone acting on behalf of any party

which are not embodied in this Agreement and no other agreement, statement or promise shall be valid or binding.

23. **Invalidity**. If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions shall nevertheless continue in full force and effect without being impaired or invalidated in any way.

24. **Amendment**. No change, amendment or modification of this Agreement shall be valid unless the same be in writing and signed by the parties hereto.

25. **Governing Law**. This Agreement shall be construed and governed pursuant to the laws of the State of California.

26. **Waiver**. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this Agreement.

27. **Mediation**. The parties agree to make a good faith attempt to resolve any disputes arising out of this Agreement through mediation prior to commencing litigation. The parties shall mutually agree upon the mediator and shall divide the costs of mediation equally. If the parties are unable to agree upon a mediator, the dispute shall be submitted to JAMS/ENDISPUTE ("JAMS") or its successor in interest. JAMS shall provide the parties with the names of five qualified mediators. Each party shall have the option to strike two of the five mediators selected by JAMS and thereafter the mediator remaining shall hear the dispute. If the dispute remains unresolved after mediation, either party may commence litigation.

28. **Prohibited Interests**. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or result from the award or making of this Agreement. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

29. **Authority to Enter Agreement**. Consultant has all requisite power and authority to conduct its business and to execute, deliver and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and to bind each respective party.

30. **Notice**. Except as otherwise expressly provided herein, any notice, consent, authorization or other communication to be given hereunder shall be in writing and shall be deemed duly given and received when delivered personally, when transmitted by facsimile or e-mail if receipt is acknowledged by the addressee, one business day after being deposited for next-day delivery with a nationally recognized overnight delivery service, or three business days after being mailed by first class mail, charges and postage prepaid, property addressed to the party to receive such notice at the

last address furnished for such purpose by the party to whom notice is directed and addressed as follows:

Mario A. Cifuentez, II
City of Hanford
319 N. Douty
Hanford, CA 93230

Adam Baz, Owner
Hawk on Hand
2914 Amethyst St.
Los Angeles, CA 90032

IN WITNESS WHEREOF, the parties have executed this Agreement effective on the day and in the year first set forth above.

CITY

CITY OF HANFORD,
a Municipal Corporation

By:_____
MARIO A. CIFUENTEZ, II
City Manager

CONSULTANT

HAWK ON HAND

By:_____
ADAM BAZ
Owner

HAWK ON HAND

Falconry Services, Bird Control, Education

www.hawkonhand.com

BIRD ABATEMENT PROPOSAL

6 November 2023

PURCHASER
City of Hanford

PURCHASER'S REPRESENTATIVE
Mario Cifuentez (City Manager) – 559.585.2516

Hawk on Hand (Vendor), has successfully cleared roosting crows from an approximately 30-block area of downtown Hanford, CA for the past 4 winters. Due to the project's success we began providing year-round services over an expanded project area in 2021. Our work has provided an effective solution to the long-standing crow problem in Hanford, and virtually eliminated unsightly crow droppings in the core business district and historical downtown area. The need for a year-round crow abatement program in Hanford is evident and has been requested by several prominent businesses, including FAST Credit Union, Smart & Final, Aria Health Clinic, and Staples.

We propose continuing the year-round program in 2025 (January 1 – December 31). The project area (Page 4) includes the core of Hanford's BID and historic downtown.

Our proposed Schedule of Services is outlined on Page 2. Given the success of our program in recent years we suggest this same scheduling. Services for year-round work will be billed at $400 per day and total program costs will not exceed $53,600 for the entirety of 2025.

Thank you for the opportunity to present our proposal. We look forward to helping you keep your community clean again this year.

Sincerely,

Adam Baz
Falconer / Owner
845.532.5401

SCHEDULE OF SERVICES

MONTH	TOTAL SHIFTS	RATE	COST
January	12	400	4,800
February	12	400	4,800
March	14	400	5,600
April	13	400	5,200
May	9	400	3,600
June	9	400	3,600
July	8	400	3,200
August	9	400	3,600
September	9	400	3,600
October	13	400	5,200
November	13	400	5,200
December	13	400	5,200
			$53,600

TERMS & CONDITIONS

A. Vendor shall furnish the labor and falconry-trained raptors to assist in the abatement of roosting crows within the project area. Vendor is well experienced in bird abatement and possesses the relevant licenses and permit. All raptors used will be legally allowed for bird abatement.

B. Services will commence on January 1, 2025.

C. Services will include mobilization/demobilization to and from the project area, assessment and observation of pest birds, free flying of raptors, raptor feeding and maintenance, equipment maintenance, and tracking of wayward or lost raptors if required. Raptors are the primary method of bird abatement, but our falconers may use other tools such as noisemakers and visual deterrents (e.g., tree tappers, laser pointers, whistles, etc.).

D. Abatement activities will begin around sunset when crows are staging to roost. Shifts will end once crows have retreated from the project area. Some pre-dawn shifts may also be implemented if needed.

E. Vendor and Vendor's falconers are independent contractors and are not employees of Purchaser.

F. Purchaser shall assist Vendor in properly advertising the project and notifying relevant stakeholders (e.g., Police Department, City officials, local businesses, etc.) of the proposed activities.

G. Vendor shall submit monthly invoices to Purchaser. Payment terms are Net 15. Invoices remaining unpaid beyond thirty (30) days may be subject to service charge of 5% per annum.

H. This Proposal is confidential and contains proprietary information and intellectual property of Vendor. The rates, schedule, scope-of-work or other elements may not be disclosed to anyone outside this agreement without the express written permission of Vendor.

PROJECT AREA MAP

ABOUT THE COMPANY

Hawk On Hand is a network of talented falconers, experienced wildlife biologists, and passionate bird management professionals. We take a long and comprehensive view of every new opportunity and bring all our faculties and resources to bear with the singular goal of solving your bird problem. Our company is unique in that it is run and managed by falconers who also hold graduate degrees in wildlife biology. Thus, we offer a deep and unparalleled understanding of avian biology, which is invaluable for managing nuisance bird problems. Falconry is the foundation of our business and the most powerful bird management tool on the market. When everything else falls short, pest birds will not ignore the threat posed by a free-flying falcon or hawk. Our falconry programs are turn-key, natural, non-lethal, and sustainable.

Adam Baz (Owner & Lead Falconer) is a Master Falconer with 15 years of experience. He holds a Masters of Science in Avian Biology from Portland State University, and has conducted over 10 years of research focusing on human-wildlife conflicts, and the behavior of wildlife in urban settings. He delivers highly effective bird control programs throughout California and Oregon.

Council Future Agenda Items				
Originated Date	**Item**	**Originator**	**Staff Lead**	**Date Estimate**
10/1/2024	Presentation to the City Council of a comprehensive needs analysis of the City's Historic Buildings and options for future uses and possible funding mechanisms	Council Direction	Various Staff	4/1/2025
12/3/2024	Presentation to the City Council regarding City resources used to address homelessness in the City of Hanford.	Council Direction	Various Staff	4/15/2025
12/3/2024	Update to the City Council on the rollout of the My Hanford App	City Manager	Brian Johnson	4/1/2025
12/17/2024	Presentation to the City Council on the collection and approved uses of past and future Park Impact Fees under the current Impact Fee Study adopted by Council in 2019.	Council Direction	Various Staff	4/15/2025
1/21/2025	Further discussion of future changes to Council Compensation as allowed under SB329.	City Manager	Mario Cifuentez	8/5/2025