LEMOORE

CALIFORNIA

LEMOORE CITY COUNCIL
COUNCIL CHAMBER
429 C STREET
April 5, 2022

MEETING AGENDA

Please silence all electronic devices as a courtesy to those in attendance. Thank you.

6:30 p.m. STUDY SESSION

SS-1 Update on Preparation of Lemoore Municipal Services Review for LAFCO of Kings County (Brandt)

ADJOURNMENT

7:30 p.m. REGULAR SESSION

a. CALL TO ORDER
b. INVOCATION
c. PLEDGE OF ALLEGIANCE
d. ROLL CALL
f. AGENDA APPROVAL, ADDITIONS, AND/OR DELETIONS

PUBLIC COMMENT

Public comment will be in accordance with the attached policy. This time is reserved for members of the audience to address the City Council on items of interest that are not on the Agenda and are within the subject matter jurisdiction of the Council. It is recommended that speakers limit their comments to three (3) minutes each and it is requested that no comments be made during this period on items on the Agenda. The Council is prohibited by law from taking any action on matters discussed that are not on the Agenda. Prior to addressing the Council, any handouts for Council will be provided to the City Clerk for distribution to the Council and appropriate staff. The public will have an opportunity to comment on items on the agenda once the item has been called and the Mayor opens the item to the public.

CEREMONIAL / PRESENTATION – Section 1

1-1 Distribution of Donations (Olson)
1-2 Proclamation Recognizing Dr. Ernie Smith (Olson)

DEPARTMENT AND CITY MANAGER REPORTS – Section 2

2-1 Department & City Manager Reports

CONSENT CALENDAR – Section 3

Items considered routine in nature are placed on the Consent Calendar. They will all be considered and voted upon in one vote as one item unless a Council member or member of the public requests individual consideration.

3-1 Approval – Minutes – Regular Meeting – March 15, 2022
3-2 Approval – Notice of Completion – CIP 5712A – Site Improvements for the Lemoore Public Safety Dispatch Center

3-3 Approval – Contract Award Extension – Audit Services

3-4 Approval – Resolution 2022-13 – To Review and Renew the Declaration of a Local Emergency, and the Related Declarations and Orders Therein.

PUBLIC HEARINGS – Section 4

Report, discussion and/or other Council action will be taken.

4-1 Public Hearing – Introduction and First Reading – Ordinance 2022-02 – Adopting a Military Equipment Use Policy Pursuant to Assembly Bill 481 (Kendall)

4-2 Public Hearing – Annexation No. 2021-03, Prezoning No. 2021-03, Tentative Subdivision Map Tract 935, Planning Unit Development No. 2021-01 (Brandt)

NEW BUSINESS – Section 5

Report, discussion and/or other Council action will be taken.

5-1 Report and Recommendation – Audit Report for Year Ended June 30, 2021 (Speer)

BRIEF CITY COUNCIL REPORTS AND REQUESTS – Section 6

6-1 City Council Reports / Requests

ADJOURNMENT

Upcoming Council Meetings

- City Council Regular Meeting, Tuesday, April 19, 2022
- City Council Regular Meeting, Tuesday, May 2, 2022

Agendas for all City Council meetings are posted at least 72 hours prior to the meeting at the Council Chamber, 429 C Street and the Cinnamon Municipal Complex, 711 W. Cinnamon Drive. Written communications from the public for the agenda must be received by the City Clerk's Office no less than seven (7) days prior to the meeting date. The City of Lemoore complies with the Americans with Disabilities Act (ADA of 1990). The Council Chamber is accessible to the physically disabled. Should you need special assistance, please call (559) 924-6744, at least 4 business days prior to the meeting.

PUBLIC NOTIFICATION

I, Marisa Avalos, City Clerk for the City of Lemoore, declare under penalty of perjury that I posted the above Regular City Council Agenda for the meeting of April 5, 2022 at Council Chamber, 429 C Street and Cinnamon Municipal Complex, 711 W. Cinnamon Drive, Lemoore, CA on April 1, 2022.

//s//
Marisa Avalos, City Clerk

CITY OF LEMOORE
CITY COUNCIL SPECIAL/REGULAR MEETINGS
April 5, 2022 @ 6:30 p.m. / 7:00 p.m. / 7:30 p.m.

All upcoming regular and special City Council meetings ***will be open to members of the public on a first come, first served basis and via Zoom.*** The meeting may be viewed through the following options:

- Join Zoom Meeting
- Please click the link below to join the webinar:
- https://us06web.zoom.us/j/82101102302?pwd=bU51c2RYQTk4Z24yamJ5eFk5cVBnUT09
- Meeting ID: 821 0110 2302
- Passcode: 108809
- Phone: +1 669 900 6833

The City will also provide links to streaming options on the City's website and on its Facebook page.

If you wish to make a general public comment or public comment on a particular item on the agenda, **participants may do so via Zoom during the meeting** or **attend in person.**

City of
LEMOORE
CALIFORNIA

711 W. Cinnamon Drive ● Lemoore, California 93245 ● (559) 924-6744

Staff Report

Item No: SS-1

To: **Lemoore City Council**

From **Steve Brandt, City Planner**

Date: **March 18, 2022** **Meeting Date: April 5, 2022**

Subject: **Update on Preparation of Lemoore Municipal Services Review for LAFCO of Kings County**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☒ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
No action required. This is an informational item only.

Subject/Discussion:
This is an informational item to provide an update on the City's efforts to expand Lemoore's Primary Sphere of Influence. The Sphere of Influence (SOI) is a boundary drawn in the unincorporated area around the city that identifies where the City is allowed to annex territory into the city limits. It also identifies the areas where the City has a particular interest in coordinating land use issues with Kings County. The Sphere of Influence is set and can only be amended by the Kings County Local Agency Formation Commission (LAFCO).

On October 5, 2021, the Council approved a request by People's Properties, LLC to initiate annexation proceedings on property located on the southeast corner of 19th Avenue and Idaho Avenue. This also requires a SOI amendment. In addition, City staff is planning on bringing additional requests to the Council that would expand the SOI in other locations around the city. One of these would be for the proposed Lacey Ranch development project located northeast of Glendale and 19th Avenues. The City Manager and City Planner met with LAFCO staff in November 2021 to discuss the upcoming multiple SOI amendment requests. LAFCO staff responded by requiring that the City prepare a draft of a Municipal

Service Review (MSR), which is a document that describes and reviews all the municipal services that the City provides to the public. At the City Manager's direction, QK prepared a draft MSR, which was then reviewed by City staff.

The MSR does not need to be approved by the City Council but does need to be accepted by LAFCO's Commission. The draft has been sent to the LAFCO staff to see if there are any edits needed before the MSR is brought to LAFCO for their formal acceptance. The acceptance must be granted before or concurrently with any SOI amendments.

Maps showing both the existing SOI and the City's anticipated proposed SOI can be found in the draft MSR document.

Financial Consideration(s):

None

Alternatives or Pros/Cons:

None

Staff Recommendation:

None at this time. Recommendations for additional changes to the Lemoore Sphere of Influence will be brought to the Council for review and approval at future meetings.

Attachments:	**Review:**	**Date:**
☐ Resolution:	☒ Asst. City Manager	03/30/2022
☐ Ordinance:	☒ City Attorney	04/01/2022
☐ Map	☒ City Clerk	04/01/2022
☐ Contract	☒ City Manager	04/01/2022
☒ Other	☒ Finance	03/31/2022
List: Draft MSR		

ADMINISTRATIVE DRAFT

LOCAL AGENCY FORMATION COMMISSION OF KINGS COUNTY

LEMOORE AREA MUNICIPAL SERVICE REVIEW AND SPHERE OF INFLUENCE UPDATE

MARCH 2022

ADMINISTRATIVE DRAFT

LEMOORE AREA MUNICIPAL SERVICE REVIEW AND SPHERE OF INFLUENCE UPDATE

Prepared for:

City of Lemoore
711 W. Cinnamon Dr
Lemoore, CA 93245

Contact Person: Nathan Olson, City Manager
Phone: (559)924-6744

Consultant:

901 East Main Street
Visalia, CA 93292
Contact: Steve Brandt, Project Manager
Phone: (559) 733-0440

March 2022

200047

LOCAL AGENCY FORMATION COMMISSION OF KINGS COUNTY

Commissioners

Joe Neves, Chair, Kings County

Doug Verboon, Vice-Chair, Kings County

Sid Palmerin, City of Corcoran

Francisco Ramirez, City of Hanford

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Alvaro Preciado, City of Avenal (City Alternate)

Martin Devine (Public Alternate)

Staff

Greg Gatzka, Executive Officer

Chuck Kinney, Assistant Executive Officer

Legal Counsel

Diane Freeman, LAFCo Counsel

CITY OF LEMOORE

Councilmembers

Stuart Lyons, Mayor

Patricia Matthews, Mayor Pro Tem

Jim Chaney

Frank Gornick

David Orth

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SECTION 1 - INTRODUCTION

1.1 - Municipal Service Review Purpose

The Municipal Service Review (MSR) is a comprehensive assessment of existing conditions pertaining to local government agencies' abilities to provide municipal services effectively and efficiently to residents. The form and content of an MSR is specified by requirements in the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (CKH Act) and in the State of California's Local Agency Formation Commission (LAFCo) MSR Guidelines, published in August 2003.

The fundamental role of LAFCo is to implement the CKH Act, which was adopted into State law to encourage the logical, efficient, and most appropriate formation of local municipalities, service areas, and special districts. The CKH Act requires all LAFCos, including the Local Agency Formation Commission of Kings County (Kings LAFCo), to prepare an MSR for its incorporated cities and special districts. MSRs are to be completed every five years and must be completed prior to, or in conjunction with, an update of a city or special district Sphere of Influence (SOI).

This MSR was initiated by Kings LAFCo in 2021 and is intended to provide Kings LAFCo with the necessary and relevant information related to the operations and management of the municipal service providers within the City of Lemoore's proposed SOI update. The City of Lemoore is located in the San Joaquin Valley of California (Figure 1-1).

Kings LAFCo desires to review the local governing landscape of the Lemoore area for service delivery and make recommendations that promote orderly growth and development while preserving surrounding agricultural and open space lands. The City of Lemoore last had a Municipal Service Review (MSR) and Sphere of Influence (SOI) update conducted by Kings LAFCo in 2007. The City adopted a new General Plan in May 2008.

The City of Lemoore is requesting that Kings LAFCo adopt a new MSR and amend the SOI consistent with its new General Plan, specifically so that the SOI includes all areas with a General Plan land use designation in the Lemoore General Plan. The existing Sphere of Influence and city limits is shown in Figure 1-2. The proposed new Sphere of Influence and information about city annexation being proposed concurrently is found in Section 5.

1.2 - MSR Preparation, Review, and Adoption Process

The process of developing the MSR began with the collection of planning documents, budgetary documents, and other records by QK, a consulting firm hired by the City of Lemoore.

After review by the City, an administrative draft was presented to LAFCo staff for their review. Edits required by LAFCo staff and Counsel were made to LAFCo staff's satisfaction prior to the public release of the draft MSR.

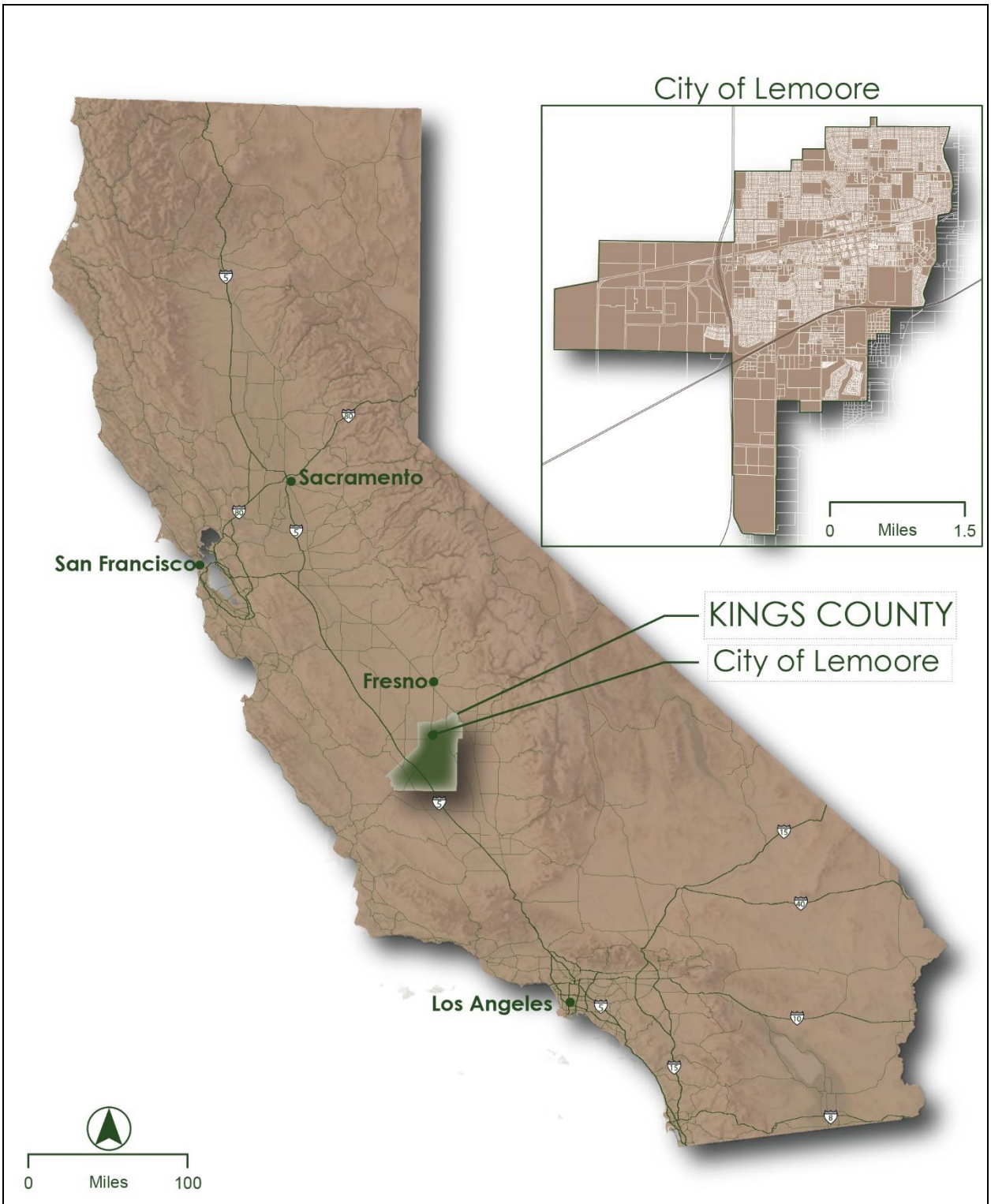


Figure 1-1
Regional Location

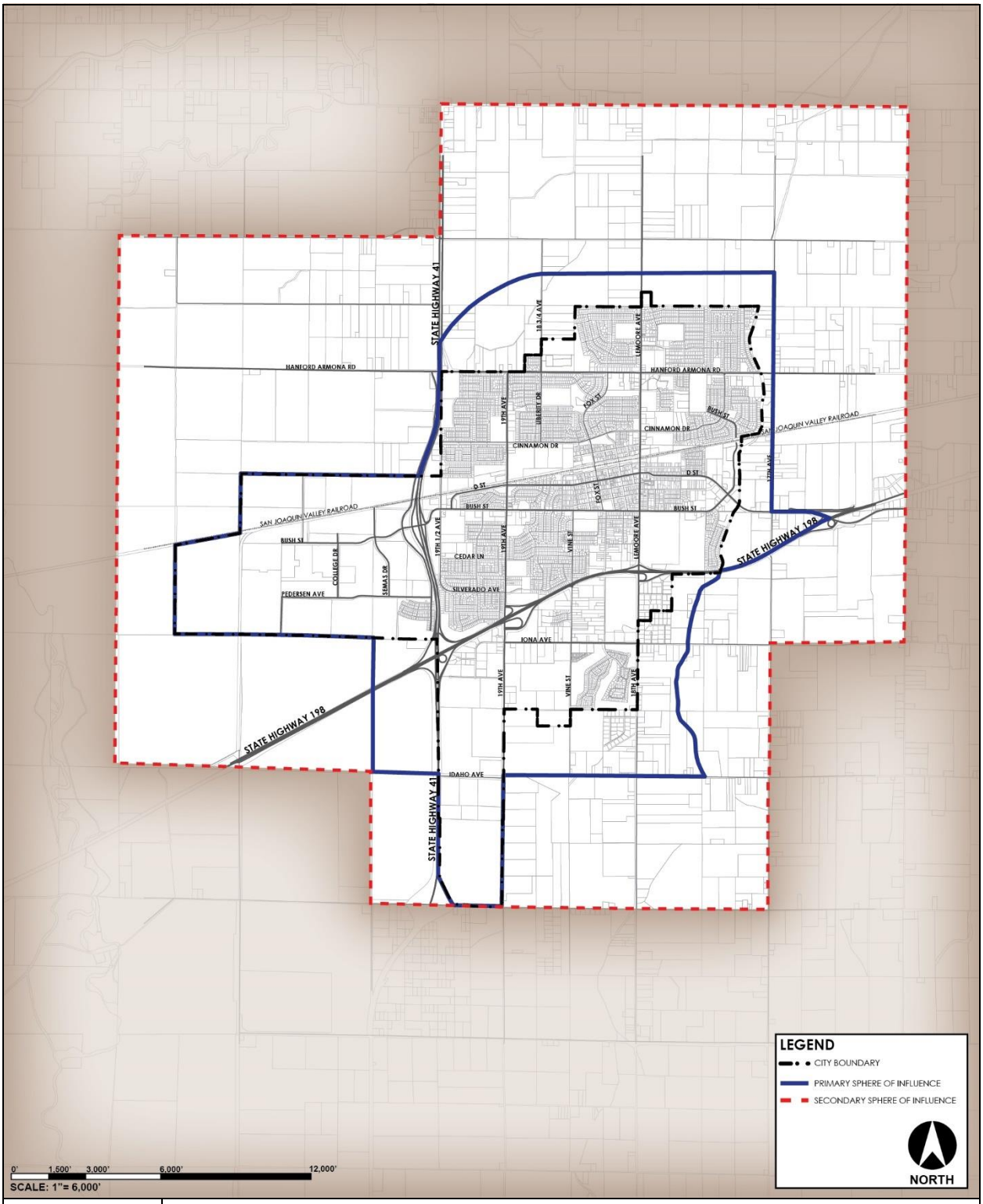


Figure 1-2
Existing Sphere of Influence and City Limits Map

Kings LAFCo scheduled a hearing on February 19, 2022, where comments from the public were heard and the adoption of the MSR, including its Determinations and Recommendations, could be considered. After input and comment from the public, the Commission approved the MSR on February 19, 2022.

1.3 - Required Topic Areas of Analysis

This MSR contains analysis and conclusions regarding six topic areas, referred to as Determinations, as set forth in the CKH Act. These areas of analysis focus on the essential operational and management aspects of the City of Lemoore and constitute a complete review of Lemoore's ability to meet the service demands of its residents and businesses. The six topic areas used for analysis in this MSR are:

1. Growth and Population Projections.
2. Disadvantaged Unincorporated Communities.
3. Present and Planned Capacity of Public Facilities and Adequacy of Public Services, Including Infrastructure Needs and Deficiencies.
4. Financial Ability to Provide Services.
5. Status of and Opportunities for Shared Facilities.
6. Accountability for Community Service Needs, Including Governmental Structure and Operational Efficiencies.

An explanation of the specific operational and management aspects considered in each of these topic areas is provided below.

1. *Growth and Population Projections*

   Service efficiency is linked to a service provider's ability to plan for the future needs of a city while also meeting existing service demands. This section reviews projected service demands and needs based upon existing and anticipated growth patterns and population projections. This is found in Section 2 – Growth and Population Projections.

2. *The Location and Characteristics of any Disadvantaged Unincorporated Communities Within or Contiguous to the Sphere of Influence*

   As defined by Water Code Section 79505.5, Unincorporated disadvantaged communities may lack basic infrastructure, such as water, sewer, or fire protection, because they may have been overlooked due to their socioeconomic status. To promote equality and environmental justice in accordance with adopted local policy and Senate Bill 244, adopted in 2011, the proximity of any disadvantaged community to existing service providers is analyzed and discussed to determine if the community should be included in the SOI of the City. This is found in Section 3 - Disadvantaged Unincorporated Communities.

3. *Present and Planned Capacity of Public Facilities and Adequacy of Public Services, Including Infrastructure Needs or Deficiencies*

   Infrastructure can be evaluated in terms of condition, capacity, availability, quality, and relationship to operational, capital improvement, and financial planning. This section assesses the adequacy and quality of the service providers' physical infrastructure and analyzes whether or not sufficient infrastructure and capital are in place (or planned for) to accommodate planned future growth and expansions. This is found in Section 4.

4. *Financial Ability to Provide Services*

   This section analyzes the financial structure and health of the City with respect to the provision of services. Included in this analysis is the consideration of rates, service operations, and the like and other factors affecting the City's financial health and stability, including factors affecting the financing of needed infrastructure improvements and services. Compliance with existing State requirements relative to financial reporting and management is also discussed. This is found in Section 4.

5. *Status of, and Opportunities for, Shared Facilities*

   Practices and opportunities that may help to reduce or eliminate unnecessary costs are examined in this section. Occurrences of facility sharing are listed and assessed for efficiency, and potential sharing opportunities that would serve to deliver services better are discussed. This is found in Section 4.

6. *Accountability for Community Service Needs, Including Governmental Structure and Operational Efficiencies*

   This section addresses the adequacy and appropriateness of the agency's existing boundaries and Sphere of Influence and evaluates the ability of the City to meet its service demands under its existing government structure. Also included in this section is an evaluation of compliance by the agency with public meeting and records laws. This is found in Section 4.

1.4 - LAFCo Powers

LAFCo has the power to determine the SOI for the City of Lemoore. An SOI is a plan for a local agency's probable physical boundaries and service area. A boundary line represents it on a map. The boundary line shows the territory expected to eventually be within the city limits boundary, as determined by LAFCo. By this method, LAFCo makes policy statements about its intent for the probable future boundaries of a city. The preparation of an MSR is required prior to the amendment of a city or special district's SOI.

1.5 - Key Considerations and Goals

The MSR will use the following goals to evaluate the potential government structure options for the Lemoore area:

1. **Efficient provision of municipal services.** The ultimate goal of the preferred governance structure should be an efficient operating structure and stable fiscal basis required to effectively provide municipal services to the City of Lemoore.

2. **Adequate revenue sources.** The ability to provide municipal services at adequate levels hinges upon stable revenue streams linked to the services for which the revenues are being collected.

3. **Proactive approach to governance structure.** Government agency reorganization proposals (e.g., municipal incorporations, major annexations, etc.) are necessarily complex procedures requiring substantial effort from proponents, LAFCo, and the affected agencies. These reorganizations are often more complex when contemplated on a reactive basis rather than a proactive basis. Understanding a long-range approach to reorganization will assist in evaluating specific proposals to determine if they will bring the community closer to the desired result.

4. **Avoidance of intergovernmental conflicts or competition.** Conflicts between local jurisdictions over control and other impacts across jurisdictions and competition for resources (e.g., fiscal revenue generators) often consume resources and weaken incentives to cooperate on important regional issues like transit service, water quantity and quality, air quality, and habitat conservation.

5. **Local preference.** There is often more than one feasible government structure that can potentially provide local municipal services. The residents and businesses of the community must have the opportunity to participate in choosing the method, especially since a governmental structure change will likely require some sort of election process for it to be implemented. Local preference may also include agreements between local agencies regarding where and how growth and development may occur within a region. These agreements have been identified within CKH as important for consideration during the MSR and SOI update process. The Commission "shall give great weight to the agreement to the extent that *it is consistent with {LAFCO} commission policies*… (emphasis added)" (Government Code §56425(b)).

1.6 - Services Provided

The City of Lemoore is empowered as a charter law city, governed by its charter, State law, and local ordinances to provide specific municipal services within its boundaries. The City of Lemoore has several divisions, covering many municipal services. The Public Works Department is also responsible for developing the Capital Improvement Budget every two years. The budget must conform with the Lemoore General Plan.

The matrix in Table 1-1 lists the City's services within its city limits and services provided by school districts and special districts under LAFCo jurisdiction located in the Lemoore area.

Table 1-1
Services Provided

Municipal Service Type	Provider
Water Supply and Distribution	City
Wastewater Collection and Disposal	City
Fire and Emergency Service	City
Law Enforcement	City
Parks and Recreation Maintenance	City
Street Maintenance	City
Flood Control	City
Public Transportation	KART
Solid Waste Collection	City
Mosquito Abatement	Kings Mosquito Abatement District
Cemetery	Lemoore Cemetery District
Conservation	Excelsior-Kings Recreation District[1]
Water Conservation	Kings County Water District[2]
Conservation	Kings River Conservation District[1]
Irrigation Water	Lemoore Irrigation District
Elementary School	Lemoore Union Elementary District[3]
Elementary School	Central Union Elementary School District[4]
High School	Lemoore Union High School District
Community College	West Hills Community College District

Notes:
1. Located in unincorporated areas only. By policy, territory is detached from the district upon annexation to Lemoore.
2. Located east of 17th Avenue only.
3. Covers most of Lemoore area. Only a portion of Lemoore's industrial park is not covered.
4. Covers only a portion of the industrial park area of Lemoore.

SECTION 2 - GROWTH AND POPULATION PROJECTIONS

2.1 - Introduction

The purpose of this section is to evaluate service demand based on existing and anticipated growth patterns and population projections. The MSR Guidelines call for LAFCo to determine historical and projected growth and absorption patterns in relation to a service provider's boundaries and SOI. In addition, LAFCo is tasked with evaluating the impact and compatibility of such growth on and with land use plans, services, local government structures, and growth patterns.

2.2 - History of Lemoore

The Tachi Yokut originally occupied the land that is now the City of Lemoore. The tribe is one of the largest 50 sub-tribes in the Yokuts nation, whose territory held the entire floor of the San Joaquin Valley. After California was declared a Province of Mexico in 1822, it became common practice for Mexican governors to make land grants to favored citizens in return for political favors. Along the Kings River, one such land grant was given to Manual Castro of Monterey in 1846. He named it Laguna de Tache and used the land grant to raise beef cattle for market. After California became a state in 1850 and the glory of the Gold Rush had subsided, other settlers arrived and bought up sections of the Laguna de Tache and other ground to raise stock. Sutherland, Rhoades, and Phillips are the names of a few of the early cattlemen along the Kings River.

In the mid-1860s, a small influx of people created a village just west of the present-day Lemoore High School. They first called it Tailholt and then La Tache. When Dr. Lovern Lee Moore arrived in 1871, he began to organize farm families into a community for trading purposes. Before long, there were enough residents to warrant petitioning the government for a local post office. Upon rejecting the town's name of La Tache, the U.S. Government gave it the name Lemoore derived from Dr. Moore's name as the applicant on the petition. The Lemoore post office was established in 1875.

The Southern Pacific Railroad Company came to the region in 1877. At that time, Grangeville was the largest community in the area, but after a dispute with its residents, rail officials decided to bypass Grangeville in favor of Hanford. A line was extended through Lemoore in 1877 to bring goods to the growing community and help export farm products. The railroad location influenced the downtown to move north, adjacent to E Street (formerly known as Front Street) and D Street, as the main business avenues of the community. The new railroad connected Lemoore to the rest of California and enabled the town to enjoy the import of goods and export of farm products and passenger services. In 1883, the town had a flouring mill with 200 barrels daily. It was an important shipping point for wheat and wool, and not long afterward, it became a center for fruit shipping. The population grew rapidly as settlers came in search of agriculture-related jobs.

Soon, securing the town's rights and benefits became necessary under State law. On July 11, 1900, Lemoore was incorporated as a charter city with an elected city council. Its citizens

filled their lives with hard work, family, church, service clubs, local baseball games, literary societies, entertainment at the local opera house, horse races at the local track, town dances, and parades, all the while earning the reputation of being one of the San Joaquin Valley's most cultured communities.

Lemoore's population grew more rapidly after 1961 when the U.S. Navy established a new airstrip a few miles west of the City. Naval Air Station Lemoore became a catalyst for growth as many of its pilots and service members purchased homes or visited Lemoore for food and recreation. As Lemoore grew, agricultural activity became a less important reason for settling in Lemoore, although several sizeable agricultural processing facilities still provide jobs for its residents. Today, the City of Lemoore endeavors to maintain a comfortable small-town feeling and offer an affordable atmosphere to attract hardworking and community-minded residents.

2.3 - Planning and Growth Projections

The City of Lemoore General Plan was initiated in 2005 by the General Plan Steering Committee (GPSC). This committee consisted of mostly City residents appointed by the City Council to review and comment on General Plan documents prepared by project consultants. The General Plan was officially adopted in April of 2007 after a series of community and stakeholder workshops which ultimately created the City's future vision for the General Plan. The General Plan has been amended several times since its comprehensive update in 2007. A map depicting the currently planned land use designations is shown in Figure 2-1. A map depicting the City's zoning is shown in Figure 2-2.

The population estimates in the General Plan were generated utilizing historical growth rates and projected growth trends. There is currently available information that would allow for these estimates to be updated accordingly. In Table 2-1, population estimates have been updated to account for the more recent population information available.

Table 2-1
City of Lemoore Growth Estimates

Forecast Year	Source	% Annual Growth	Population Estimate
2020 (actual)	U.S. Census		27,038
2030 (projected)	General Plan	3.1%	48,250
2040 (projected)	Master Plans	2.5%	44,306

Based on these updated figures, it is apparent that the City's infrastructure planning would be able to support population growth beyond the 2040 horizon if current trends remain constant. Because the expected 3.1 percent growth rate was not occurring, the infrastructure master plans accounted for a 2.5 percent population increase.

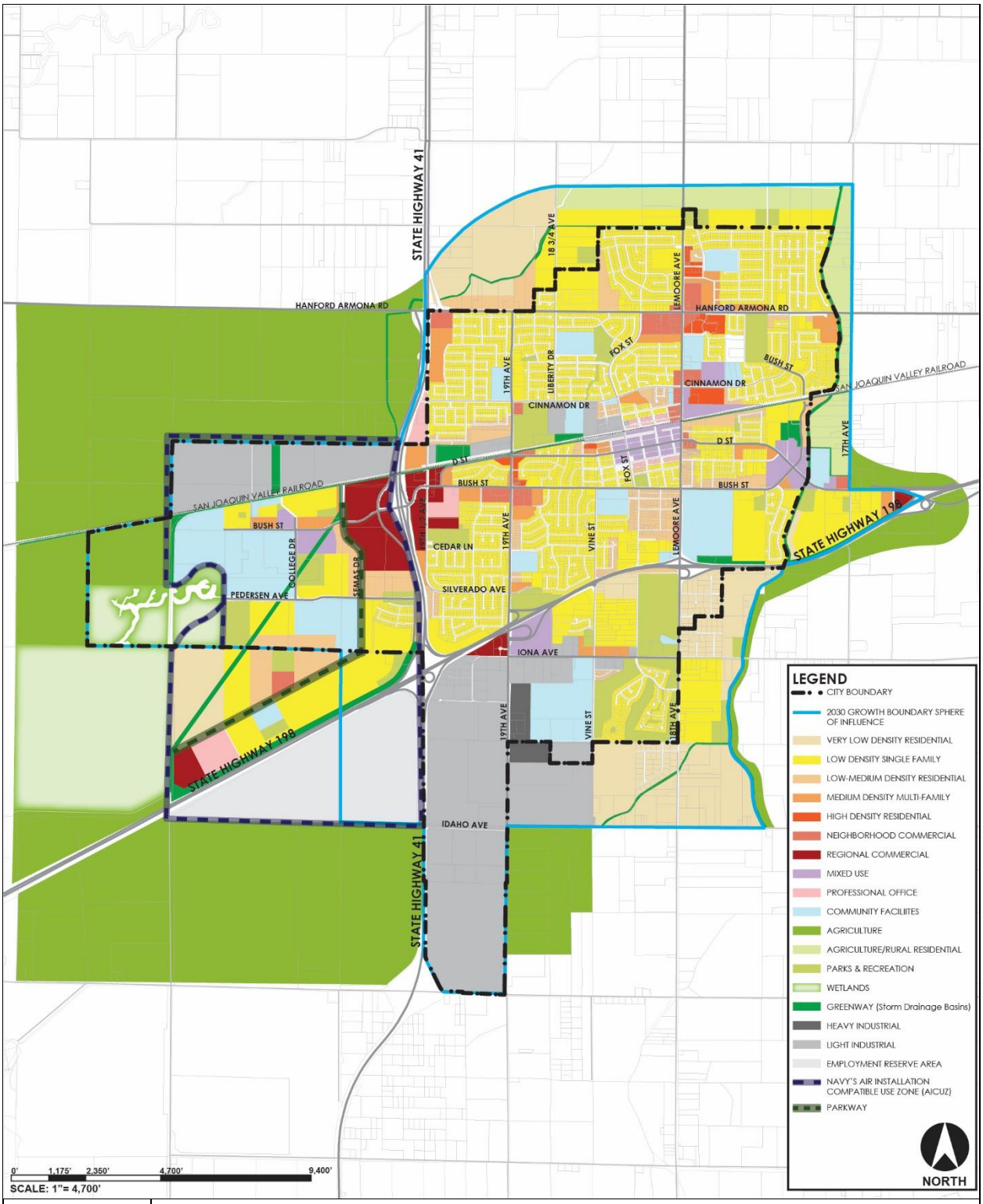


Figure 2-1
Existing General Plan Land Use Designations

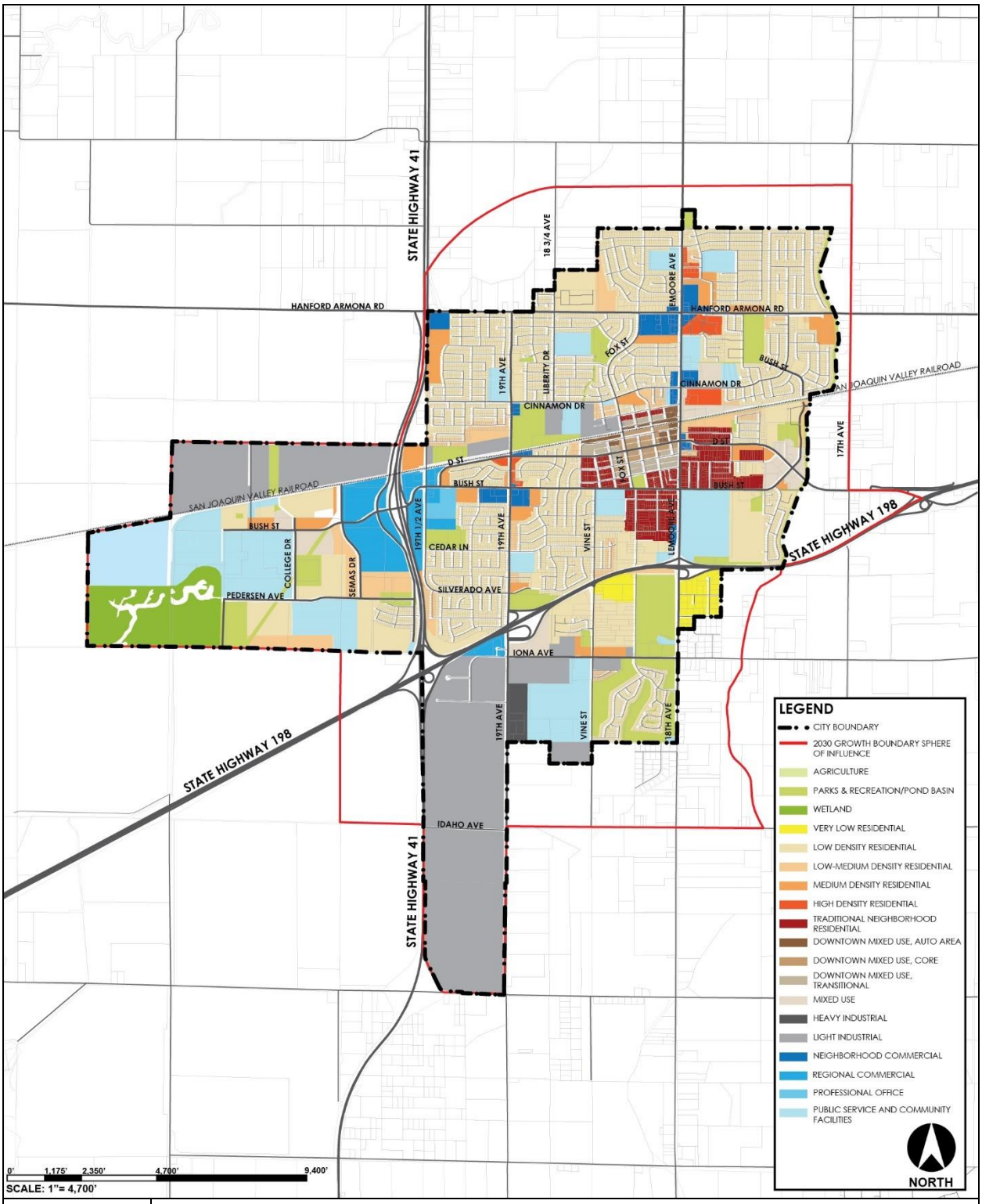


Figure 2-2
Zoning Map

Based on the data currently available and supplemented using the 2.5 percent annual growth rate, the population in 2040 would be approximately 44,306 residents. Infrastructure planning estimates the City would be acceptable as the infrastructure would be able to accommodate growth beyond the planning horizon date of 2030. It is assumed that the projected population growth rate will be amended again in the next General Plan Update before 2030.

2.4 - Anticipated Service Needs

The Lemoore area requires typical local municipal services, such as water, sewer, police, fire protection, storm drainage, street maintenance, parks, recreation, schools, communication infrastructure, and solid waste collection. The City has adopted an updated General Plan until 2030 and the corresponding master plans to accommodate future growth in an orderly manner until 2040.

This Municipal Service Review will review water service, wastewater service, fire protection, police protection, street maintenance, parks, recreation, public transportation, and solid waste. It will review the level of service in each area and analyze whether the City would have the ability to provide services to the annexation sites. The City conducts infrastructure master planning in the areas of water, sewer, and storm drainage.

The Water, Wastewater, and Storm Drainage Master Plans have evaluated the ability of the City to accommodate both current and future populations. Recommendations in the Master Plans include but are not limited to:

- Replace existing pipelines with new fire flow, transmission, and distribution mains improvements.
- Development of eight new wells 17, 18, 19, 20, 21, 22, 23, and 24.
- Development of four new water storage reservoirs for Wells 15, 18, 19 and 21.
- Development of four new water tank pump stations.
- Monitoring of well efficiencies frequently to adequately manage the groundwater supply.

The City's General Plan has three policies regarding annexations.

- Policy LU-I-2 indicates the Sphere of Influence line will represent the ultimate edge of urban development in Lemoore through 2030, beyond which development will remain rural in nature and without urban services. This policy is intended to protect surrounding agricultural land, promote compact development, and prohibit annexation outside the boundary.

- Policy LU-I-3 states not to accept any applications for annexation or development in the area south of the existing (May 2008) city limits and west of SR-41 until after completion of the Navy's Air Installation Compatible Use Zone (AICUZ) study for the Naval Air Station Lemoore and completion of flood hazard studies by the Federal Emergency Management Agency (FEMA).

- Policy LU-I-39 states to adopt planning practices that support the development of employment-generating land uses and help the City achieve a jobs-housing balance. Measures include establishing a timetable for annexation, land preparation, and extension of infrastructure, creating an inventory of "ready-to-go" sites, and providing a streamlined permit approval process for substantial projects.

2.5 - Determinations

Determination 2-1 - U.S. Census data indicates that the City had a 2020 population of 27,038. The General Plan adopted in 2007 had used an expected annual growth rate of 3.1 percent, but more recent infrastructure master plans use an annual growth rate of 2.5 percent due to recent actual growth trends.

Determination 2-2 - Based upon recent historical population trends from 2010 to 2020, the average annual growth rate was 0.2 percent for the City of Lemoore. Therefore, the current population is trending below the projections of the General Plan.

Determination 2-3 - The City plans for future growth by implementing policies and standards set forth in its General Plan. The City's General Plan provides a policy base to guide future growth. The City's General Plan was updated in 2012 for a zoning amendment and is a long-range guide for attaining the City's goals within its ultimate service area and accommodating its population growth.

Determination 2-4 - The City contains policies in their General Plan that regulate future annexations.

SECTION 3 - DISADVANTAGED UNINCORPORATED COMMUNITIES

3.1 - Overview

Disadvantaged Unincorporated Communities (DUCs) are defined as inhabited territory (12 or more registered voters) that constitutes all or a portion of a community with an annual median household income of or below $63,605, which is less than 80 percent of the statewide annual median household income of $75,235 in 2019 (California Department of Finance, 2019). Communities meeting this financial threshold were specifically identified as an area of concern by Senate Bill 244, adopted into State law in 2011. These communities may also lack essential municipal services such as water, wastewater, or storm water drainage as they may have been developed prior to infrastructure being installed in proximity to them. Furthermore, structural fire protection may be inconsistent in these areas due to a lack of agreements or memorandums of understanding that provide mutual aid from adjacent jurisdictions if there is a need. Kings LAFCo has not adopted a policy or more specific definition of DUCs; therefore, the criteria within State law will be utilized.

Pursuant to State law, LAFCo is required to identify any adjacent DUCs and determine if they should be included within any SOI amendment of an existing city or special district or potentially included during the consideration of any special district formation in the future (California Legislative Information, 2011).

As shown in Figure 3-1, most of the area within the bounds of the city limits and SOI has a median household income that is less than 80 percent of California's median household income or near that threshold. Although these areas are below the median income level, the appropriate services are currently being provided.

In addition, several parcels outside the city limits (within the City's SOI) may become a DUC, as shown in Figure 3-2. This area is near the level of income that can establish them as a DUC, outside of the City's water, wastewater, and fire and emergency service boundary. Several discussions have taken place since the last SOI update between City staff and residents of these areas. The general consensus is that these residents are currently not in favor of being annexed into the city limits.

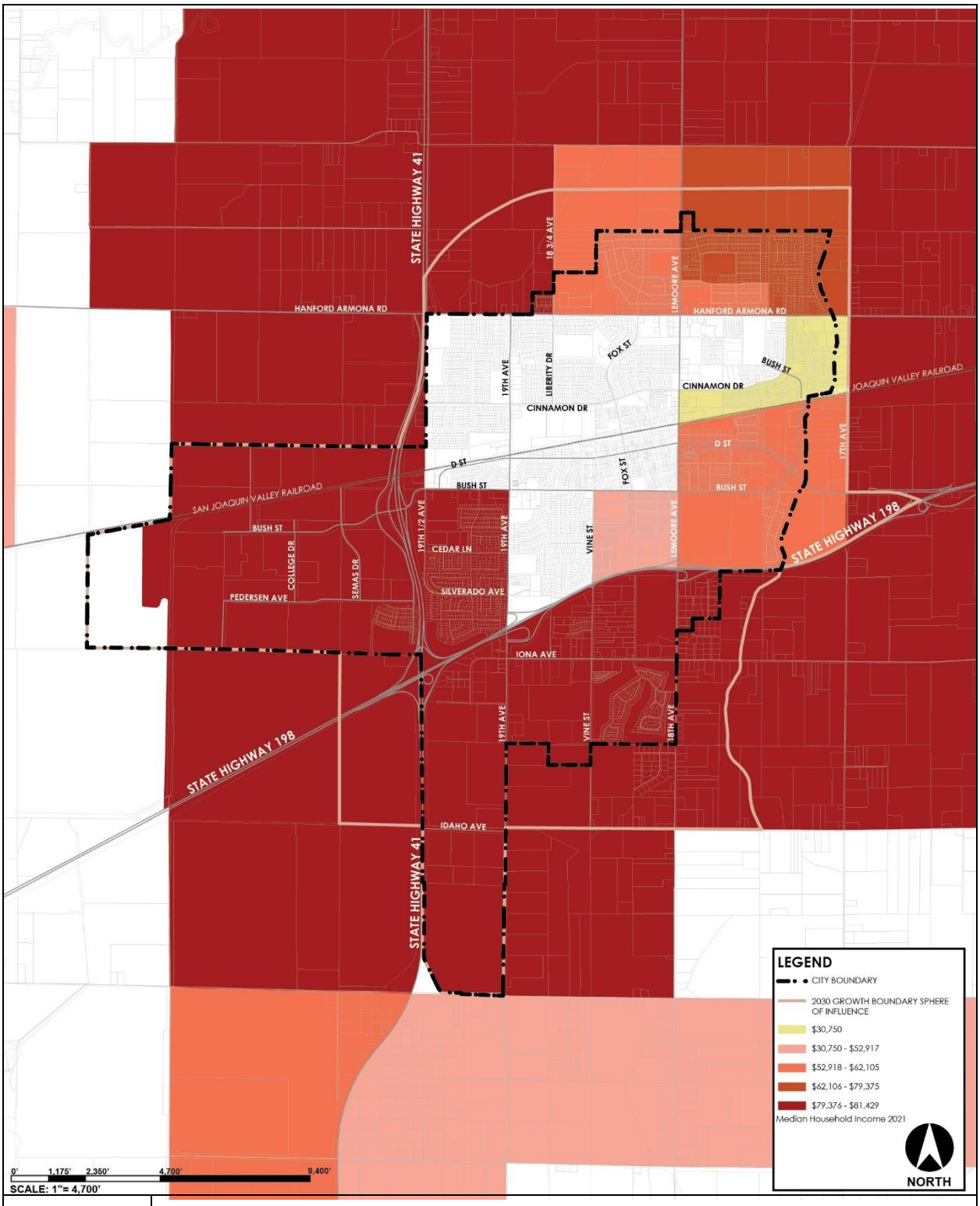


Figure 3-1
Median Household Income (2021)

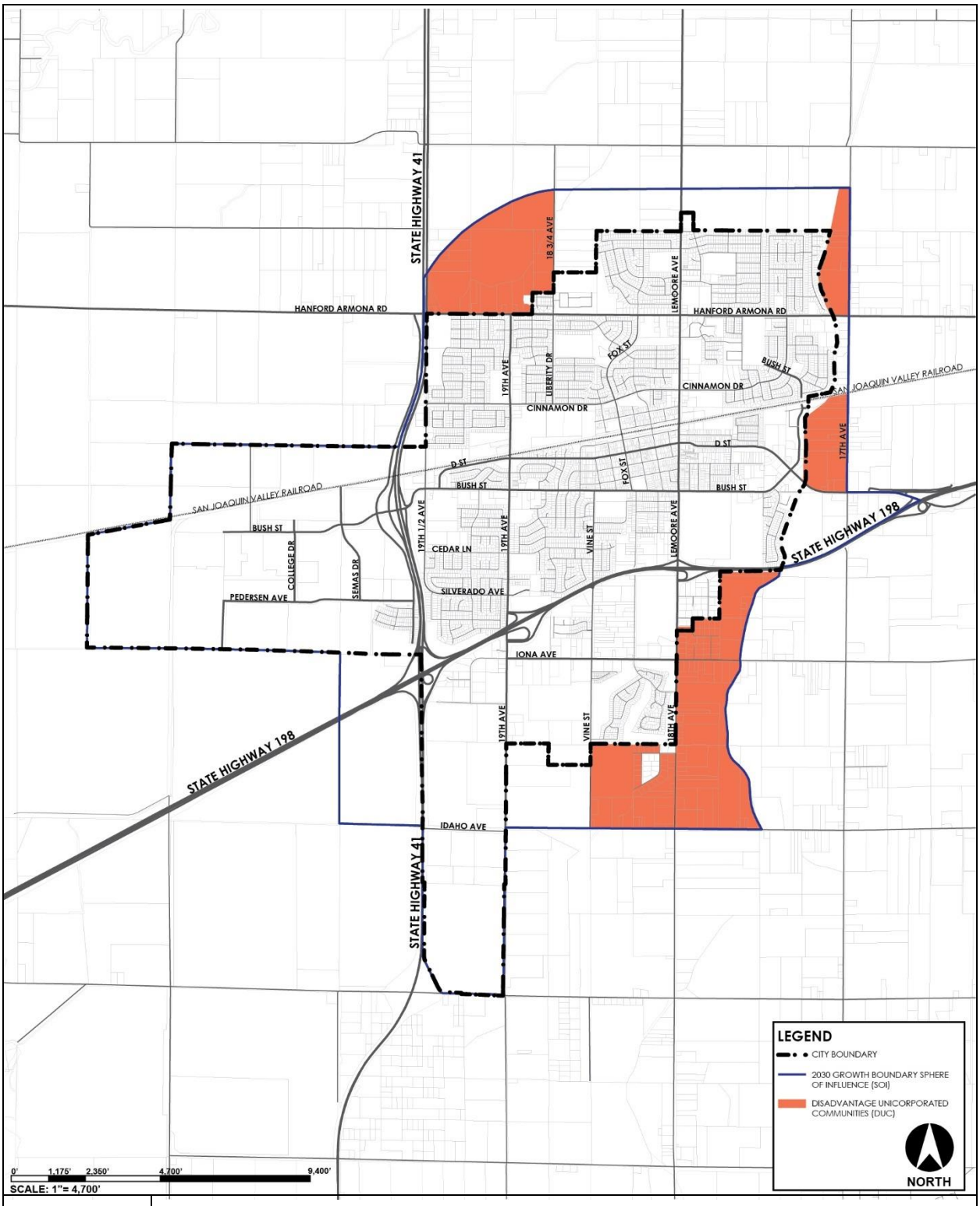


Figure 3-2
Disadvantaged Unincorporated Community Areas

3.2 - Determinations

Determination 3-1 - Census Block Groups within the City of Lemoore have a median household income below $63,605 (80 percent of the statewide median household income).

Determination 3-2 - There are areas currently within the City's SOI that can be considered unincorporated disadvantaged communities due to median household income being below 80 percent of the statewide average.

Determination 3-3 - These areas outside the city limits and within the City's SOI would be considered disadvantaged from service delivery and should be evaluated on a case-by-case basis when there is a neighborhood of 12 or more registered voters that could be included in a future annexation, per State law.

Determination 3-4 - Residents living within areas designated as having the potential to become a DUC have been consulted over the last several years, and the majority have stated they are not interested in being annexed into the City.

SECTION 4 - CITY OF LEMOORE SERVICE REVIEW

4.1 - Present and Planned Capacity of Public Facilities and Adequacy of Public Services, Including Infrastructure Needs or Deficiencies

The purpose of this section is to evaluate the infrastructure needs and deficiencies of the City of Lemoore in terms of availability of resources, capacity to deliver services, condition of facilities, planned improvements, service quality, and levels of service.

LAFCo is responsible for determining that an agency requesting an SOI amendment is reasonably capable of providing needed resources and basic infrastructure to serve areas within the City and its SOI. LAFCo accomplishes this by evaluating whether resources and services are being expanded in line with increasing demands. These infrastructure and resource availability findings must be made when revisions to the SOI and annexations occur.

4.1.1 - COMMUNITY INVESTMENT PLAN (FISCAL YEARS 2017 TO 2021)

The City's five-year Community Investment Plan (CIP) involved collaboration by the Public Works and Community Development Departments to evaluate the City's capital improvement needs to serve the community both now and in the future. The five-year CIP is reviewed annually. The largest contributions are allocated for water and wastewater projects (City of Lemoore, 2021). Table 4-1 lists the funding amounts by category.

Table 4-1
Community Investment Plan 2017-2021 Five-Year Total

Project Category	Project Funding	Overall Percentage
Streets	$16,796,843	13%
Parks	$2,381,000	1%
Water	$38,779,900	31%
Wastewater	$52,699,000	42%
Solid Waste	$910,000	6%
Stormwater	$1,985,000	1%
Golf Course	$98,500	0.1%
General Facilities	$9,936,228	8%
Public Safety	$338,000	0.3%
Professional Services	$1,020,000	0.8%
Total	**$124,944,471**	

Source: City of Lemoore Five-Year Community Investment Program FY2017- FY2021

The City has adopted some policies for the general budgeting process and adopted some visioning principles in the General Plan. Current and potential projects are listed by project title and funding source. In budget shortfalls, there is no guiding policy that indicates how priorities would be derived. The development of clear policies and quantifiable goals for the CIP would aid in its development of clear, justified projects and allow for year-to-year evaluation to determine the effectiveness of the CIP for staff, elected officials, and the public. The establishment of benchmarks and/or performance indicators would allow the City to hold itself accountable for its progress and implementation of the adopted CIP.

The City staff is currently preparing an update to the CIP, with the intention that it would be adopted in June 2022 along with the 2022–2023 City budget.

Determinations

Determination 4.1.1-1 – The City develops and adopts a Five-Year Capital Improvement Plan that identifies key capital projects needed to enhance residents' services.

Determination 4.1.1-2 – The updated Community Investment Plan could include milestones, performance indicators and/or specific goals consistent with the visioning principles of the General Plan to benchmark its progress in achieving specific levels of service for its residents.

4.1.2 - WATER

Summary of Prior MSR Findings

The City of Lemoore utilized pumps for groundwater from 12 wells throughout the City. The City's pumping capacity was 19.15 million gallons a day (mgd), according to the City of Lemoore 2005 Urban Water Management Plan (UWMP). Water is transported from wells to the consumers through the City's distribution system (pipe sizes ranging in diameter from 2 to 24 inches in diameter). The City maintained four storage reservoirs within the service area for a total capacity of 2.8 million gallons (mg). Reservoirs include a small, elevated tank, one ground-level storage reservoir, and two 1-million-gallon tanks constructed in October 2005. Lemoore water customers include residential, commercial, industrial, and institutional groups. A City ordinance passed in 1976 dictated the installation of meters on all new customers. The City meters all commercial and industrial users. The City maintained a secondary water supply system that feeds the industrial needs of SK Foods for their tomato processing plant. Even though the City maintains two independent water systems, the two systems can be combined in the event of an emergency.

Current Conditions

The City completed an updated Water Master Plan in February 2020 that updated much of the information identified in the prior 2007 LAFCo MSR for the City of Lemoore. Figure 4-1 shows the extent of the existing water system. Figure 4-2 shows the planned system intended to serve the entire area planned for growth in the General Plan and beyond.

The City's municipal water system currently consists of 10 active groundwater wells, five storage reservoirs with a cumulative capacity of 4.8 million gallons, 115 miles of distribution pipelines, and 122 existing fire hydrants (City of Lemoore, 2020). The City's topography is generally flat and operates two categories of pressure zones. The second pressure zone covers the majority of the city limits with a service rate greater than 35 psi with maximum peaks between 60–80 psi. The City's Water Master Plan analysis concluded 2.3 percent of the distribution nodes were under 35 psi and below the peak hour demand (phd) standards. However, the City's Water Master Plan also noted that these nodes under 35 psi were located along the Blend Line and near tanks and booster pumps and did not occur on lines directly serving residents.

The City continues to use groundwater as the sole source of water supply. The City's current total rated supply is 6.92 million gallons per day (mgd). Consistent with the system performance and design criteria, the firm capacity was calculated as the capacity with the two wells out of service equal to 11.7 mgd. The City plans to construct two additional wells in the future (wells 15 and 16). Each tank is briefly discussed in the following:

- Tank 7 is a 1.5 MG ground-level steel storage tank located on Bush Street, which holds water from wells 7, 13, and 14. The City will upgrade Tank 7 with an additional booster pump to maintain a firm capacity of 5.2 mgd.

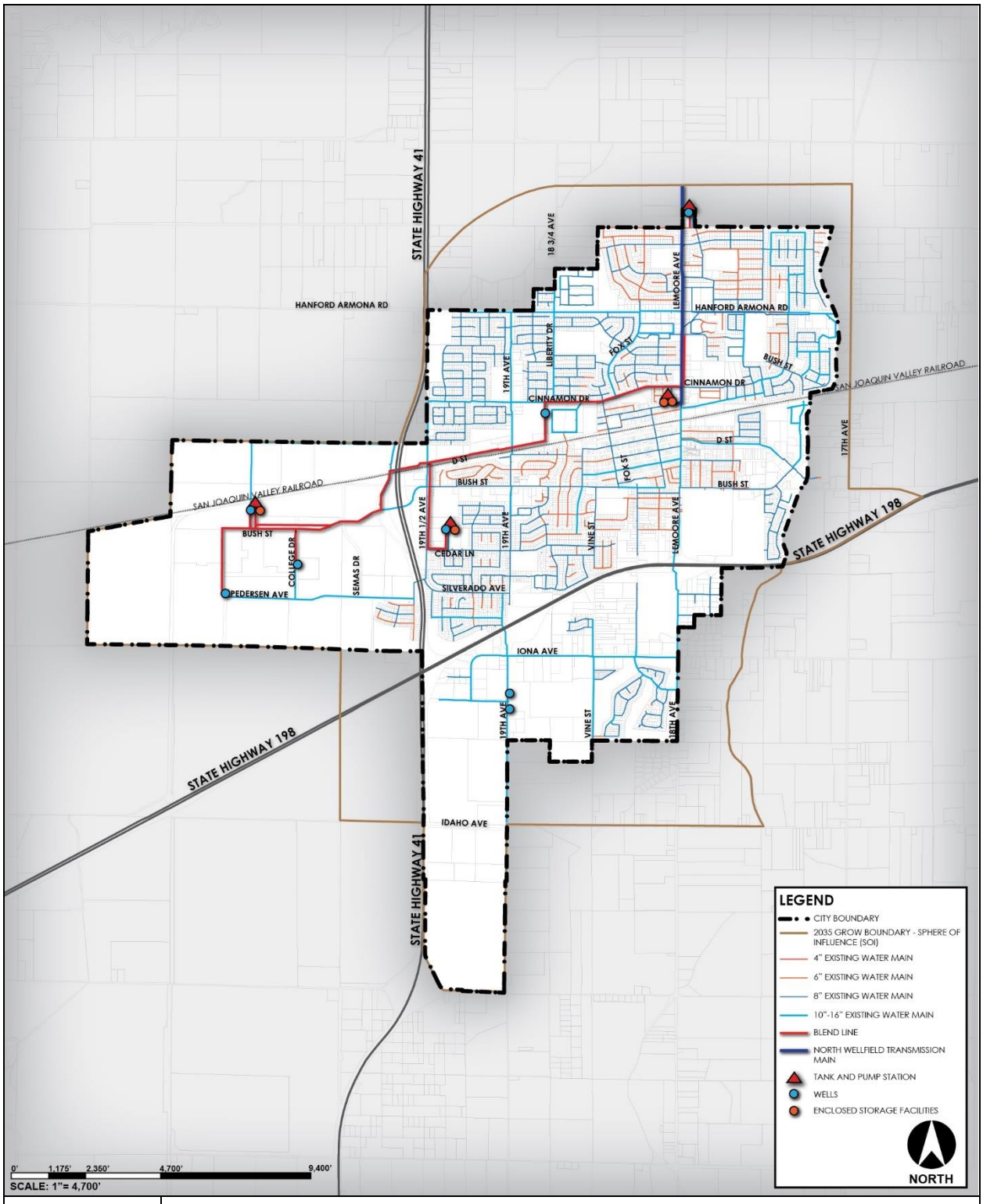


Figure 4-1
Lemoore Existing Water System

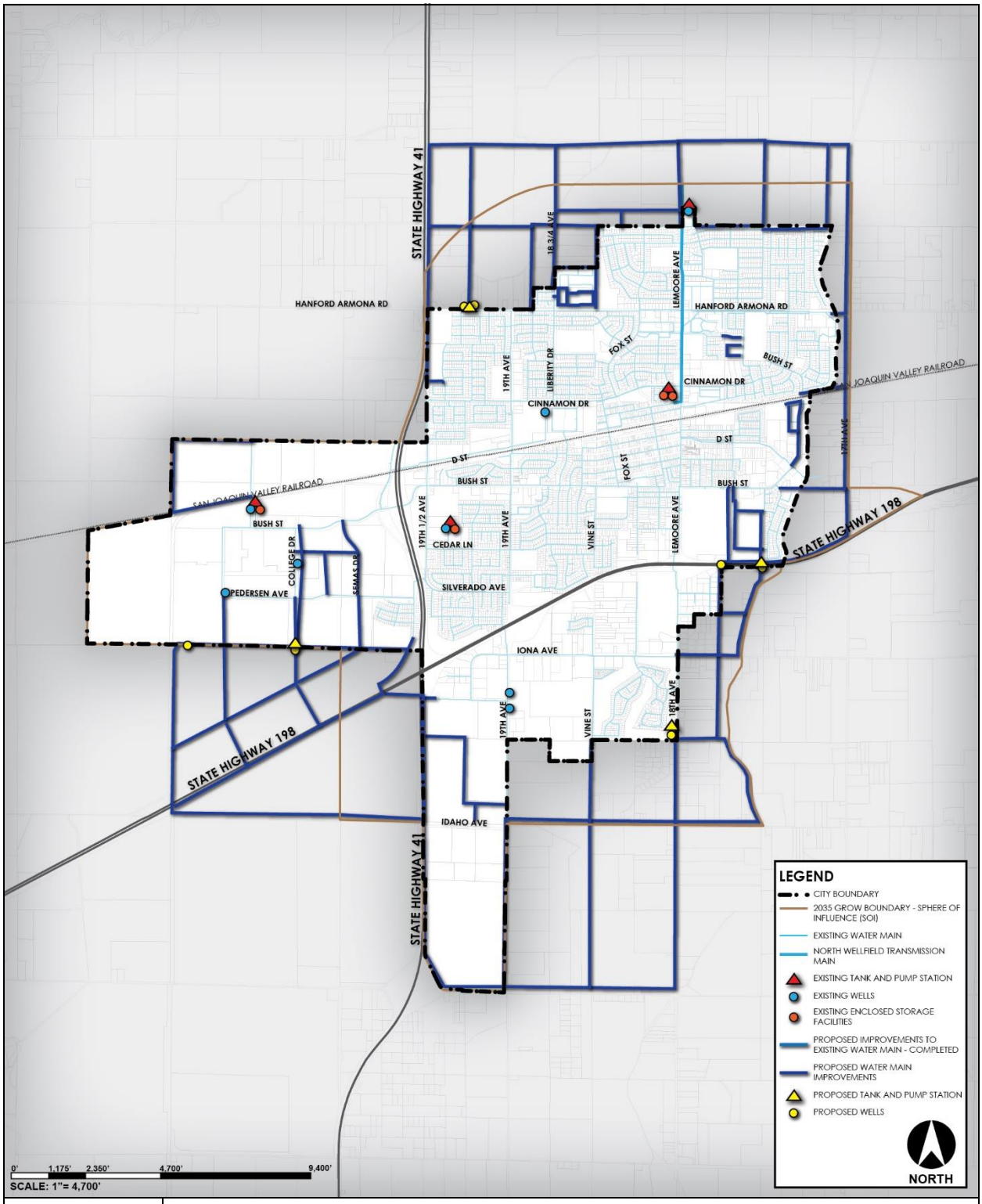


Figure 4-2
Lemoore Proposed Buildout of Water System

- Tank 11 is a 0.9 MG ground-level steel storage tank located on North Lemoore Avenue, which holds water from North Wellfield, wells 11 and 16.
- Tank 12 is a 0.4 MG ground-level steel storage tank located on Cedar Lane between S. 19 1/2 Avenue and Acacia Drive. This tank holds water flow from Well 12 and the blend line.
- 40 G Street Tanks include two 1.00 MG ground-level steel storage tanks located near the southwest corner of Cinnamon Drive and 18th Avenue. These tanks hold water from North Wellfield and the blend line.

Future storage requirements were identified based on the City's anticipated development through the horizon of the Master Plan and General Plan. The Master Plan describes future domestic water demands and identifies operational fire storage requirements for each zone. The Water Master Plan describes three proposed storage reservoirs (Southwest Storage Facility, Eastern Storage Facility, and the Northern Storage Expansion) that are planned to increase storage capacity to meet the future demand. The total required storage for future domestic water demand is three new tanks to hold 5.5 million gallons at final buildout based on average daily demand (ADD) of 8.30 mgd by 2040 and 15.78 mgd after the final buildout. The ADD is currently 6.92 mgd.

The Master Plan describes the maximum day demand (MDD) as an important demand condition used to evaluate system supply, storage capacity and pump station capacity, and identified a peaking factor of 1.95 for the City's system. The current MDD is 13.50 mgd for the current ADD of 6.92 mgd. The projected MDD for 2040 is 16.19 mgd and 30.78 mgd at buildout of the Planned Area Boundary based on projected ADD of 8.30 by 2040 and 15.78 mgd at buildout. According to the land use designation, water demands vary with time of day and by account type. These fluctuations were accounted for in the modeling effort and evaluation of the water distribution system. Daytime demand patterns affect the water levels in storage reservoirs and the amount of flow through distribution mains. A daytime curve was used to model the demand patterns of existing customers. The peaks in the daytime pattern match the peaking factors recommended in the Master Plan.

The costs identified within the Water Master Plan are described in four phases from 2019 to 2041 within the Capital Improvement Program. The CIP includes approximately 6.6 miles of an existing pipeline to be replaced and approximately 14 miles of additional pipeline for future improvements, and a total of 26 fire flow improvements to existing pipes, five transmission improvements to existing distribution mains, and 18 pipeline projects related to new development. Also, eight new wells, four new storage reservoirs, and four new pump stations totaling over $105.7 million for all four phases (City of Lemoore, 2020).

As described in the 2007 MSR for the City of Lemoore, the City's groundwater supply has mitigation measures to comply with under the Federal Arsenic Minimum Containment Level (MCL) of 0.010 milligrams per liter. This law was enforced in 2006 by the United States Environmental Protection Agency (EPA). The City adopted the Arsenic Reduction Study, which identified four wells that exceeded the MCL of 0.010 milligrams, an accumulation of watercolor, and hydrogen sulfide. Arsenic is concentrated in the clay strata beneath the City, and hydrogen sulfide may cause discoloration, adverse taste, and a smell typically compared

to rotten eggs. The City has implemented an action plan to abandon the four contaminated wells (well numbers 2, 4, 5, and 11), replace six wells, and rehabilitate three wells.

In 2016, the City hired AdEdge Water Technologies, LLC (AdEdge) to perform a pilot study to develop a solution to treat total trihalomethanes (TTHM), arsenic, hydrogen sulfide, ammonia, iron, watercolor, and total organic carbon (TOC) in their water supply. AdEdge developed a treatment scheme for meeting MCL drinking water quality standards. The City has plans to move forward with a design of the selected treatment approaches, which Carollo is currently designing.

WATER DEPARTMENT FUNDING

Within Public Works, the Water Department revenue is considered a special fund collected through user fees. As a special fund, this service typically does not impact the General Fund as it generates revenues that can only be used to provide the identified service, in this case, water delivery, and supply. Revenue budgeted for water utility-related activities totals $10.0 million for 2021–2022, an increase prior to 2019–2020, $8.7 million actual revenue (City of Lemoore, 2020). Lemoore also charges a development impact fee to fund the construction of new water lines that are needed to support new private development projects.

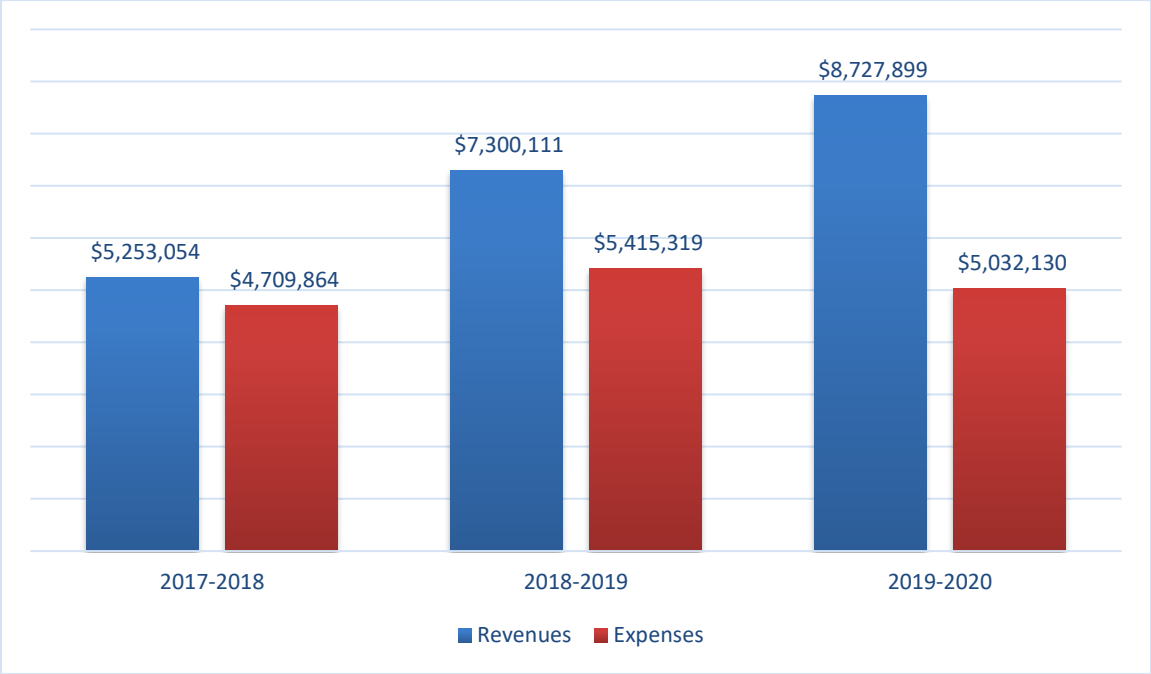
As shown in Chart 4-1, the Department is a revenue-generating department. Since the water utility operates as a special fund, the Department is not dependent on the General Fund and special revenues (City of Lemoore, 2020).

ABILITY TO SERVE ANNEXED POPULATION

The City currently does not supply or distribute water to three sites proposed to be annexed.

The City's Water System Master Plan sought to plan for the future population of Lemoore, with an anticipated 2040 population of 32,416 (City of Lemoore, 2020). The 2020 population, according to the Master Plan, was 27,089, which is a net increase of 720 prior to the 2017 actual population of 26,369 (City of Lemoore, 2020). Given the difference between planned and actual population, the addition of the 720 residents to the water system is more than feasible if the City achieves the proposed goals of the Water System Master Plan to account for its anticipated future population.

Chart 4-1
Water Department Revenues and Expenditures (Maintenance and Operations)



Source: California State Controller's Office

Determinations

Determination 4.1.2-1 – The City operates a municipal water enterprise that services its residents.

Determination 4.1.2-2 – The City has adopted and implemented project improvements per the Water Master Plan of February 2020. These infrastructure improvements will better identify and enhance operations of the water system for future needs of the City in accordance with population projects.

Determination 4.1.2-3 – The City should monitor the well efficiencies frequently to adequately manage the groundwater supply.

4.1.3 - WASTEWATER

Summary of Prior MSR Findings

The Wastewater Treatment Facility (WWTF) is located at 1145 S. Vine Street. In 2007, the City's wastewater system included approximately 72 miles of sanitary pipelines ranging from six inches to 30 inches in diameter laid out on a one-mile grid with 12-inch mains. The influent is fed into 17 pump stations connected to a Wastewater Treatment Plant (WWTP). The City of Lemoore's WWTP discharged a capacity of 4.4 million gallons per day (mgd) of treated wastewater effluent. The WWTP consisted of four lagoon ponds with floating surface aerators and two additional ponds used exclusively by Leprino Foods. Historically, the City has always combined their treated effluent with industrial effluent and Leprino's treated effluent. This combined effluent was then discharged through a six-mile pipeline to the Westlake Canal. The treated water was used to supplement irrigation of approximately 50,000 acres of animal feed grains and cotton on Westland Farms. The effluent is regulated by the Waste Discharge Requirements (WDR) enforced by the Regional Water Quality Control Board (Regional Board).

Current Conditions

The City completed an updated Wastewater Treatment and Collection System Master Plan in February 2020 that updated much of the information identified in the prior 2007 LAFCo MSR for the City of Lemoore. The Wastewater Master Plan identified that the existing collection system consists of 82 miles of sanitary sewer pipelines ranging from four inches to 21 inches and 17 wastewater lift stations. The WWTP is comprised of an influent pump station, Old Headworks, New Headworks, four lagoon ponds, chlorine gas injection, and an effluent pump station. The peak hour flow (phf) discharge is an average of 4.88 million gallons per day. By 2040, the peak hour flow will increase to 5.95 mgd, and after the final buildout, the discharge will increase to 14.8 mgd.

The combined effluent collected from the City of Lemoore, Olam, Aqusa, and Leprino Foods was out of compliance with the WDR regarding electrical conductivity (EC). The City is now in compliance with the WDR quality standards. Leprino purchased land east of the Naval Air Station of Lemoore, referred to as Stone Ranch. The Regional Board has tentatively approved Stone Ranch as a discharge location for the combined effluent.

The current collection system and capacity analysis identified poor performance with the sewer pipelines. A preliminary analysis concluded that the following projects would provide sufficient capacity performance for future planning beyond 2040. The current projects and future projects include:

- Three gravity main projects with a total length of 1.5 miles are recommended to mitigate capacity deficiencies.
- Five lift station capacity projects are recommended. The Carmel Lift Station Project is currently in design and will replace the Viera and existing Carmel Lift Station. The

remaining four lift station projects have been identified as lacking firm capacity to convey peak flows.
- Two force main capacity projects are recommended. The Carmel Lift Station Force Main Project is currently in design.
- Seven gravity main projects with a total length of 1.9 miles are recommended to mitigate 2040 capacity deficiencies.
- Nine gravity main projects with a total length of 2.7 miles are recommended to mitigate buildout capacity deficiencies.
- Two lift station capacity projects have been identified to mitigate 2040 deficiencies.
- One lift station capacity deficiency has been identified to mitigate buildout capacity deficiencies.
- Two force main capacity projects are recommended to mitigate buildout capacity deficiencies.

Figure 4-3 shows the extent of the existing system. Figure 4-4 shows the planned expansion in the Master Plan and will service the growth anticipated in the General Plan.

The City's wastewater system services residential, commercial, and industrial uses within the service area. This service area includes:

- 2,711 acres of developed lands inside the city limits.
- 134 acres of undeveloped lands inside the city limits.
- 1,909 acres of vacant lands inside the city limits.

Based on the City's topography, the sewer system is divided into 15 separate flow collection basins, each with a dedicated meter to model the sewer system. The capacity of each lift station is evaluated and designed to meet the peak wet weather flows with one duty pump and a standby pump. The capacity will be greater or equal to the largest operating unit. The standby pump provides a safety factor if the duty pump malfunctions during operations and allows for maintenance.

Future planned wastewater improvement projects include:

- Sewer Line Extension Reimbursements ($50,000 for all five years) – Continued to 2022
- E Street Lift Station and E & Olive Sewer ($300,000 for all five years) – Continued to 2022
- Thomas Lift Station Rehabilitation ($450,000 for all five years) – Continued to 2022
- Wastewater Treatment Plant ($50,800,000 for all five years) – Continued to 2022
- Upgrade Elk Meadows Lift St. ($120,000 for all five years) – Continued to 2022
- Upgrade Cimarron Park Lift St. ($255,000 for all five years) – Continued to 2022
- Wastewater Treatment Plant ($50,800,000 for all five years) – Continued to 2022
- Upgrade Elk Meadows Lift St. ($120,000 for all five years) – Continued to 2022
- Upgrade Cimarron Park Lift St. ($255,000 for all five years) – Continued to 2022

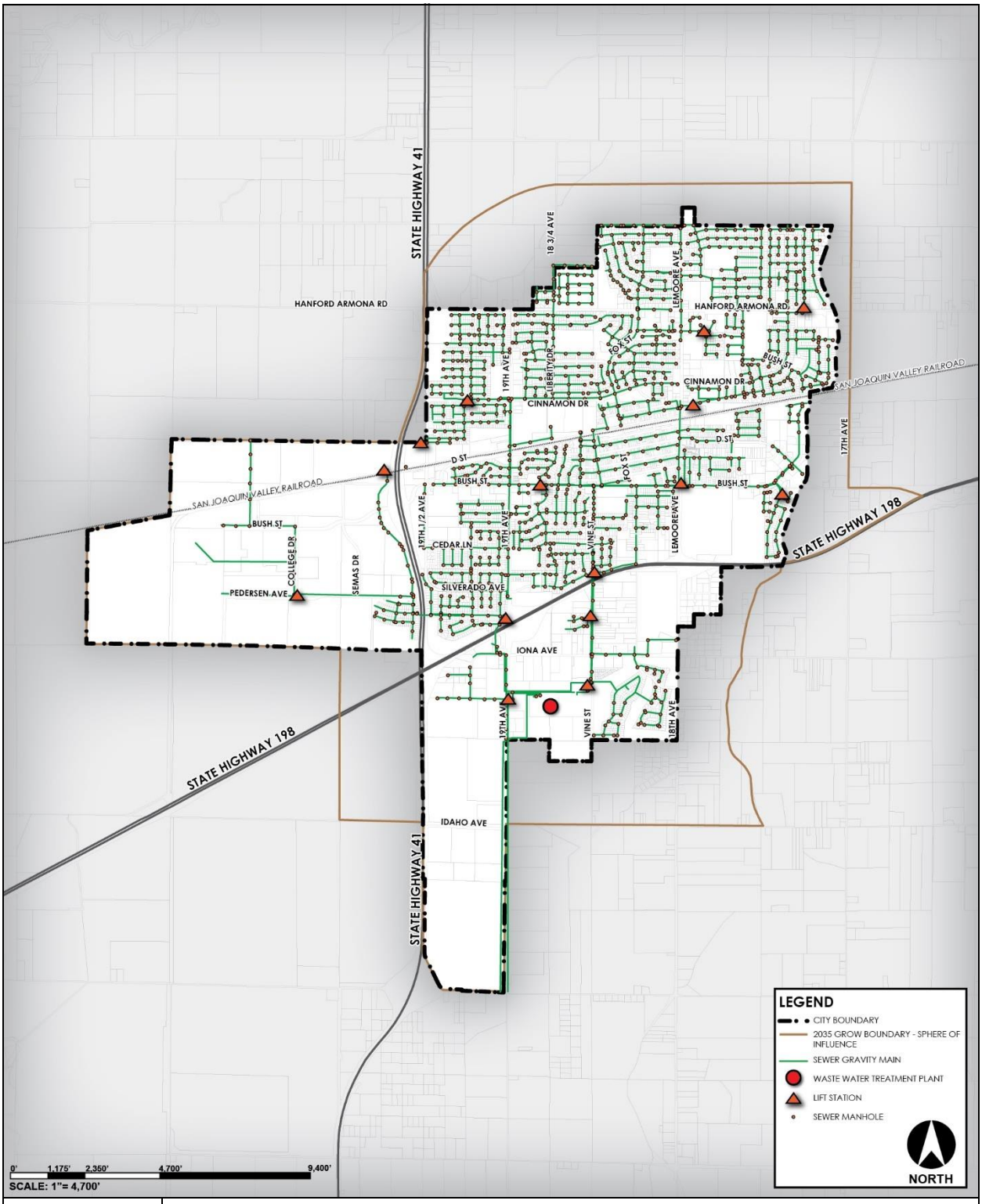


Figure 4-3
Lemoore Existing Wastewater System

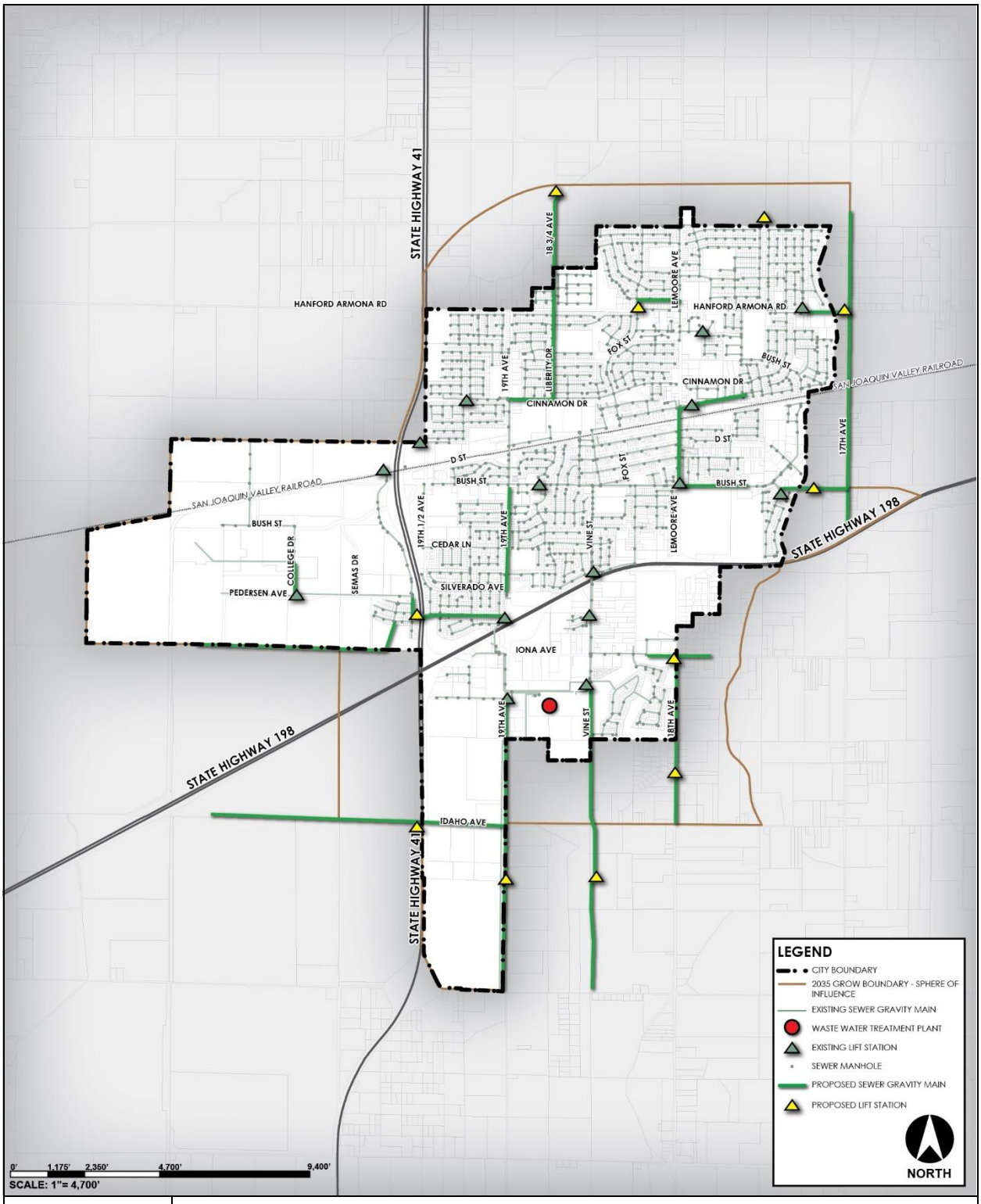
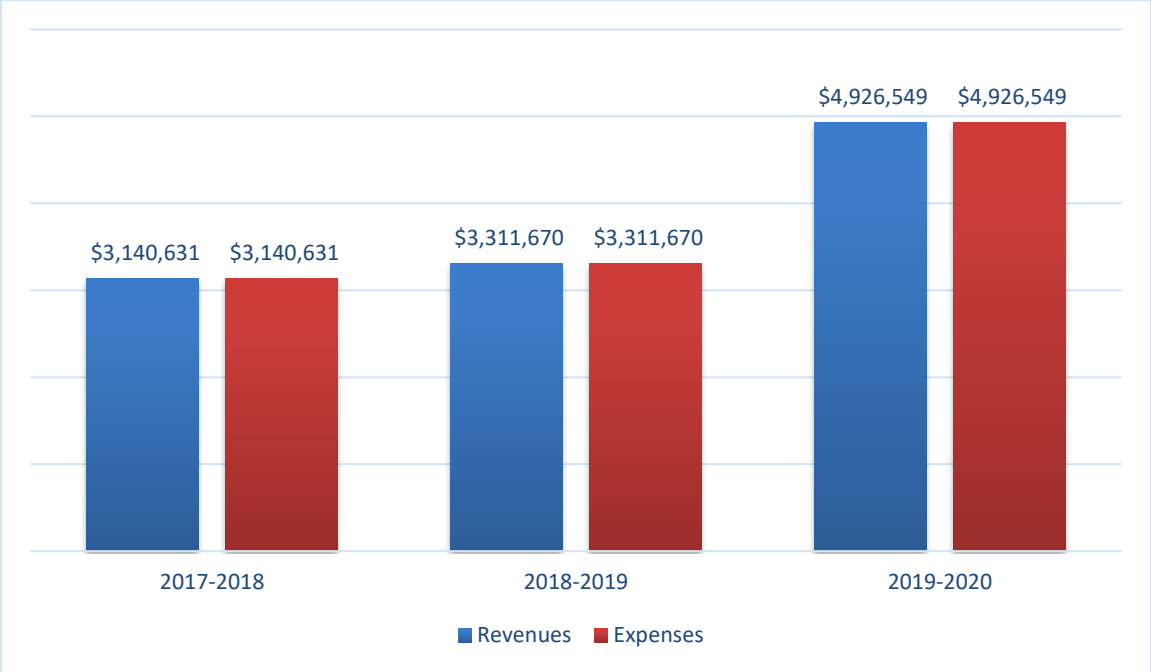


Figure 4-4
Lemoore Proposed Wastewater System

SEWER DEPARTMENT FUNDING

Within Public Works, the Wastewater Department revenues are comprised of enterprise funds collected through user fees. As an enterprise fund, this service typically does not impact the General Fund as it generates revenues that can only be used to provide the identified service, in this case, sewer service. As shown in **Error! Not a valid bookmark self-reference.**, the Department is not a revenue-generating department. Since the wastewater utility operates as an enterprise fund, the Department is not dependent on the General Fund and special revenues (City of Lemoore, 2021). Lemoore also charges a development impact fee to fund the construction of new sewer trunk lines and a portion of the treatment plan that are needed to support new private development projects.

Chart 4-2
Sewer Department Revenues and Expenditures



Source: California State Controller's Office

ABILITY TO SERVE ANNEXED POPULATION

The City will have the ability to provide future wastewater services to the following light industrial annexation projects entitled: South 19th Avenue Main (2,700 ft pipeline of 21-inch diameter), Idaho Jackson Annexation East (3,700 ft pipeline of 10-inch diameter), and Idaho Jackson Annexation West (3,500 ft pipeline of 12-inch diameter). These annexation sites cover a total of 645 acres which is already included in the buildout phase. During the final buildout, the service area will encompass approximately 14.4 square miles (excluding wetlands and agriculture).

The City's Wastewater Treatment and Collection System Master Plan 2020 sought to plan for a population of Lemoore, with an anticipated 2040 population of 32,416 (City of Lemoore, 2018). Given the difference in estimated population, the addition of 1,422 residents for wastewater collection and disposal is feasible if the City achieves the proposed goals of the Wastewater Treatment and Collection System Master Plan.

Determinations

Determination 4.1.3-1 – The City operates a municipal sewer enterprise that services its residents.

Determination 4.1.3-2 – The City has completed and improved operations of the water system and plans for future needs of the City in accordance with population projects.

Determination 4.1.3-3 – The City would be able to adequately serve the increased population during the time of buildout and annexation sites if the City achieves its proposed goals of the Wastewater Treatment and Collection System Master Plan.

4.1.4 - FIRE PROTECTION

Current Conditions

The Lemoore Fire Department provides emergency response and fire protection services for the community within the city limits. The Department covers an area of approximately five miles of emergency services provided by the Fire Department, including technical rescue, hazardous materials response, emergency medical services, and emergency disaster management. There are Mutual Aid Agreements with Kings County Fire, Hanford City Fire, and the Naval Air Station Lemoore. Other public services provided include fire inspections, tours, demonstrations, and permitting of certain hazardous materials. The Fire Department regulates explosive materials under the Uniform Fire Code and permits the handling, storage, and use of any explosive or other hazardous material. Except for the Fire Chief, the Department is staffed by volunteers.

The mission statement of the Lemoore Fire Department is "Serving the City of Lemoore California Since 1921–Amazing what a small group of dedicated volunteers can provide for your community!" (City of Lemoore, 2021).

The total call volume for all call types between January 2021 and November 2021 was 2,153. This includes medical, fire, mutual aids, and other emergency responses. The Lemoore Fire Department has a total of 35 personnel and two facilities. The General Plan does not establish a goal for a minimum fire insurance services organization (ISO) rating. The Fire ISO rating appraises cities and counties on their fire protection services (ISO rating is on a scale of 1 to 10, with one being best). The level of fire protection, according to Insurance Services Office Inc., is two (The Sentinel, 2016).

FACILITIES AND EQUIPMENT

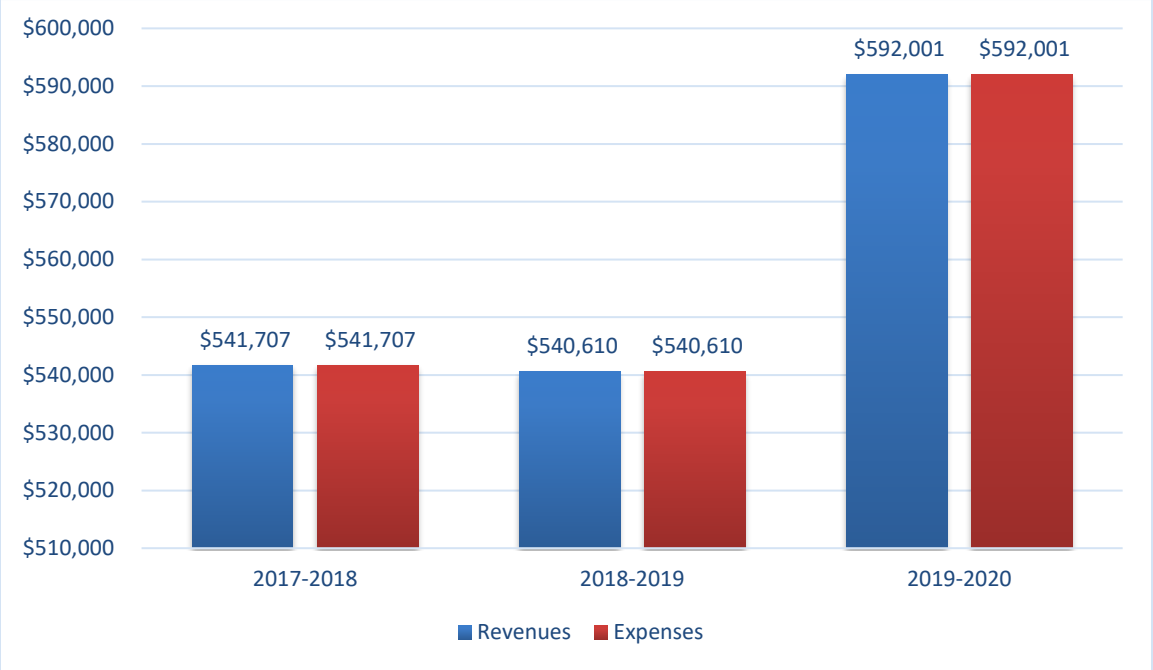
The City has two fire stations. Station One is located at 210 Fox Street, Lemoore, CA 92345, and Station Two is located at 1285 S. Lemoore Avenue, Lemoore, CA 93245. The current facilities were not identified in the last MSR cycle that reviewed the Fire Department infrastructure. Station One Fire Department had a building renovation of $26,000 for FY 2016–2017 under the General Facilities category in the Five-Year Community Investment Program FY 2017–2021. In 2016, the Fire Department requested a new fire squad truck-asset replacement and personal protective gear. The funding source was from the Development Impact Fees – General Facilities.

FIRE DEPARTMENT FUNDING

The Fire Department revenues are comprised under the General Facilities Fund with a subcategory of Development Impact Fees, Homeland Security Grant, Fire Department Service Fees, and donations. The Five-Year Community Investment Program had a total budget of $185,000 until 2021 for fire protection-east. The budget for fire protection-west was $6,300 until 2021. The total expenditures for Fire and Emergency Medical Services in 2019 was $511,267, and FY 2020 was $661,281 per the California State Controller's Office.

The actual revenue and expenditures were documented in the FY 2022 Adopted Budget for the City of Lemoore, as shown in Chart 4-3.

Chart 4-3
Fire Department Revenues and Expenditures



Source: California State Controller's Office

As shown in Chart 4-3, the Department is not a revenue-generating department and is largely dependent on General Fund for general facilities and grants. All expenditures and revenue for the Fire Department was derived from (City of Lemoore, 2020). Lemoore also charges a development impact fee to fund capital expenses that are needed to support new private development projects.

Ability to Serve Annexed Population

The City's ISO rating was last documented in 2016 with a rating of 2 (ISO ratings are on a scale of 1 to 10, with one being best). In order to maintain an ISO rating of two or higher, the City will need to provide more Fire Department staffing. The population increase will exceed the existing capabilities for the projected population of 32,416 in 2040. The General Plan estimates that an additional fire station, equipment, and personnel will need to be added in order to maintain the current ISO rating and response times. It will be important for the City to consider projected growth and geographic distribution of population as presented in the General Plan when allocating resources to the Fire Department and negotiating locations for new facilities, in particular on the west side of the City.

Determinations

Determination 4.1.4-1 – The Lemoore Fire Department provides emergency and fire protection services for community residents and businesses within the city limits. Emergency services provided by the Fire Department include technical rescue, hazardous materials response, emergency medical services, and emergency disaster management.

Determination 4.1.4-2 – The City provides fire services through the use of General Fund, Development Impact Fees, service fees, grants, and donations. The Department's last documented ISO rating was two on a scale of 1 to 10, with one being the best.

Determination 4.1.4-3 – The City submitted a request for renovation in 2016 for the existing fire station building on Fox Street listed in the most recently Five-Year Community Investment Program 2017–2021.

Determination 4.1.4-4 – The City should establish, maintain, and monitor a set of level-of-service criteria for fire protection services as a tool to assess the ability of the City to service growth.

4.1.5 - LAW ENFORCEMENT

Current Conditions

The City of Lemoore police station is located at 657 Fox Street, Lemoore, CA 93245, on the northwest corner of Fox Street and Cinnamon Drive. The City of Lemoore Police Department's mission statement: "The men and women of the Lemoore Police Department are dedicated to preserving the peace of our city and the protection of our citizens through proactive problem solving and community partnership."

According to the City of Lemoore Police Department Annual Report 2020, the Lemoore Police Department's actual average response times in 2020 averaged between three to six minutes depending on the priority type. The Department seeks to maintain a response time of less than six minutes. There was a total of 5,273 response calls for service, 465 cases, 671 traffic enforcement stops, issued 145 citations, and conducted 147 arrests.

In 2020, the total number of police personnel was 40, with 32 sworn officers, making for a ratio of 1.1 police officers per 1,000 residents (total population of 27,038 residents per the American Community Survey of the U.S. Census). According to the City's General Plan, the Police Department in 2008 once operated with 31 sworn officers with a population of 23,390 residents. The City had a ratio of 1.33 officers per 1,000 residents, which was lower than the western U.S. average of 1.5 officers per thousand residents. In 2018, the highest rate of officers to individuals among the city population groups was an average of 3.8 officers per 1,000 residents in cities with fewer than 10,000 residents reported by the U.S Department of Justice Federal Bureau of Investigation.

Facilities and Infrastructure

The existing police building is approximately 8,467 square feet and holds all police evidence within the facility. This facility is also in conjunction with animal control and is near the Lemoore Civic Auditorium and the Veteran's Memorial Building. The Lemoore Police and Fire Departments no longer contract with Hanford Police Department for police and fire dispatch services. The Regional Center was constructed in 2017 to provide better services to all citizens within Kings County through the elimination of dispatch services redundancy. The Lemoore Police Department has identified upgrades to its police station. In the City of Lemoore's Five-Year Community Investment Program FY 2016-2021, the CIP identified a "Regional Dispatch Center" project, with a budget of $6,210,000 and "Lemoore Police Department New Flooring" project, with a budget of $24,000. The City Lemoore FY 2022 Adopted Budget stated an allocated amount of $100,000 for the Regional Dispatch Center (City of Lemoore, 2022).

CRIME STATISTICS

Crime statistics for the City were obtained from the Federal Bureau of Investigation, Crime in the United States database and are shown in Table 4-2 below.

Table 4-2
Number of Crimes Known by Lemoore Police Department

Category	2017	2018	2019	2020
Violent Crime	141	188	126	-
Murder	3	0	1	1
Rape	20	18	17	15
Robbery	21	20	14	12
Aggravated Assault	97	150	94	295
Property Crime	434	385	372	-
Burglary	93	69	71	61
Larceny Theft	267	264	264	253
Motor vehicle Theft	74	52	37	49
Arson	4	1	6	-
Total	**1,154**	**1,147**	**1,002**	***686**

Source: Federal Bureau of Investigation, Crime in the United States,
(* The 2020 total is not complete; the missing category information is not available on the FBI Crime website or documented in the General Plan).

Despite the City's growing population, the total number of crimes has been going down in number since 2017. In comparison with California as a whole in 2019, violent crimes are about the same as the State average, and property offenses in Lemoore are lower than the State average per 1,000 residents.

Table 4-3
Comparison of Crimes per 1,000 Residents (2019)

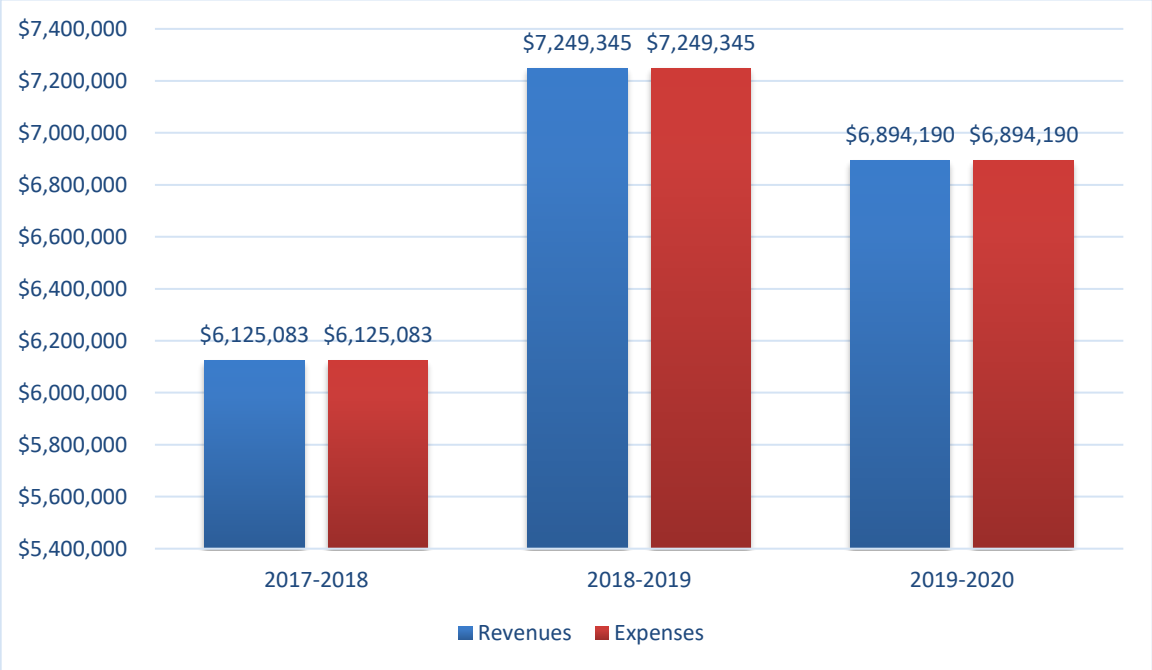
Category	Lemoore	California
Violent Offenses per 1,000 residents	4.7	4.4
Property Offenses per 1,000 residents	13.9	23.3

Source: Federal Bureau of Investigation, Crime in the United States

POLICE DEPARTMENT FUNDING

The Police Department revenues are comprised mostly of General Fund. Other revenue sources are various grants, court fines, and "miscellaneous revenue," as defined in the budget (City of Lemoore, 2022). As shown in **Error! Not a valid bookmark self-reference.**, the Department is not a revenue-generating department and is largely dependent on General Fund. The recorded expenditures from the California State Controller's Office stated police expenditures for FY 2018 was $5,935,527, FY 2019 was $6,908,973, and for FY 2020 was $7,014,456.

Chart 4-4
Police Department Revenues and Expenditures



Source: City of Lemoore Adopted Budget Fiscal Year 2022

Ability to Serve Annexed Population

The Department's current staffing ratio is below what is stated in the General Plan. The current ratio is 1.1 officers per 1,000 residents, while the General Plan Background Report suggests a ratio of 1.33. Annexation of the County parcels will result in an increase in population who will need to be served by the City's Police Department. The 2040 population is projected to increase to 32,416 residents, and the Police Department would need to increase their police officers to maintain above the nation's average. The Police Department would need to increase its total officers to 38 (hire six new officers) to have a ratio of 1.1 officers per 1,000 residents for 2040. Lemoore also charges a development impact fee to fund capital expenses that are needed to support new private development projects.

Determinations

Determination 4.1.5-1 – The City utilizes a variety of financing sources in order to offset the expenditures utilized by law enforcement.

Determination 4.1.5-2 – The Police Department has identified upgrades to their existing police station.

Determination 4.1.5-3 – The City should monitor crime statistics in years immediately following 2020 to determine if there is a need for additional patrol personnel to curtail the increase in crimes.

Determination 4.1.5-4 – The City's current ratio of sworn officers to residents is 1.1 officers per 1,000 population and would be further below this ratio with the increase of population for 2040 and annexed areas.

4.1.6 - PARKS AND COMMUNITY SERVICES

Summary of Prior MSR Findings

According to the previous MSR, in 2007, the City of Lemoore owned and operated 10 City parks comprising an itemized list of identified parks of 105.8 acres and 253.7 acres of parklands. The 147.9 acres were not described in the MSR. A table within the MSR only describes nine parks with a total of 105.8 acres. Each of the park sites contains various types of facilities based on the needs of the residents served by the park, park size, and geographic characteristics. Specialized recreational facilities (e.g., tennis courts, swimming pool, ball fields) exist at seven of the City's facilities. The most common specialized facilities are lighted ballfields. Meanwhile, the 2008 General Plan indicates owning and operating 10 parks with a total of 117 acres.

Current Conditions

The City's Recreation Department and Parks Division is responsible for the City-owned parks' operations and maintenance. The City's General Plan identifies two community parks, six neighborhood parks, two pocket parks, and a special recreation area for seasonal use. Community parks, neighborhood parks, seasonal recreation parks, and pocket parks occupy approximately 117 acres.

The Lemoore Parks and Recreation Department comprises five full-time staff and one part-time employee for the year 2021. The Departmental responsibilities include maintaining the aesthetic and recreational value of over 253.7 acres of property, including City venues such as Heritage Park, D Street Plaza, Lemoore Arbor Plaza, Greater Kings County Chamber of Commerce, Lemoore Civic Auditorium, and Lemoore Veteran Hall.

Table 4-4
Existing Parks and Recreation Facilities per General Plan

Category	Acres
Community Park/ Soccer Complex	52
Neighborhood Parks	51
Pocket Parks	2
Special Recreation Area	12
Total	**117**

The City's Parks and Recreation analysis is based on the previous 2007 MSR and General Plan. The City does not have a Parks and Recreation Master Plan.

The National Recreation and Park Association (NRPA) provides a template of typical park classifications, a system's number of acres, and recommended service levels based on population. The NRPA website suggests in 2022, "The typical park and recreation agency has 9.9 acres of parkland for every 1,000 residents in the jurisdiction." Lemoore's population in 2020 was 27,038 residents with 253.7 acres of parkland, totaling a ratio of 9.3 acres per

1,000 residents. This does not take into consideration church properties, private schools, other independent recreation providers, or those outside the boundaries of the City. The General Plan proposes an additional 178 acres of parkland for future buildout year 2030.

According to the American Planning Association, a half-mile walking radius is considered the maximum distance for viable walkable access to facilities. Additionally, the California State Parks Department indicates that 60 percent of city residents live in areas with less than three acres of parks or open space per 1,000 residents. The State's metric standard is currently three acres per 1,000 residents. Lastly, the General Plan policy is applied citywide and is found to be mostly in compliance with the NRPA and not in compliance with the State's metric.

FACILITIES AND INFRASTRUCTURE

The City operates and maintains the following park facilities

- Community Parks
  - Soccer Complex
  - Heritage Park
- Neighborhood Parks
  - 19th Avenue Park
  - Kings Lions Park
  - City Park
  - Lions Park
  - Little League Park
  - Rotary Skate Park
- Pocket Parks
  - Plaza Park
  - Train Depot Complex
- Special Recreation Areas (seasonal use)
  - Rainwater Detention Basins

The City also owns an 18-hole golf course. In continuous use since 1928, the course was expanded from nine holes to 18 holes in 1991. In 2021, the City awarded a 15-year lease to Sierra Golf Management to operate the course and all related facilities.

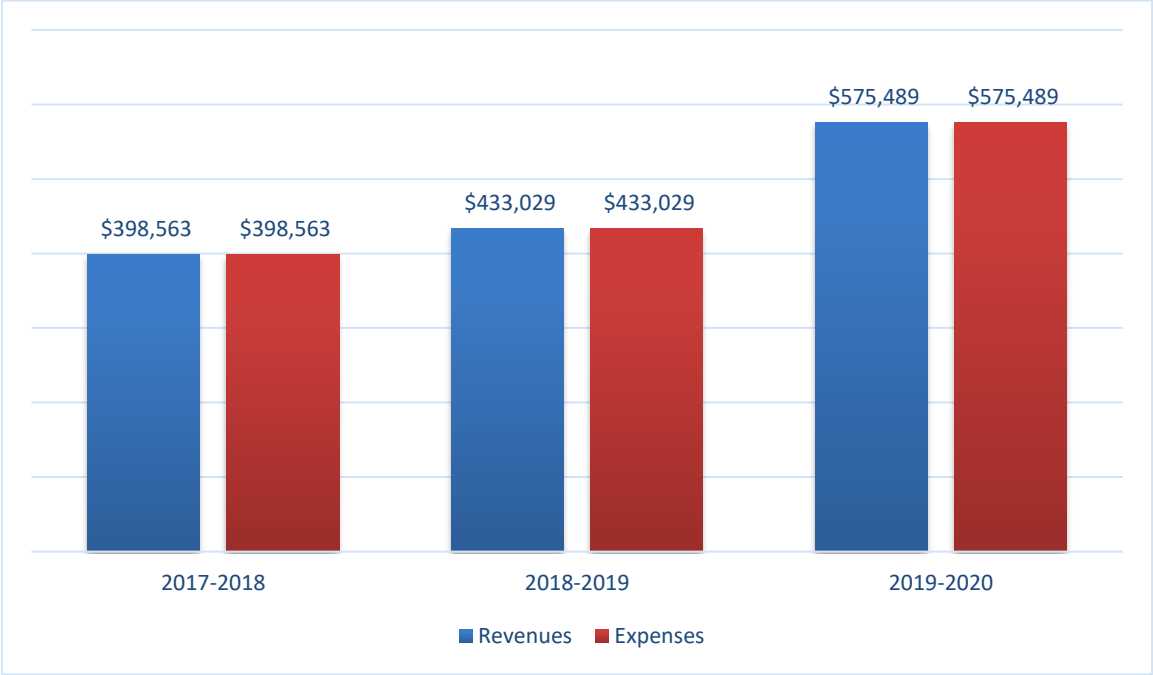
In the FY 2017–2021 Five-Year Community Investment Program Budget, the report declared a budget of $436,000 for 2016–2017, $800,00 for 2017–2018, $440,000 for 2018–2019, $705,000 for 2019–2020, and unknown for 2021. The total cost of all the projects is $2,381,000 per the CIP. There are currently two park projects planned for FY 2022.

These improvements are described below:

- New ADA Dog Park ($1,000,000 total for all five years) – Continued to 2022
- Lemoore Sports Complex Shade Structures ($176,355 total for all five years) – Continued to 2022

Chart 4-5 shows the Department's revenues and expenses. The Parks and Recreation Department revenues are comprised of General Fund, various grants, and donations. Total expenditures for each year are based on maintenance of parks, facilities management, youth and adult services, and construction of new parks.

Chart 4-5
Parks and Recreation Department Revenues and Expenditures



Determinations

Determination 4.1.6-1 – The City actively maintains parks and provides recreational services to the residents of Lemoore.

Determination 4.1.6-2 – The City utilizes the Community Investment Plan to maintain and repair its numerous recreational facilities within the city limits to promote an active lifestyle to its residents.

Determination 4.1.6-3 – The City's current parkland ratio of 9.3 acres per 1,000 population is only slightly below the NRPA's guidelines.

Determination 4.1.6-4 - The City may need to employ strategies such as identification of new parks in the Community Investment Plan or obtaining grant funds for additional facilities to achieve adopted levels of service in conjunction with an expansion of its service area with the annexation of the eight County parcels in order to reach the goals of the General Plan.

4.1.7 - ROAD MAINTENANCE

Summary of Prior MSR Findings

Several public, private, and social service transportation organizations serve the City of Lemoore. Direct access to the City is provided by State Highways 198 and 41. Arterials in Lemoore serve as the primary network for traffic flow. They are typically no less than a 100-foot right of way and connect major traffic areas, urban areas, County roads, and State highways. The roads network connects arterials with local streets and activity centers. Local streets provide direct access to abutting properties and for localized traffic movements within residential, commercial, and industrial areas. Investigation of current traffic volumes on the County facilities revealed no urban levels of traffic.

Current Conditions

The Lemoore Public Works Department is responsible for maintaining the City's roads through its Street Maintenance Division. The Division provides maintenance for roads, curbs, gutter, and sidewalks within the City's jurisdiction. The Street Maintenance Division oversees and repairs 96.5 miles of center lane roads. The Street Maintenance Division projects are largely funded by the SB 1 road rehabilitation, maintenance, and gas tax revenues.

FACILITIES AND INFRASTRUCTURE

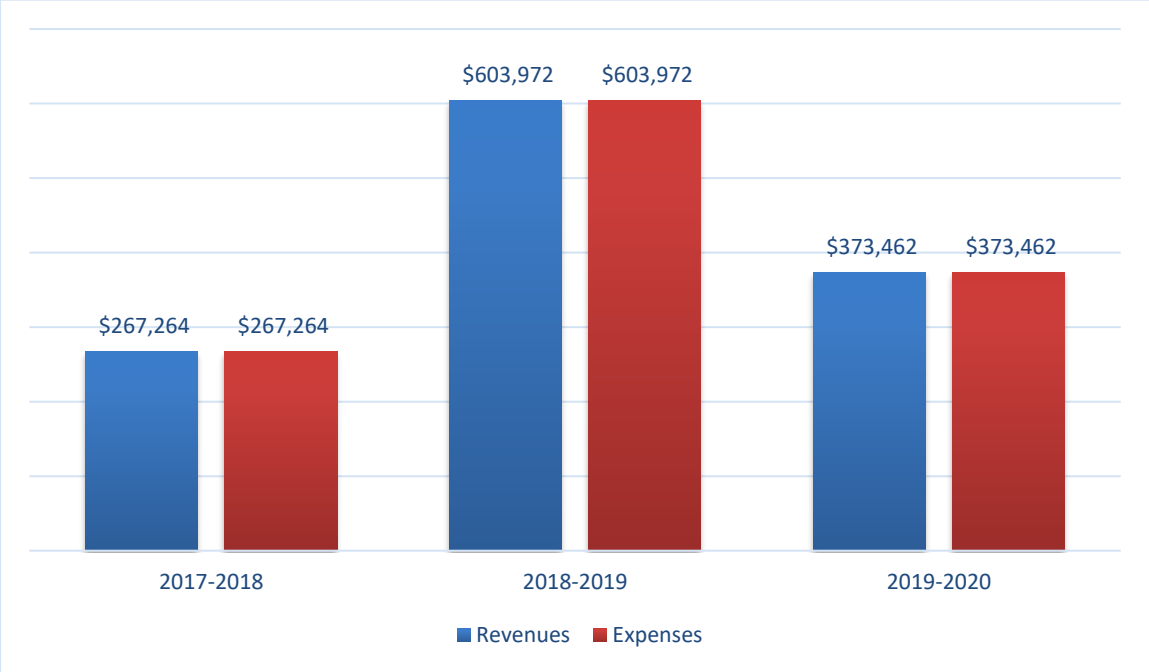
The Five-Year Community Investment Program FY 2017–2021 (CIP) budget includes several projects that would provide upgrades to existing road infrastructure and help plan for future projects (City of Lemoore, 2021). Funding sources for these projects include gas taxes, TE/RTPA exchange fund, federal grants, fund streets and thoroughfares east, Capital Impact Fees, and streets capital. These improvements are described below:

- Streets Master Plan ($207,000 total for all five years) – Continued to 2022
- Carmel Drive Overlay Asphalt ($38,020 total for all five years) - Completed
- Fox Street Overlay Asphalt ($147,740 total for all five years) - Completed
- Slurry Seal Projects ($233,080 total for all five years) – Continued into 2022
- 41 and Bush Interchange ($150,000 total for all five years) - Completed
- Lemoore Avenue SR198 Overlay ($613,300 total for all five years) - Completed
- South Vine Street Reconstruction ($160,000 total for all five years) - Completed
- Bush Avenue 19th Overlay ($60,000 total for three years) - Construction in 2022
- Sidewalk 19 1/2 Avenue from Bush Street to Railroad Crossing($358,103 total for all five years) - Completed

Street maintenance revenues are comprised of the General Fund and special revenues. Total street projects were accumulated to approximately $16,796,843 in the CIP FY 2017–2021. The California State Controller's Office recorded budgets between 2018–2020. Expenditures for 2018 stated $798,043, 2019 stated $372,146, and 2020 totaled to $940,899. Previous years are not recorded on the State's Controller's website. This increase is the result of

planned capital and infrastructure projects. Chart 4-6 shows that the Department generates all the revenues needed for street services through special revenues. Lemoore also charges a development impact fee to fund arterial street widening and traffic signals that are needed to support new private development projects. Lemoore funds the maintenance of new local streets by requiring land developers to establish a public facilities maintenance district (PFMD), which is a yearly fee added to the property tax bill.

Chart 4-6
Street Division Revenues and Expenditures



ABILITY TO SERVE ANNEXED POPULATION

The City's Street Division of the Public Works Department has been adequate for many years, with a balanced budget and adequate funding for the Community Investment Programs.

Determinations

Determination 4.1.7-1 – The City actively maintains the existing road systems and provides street sweeping and leaf pick-up services within the city limits.

Determination 4.1.7-2 – The City utilizes a Community Investment Program and reimbursements from the Gas Tax to aid in the repair and maintenance of existing roadways within the city limits.

Determination 4.1.7-3 – The City would be able to adequately serve the increased population for the 2040 buildout.

4.1.8 - STORMWATER AND FLOOD CONTROL

Summary of Prior MSR Findings

The 2007 MSR identified that stormwater drainage is accomplished in the City through a system of curbs, gutters, a limited number of stormwater collection lines, and stormwater drainage basins. The Lemoore Canal, a predominant irrigation and drainage feature in the region, runs to the north-south, forming the eastern border of the Planning Area. Controlled discharge from drainage basins is allowed into designated canals owned and operated by Lemoore Canal & Irrigation Company.

Lemoore has relied on surface drainage systems to contain and transport stormwater run-off. During "normal" storm events, drainage systems function at an acceptable level of service. Flood zone mapping prepared by the Federal Emergency Management Agency (FEMA) indicates that the Planning Area lies outside any major flood-prone areas. There are small, localized areas within the Planning Area where it is shown to be within the 100-year flood plain.

Flood inundation from a dam failure could potentially occur from Terminus Dam, Success Lake Dam, and Pine Flat Dam (located in the Sierra Nevada east of the valley floor on the Kaweah, Tule, and Kings River). Additional improvements to other flood control facilities in the Kings County area have significantly reduced local natural flood hazards. According to the Army Corps of Engineers (ACOE), inundation maps for Kings County show that a breach by any of the dams listed above will not affect the City of Lemoore.

Through the City's General Plan, the City Council has adopted runoff/discharge policies with strict controls to meet the National Pollution Discharge Elimination System (NPDES) for the development project. Water features within the review area include rivers, lakes, and canals, which also provide drainage resources for the residents of Lemoore. The Lemoore Canal, one of the larger and more well-known irrigation and drainage feature in the region, runs along the east side of the review area. Lemoore Canal and Irrigation Company operate drainage ditch facilities within the City.

Current Conditions

The City completed an updated Storm Drainage Master Plan in September of 2018 that updated much of the information identified in the prior 2007 LAFCo MSR for the City of Lemoore. The City's storm drainage system deposits approximately 425 acre-feet of stormwater runoff into the existing basins. The City owns and operates 25 pump stations with a pipeline system connecting to all inlets and seven retention/detention drainage basins of approximately 74 acres connecting to ditches. The storm drainage system removes rainfall from surface streets and disposes of the accumulated stormwater in drainage basins (City of Lemoore, 2018).

Figure 4-5 illustrates the current storm drainage system. Figure 4-6 shows the master-planned system. The City's water system services residential and non-residential lands within the city limits. The service area includes 60 percent of developed lands and 40 percent of undeveloped lands underutilized inside the city limits (City of Lemoore, 2018). The City's General Plan has stated as of 2006, approximately 1,371 acres or 25 percent of the City is developed for residential uses while industrial and commercial uses constitute 487 acres or nearly 10 percent of the land within city borders.

The Storm Drainage System Master Plan has identified specific locations of stormwater deficiencies. Excessive operational attention is required to operate or maintain system facilities, and stormwater basin discharge disposal exceeds facility capacity. Runoff ponding exceeds curb heights in a few locations and nearly reaches residential floor elevations. System capacity serving 'downtown' routinely necessitates sandbagging, and curb-height street flooding is repetitious with less-than-design storms.

The Five-Year 2017–2021 Community Investment Program (CIP) Budget identifies nine projects that would provide some upgrades to existing facilities. The funding for these projects will come from the City's storm drainage capital and storm drainage impact fees. The total cost of all the projects for the five-year period is $1,985,000, which will be entirely funded by the impact fees, specifically the storm drainage facility fee and sewer fees. These improvements are described below:

- Storm Drain Oversizing for Development Projects ($50,000/year for all five years) - Continued to 2022
- Lemoore High School Storm Basin Improvements ($255,000/year for all five years) - Continued to 2022
- Daphne Storm Drain Basin Improvements ($840,000/year for all five years) - Continued to 2022
- Storm Drain Master Plan ($200,000 total for all five years) - Completed
- D Street Storm Drainage ($640,000 total for all five years) - Continued to 2022
- D Street Storm Drainage ($640,000 total for all five years) - Continued to 2022
- Repair Drainage at 40G Street ($30,000) - Continued to 2022
- Storm Drain Line Belle Haven to College ($620,000) - Continued to 2022
- Enterprise Drive Drainage ($150,000) - Continued to 2022

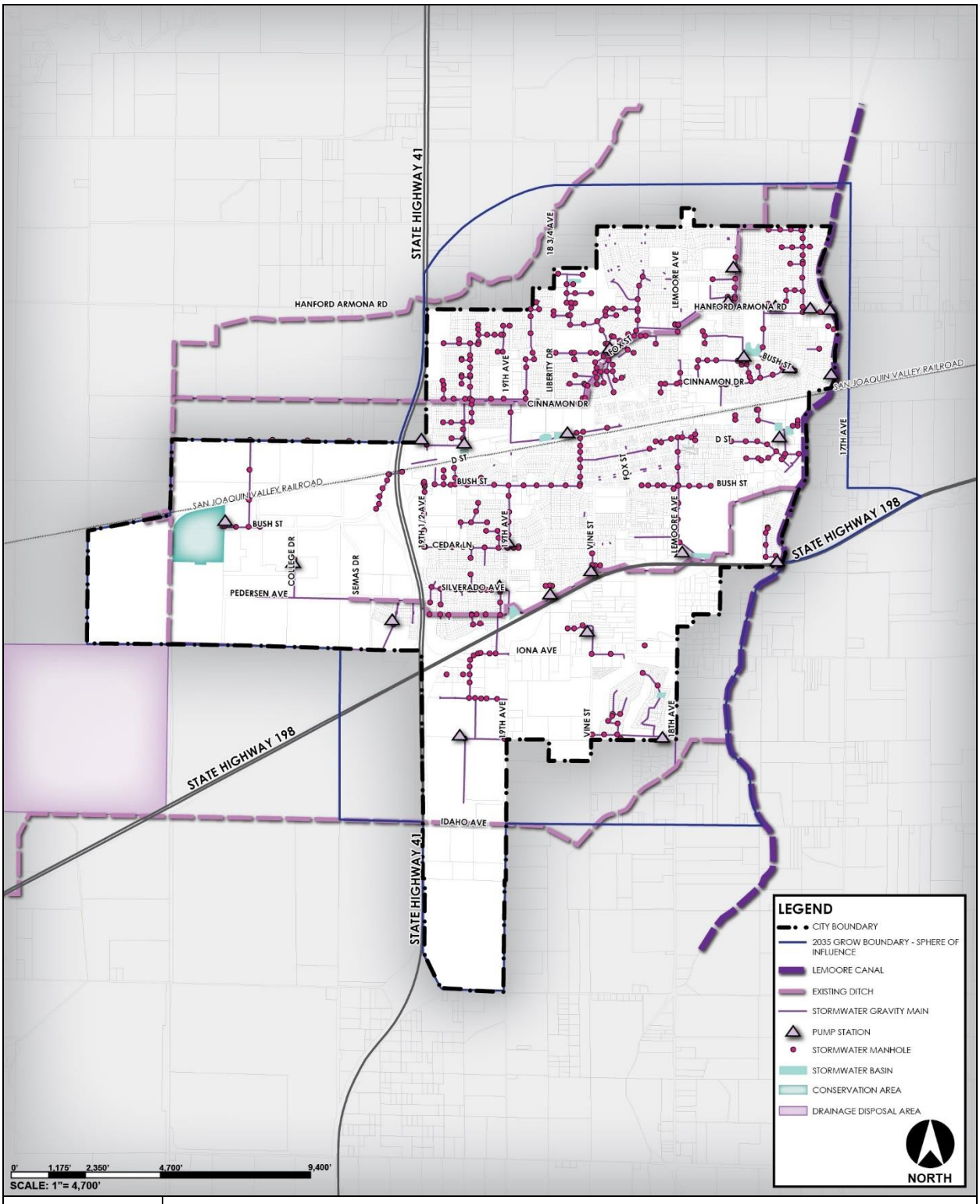


Figure 4-5
Lemoore Existing Storm Drainage System

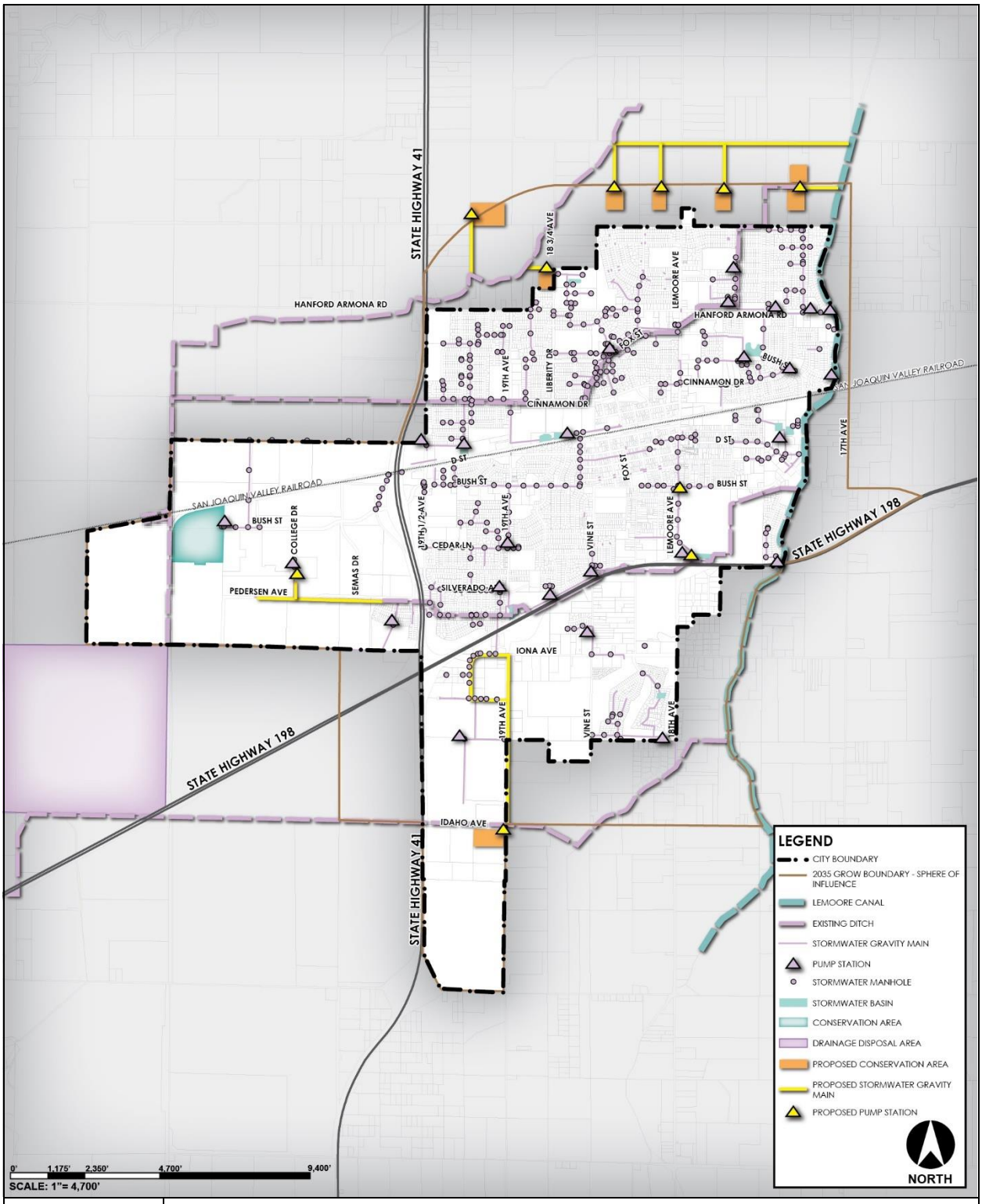


Figure 4-6
Lemoore Proposed Storm Drainage System

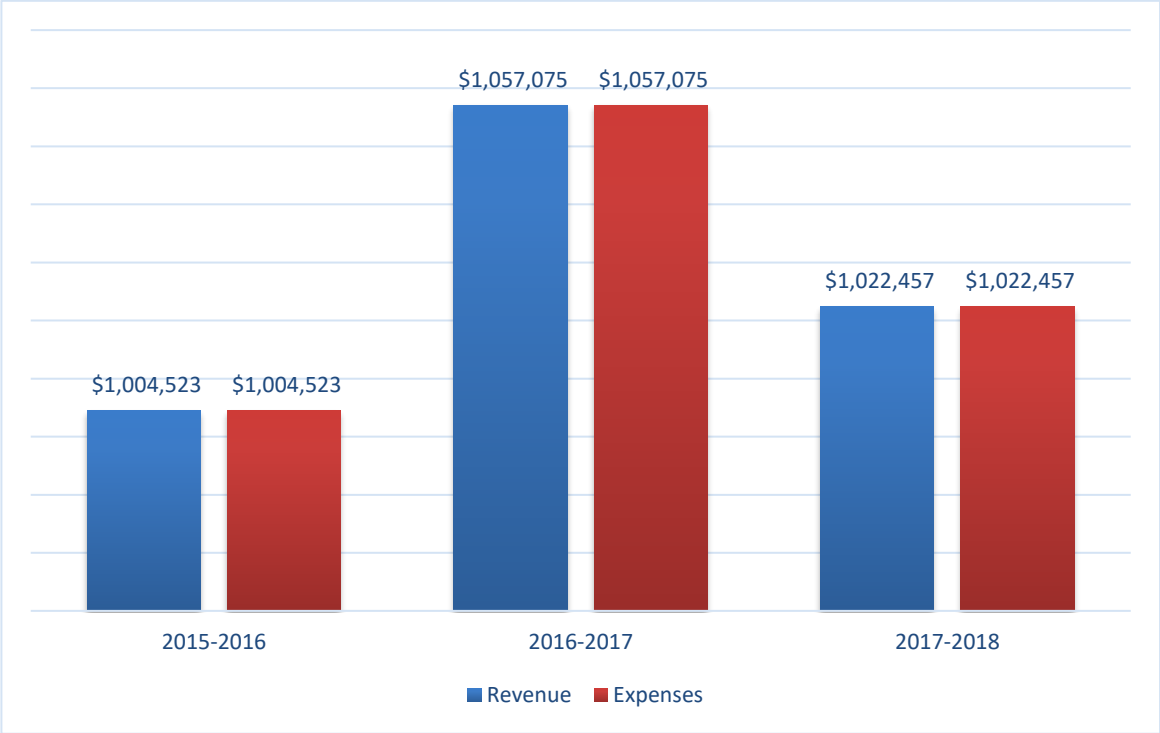
FLOOD CONTROL/DRAINAGE DEPARTMENT FUNDING

The Storm Drainage Operations is a division of the Public Works Department. Revenues are comprised of General Fund, interest income, service fees, penalties, and maintenance fees. Chart 4-7 shows revenues and expenses. Since the Flood Control Department does operate as an enterprise fund, the Department is not solely dependent on General Fund and special revenues. Lemoore also charges a development impact fee to fund the construction of new storm drainage facilities that are needed to support new private development projects.

ABILITY TO SERVE ANNEXED POPULATION

According to the City's Storm Drain Master Plan, the Plan anticipates the necessary growth of the system due to the development of the City. The planning boundary and horizon for the Master Plan were developed in accordance with the City's General Plan. Based on General Plan population projections, the proposed project improvements from the Storm Drainage Master Plan will need to be completed to account for the anticipated future population.

Chart 4-7
Storm Drainage Operations Revenues and Expenditures



Determinations

Determination 4.1.8-1 – The City provides municipal storm drainage services for its residents.

Determination 4.1.8-2 – The City has completed nine out 18 improvement projects and adopted a Storm Drainage Master Plan in 2018 to better identify and improve operations. The City currently has nine storm drainage-related projects following the year 2022.

Determination 4.1.8-3 – The City would serve the increased population adequately and annex County parcels, as long as the City achieves its proposed goals of the Storm Drainage Master Plan.

4.1.9 - PUBLIC TRANSPORTATION

Summary of Prior MSR Findings

LAFCo reviewed transit services in 2007 as part of the Roads and Circulation section of the comprehensive MSR.

According to the previous MSR, several public, private, and social service transportation organizations serve the City of Lemoore. The social service transportation organizations were not discussed in the 2007 MSR.

Kings Area Rural Transit (KART) is the largest provider of public transit services within Kings County. KART serves the transit needs throughout Kings County and parts of adjacent counties. The fixed route provides transit service between the cities of Avenal, Armona, Lemoore, Naval Air Station Lemoore, Visalia, Corcoran, Stratford, Kettleman City, and Lemoore, which is the KART hub for the County. At the time of the previous MSR, KART was estimated to serve 47,000 riders per month (Kings County LAFCo, 2007).

KART also provides Dial-A-Ride services for residents traveling more than one-half mile from an existing bus route for those riders certified by KART as disabled. Dial-A-Ride (door to door) service is available Monday through Friday between 11:00 a.m. and 1:30 p.m. All rides from home must be scheduled one day in advance.

Private transit services are provided in Lemoore by Kings Cab Company. Orange Belt States provides east/west bus services and offers a daily scheduled bus service four times a day to Goshen and Visalia, one bus per day to Paso Robles and Fresno. Greyhound provides the link to the coastal communities and northern and southern destinations.

Current Conditions

The largest single provider of public transportation within Kings County is operated by Kings County Area Public Transit Agency (KCAPTA), a Joint Powers Agency comprised of the County and the cities of Lemoore, Hanford, and Avenal. KCAPTA oversees the operation of the Kings Area Rural Transit (KART) system. KCAPTA establishes the operating policies and defines the services to be provided by KART, including service hours and days, fares, and routes (Tulare County Association of Governments, 2018). KART provides transportation services to Armona, Avenal, Corcoran, Grangeville, Hardwick, Hanford, Kettleman City, Laton, Lemoore, Naval Air Station Lemoore, and Stratford. KART Paratransit is available to eligible certified ADA passengers. In addition, KART provides regular transportation services to Fresno and Visalia (Kings Area Rural Transit, 2020).

KART provides Lemoore with 21 bus stops with one-half-hour routes, regular service to most other communities in the County, and weekday service to Visalia. Dial-A-Ride (demand response) service is available for only those residents of Lemoore, Hanford, Armona, and Avenal traveling more than one-half of a mile from an existing fixed bus route or for those

riders certified by KART as disabled. There is also a Lemoore-Fresno fixed route that runs every Monday, Wednesday, and Friday, with limited service on Saturdays.

FACILITIES AND INFRASTRUCTURE

The existing KART Transit Station in Lemoore is located at the Follett Depot Station on the northside corner of E Street and Follett Street. Lemoore is one city of multiple cities (and the County) that contribute to the operation of KART. KART or public transportation were not included in the FY 2019–2020 budget. The City's General Plan describes guiding policies and implementing actions that support coordination with KART for public transportation services.

TRANSIT FUNDING

The City of Lemoore's FY 2019–2020 budget did not include funds for public transportation. According to KART's 2019–2020 budget, most of the funding for KART comes from fares, collection of local taxes, and federal funds. The City of Lemoore is not listed as a source of revenue.

Determinations

Determination 4.1.9-1 – The City, in conjunction with other cities and Kings County, provides fixed route and dial-a-ride service to its residents within the city limits and urban area boundary through the Kings Area Rural Transit (KART) system.

Determination 4.1.9-2 – The City's transit capital and service goals and policies are identified in the City of Lemoore General Plan.

Determination 4.1.9-3 – The City will continue to utilize the public transportation system provided by the County through KART.

4.1.10 - SOLID WASTE DISPOSAL

Summary of Prior MSR Findings

LAFCo reviewed solid waste services in 2007 as part of the comprehensive MSR. At the time of the previous MSR, there were no active solid waste disposal facilities within the Planning Area. The Kings Waste Management Authority (KCWMA) was formed in September 1998 by agreement between Lemoore, Hanford, Corcoran, and the County of Kings to provide a regional approach to all waste management activities in Kings County. Solid waste from Lemoore is transported to the Kings Waste and Recycling Authority (KWRA) Materials Recovery Facility in Hanford.

The existing KWRA landfill southeast of the City of Lemoore was closed in 1998. The KWRA does not operate an active landfill. Waste is hauled by transfer trucks from the Material Recover Facility (MRF) to the State permitted Chemical Waste Management Landfill site in Kettleman Hills (45 miles southwest of the MRF).

Current Conditions

The Refuse Division is responsible for collecting and transporting solid waste refuse and recycling from residential and commercial premises within the city to Kings Waste and Recycling Authority Facility. Refuse service includes the residential collection of green waste, co-mingled recycling, refuse, and commercial bin service from one to five times per week, depending upon the need. In addition, the Refuse Division offers commercial co-mingled recycling. The Refuse Division is also responsible for sweeping residential streets. Lemoore still participates in the Kings Waste and Recycling Authority. The Authority has a five-member Board, which has one representative from each of the City Councils and two representatives of the Kings County Board of Supervisors. The Authority also has seven staff members.

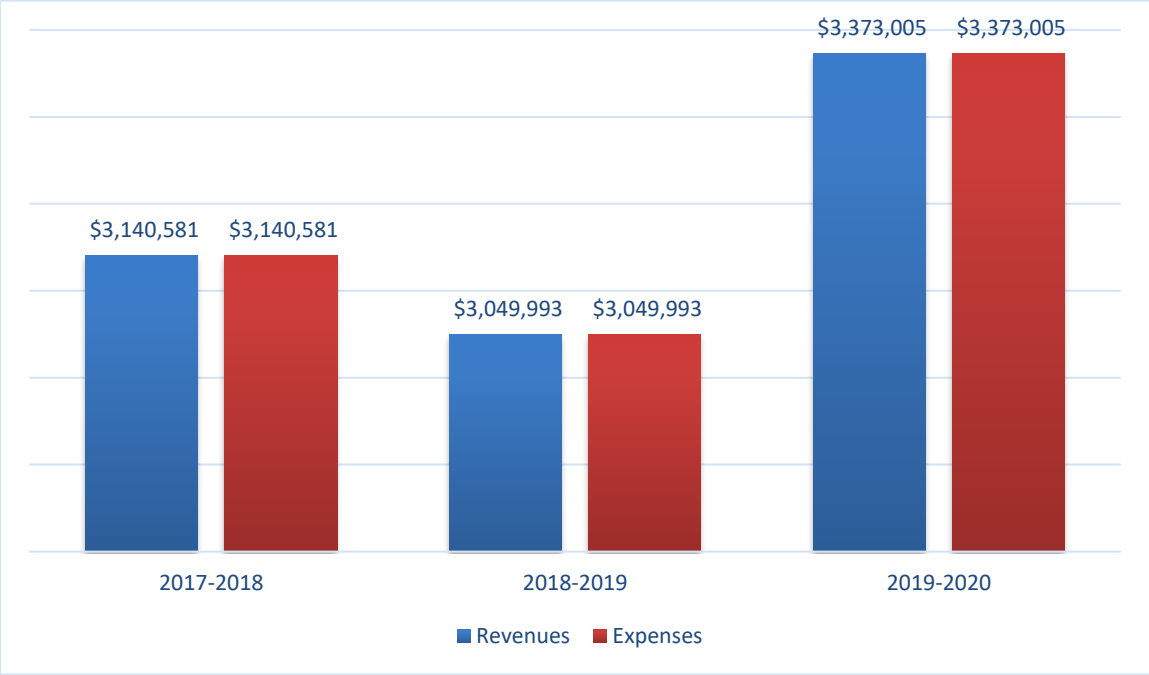
FACILITIES AND INFRASTRUCTURE

The City's Five-Year CIP described three projects regarding solid waste, and the previous MSR did not indicate any future facility projects.

SOLID WASTE DISPOSAL FUNDING

The Refuse Operation Fund is an enterprise fund primarily funded by user fees. The operating expenses for solid waste in 2018 was $3.1 million, 2019 was $3.0 million, and in 2020 the expenses increased to $3.3 million per the California State Controller's Office. As shown in Chart 4-8, the refuse operations budget increased by $323,012 from 2019 to 2020. According to the FY 2019–2020 budget, the increase is likely due to personnel services (City of Lemoore, 2021).

Chart 4-8
Refuse Operations Revenues and Expenditures



Determinations

Determination 4.1.10-1 – The City provides residents and commercial properties with solid waste collection and disposal through a JPA with Kings Waste and Recycling Authority.

Determination 4.1.10-2 – The City's Refuse Operations revenues and expenditures have been balanced.

Determination 4.1.10-3 – The City should continue to participate in the Joint Powers Authority and review the rates established to ensure equal service levels throughout the service area.

Determination 4.1.10-4 – The City will continue to utilize the Joint Powers Authority with the Kings Waste and Recycling Authority, and there will be no change of service by the County or City with the annexation of the County parcels.

4.1.11 - PLANS FOR FUTURE SERVICES

The Water, Wastewater, and Storm Drain Master Plans developed future utilization through Carrollo Engineer's research and test analysis. Therefore, implementing these master plans would properly provide the adequate extension of services to the City's growth areas, namely the additional population of the County parcels and the areas in the proposed Sphere of Influence.

In all, the City has done ample infrastructure planning to accommodate growth projections in the City. The infrastructure documents mentioned above also include improvements and recommendations needed to improve any possible deficits in water, wastewater, and storm drainage capacity within the existing systems.

Public safety services such as police officers and firefighters will need to increase their inventory to provide a safe environment for their community. The refuse operations will need to increase with the increase of the future population.

Determinations

Determination 4.1.11-1 – The City's General Plan and subsequent Water, Wastewater, and Storm Master Plans have calculated and planned for service accommodation for the City's future population.

Determination 4.1.11-2 - Present needs for public facilities and services are currently being met. Population increases are not currently anticipated to outpace the City's ability to provide services.

Determination 4.1.11-3 – Implementation of master plans would properly provide the adequate extension of services to the County parcels, were they to be annexed.

4.2 - Financial Ability to Provide Services

The City of Lemoore prepares a comprehensive annual budget that clearly describes the services provided to the residents and the funds expended for those services. The City of Lemoore has incorporated an Economic Development Element within its General Plan. Three percent of the land area is designated for commercial/industrial uses. This will be sufficient in generating revenue from taxable sales.

An examination of financing includes an evaluation of the fiscal impacts of potential development and probable mechanisms to finance needed improvements and services. Evaluating these issues is important to ensure new development does not excessively burden existing infrastructure and the ability of the City to fund existing improvements and services.

An examination of rate restructuring should identify impacts on rates and fees for services and facilities and recognize opportunities to positively impact rates without decreasing service levels. The focus of this required element of the MSR is whether there are viable options to increase the City's efficiency through rate restructuring prior to any city limit or SOI adjustment.

4.2.1 - CITY BUDGET

The FY 2021–2022 budget reflects the City Council's goals and continues funding sufficiently to maintain basic service levels. The budget is built upon guiding policies and is prepared in stages by fund type, allowing each fund's budget to be presented to City Council and discussed individually. The City's projected revenue for all funds in 2021 is $28.9 million. The projected expenditures in 2022 total $38.7 million (City of Lemoore, 2021).

The City will need to provide an updated version of the Five-Year Community Investment Program for FY 2022–2026 in accordance with the fiscal budget. The City did not identify any major factors and obstacles affecting the FY 2021–2022 budget. However, the City did list a series of budget strategies and fiscal policies, including flexible and cost-effective responses, contingency reserves, appropriation control, debt management, and fees.

The two primary sources of revenue for the City consist of sales tax and property tax. Other revenue sources include licenses, permits, and fines. The City also pursues additional sources of funding from outside agencies with grants.

The primary sources of expenses for the City are the public safety services of the Police and Fire Department when combined, total 27 percent of expenses for the City stated in the California State Controller's Office. Other expenses include the Public Works Department (Admin/Engineering & Street Maintenance) and Parks and Recreation. Within these expenses, the salaries and benefits of all employees are included.

Overall, the City has adopted policies and strategies that drive the development of a sound budgetary structure. The City maintains goals and performance measures to gauge its effectiveness yearly.

4.2.2 - RATES AND FEES

The City periodically sets rates and fees for various services it provides through the Master Fee Schedule. The most current Fee Schedule was updated in 2020. The listed fees include:

- Project Specific Permit Fees
- Plumbing Fees
- Building Permit Fees
- Planning and Development Fees
- Public Works Fees
- Water Meter Installation and Hydrant Rental Fees
- City Hall Miscellaneous Activity Fees
- Police Department Activity Fees
- Facility Rental Fees

4.2.3 - PROPOSITION 218

Proposition 218 (Prop 218) restricts the local government's ability to impose assessment and property-related fees and requires elections to approve many local government revenue-raising methods. This initiative, approved in 1996, applies to nearly 7,000 cities, counties, special districts, schools, community college districts, redevelopment agencies, and regional organizations. It ensures that all new taxes and most charges on property owners are subject to voter approval and especially to the tools of using property-related fees to fund governmental services instead of property-related services. Potential concerns for the long-term effects of the proposition have been created in a local government's ability to fill the growing divide between infrastructure needs and the provision of governmental services for the new infrastructure.

4.2.4 - OPPORTUNITIES FOR RATE/FEE RESTRUCTURING

The City's Fee Schedule is subject to periodic comprehensive revisions and updates. The Fee Schedule was last updated in November 2020 through a Resolution 2020–36. The Resolution updated the fees in the Master Fee Schedule by implementing a fee increase annually based on the "Consumer Price Index - All Urban Customers" for the area of "Los Angeles-Riverside-Orange County, CA." The increase will be effective each July 1st and based on the most recent 12-month average compared to the previous 12-month average.

The City's Financial Budget Policies include the following revenue policy to ensure that rates and fees are adequate to cover the costs associated with the operations and infrastructure needs of City services:

- The City Council will annually adopt a schedule of fees and charges. The fees and charges will be set to provide adequate resources for the cost of the program or service provided.

There is no evidence to suggest that the City would not be able to provide services to the County parcels to be included in the updated Sphere of Influence and annexed in the City and charge fees consistent with the citywide fees for such services. Further, since the City's common practice is to review these fees periodically, it can be assumed that future years will follow the same review and update procedure to ensure that full cost recovery is obtained for services rendered.

Determination 4.2-1 – The City annually conducts an open, transparent budgeting process aimed at balancing the needs of the City with the financial resources available.

Determination 4.2-2 – The City attempts to utilize other forms of revenue available besides sales/property taxes and fees, such as grants, to supplement its revenue stream.

Determination 4.2-3 – The City levies a series of fees and rates to offset the operations, maintenance, and infrastructure costs of the services it provides.

Determination 4.2-4 – The services provided by the City are subject to Proposition 218.

Determination 4.2-5 – There is no evidence suggesting that the City would be unable to provide services to the County parcels to be annexed to the City and charge fees consistent with citywide fees for services. Since the City's common practice is to review these fees and adopt revised fees on a periodic basis, it can be assumed that future years will follow the same review and update procedure to ensure that full cost recovery is obtained for services rendered.

4.3 - Status of, and Opportunities for, Cost Avoidance and Shared Facilities

Practices and opportunities that may help reduce or eliminate unnecessary costs are examined in this section, along with cost avoidance measures already being utilized. Occurrences of facilities sharing are listed and assessed for efficiency. Potential sharing opportunities that could result in better delivery of services are also discussed.

Lemoore Canal and Irrigation Company provide assistance in stormwater and groundwater management. The City of Lemoore and West Hills College Lemoore have partnership opportunities in providing shared resources. Potential opportunities or partnering exist with the California Department of Forestry (CDF) and various State agencies (i.e., California Department of Transportation, Department of Fish and game, etc.).

Maximizing opportunities to share facilities allows for a level of service that may not otherwise be possible under normal funding constraints; however, facilities sharing opportunities are not without challenges. When a municipality enters into a shared agreement, it generally relinquishes a portion of its control of the facility. Additionally, the facility may not be entirely suited to accommodate the municipality's needs.

The City has demonstrated its desire to work with surrounding agencies to provide quality service to residents in a cost-effective manner. The Lemoore Fire Department maintains a mutual aid agreement with Kings County. The City also participates in the Kings County Area Public Transit Agency, a Joint Powers Agency comprised of Kings County, Lemoore, Hanford, and Avenal, to provide public transportation to its residents. Lemoore is also a member of the Kings Waste and Recycling Authority, a Joint Powers Authority comprised of Lemoore, Hanford, Corcoran, and Kings County, to provide refuse disposal to its residents.

Therefore, although there is much collaboration already between the City and other agencies, the City should consider reviewing its agreements annually to determine if further cost savings could be realized beyond the current economies of scale.

4.3.1 - DETERMINATIONS

Determination 4.3-1 – The City participates in a mutual aid agreement with the Kings County Fire Department for additional fire protection service.

Determination 4.3-2 – The City participates in the Kings County Area Public Transit Authority to provide public transportation to its residents.

Determination 4.3-3 – The City is a member of the Kings Waste and Recycling Authority to provide refuse disposal to its residents.

Determination 4.3-4 – The City should annually review the agreements in which the City participates to establish if further cost savings could be realized beyond the current economies of scale.

4.4 - Accountability for Community Service Needs, including Governmental Structure and Operation Efficiencies

This section assesses the management structure and overall managerial practices of the City and evaluates the ability of the City to meet its service demands under its existing government structure. Also included in this section is an evaluation of compliance by the City with public meeting and records laws.

An examination of government structure should consider the advantages and disadvantages of various government structures that could provide public services. In reviewing potential government structure options, consideration may be given to service delivery quality and cost, regulatory or government frameworks, financial feasibility, operational practicality, and public preference.

An examination of local accountability should evaluate the accessibility to and levels of public participation with the agency's management and decision-making processes. The MSR Guidelines note measures such as legislative and bureaucratic accountability, public participation, and easy accessibility to public documents and information as important in ensuring public participation in the decision-making process.

4.4.1 - ORGANIZATIONAL STRUCTURE

The City of Lemoore operates under the city manager/city council form of government. The City Council sets policy for the City and appoints a city manager to oversee day-to-day operations. Lemoore's City Manager is responsible for the overall administrative direction of the City. This includes a review of all management performance plans to ensure that major goals and objectives of the City are achieved. The City Manager is also responsible for developing and implementing the annual budget and developing positive relationships with community organizations, employee groups, and other governmental agencies. The current City Manager is Nathan Olson.

Council Members are the leaders and policy makers elected to represent the community and to develop policies that meet the needs of the City's residents. Members of the Lemoore City Council are selected directly by the electorate to serve as the policy-making board of the City. The City Council comprises five members elected by districts and serves 4-year staggered terms. Each year the City Council Members select a mayor and vice-mayor from amongst themselves. In response to the 2020 Census, the City is currently conducting a redistricting process to redraw the district boundaries to balance the population. The current members of the Lemoore City Council are:

- Mayor Stuart Lyons (District A)
- Mayor Pro Tem Patricia Mathews (District E)
- Council Member Jim Chaney (District B)
- Council Member Frank Gornick (District C)
- Council Member David Orth (District D)

In 2020, the City operated with approximately 122 staff members. The City also collaborates with community organizations to supplement staff services through the use of volunteers. Two appointed advisory commissions assist the City Council in making policy decisions:

- Parks and Recreation Commission
- Planning Commission

Citizens have an opportunity to participate in the implementation of local policies by serving on a commission. Each commission is comprised of citizens who work to provide services to the community while assisting the Council in achieving goals established by the citizens and elected officials. A summary of the City's departments and the various services they provide to the residents of Lemoore is provided below. The following information about each department was taken directly from the City's 2022 Adopting Budget.

City Council

The district elects the five City Council Members to serve four-year, overlapping terms. Municipal elections are held in November of even-numbered years. The Council selects one of its members to serve a two-year term as Mayor, who presides at meetings and represents the City in official matters and at official functions. The City Council is responsible for approving all legislation and formulating City policies. The Council's objectives are broad and include translating public suggestions and service requirements into policies and programs to provide desired levels of service efficiently and economically. The Council keeps abreast of current State and federal legislation. By participating in the League of California Cities, Council Members are able to compare policies, techniques, and procedures with other cities throughout the State. The City Council conducts its meetings in public session on the first and third Tuesday of each month, at 7:30 p.m. and at other times when special meetings are called.

City Manager

The City Manager is charged with coordinating and directing the administration of the City within the framework of policy established by the City Council. The City Manager is responsible for directing the administration of departments, preparing and submitting the annual budget, maintaining communication and good relations with the general public, advising the Council on the City's financial condition, and recommending to the Council measures or actions considered necessary for the welfare of the City and efficient operation of government. The City Manager also directs the development and implementation of the City's General Plan, utility plans, strategic financial policy, personnel administration, and intergovernmental coordination/liaison activities. Additionally, the City Manager's Office provides clerical and staff assistance to the City Council. The City Manager is involved in providing support to the Successor Agency, the Oversight Board, and the Lemoore Housing Authority.

City Clerk

The City Clerk serves as the Clerk of the City Council and is responsible for preparing agendas, recording, and maintaining all Council actions, and preparing and filing public notices. As the official records keeper for the City, the Clerk is responsible for coordinating and administering all City records, documents, and public files. The City Clerk manages all City Public Records Act requests and serves as the Elections Officer for the City and the Filing Officer/Official for Fair Political Practices Commission requirements.

Finance Department

Finance Department, under the direction of the Assistant City Manager/Administrative Services Director, is responsible for the fiscal management and oversight of City operations. The Finance Department plans, receives, monitors, safeguards, invests, and accounts for the City's financial resources in the highest legal, ethical, and professional standard. Finance provides services through processing accounts payable and receivables, animal licensing, business licensing, budget control, data processing, purchasing, fixed assets, and general accounting services.

Community Development Department

The Community Development Department encompasses all City planning functions. Staff is tasked with enforcing the policies set forth in the City's Municipal Code as they pertain to planning and development. All development, both new construction and modifications to existing structures, must first obtain project approval for site location and design. Staff is responsible for ensuring that zoning ordinances, policies, and property use remain compatible with the City's goals and objectives, community needs, State and federal laws, as well as the City's General Plan. Planning staff assists the public with a wide variety of inquiries and permits, which include processing all planning applications, preparing updates to the General Plan and Zoning and Subdivision Ordinances, preparing the General Plan Annual Report to the State, and conducting the General Plan conformity analysis for City budgets related to capital projects.

Additionally, staff provides professional advice on planning items to the Planning Commission and City Council. The Planning Commission is responsible for the review of planning and development within the City to assure that development is consistent with City policy and is in the best interest of the City.

Facilities Maintenance Division

The Facilities Maintenance Division is charged with maintaining/repairing City-owned buildings and park facilities. Facility duties include preventative, corrective maintenance, renovations, new construction projects, and daily janitorial services and fixes/repairs as requested. Staff is also responsible for Street duties, i.e., streetlight repairs, tree trimming, some accident cleanups, street banners, and repairs to traffic signals, school zone speed

signs, and crosswalk signal lights. Staff also assists the Recreation Department with large event setups, takedowns, and cleanups.

Police Department

The Police Department is charged with the protection of life and property and the primary responsibility of crime prevention and suppression. The Department maintains good relations with the public, investigates traffic accidents, crimes, and violations of City, State, and federal laws. While our mission of protecting people and crime prevention remains the same, we face many new challenges in accomplishing that mission like all organizations. To ensure the Lemoore Police Department adapts to these new realities, we will engage in regular strategic planning to continually assess the external environment for emerging challenges and enhance our capacity to respond effectively to these challenges.

Fire Department

The Lemoore Volunteer Fire Department (LVFD) is managed by a Fire Chief and two Assistant Chiefs. LVFD is comprised of 32 volunteer members, 10 of which are certified Emergency Medical Technicians. The Fire Department employs one full-time Administrative Assistant / Fire Prevention Inspector and one full-time Maintenance Worker I/II. The City of Lemoore Fire Department received revenues from the Kings County Ambulance Commission related to response times of the contracted ambulance provider. The funds can be used to support emergency medical response.

Public Works Department

The Public Works Department provides leadership, management, administration, and coordination of a wide variety of municipal services. The citywide infrastructure is administered, built, and maintained through department programs, each with its own set of goals and objectives. The Public Works Department supervises and directs the Water, Wastewater, Storm Drainage, Solid Waste, Streets, and Fleet Divisions. In addition, the Public Works Department coordinates engineering activities with the contracted City Engineer and oversees the Community Investment Program (CIP) projects that impact many of the City's infrastructure.

Recreation Department

The Recreation Department offers the rentals of City properties and coordinates the contracts for activities with the City. Due to budget restraints and COVID19 impacts, City-sponsored activities were significantly decreased in FY 2021. In FY 2022, as the State moves toward reopening, the City will begin to reestablish community activities and programs.

Information Technology Department

Information Technology encompasses the City's computer technology and telecommunications systems. The Department provides a vision for future technology needs

and assistance, enhances business and daily operations, and oversees the procurement of new equipment. The Department maintains the City's network and infrastructure and works with other departments in their specific software needs.

Human Resources Department

Human Resources is responsible for providing responsive employment, personnel, and risk management services to the City's managers and employees and providing information and assistance to external customers and job applicants. Human Resources is responsible for attracting, retaining, and developing a highly qualified and diverse City workforce. Human Resources provides the following key services: recruiting, testing, classification, and compensation; benefits and retirement; workers' compensation; equal employment opportunity; negotiation and implementation of labor agreements; discipline and grievance administration and risk management services. The Assistant City Manager / Administrative Services Director oversees the Human Resources Division.

4.4.2 - PRACTICES AND PERFORMANCE

The Mayor presides over Council meetings, which are held on the first and third Tuesday of each month at 7:30 p.m. in the Council Chambers at City Hall located at 119 Fox Street. The City follows the open meeting law set forth in the Brown Act (California Government Code Section 54950 et seq.). The intent of this legislation is to ensure that deliberations and actions of a legislative body be conducted openly and that all persons be permitted to attend any meeting except as otherwise provided in the law. Agendas are posted at least 72 hours in advance of a meeting, and information made available to the Council is also made available to the public.

There appear to be ample opportunities for public involvement and input at regularly scheduled meetings. The agenda is posted at City Hall and posted on the City's website. Council agendas and packets are posted and available for final at least 72 hours before each regularly scheduled Council meeting. Public notices (pursuant to the Government Code) are published to advertise certain types of hearings, and press releases are issued to inform the public on significant city-wide issues and projects. The City also communicates with the public through direct mail notices, contributed articles in the local newspaper, utility newsletters, and social media.

The City and its departments follow various policies and procedures related to personnel, provision of services, customer relations, and relationships with other agencies. Through the annual budget process, the City employs various techniques aimed at improving operational efficiency, such as eliminating duplicate services, personnel and equipment, reducing administrative costs when possible, and prioritizing service delivery needs to facilitate the use of limited resources to meet the highest priority need.

The City's management structure is relatively simple and is well suited to the type of operations undertaken by the City; the linear management structure ensures an appropriate reporting mechanism and accountability. It allows for a clear delineation of duties

throughout the City for which the public can easily identify and bring forward their own issues, questions, or projects. The existing structure is considered appropriate for the City.

The City's budget process is a key mechanism used to review efficiencies in the management of City services and programs. The annual budget process includes a review of previous year accomplishments, upcoming year goals and programs, and specific funding to conduct those programs. The budget is adopted through a public hearing process by the City Council.

As a municipality, the City is structured to meet the needs and expectations of urban/suburban levels of development. As a multiple service provider with established service systems, the City efficiently provides a comprehensive range of services. The extension of infrastructure and services into County areas within the Sphere of Influence would be logical and generally more efficient than if provided by other entities. Provision of services and infrastructure by the City into the Sphere of Influence should not overlap or conflict with other service providers. The inclusion of the County parcels into the City is not anticipated to require changes to the governmental structure of the City.

4.4.3 - DETERMINATIONS

Determination 4.4-1 – The City operates under the city manager/city council form of government. Each year the Council Members select a mayor and vice-mayor from amongst themselves.

Determination 4.4-2 – The City conducts open meetings in compliance with the Brown Act that allows for complaints and comments regarding services and potential conflicts or inefficiencies to be identified to the City Council by residents.

Determination 4.4-3 – The City utilizes an organizational structure that obtains efficiency through departments heads who oversee multiple divisions.

Determination 4.4-4 – The City makes Council agendas and other information that details operations and services provided by the City available to the public at City Hall and on its website.

Determination 4.4-5 – The current City structure is efficient, transparent, and meets the expectation of its residents with the resources available.


D Street Plaza

SECTION 5 - SPHERE OF INFLUENCE REVIEW

5.1 - Sphere of Influence Overview

The City's primary Sphere of Influence (SOI) boundary currently incorporates a total of 7,496 acres of land located within the City's Planning Area. This boundary includes incorporated and unincorporated that is considered future service are by the City of Lemoore. The Secondary SOI will be calculated once data is received from Kings County.

As part of any Sphere of Influence review, LAFCo is required to consider all the information presented in the Municipal Service Review conducted for that agency. Additionally, LAFCo must also make a written statement of its determinations for that agency regarding the following:

1. The present and planned land uses in the area, including agricultural and open-space lands.
2. The present and probable need for public facilities and services in the area.
3. The present capacity of public facilities and adequacy of public services that the agency provides or is authorized to provide.
4. The existence of any social or economic communities of interest in the area if the commission determines that they are relevant to the agency.
5. The present and probable need for those public facilities and services of any disadvantaged unincorporated communities within the existing Sphere of Influence.

After a written determination has been made with respect to the aforementioned areas of review, LAFCo may adopt a Sphere of Influence (SOI) that is appropriate for the agency's provision of service.

This section meets the requirements of Government Code Section 56425 and allows LAFCo to adopt an SOI that is consistent with the written determinations for the City of Lemoore.

5.1.1 - PRESENT AND PLANNED LAND USES

The City has adopted a General Plan that dictates present and future land use policy for City growth. The City's General Plan includes areas for immediate development as well as reserve areas to accommodate the growth of the period of the document, at least 20 years and possibly beyond.

The City is in the process of reviewing changes to in Land Use Map to would extend land use designations up to Lacey Avenue between SR 41 and 17th Avenue . The City also is requesting that two areas in the south be added to the SOI, one because of a proposed annexation at the southeast corner of Idaho Avenue and 19th Avenue, and the other because of proposed county development project that could need some municipal services in the future located at the southwest corner of SR 41 and Idaho Avenue. If approved, the Land Use Map would be revised to be as shown in Figure 5-1. If these changes are approved by the City of Lemoore, then the Primary Sphere of Influence would be proposed to expand as per Figure 5-2.

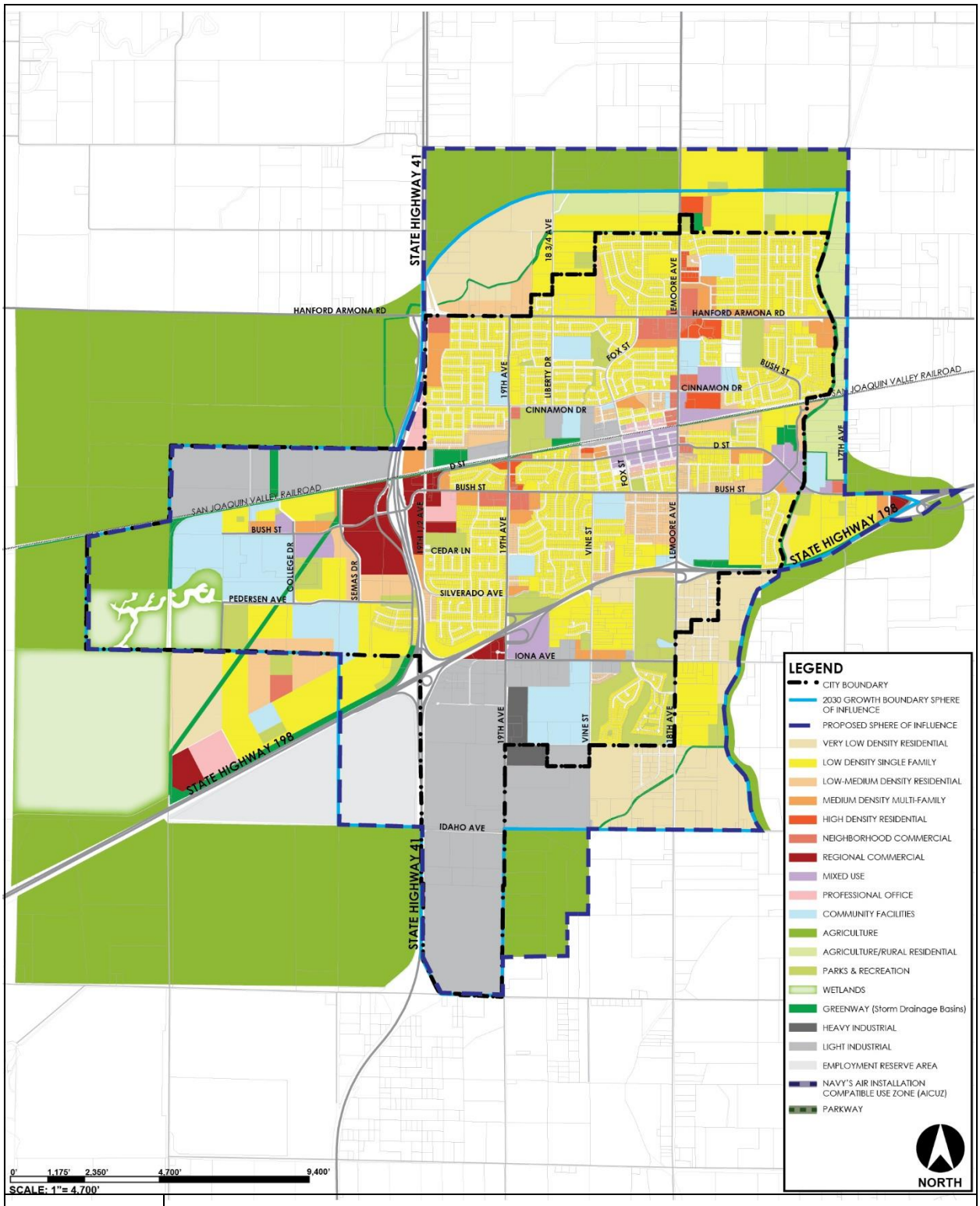


Figure 5-1
Proposed Lemoore Land Use Map

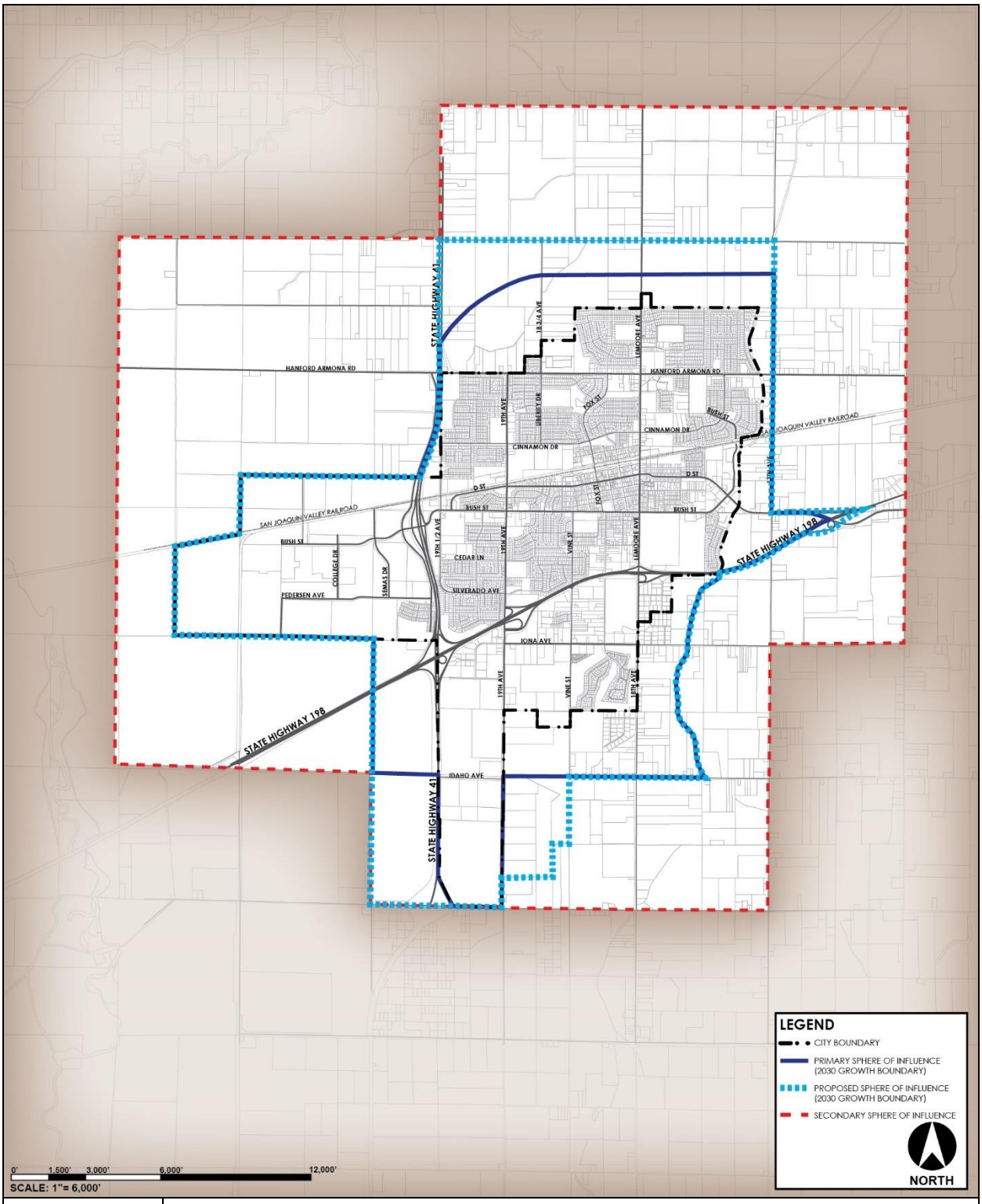


Figure 5-2
Proposed Sphere of Influence Map

The Williamson Act

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to restrict the use of specific parcels of land to agricultural to related open space use. In return, landowners receive property tax assessments that are much lower than normal. This is a voluntary program. Landowners enter into contracts with participating cities and counties agreeing to restrict their land to agriculture or open space for a minimum of 10 or 20 years.

There are 664 acres of land currently subject to a Williamson Act contract within the City's SOI (see Figure 5-2). Just over 40 percent of land in the Planning Area is under Williamson Act contracts; however, some of this land is not currently in agricultural production. Some of the Williamson Act contracts were protested by the City of Lemoore when they were established, in accordance with Williamson Act law. Vacant land is the second most prominent land use within the Planning Area, comprising 2,082 acres or 17 percent of the land.

5.1.2 - Present and Probable Need for Public Facilities and Services

The City provides a wide range of services to its residents while being supplemented by other agencies within its city limits. The City also coordinates through secondary agreements to collaborate with neighboring agencies, such as the County or special districts, to best provide services in a comprehensive manner.

The City will continue to utilize its agreements with the County for public transportation and solid waste collection and disposal. The City has undertaken significant efforts to implement the Master Plan infrastructure in areas within the City. The current public facilities serving the city limits and SOI will continue as is, with no need for a change of services.

5.1.3 - Disadvantaged Unincorporated Communities

Given that the City has extended services beyond its limits within some of these areas, future annexations should be reviewed on a case-by-case basis to determine if a disadvantaged neighborhood needs services that would warrant a subsequent annexation.

5.1.4 - Present Capacity of Public Facilities and Adequacy of Public Services

The City currently provides a level of service which appears satisfactory to meet the needs of its current residents. The City will need to determine the ability to provide public services to any areas to be annexed into the City from the Sphere of Influence. The Police and Fire Department will need to increase their workforce capacity as the City increases in population over time. The water, wastewater, and stormwater utility infrastructure appear capable of serving the City with the future population into 2040.

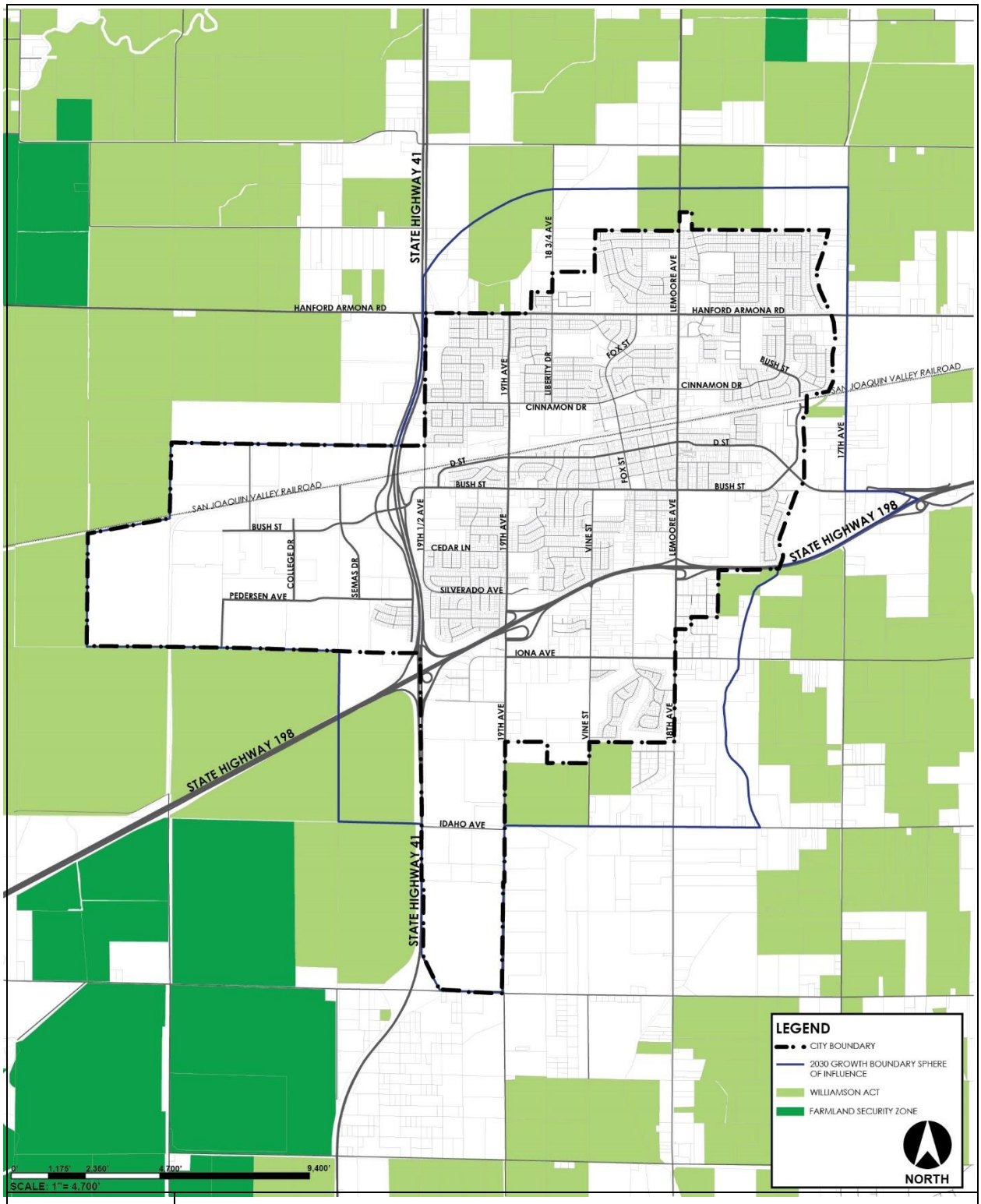


Figure 5-3
Williamson Act Lands

5.1.5 - EXISTENCE OF ANY SOCIAL OR ECONOMIC COMMUNITIES OF INTEREST

The municipal services that would be extended to an annexation proposal should be compared with all land uses to determine if there would be a benefit or improvement in service levels to the community with a follow-up annexation. If the proposal would be cost-prohibitive, the City or the County shall attempt to bring the services through available funding sources, such as grants or loan interest loan programs, in order to facilitate the transition to the City.

5.1.6 - SPHERE OF INFLUENCE RECOMMENDATIONS

As shown in the MSR and throughout the determinations of this document, the City of Lemoore is currently providing services at an acceptable level to its citizens. It has conducted appropriate reviews of the infrastructure systems both through the Five-Year CIP process as well as updating the Water, Sewer, and Storm Drainage Master Plans in 2020. The City is also accountable to its customers through the City Council, which are elected at large.

In conclusion, based on the analysis provided within this report, the SOI for the City of Lemoore may be amended to adequately comply with the goals of the General Plan. The growth envisioned within the General Plan includes a Primary Sphere of Influence and Secondary Sphere of Influence. The Secondary SOI was derived from the 2035 Kings County General Plan. The City of Lemoore will need to update its General Plan to be in accordance with the Kings County Secondary SOI.

Recommendation 5.1-1– It is recommended that the City of Lemoore's Sphere of Influence be updated to include all land designated by the Lemoore General Plan with a specific land use as shown in Figure 5-2.

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City of
LEMOORE
CALIFORNIA

711 West Cinnamon Drive ● Lemoore, California 93245 ● (559) 924-6744 ● Fax (559) 924-9003

Staff Report

Item No: 1-2

To: **Lemoore City Council**

From: **Nathan Olson, City Manager**

Date: **March 18, 2022** **Meeting Date:** **April 5, 2022**

Subject: **Proclamation Recognizing Dr. Ernie Smith**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☐ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Present the proclamation recognizing Dr. Ernie Smith for 12 years dedicated to Senior Witness for Fitness program.

Subject/Discussion:
Dr. Ernie Smith will be retiring from hosting the Senior Witness for Fitness program through Lemoore Recreation. Dr. Smith has dedicated 12 years to the program. Senior Witness for Fitness has grown to be a successful program.

Financial Consideration(s):
Not applicable.

Alternatives or Pros/Cons:
Not applicable.

Commission/Board Recommendation:
Not applicable.

Staff Recommendation:
Staff recommends the presentation of the proclamation recognizing Dr. Ernie Smith.

Attachments:	Review:	Date:
☐ Resolution:	☒ Asst. City Manager	03/31/2022
☐ Ordinance:	☒ City Attorney	04/01/2022
☐ Map	☒ City Clerk	04/01/2022
☐ Contract	☒ City Manger	04/01/2022
☒ Other	☒ Finance	03/31/2022
List: Proclamation		

Proclamation of the Mayor of the City of Lemoore

In Recognition of:

Dr. Ernie Smith

The City of Lemoore hereby recognizes the Dr. Ernie Smith for 12 years of dedicated service to the Citizens of Lemoore through Witness for Fitness program.

Whereas, Dr. Ernie Smith's created a senior walking club named Witness for Fitness in 2010; and,

Whereas, Dr. Ernie Smith leads approximately 50-70 seniors, between the ages of 55 and 95; and,

Whereas, Dr. Ernie Smith motivates and instructs the seniors on proper stretching and endurance building; and,

Whereas, Dr. Ernie Smith has been and will continue to be a wonderful mentor, motivator and champion for the Senior members of our community.

Whereas, Dr. Ernie Smith has volunteered his time during the last twelve years and has accumulated over 2500 hours of service to the Seniors in our community at the Lemoore Recreation Center.

Now, Therefore, Be It Proclaimed, that the City Council of the City of Lemoore does hereby recognize and extend appreciation to Dr. Ernie Smith for his dedication to the Witness for Fitness program.

And, Be It Further Proclaimed, that the City Council of the City of Lemoore on this date April 5, 2022 that Dr. Ernie Smith be recognized for his outstanding and dedicated service contributions to the City of Lemoore over the past 12 years.

In Witness Whereof I, Stuart Lyons, Mayor of the City of Lemoore, have set my hand and caused the Seal of the City to be affixed this 5th day of April 2022.

_____

Stuart Lyons, Mayor

March 15, 2022 Minutes
Lemoore City Council Meeting
Study Session Meeting

CALL TO ORDER:
At 7:00 p.m., the meeting was called to order.

ROLL CALL: Mayor: LYONS
Mayor Pro Tem: MATTHEWS
Council Members: CHANEY, GORNICK, ORTH

City Staff and contract employees present: Assistant City Manager Speer; City Attorney Lerner; Police Chief Kendall; City Clerk Avalos.

At 7:01 p.m., Council adjourned to Closed Session.

CLOSED SESSION

1. Government Code Section 54957
   Public Employee Performance Evaluation – City Attorney

At 7:27 p.m., Council adjourned.

March 15, 2022 Minutes
Lemoore City Council
Regular Meeting

CALL TO ORDER:
At 7:30 p.m., the meeting was called to order.

ROLL CALL: Mayor: LYONS
Mayor Pro Tem: MATTHEWS
Council Members: CHANEY, GORNICK, ORTH

City Staff and contract employees present: Assistant City Manager Speer; City Attorney Lerner; Police Chief Kendall; Management Analyst Reeder; City Clerk Avalos.

AGENDA APPROVAL, ADDITIONS, AND/OR DELETIONS

The ceremonial and presentations will be tabled to the April 5, 2022 meeting.

CLOSED SESSION REPORT

Nothing to report out of Closed Session.

PUBLIC COMMENT

No Public Comment.

CEREMONIAL / PRESENTATION – Section 1

1-1 Distribution of Donations (Olson)

Item tabled to the April 5, 2022.

DEPARTMENT AND CITY MANAGER REPORTS – Section 2

Assistant City Manager Speer stated that the audit will be presented by auditing firm Hudson Henderson on April 5, 2022.

CONSENT CALENDAR – Section 3

3-1 Approval – Minutes – Special Meeting – February 23, 2022
3-2 Approval – Minutes – Special Meeting – March 1, 2022
3-3 Approval – Minutes – Regular Meeting – March 1, 2022
3-4 Approval – Letter of Support for Joint Tulare County Regional Transit Agency and Kings County Area Public Transit Agency TIRCP Application – CVC ZEB Project
3-5 Approval – Resolution 2022-10 – Authorizing the Transfer of Funds from Insurance Claims to Accounts Affected by the Water Incident
3-6 Approval – Appointment of Lemoore Parks and Recreation Commissioners
3-7 Approval – Resolution 2022-11 – Regarding the Public Transit Needs within the City of Lemoore and Authorizing the Filing of a Claim for Transportation Development Act Funds

Motion by Council Member Gornick, seconded by Mayor Pro Tem Matthews, to approve the Consent Calendar.

Ayes: Gornick, Matthews, Orth, Chaney, Lyons

PUBLIC HEARINGS – Section 4

No Public Hearing.

NEW BUSINESS – Section 5

5-1 Report and Recommendation – Budget Amendment and Revision to the City Position Allocation for Addition of one IT Analyst to the Information Technology Division (Speer)

Motion by Mayor Pro Tem Matthews, seconded by Council Member Orth, to approve the Budget Amendment and Revision to the City Allocation for Addition of one IT Analyst to the Information Technology Division.

Ayes: Matthews, Orth, Chaney, Lyons
Noes: Gornick

BRIEF CITY COUNCIL REPORTS AND REQUESTS – Section 6

6-1 City Council Reports / Requests

Council Member Orth attended the Ad Hoc committee meeting to discuss the remainder of the ARPA funds. He stated that it was a good meeting.

Council Member Chaney echoed the comments from Council Member Orth. It was a good meeting and met with the public. Thanked Fire and Police. He also thanked Assistant City Manager for everything she does.

Mayor Pro Tem Matthews thanked City staff for running day to day operations. Attended Little League opening ceremonies and the swearing in for Reserve Officer Van Hoogmoed. She has an upcoming tour scheduled for the Lisa Project with the DA's office. Lemoore Recreation is hosting a Pop Up Shop on March 20th.

Mayor Lyons thanked Police, Fire and Council.

ADJOURNMENT

At 7:53 p.m., Council adjourned.

Approved the 5th day of April 2022.

APPROVED:

_____
Stuart Lyons, Mayor

ATTEST:

_____
Marisa Avalos, City Clerk

City of
LEMOORE
CALIFORNIA

711 West Cinnamon Drive ● Lemoore, California 93245 ● (559) 924-6700

Staff Report

Item No: 3-2

To: **Lemoore City Council**

From: **Frank Rivera, Public Works Director**

Date: **March 22, 2022** **Meeting Date:** **April 5, 2022**

Subject: **Notice of Completion – CIP 5712A – Site Improvements for the Lemoore Public Safety Dispatch Center**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☒ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Approve the filing of the Notice of Completion for CIP 5712 – Site Improvements for the Lemoore Public Safety Dispatch Center and authorize the City Manager, or his designee, to sign document for recordation.

Subject/Discussion:
Staff received approval from City Council on December 17, 2019 to award the bid for Site Improvements for the Lemoore Public Safety Dispatch Center to Romanazzi General Engineering.

The project consisted of constructing a dispatch center for the Lemoore Police Department and the Lemoore Volunteer Fire Department. The project has been completed per plans, specifications and change orders. City staff is requesting that City Council approve the Notice of Completion. Approving the Notice of Completion will begin the release process of any retention and bond funds due to Romanazzi General. The final invoice will be released to the contractor following the recordation of the Notice of Completion, as long as no liens are filed against the contractor.

Financial Consideration(s):
The overall budget of this project was $805,000 with a $80,500 contingency, and the overall cost of the project was approximately $883,067 coming in $2,000 under the contingency.

Alternatives or Pros/Cons:
Pro:

- Filing of the Notice of Completion will allow time for creditors to notify the City of unpaid bills and allow for the release of some of the bonds for the Contractor.

Con:

- None noted.

Commission/Board Recommendation:
Not applicable.

Staff Recommendation:
Staff recommends that City Council approve the filing of the Notice of Completion for CIP 5712A – Site Improvements for the Lemoore Public Safety Dispatch Center and authorize the City Manager or his designee to sign document for recordation.

Attachments:	Review:	Date:
☐ Resolution:	☒ Asst. City Manager	03/30/2022
☐ Ordinance:	☒ City Attorney	04/01/2022
☐ Map	☒ City Clerk	04/01/2022
☐ Contract	☒ City Manager	04/01/2022
☒ Other	☒ Finance	03/31/2022
List: Notice of Completion		

RECORDING REQUESTED BY AND
WHEN RECORDED RETURN TO:

City Clerk
City of Lemoore
711 W Cinnamon Drive
Lemoore, CA 93245

No Fee Per Government Code 6103

NOTICE OF COMPLETION

NOTICE IS HEREBY GIVEN, pursuant to Civil Code Section 9204, that:

1. On **January 30, 2020,** the City of Lemoore, entered into a contract with **ROMANAZZI GENERAL ENGINEERING,** for the construction of **POLICE DISPATCH CENTER** in the City of Lemoore in Kings County, California, 93245, located as described in attachment A.

2. The owner of the subdivision public improvements is the City of Lemoore, a Municipal Corporation, located at 711 W. Cinnamon Drive, Lemoore, CA 93245.

3. The contractor is **ROMANAZZI GENERAL ENGINEERING**.

4. The project was completed on March 22, 2022**,** and accepted by the City Council of the City of Lemoore on **April 5, 2022**.

CITY OF LEMOORE ATTEST

_____ _____

Nathan Olson, City Manager: Marisa Avalos, City Clerk

CERTIFICATE

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss.
CITY OF LEMOORE)

I, Frank Rivera, am the Public Works Director of the City of Lemoore. I have read the foregoing Notice of Completion and know the contents thereof, and I certify that the same is true of my knowledge except for those matters stated upon information and belief, and as to those matters, I believe them to be true and correct. I certify under penalty of perjury that the foregoing is true and correct.

EXECUTED this ____ day of _____, 2022 at Lemoore, California.

_____

Frank Rivera
Public Works Director
City of Lemoore

PUBLIC AGENCY ACKNOWLEDGEMENT

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss.
CITY OF LEMOORE)

On _____ before me, Marisa Avalos, City Clerk, personally appeared Nathan Olson, proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument, the person or the entity upon behalf of which the person 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.

_____
Marisa Avalos, City Clerk

PUBLIC AGENCY ACKNOWLEDGEMENT

STATE OF CALIFORNIA)
COUNTY OF KINGS) ss.
CITY OF LEMOORE)

On _____ before me, Marisa Avalos, City Clerk, personally appeared Frank Rivera, proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument, the person or the entity upon behalf of which the person 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.

_____
Marisa Avalos, City Clerk

Attachment A- Legal Description

521 W CINNAMON DR LEM PARCEL 1 OF PARCEL MAP RECORDED 10-06-89 IN VOLUME 11 AT PAGE 61 OF PARCEL MAPS. ALONG WITH THAT PORTION OF "H" STREET AS SHOWN ON THE MAP OF THE CITY OF LEMOORE AS RECORDED IN VOLUME OF LICENSED SURVEY PLATS AT PAGE 52 OF KINGS COUNTY RECORDS, LYING BETWEEN THE NORTHERLY PROLONGATION OF THE EASTERLY RIGHT-OF-WAY LINE OF HILL STREET AND THE NORTHERLY PROLONGATION OF THE WESTERLY RIGHT-OF-WAY LINE OF FOX STREET AS SHOWN ON SAID MAP. VACATION OF STREET RIGHT-OF-WAY, RESOLUTION # 9834, RECORDED ON 8-6-1998, DOCUMENT # 9816437.
021-500-001-000

City of
LEMOORE
CALIFORNIA

711 West Cinnamon Drive ● Lemoore, California 93245 ● (559) 924-6744

Staff Report

Item No: 3-3

To: **Lemoore City Council**

From **Michelle Speer, Assistant City Manager/ASD**

Date: **March 9, 2022** **Meeting Date:** **April 5, 2022**

Subject: **Contract Award Extension – Audit Services**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☒ Fiscally Sound Government	☐ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:

Approve an extension of the contract with Hudson Henderson & Company, Inc. for an additional two year term, total not to exceed $94,290, to perform Audit Services for fiscal years 2022 through 2023 and authorize the City Manager, or designee, to execute the contract.

Subject/Discussion:

Each year the City of Lemoore arranges for an annual audit of its financial statements by independent auditors. The auditors play a critical role in evaluating the City's system of internal controls and overall financial management and condition. A Request for Proposal (RFP) to contract for audit services was issued in June 2019. On September 3, 2019, council awarded the contract to Hudson Henderson & Company, Inc. The original contract was for a three-year term with the option to extend the agreement two additional years.

Fiscal year 2021 was the final audit for the original three-year term. Given the excellent service that Hudson Henderson has provided to the City, staff is requesting for City Council to authorize the City Manager, or designee, to enter into an agreement for an additional two years of audit services.

Financial Consideration(s):
Finance has budgeted $48,000 a year for annual audit services. This contract falls within budget.

Alternatives or Pros/Cons:
None noted.

Commission/Board Recommendation:
Not applicable.

Staff Recommendation:
Staff recommends that City Council approve to extend the Hudson Henderson & Company, Inc. contract an additional two years to perform Audit Services, and authorize the City Manager, or designee, to execute the contract.

Attachments:	Review:	Date:
☐ Resolution:	☒ Asst. City Manager	03/30/2022
☐ Ordinance:	☒ City Attorney	04/01/2022
☐ Map	☒ City Clerk	04/01/2022
☒ Contract	☒ City Manager	04/01/2022
☒ Other	☒ Finance	03/31/2022
List: Cost Proposal		

CITY OF LEMOORE AGREEMENT

FOR AUDIT SERVICES

This Agreement for Audit Services ("Agreement") is made and entered into effective April 5, 2022 (the "Effective Date"), by and between the City of Lemoore (hereinafter referred to as "City"), and Hudson Henderson & Company Inc., Certified Public Accountants (hereinafter referred to as "Auditor", and collectively, with the City, as "Parties.")

RECITALS

A. WHEREAS, City is a municipality organized and existing under the laws of the State of California; and

B. WHEREAS, it is the intention of the City to retain a qualified and experienced auditor for the annual audit of the books and accounts of the City; and

C. WHEREAS, the Auditor is a firm of Certified Public Accountants, duly authorized to practice and licensed as such by the California State Board of Accountancy.

AGREEMENT

NOW THEREFORE, in consideration of the mutual covenants and conditions of this Agreement, the City hereby engages the Auditor, and the Auditor hereby agrees, to audit City's general purpose financial statements for the fiscal years ending June 30, 2022 and June 30, 2023 ("Audit Services"), in the following manner and upon the following conditions:

1. Term of Agreement

The term of this Agreement shall be from April 5, 2022 through March 31, 2024, including required time to complete the Audit Services, unless earlier terminated as provided herein or extended by written agreement of the Parties and ratified by the City Council.

2. Audit Services: Scope. Standards. and Deliverables

Incorporation of Request and Proposal. City issued a Request for Proposals for Professional Audit Services ("Request") on or about June 14, 2019. On or about July 23, 2019, Auditor submitted Auditor's proposal to provide professional audit services ("Proposal"). The Request and Proposal are each and together part of this Agreement and are hereby incorporated by this reference as though fully set forth herein. In the event of a conflict between this Agreement and the Request and/or Proposal, this Agreement shall control.

Period. Auditor shall audit and report for the fiscal years ending June 30, 2022 and June 30, 2023, for the City in accordance with generally accepted auditing standards.

Scope. The scope of the audits ("Audits") will be for the purpose of expressing an independent Auditor's opinion on the financial statements of the City. The Audits shall include both financial and compliance audits. The auditor is not required to audit the combining and individual fund and account group financial assistance contained in the comprehensive annual financial report. However, the auditor is to provide an "in- relation-to" report on the combining and individual fund financial statements and supporting schedules based on the auditing procedures applied during the audit of the general purpose financial statements, the auditor is not required to audit the statistical section of the report.

Reports. Following the completion of the Audit of the fiscal year's financial statements, the Auditor shall issue:

A. A report on the fair presentation of the financial statements in conformity with generally accepted accounting principles.
B. A report on compliance and on internal control over financial reporting based on an audit of financial statements performed in accordance with government auditing standards.
C. A report on compliance with requirements applicable to each major program and internal control over compliance with 2 CFR 200, Uniform Guidance, if required.
D. The schedule of expenditures of federal awards, if applicable.
E. The schedule of findings and questioned costs, if required.
F. The status of prior year's findings and questioned costs, if required.
G. In the required report(s) on internal controls, the auditor shall communicate any reportable conditions found during the audit.

Reportable Conditions. A reportable condition shall be defined as a significant deficiency in the design or operation of the internal control structure, which could adversely affect the organization's ability to record, process, summarize, and report financial data consistent with the assertions of management in the financial statements. Reportable conditions that are also material weaknesses shall be identified as such in the report. Non-reportable conditions discovered by the auditors shall be reported in a separate letter to management, which shall be referred to in the report(s) on internal controls.

Report on Compliance. The report on compliance shall include all material instances of non-compliance. All non-material instances of non-compliance shall be reported in a separate management letter, which shall be referred to in the report on compliance.

Irregularities and Illegal Acts. Auditors shall be required to make an immediate, written report of all irregularities and illegal acts or indications of illegal acts of which they become aware to the following parties:

1. City Attorney

2. Assistant City Manager/Administrative Services Director.

Accounting Standards. The Audit Services shall be performed in accordance with generally accepted auditing standards set forth for financial audits contained in Government Auditing Standards (2003) issued by the Comptroller General of the United States, and the U.S. Office of Management and Budget (OMB) Circular 2 CFR 200, Uniform Guidance. The scope of the Audits shall not be limited to that provided in the aforementioned publications in the event that in the opinion of the City, particular circumstances warrant extension thereof.

Additional or Extended Services. Should important or significant irregularities, or unforeseen conditions beyond the scope of a normal audit be discovered by the Auditor, the Auditor shall immediately report the same to the City and shall furnish the City with all relevant information, the Auditor's recommendation as to the scope of additional or extended services required, and a written estimate of the total additional costs. No additional or extended services shall be performed unless expressly authorized in writing by the City and by written amendment of this Agreement to reflect such additional or extended services.

3. Schedule for Audit Services

Commencement. The Auditor shall commence work at a mutually agreeable time, as soon as practicable, following execution of this Agreement.

Year-end Field Work. City staff shall provide an adjusted trial balance and all supporting schedules to Auditor no later than October 15, 2022. Auditor shall complete all field work and adjustments by December 16, 2022.

Draft Reports. The Auditor shall have drafts of the audit report(s), financial statements, and recommendations to City management available for review by January 6, 2023.

Final Report. The Assistant City Manager/Administrative Services Director will complete their review of the draft report as expeditiously as possible. It is anticipated that this process will be completed and the final Single Audit delivered on January 20, 2023, for the Council meeting of Tuesday, February 21, 2023. The Auditor shall be present at the meeting of the City Council to present the audit findings.

Subsequent Years. The schedule set forth in this section shall generally apply to subsequent audit years, as such schedule may reasonably be adjusted.

4. Qualifications of Personnel

In performing this Agreement, the Auditor shall employ only qualified persons who have in effect all licenses, permissions, and legal qualifications entitling them to perform the Audit Services described in the Agreement.

5. Working Papers

Access to working papers prepared by the Auditor shall be provided to the City. The Auditor shall retain all audit working papers and reports for a minimum of seven (7) years unless the Auditor is notified by the City of the need for a longer retention period, and so informs the Auditor.

The auditor will be required to make working papers available, upon request, to the following parties or their designees:

A. City of Lemoore
B. US General Accounting Office (GAO)
C. State of California, State Controller
D. County of Kings, Auditor/Controller
E. Parties designated by the federal or state governments or by the City of Lemoore as part of an audit quality review process.
F. Auditors of entities of which the City of Lemoore is a sub-recipient of grant funds

In addition, the firm shall respond to the reasonable inquiries of successor auditors and allow successor auditors to review working papers relating to matters of continuing accounting significance.

6. Compensation

A. Single Year Audits

Unless otherwise expressly provided herein, the total all-inclusive maximum price ("Maximum Price") to be paid to the Auditor under the terms of this Agreement shall not exceed $94,290 for the term of this Agreement.

The Maximum Price shall cover all Audit Services to be provided by Auditor. Unless otherwise expressly provided herein, such Maximum Price is inclusive of any additional costs incurred by the Auditor in completing the Audit Services described in this Agreement, including, but not limited to, additional personnel costs and travel expenses.

B. Additional or Extended Services: Hourly Rates

Additional or extended services to be performed by the Auditor as expressly authorized in writing by the City and by written amendment to this Agreement, shall be billed at the following hourly rates:

Partner/Consultant	$ 145

Manager	$ 115
Professional Staff	$ 75
Clerical	$ 40

Progress payments will be made on the basis of hours of work completed during the course of the engagement and out-of-pocket expenses incurred in accordance with the firm's dollar cost bid proposal. Interim billings shall cover a period of not less than a calendar month. Ten percent (10%) of the contract will be withheld from the final billing pending delivery of the firm's final reports.

7. Termination of Agreement

Either the City or the Auditor may terminate this Agreement at any time for any reason upon sixty (60) days written notice. In the event of early termination, the Auditor shall be paid for satisfactory work performed to the date of termination. The City may then proceed with the work in any manner the City deems proper.

8. Indemnity

The Auditor shall defend, indemnify, and hold harmless the City and its agents. employees, City Council, members of the City Council, from and against claims, damages, losses, and expenses (including, but not limited to attorney's fees and costs including fees of consultants) arising out of, resulting from, or in any manner connected with the performance of the Agreement, including, but not limited to: the Auditor's use of City property or site; the Auditor's completion of the duties under the Agreement; injury to or death of persons or damage to property or delay or damage to the City, its agents, employees, City Council, members of the City Council, for any act, omission, negligence, or willful misconduct of the Auditor or the Auditor's agents, subcontractors, or employees. Such obligation shall not be construed to negate, abridge, or reduce other rights or obligations of indemnity, which would otherwise exist as to a party, person, or entity described in this paragraph.

9. Insurance

Without limiting the Auditor's indemnification obligation as set forth above, the Auditor shall secure and maintain in force through the term of this Agreement a general liability policy with limits per claim and in the aggregate of $2.000.000 and $4.000.000, respectively, an automobile liability insurance with a limit of $1.000.000 and umbrella excess liability of $1.000.000 per occurrence and in the aggregate. The Auditor shall also secure and maintain in force through the term of this Agreement an accountant's professional liability insurance policy, with limits per claim and in the aggregate of $1.000.000 and $2.000.000, respectively. The City shall be named as an additional insured on the policies by endorsements. Each policy shall provide that the policy is primary such that insurance maintained by the City, if any, shall be excess and not co-primary. A copy of the declarations page of Auditor's

insurance policies shall be attached to this Agreement as proof of insurance.

10. Independent Contractor Status

While engaged in carrying out the terms and conditions of the Agreement, the Auditor is an independent contractor, and not an officer, employee, agent, partner, or joint venturer of the City. Auditor is engaged in an independently established trade, occupation, or business to perform the services required by this Agreement and is hereby retained to perform work that is outside the usual course of City's business. Auditor is free from the control and direction of City in connection with the manner of performance of the work.

11. Worker's Compensation Insurance

The Auditor agrees to provide all necessary worker's compensation insurance for the Auditor's employees, if any, at the Auditor's own cost and expense.

12. Taxes

The Auditor agrees that the Auditor has no entitlement to any future work from the City or to any employment or fringe benefits from the City. Payments to the Auditor pursuant to this Agreement will be reported to Federal and State taxing authorities as required. City will not withhold any taxes from compensation payable to Auditor. In particular, City will not withhold FICA (social security); state or federal unemployment insurance contributions, state or federal income tax or disability insurance. The Auditor is independently responsible for the payment of all applicable taxes.

13. Assignment

The Auditor shall not assign or transfer by operation of law or otherwise any or all of its rights, burdens, duties or obligations without the prior written consent on the City.

14. Binding Effect

This Agreement shall inure to the benefit of and shall be binding upon the Auditor and the City and their respective successors and assigns.

15. Severability

If any provision of this Agreement is for any reason is held to be invalid, unenforceable, or contrary to public policy, law. or statute or ordinance by a court of competent jurisdiction. the remainder of the Agreement shall not be affected thereby and shall remain valid and fully enforceable.

16. Amendment

The terms of the Agreement shall not be waived, altered, modified, supplemented or amended in any manner whatsoever except by written agreement signed by both Parties.

17. Governing Law

This Agreement shall be governed by and interpreted under the laws of the State of California applicable to instruments, persons, transactions and subject matter which have legal contacts and relationships exclusively within the State of California. Any action or proceeding seeking any relief under or with respect to this Agreement shall be brought solely in the Superior Court of the State of California for Kings County, subject to any motion for transfer of venue.

18. Notices

Any notice, demand, approval, consent, or other communication between the Parties will be provided to the following addresses:

City:

Michelle Speer
City of Lemoore
Assistant City Manager/Adm. Serv. Director
711 W. Cinnamon Drive
Lemoore, CA 93245
Email: mspeer@lemoore.com
Phone: 559-924-6744 ext. 707
Fax: 559-924-9003

Auditor:

Brian Henderson
Hudson Henderson & Company, Inc.
Partner
7473 N Ingram Ave Ste. 102
Fresno, CA 93711
Email: bhenderson@hhccpas.com
Phone: 559-412-7576
Fax: 559-493-5325

Notice may be provided by personal service, regular mail, certified mail, overnight mail with proof of delivery, facsimile with proof of transmission, or by email provided receipt is acknowledged. By written notice to the other, either of the Parties may change its mailing address or correspondence information.

19. Non-Discrimination

It is the policy of the City that there shall be no discrimination against any prospective or active employees because of race, color, ancestry, national origin, sex or religious creed. Therefore, the Auditor agrees to comply with applicable federal and California law.

20. Compliance with Law

Each and every provision of law and clause required by law to be inserted into this Agreement shall be deemed to be inserted herein and this Agreement shall be read and enforced as though it were included therein. The Auditor agrees that it shall comply with all legal requirements for the performance of its duties under this Agreement and that failure to do shall constitute material breach.

21. Entire Agreement

This Agreement is intended by the Parties as the final expression of their agreement with respect to such terms as are included herein and as the complete and exclusive statement of its terms and may not be contradicted by evidence of any prior agreement or of a contemporaneous oral agreement, nor explained or supplemented by evidence of consistent additional terms.

22. Execution of Other Documents

The Parties to this Agreement shall cooperate fully in the execution of any and all other documents and in the completion of any additional actions that may be necessary or appropriate to give full force and effect to the terms and intent of this Agreement.

23. Execution in Counterparts

This Agreement may be executed in counterparts such that the signatures may appear on separate signature pages. A copy, facsimile, or an original, with all signatures appended together, shall be deemed a fully executed agreement.

24. Warranty of Authority

Each of the persons signing this Agreement represents and warrants that such person has been duly authorized to sign this Agreement on behalf of the Party indicated, and each of the Parties by signing this Agreement warrants and represents that such Party is legally authorized and entitled to enter into this Agreement.

25. Approval of City Council

This Agreement shall become effective only upon ratification by the City Council.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed by their authorized representatives as of this 5th day of April, 2022.

CITY OF LEMOORE

By_____
NATHAN OLSON, City Manager

Date:

HUDSON HENDERSON & COMPANY INC.

By_____
BRIAN HENDERSON, Partner

Date:

CITY OF LEMOORE AGREEMENT

FOR AUDIT SERVICES

This Agreement for Audit Services ("Agreement") is made and entered into effective September 3, 2019 (the "Effective Date"), by and between the City of Lemoore (hereinafter referred to as "City"), and Hudson Henderson & Company Inc., Certified Public Accountants (hereinafter referred to as "Auditor", and collectively, with the City, as "Parties.")

RECITALS

A. WHEREAS, City is a municipality organized and existing under the laws of the State of California; and

B. WHEREAS, it is the intention of the City to retain a qualified and experienced auditor for the annual audit of the books and accounts of the City; and

C. WHEREAS, the Auditor is a firm of Certified Public Accountants, duly authorized to practice and licensed as such by the California State Board of Accountancy.

AGREEMENT

NOW THEREFORE, in consideration of the mutual covenants and conditions of this Agreement, the City hereby engages the Auditor, and the Auditor hereby agrees, to audit City's general purpose financial statements for the fiscal years ending June 30, 2019, June 30, 2020, and June 30, 2021 ("Audit Services"), in the following manner and upon the following conditions:

1. Term of Agreement

The term of this Agreement shall be from September 3, 2019 through March 31, 2022, including required time to complete the Audit Services, unless earlier terminated as provided herein or extended by written agreement of the Parties and ratified by the City Council.

2. Audit Services: Scope, Standards, and Deliverables

Incorporation of Request and Proposal. City issued a Request for Proposals for Professional Audit Services ("Request") on or about June 14, 2019. On or about July 23, 2019, Auditor submitted Auditor's proposal to provide professional audit services ("Proposal"). The Request and Proposal are each and together part of this Agreement and are hereby incorporated by this reference as though fully set forth herein. In the event of a conflict between this Agreement and the Request and/or Proposal, this Agreement shall control.

Period. Auditor shall audit and report for the fiscal years ending June 30, 2019, June 30, 2020, and June 30, 2021, for the City in accordance with generally accepted auditing

standards.

Scope. The scope of the audits ("Audits") will be for the purpose of expressing an independent Auditor's opinion on the financial statements of the City. The Audits shall include both financial and compliance audits. The auditor is not required to audit the combining and individual fund and account group financial assistance contained in the comprehensive annual financial report. However, the auditor is to provide an "in- relation-to" report on the combining and individual fund financial statements and supporting schedules based on the auditing procedures applied during the audit of the general purpose financial statements, The auditor is not required to audit the statistical section of the report.

Reports. Following the completion of the Audit of the fiscal year's financial statements, the Auditor shall issue:

A. A report on the fair presentation of the financial statements in conformity with generally accepted accounting principles.
B. A report on compliance and on internal control over financial reporting based on an audit of financial statements performed in accordance with government auditing standards.
C. A report on compliance with requirements applicable to each major program and internal control over compliance with 2 CFR 200, Uniform Guidance, if required.
D. The schedule of expenditures of federal awards, if applicable.
E. The schedule of findings and questioned costs, if required.
F. The status of prior year's findings and questioned costs, if required.
G. In the required report(s) on internal controls, the auditor shall communicate any reportable conditions found during the audit.

Reportable Conditions. A reportable condition shall be defined as a significant deficiency in the design or operation of the internal control structure, which could adversely affect the organization's ability to record, process, summarize, and report financial data consistent with the assertions of management in the financial statements. Reportable conditions that are also material weaknesses shall be identified as such in the report. Non-reportable conditions discovered by the auditors shall be reported in a separate letter to management, which shall be referred to in the report(s) on internal controls.

Report on Compliance. The report on compliance shall include all material instances of non-compliance. All non-material instances of non-compliance shall be reported in a separate management letter, which shall be referred to in the report on compliance.

Irregularities and Illegal Acts. Auditors shall be required to make an immediate, written report of all irregularities and illegal acts or indications of illegal acts of which they become aware to the following parties:

1. City Attorney

2. Assistant City Manager/Administrative Services Director.

Accounting Standards. The Audit Services shall be performed in accordance with generally accepted auditing standards set forth for financial audits contained in Government Auditing Standards (2003) issued by the Comptroller General of the United States, and the U.S. Office of Management and Budget (OMB) Circular 2 CFR 200, Uniform Guidance. The scope of the Audits shall not be limited to that provided in the aforementioned publications in the event that in the opinion of the City, particular circumstances warrant extension thereof.

Additional or Extended Services. Should important or significant irregularities, or unforeseen conditions beyond the scope of a normal audit be discovered by the Auditor, the Auditor shall immediately report the same to the City and shall furnish the City with all relevant information, the Auditor's recommendation as to the scope of additional or extended services required, and a written estimate of the total additional costs. No additional or extended services shall be performed unless expressly authorized in writing by the City and by written amendment of this Agreement to reflect such additional or extended services.

3. Schedule for Audit Services

Commencement. The Auditor shall commence work at a mutually agreeable time, as soon as practicable, following execution of this Agreement.

Year-end Field Work. City staff shall provide an adjusted trial balance and all supporting schedules to Auditor no later than October 15, 2019. Auditor shall complete all field work and adjustments by December 16, 2019.

Draft Reports. The Auditor shall have drafts of the audit report(s), financial statements, and recommendations to City management available for review by January 6, 2020.

Final Report. The Assistant City Manager/Administrative Services Director will complete their review of the draft report as expeditiously as possible. It is anticipated that this process will be completed and the final Single Audit delivered on January 20, 2020, for the Council meeting of Tuesday, February 18, 2020. The Auditor shall be present at the meeting of the City Council to present the audit findings.

Subsequent Years. The schedule set forth in this section shall generally apply to subsequent audit years, as such schedule may reasonably be adjusted.

4. Qualifications of Personnel

In performing this Agreement, the Auditor shall employ only qualified persons who have in effect all licenses, permissions, and legal qualifications entitling them to perform the Audit Services described in the Agreement.

5. Working Papers

Access to working papers prepared by the Auditor shall be provided to the City. The Auditor shall retain all audit working papers and reports for a minimum of seven (7) years unless the Auditor is notified by the City of the need for a longer retention period, and so informs the Auditor.

The auditor will be required to make working papers available, upon request, to the following parties or their designees:

A. City of Lemoore
B. US General Accounting Office (GAO)
C. State of California, State Controller
D. County of Kings, Auditor/Controller
E. Parties designated by the federal or state governments or by the City of Lemoore as part of an audit quality review process.
F. Auditors of entities of which the City of Lemoore is a sub-recipient ofgrant funds

In addition, the firm shall respond to the reasonable inquiries of successor auditors and allow successor auditors to review working papers relating to matters of continuing accounting significance.

6. Compensation

A. Single Year Audits

Unless otherwise expressly provided herein, the total all-inclusive maximum price ("Maximum Price") to be paid to the Auditor under the terms of this Agreement shall not exceed $134,670.00 for the term of this Agreement.

The Maximum Price shall cover all Audit Services to be provided by Auditor. Unless otherwise expressly provided herein, such Maximum Price is inclusive of any additional costs incurred by the Auditor in completing the Audit Services described in this Agreement, including, but not limited to, additional personnel costs and travel expenses.

B. Additional or Extended Services: Hourly Rates

Additional or extended services to be performed by the Auditor as expressly authorized in writing by the City and by written amendment to this Agreement, shall be billed at the following hourly rates:

Level	Rate
Partner/Consultant	$ 145

Manager	$ 115
Professional Staff	$ 75
Clerical	$ 40

Progress payments will be made on the basis of hours of work completed during the course of the engagement and out-of-pocket expenses incurred in accordance with the firm's dollar cost bid proposal. Interim billings shall cover a period of not less than a calendar month. Ten percent (10%) of the contract will be withheld from the final billing pending delivery of the firm's final reports.

7. Termination of Agreement

Either the City or the Auditor may terminate this Agreement at any time for any reason upon sixty (60) days written notice. In the event of early termination, the Auditor shall be paid for satisfactory work performed to the date of termination. The City may then proceed with the work in any manner the City deems proper.

8. Indemnity

The Auditor shall defend, indemnify, and hold harmless the City and its agents, employees, City Council, members of the City Council, from and against claims, damages, losses, and expenses (including, but not limited to attorney's fees and costs including fees of consultants) arising out of, resulting from, or in any manner connected with the performance of the Agreement, including, but not limited to: the Auditor's use of City property or site; the Auditor's completion of the duties under the Agreement; injury to or death of persons or damage to property or delay or damage to the City, its agents, employees, City Council, members of the City Council, for any act, omission, negligence, or willful misconduct of the Auditor or the Auditor's agents, subcontractors, or employees. Such obligation shall not be construed to negate, abridge, or reduce other rights or obligations of indemnity, which would otherwise exist as to a party, person, or entity described in this paragraph.

9. Insurance

Without limiting the Auditor's indemnification obligation as set forth above, the Auditor shall secure and maintain in force through the term of this Agreement a general liability policy with limits per claim and in the aggregate of $2,000,000 and $4,000,000, respectively, an automobile liability insurance with a limit of $1,000,000 and umbrella excess liability of $1,000,000 per occurrence and in the aggregate. The Auditor shall also secure and maintain in force through the term of this Agreement an accountant's professional liability insurance policy, with limits per claim and in the aggregate of $1,000,000 and $2,000,000, respectively. The City shall be named as an additional insured on the policies by endorsements. Each policy shall provide that the policy is primary such that insurance maintained by the City, if any, shall be excess and not co-primary. A copy of the declarations page of Auditor's

insurance policies shall be attached to this Agreement as proof of insurance.

10. Independent Contractor Status

While engaged in carrying out the terms and conditions of the Agreement, the Auditor is an independent contractor, and not an officer, employee, agent, partner, or joint venturer of the City. Auditor is engaged in an independently established trade, occupation, or business to perform the services required by this Agreement and is hereby retained to perform work that is outside the usual course of City's business. Auditor is free from the control and direction of City in connection with the manner of performance of the work.

11. Worker's Compensation Insurance

The Auditor agrees to provide all necessary worker's compensation insurance for the Auditor's employees, if any, at the Auditor's own cost and expense.

12. Taxes

The Auditor agrees that the Auditor has no entitlement to any future work from the City or to any employment or fringe benefits from the City. Payments to the Auditor pursuant to this Agreement will be reported to Federal and State taxing authorities as required. City will not withhold any taxes from compensation payable to Auditor. In particular, City will not withhold FICA (social security); state or federal unemployment insurance contributions, state or federal income tax or disability insurance. The Auditor is independently responsible for the payment of all applicable taxes.

13. Assignment

The Auditor shall not assign or transfer by operation of law or otherwise any or all of its rights, burdens, duties or obligations without the prior written consent on the City.

14. Binding Effect

This Agreement shall inure to the benefit of and shall be binding upon the Auditor and the City and their respective successors and assigns.

15. Severability

If any provision of this Agreement is for any reason is held to be invalid, unenforceable, or contrary to public policy, law, or statute or ordinance by a court of competent jurisdiction, the remainder of the Agreement shall not be affected thereby and shall remain valid and fully enforceable.

16. Amendment

The terms of the Agreement shall not be waived, altered, modified, supplemented or amended in any manner whatsoever except by written agreement signed by both Parties.

17. Governing Law

This Agreement shall be governed by and interpreted under the laws of the State of California applicable to instruments, persons, transactions and subject matter which have legal contacts and relationships exclusively within the State of California. Any action or proceeding seeking any relief under or with respect to this Agreement shall be brought solely in the Superior Court of the State of California for Kings County, subject to any motion for transfer of venue.

18. Notices

Any notice, demand, approval, consent, or other communication between the Parties will be provided to the following addresses:

City:

Michelle Speer
City of Lemoore
Assistant City Manager/Adm Serv Director
711 W. Cinnamon Drive
Lemoore, CA 93245
Email: mspeer@lemoore.com
Phone: 559-924-6744 ext 707
Fax: 559-924-9003

Auditor:

Brian Henderson
Hudson Henderson & Company, Inc.
Partner
7473 N Ingram Ave Ste 102
Fresno, CA 93711
Email: bhenderson@hhccpas.com
Phone: 559-412-7576
Fax: 559-493-5325

Notice may be provided by personal service, regular mail, certified mail, overnight mail with proof of delivery, facsimile with proof of transmission, or by email provided receipt is acknowledged. By written notice to the other, either of the Parties may change its mailing address or correspondence information.

19. Non-Discrimination

It is the policy of the City that there shall be no discrimination against any prospective or active employees because of race, color, ancestry, national origin, sex or religious creed. Therefore, the Auditor agrees to comply with applicable federal and California law.

20. Compliance with Law

Each and every provision of law and clause required by law to be inserted into this Agreement shall be deemed to be inserted herein and this Agreement shall be read and enforced as though it were included therein. The Auditor agrees that it shall comply with all legal requirements for the performance of its duties under this Agreement and that failure to do shall constitute material breach.

21. Entire Agreement

This Agreement is intended by the Parties as the final expression of their agreement with respect to such terms as are included herein and as the complete and exclusive statement of its terms and may not be contradicted by evidence of any prior agreement or of a contemporaneous oral agreement, nor explained or supplemented by evidence of consistent additional terms.

22. Execution of Other Documents

The Parties to this Agreement shall cooperate fully in the execution of any and all other documents and in the completion of any additional actions that may be necessary or appropriate to give full force and effect to the terms and intent of this Agreement.

23. Execution in Counterparts

This Agreement may be executed in counterparts such that the signatures may appear on separate signature pages. A copy, facsimile, or an original, with all signatures appended together, shall be deemed a fully executed agreement.

24. Warranty of Authority

Each of the persons signing this Agreement represents and warrants that such person has been duly authorized to sign this Agreement on behalf of the Party indicated, and each of the Parties by signing this Agreement warrants and represents that such Party is legally authorized and entitled to enter into this Agreement.

25. Approval of City Council

This Agreement shall become effective only upon ratification by the City Council.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed by their authorized representatives as of this 3 day of September, 2019.

CITY OF LEMOORE

By _____
NATHAN OLSON, City Manager

Date: 9/4/19

HUDSON HENDERSON & COMPANY INC.

By _____
BRIAN HENDERSON, Partner

Date: 8/16/19

Cost Proposal To:

City of LEMOORE CALIFORNIA

City of Lemoore

Proposal to Perform Annual Audit Services

Cost Proposal

July 19, 2019

Submitted by:

HUDSON HENDERSON & COMPANY, INC.
7473 N. Ingram, Suite 102
Fresno, California 93711
www.hhccpas.com

Contact:

Brian Henderson, CPA
Partner
Phone: (559) 412-7576
Fax: (559) 493-5325
khudson@hhccpas.com

HUDSON HENDERSON & COMPANY INC.
certified public accountants

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HUDSON HENDERSON & COMPANY INC.
certified public accountants

HUDSON HENDERSON & COMPANY INC.
certified public accountants

Cover Letter

July 19, 2019

Linda Beyersdorf, Finance Manager
City of Lemoore
119 Fox Street
Lemoore, CA 93245

Dear Ms. Beyersdorf:

Hudson Henderson & Company, Inc. (HHC) is pleased to have the opportunity to respond to your request for a proposal to provide financial auditing services and to submit its qualifications for the City of Lemoore (COL) for the year ending June 30, 2019 through 2021, with the option of two additional years.

I will be the engagement partner assigned to your audit. I am an authorized representative of the firm, empowered to submit the cost bid, and authorized to sign a contract with the COL.

I can be contacted at 7473 N. Ingram Avenue, Suite 102, Fresno, California 93711, or by telephone at (559) 412-7576, and by email at bhenderson@hhccpas.com.

This cost proposal is a firm and irrevocable offer for 90 days.

Sincerely,
HUDSON HENDERSON & COMPANY, INC.

By: Brian Henderson, CPA
Partner

COST PROPOSAL

Our cost proposal is prepared with the assumptions:

- City department staff will be available for questions during the planning phase of the engagement, and onsite and reasonably available during fieldwork to assist in providing access and direction to information, and be available for questions and inquiries.
- The City will prepare the MD&A.
- The City will prepare confirmations on templates as provided by the auditors, and allow legal counsel to respond to any inquiries as considered necessary by the auditors.
- The City will review the drafted financial statements and provide responses, comments and edits within a reasonable timeframe to meet the reporting deadlines of the City.
- Attendance and availability to discuss the annual financial statements and results of operations to the City Council are included in the all-inclusive costs as listed below.

Our all-inclusive cost proposal for external independent auditing services for the years ending June 30, 2019, 2020 and 2021, with the option for two additional years is as follows:

				Optional	
Service	2019	2020	2021	2022	2023
CAFR Audit	$ 39,900	$ 39,900	$ 39,900	$ 41,895	$ 41,895
Single Audit and Reports	4,990	4,990	4,990	5,250	5,250
Total	$ 44,890	$ 44,890	$ 44,890	$ 47,145	$ 47,145

The detailed cost breakout for each service for the year ending June 30, 2019 is as follows:

CAFR AUDIT

Level of Personnel	Standard Rate	COL Quoted Rate	Billing Hours	Amount
1 Partners	$165	$145	60	$8,700
2 Manager	$125	$115	106	$12,190
3 Professional Staff	$95	$75	230	$17,250
4 Clerical	$55	$40	12	$480
Estimated Out of Pocket Expense				$1,280
		Total Hours	408	
CAFR Audit Proposal Price				$39,900

SINGLE AUDIT AND REPORTS

Level of Personnel	Standard Rate	COL Quoted Rate	Billing Hours	Amount
1 Partners	$165	$145	6	$870
2 Manager	$125	$115	12	$1,380
3 Professional Staff	$95	$75	28	$2,100
4 Clerical	$55	$40	4	$160
Estimated Out of Pocket Expense				$480
		Total Hours	50	
Single Audit and Reports Proposal Price				$4,990
			TOTAL PRICE	$44,890

Rates for Additional Professional Services

If it should become necessary for the City to request any additional services to either supplement the services requested in this request for proposals or to perform additional work a result of the specific recommendations included in any report issued on this engagement, then such additional work shall be performed only if set forth in an addendum to the contract between the City of Lemoore and the firm. Any such additional work agreed to between the City of Lemoore and the firm shall be performed at the same City quoted rates set forth in the schedule of fees and expenses included above.

Manner of Payment

Progress payments will be made on the basis of hours of work completed during the course of the engagement and out-of-pocket expenses incurred in accordance with the firm's dollar cost bid proposal. Interim billings shall cover a period of not less than a calendar month. Ten percent (10%) of the contract will be withheld from the final billing pending delivery of the firm's final reports.

City of
LEMOORE
CALIFORNIA

711 West Cinnamon Drive ● Lemoore, California 93245 ● (559) 924-6744

Staff Report

Item No: 3-4

To: **Lemoore City Council**

From: **Nathan Olson, City Manager**

Date: **March 18, 2022** **Meeting Date:** **April 5, 2022**

Subject: **Resolution 2022-13 – To Review and Renew the Declaration of a Local Emergency and the Related Declarations and Orders Therein**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☐ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Adopt Resolution 2022-13, to review and renew the declaration of a local emergency, and the related declarations and orders therein.

Subject/Discussion:
Resolution 2021-11 was adopted on June 28, 2021, ratifying the declaration of a local emergency.

Conditions of disaster or of extreme peril to the safety of persons and property arose within the City of Lemoore on June 21, 2021, caused by one of the water tanks located at the City's Station 7 Water Facility Complex failing, resulting in the loss of access to two storage tanks holding 1.5 million gallons of water each, and three active water wells ("Water Incident"), all of which is further described in the Director's Emergency Proclamation.

The City Manager acting as the Director proclaimed the existence of a Local Emergency within the City on June 22, 2021 and issued Emergency Orders effective immediately in accordance with the Local Emergency Proclamation.

The Resolution states that the local emergency shall be reviewed at least once every sixty (60) days, as required by law. Resolutions 2021-17, 2021-22, 2021-29, 2022-01, and 2022-06 were approved renewing the declaration.

Financial Consideration(s):
Full fiscal impacts are unknown at this time.

Alternatives or Pros/Cons:
City Council could require that each decision be made by City Council, however, that option could lead to numerous issues including, but not limited to, untimely delays in protecting the safety of the public and property, additional monetary losses, ongoing OSHA involvement, as well as infringe upon the Council – Manager form of government, whereby the City Manager is responsible for decisions on day-to-day operations.

Staff Recommendation:
Approve Resolution 2022-13, to review and renew the declaration of a local emergency, and the related declarations and orders therein.

Attachments:		**Review:**	**Date:**
☒ Resolution:	2022-13	☒ Asst. City Manager	03/30/2022
☐ Ordinance:		☒ City Attorney	04/01/2022
☐ Map		☒ City Clerk	04/01/2022
☐ Contract		☒ City Manager	04/01/2022
☒ Other		☒ Finance	03/31/2022
List:	Resolution 2021-11		

RESOLUTION NO. 2022-13

A RESOLUTION OF THE LEMOORE CITY COUNCIL TO REVIEW AND RENEW THE DECLARATION OF A LOCAL EMERGENCY, AND THE RELATED DECLARATIONS AND ORDERS THEREIN.

WHEREAS, California Government Code section 8630 and Lemoore Municipal Code section 2-4-4 empowers the Director of Emergency Services ("Director") to proclaim a Local Emergency if the City Council is not in session, and requires that the City Council shall take action to ratify the Proclamation within seven (7) days thereafter; and

WHEREAS, conditions of disaster or of extreme peril to the safety of persons and property arose within the City of Lemoore on June 21, 2021, caused by one of the water tanks located at the City's Station 7 Water Facility Complex failing, resulting in the loss of access to two storage tanks holding 1.5 million gallons of water each, and three active water wells ("Water Incident"), all of which is further described in the Director's Emergency Proclamation (Attached hereto as **Exhibit A**); and

WHEREAS, the City Manager acting as the Director proclaimed the existence of a Local Emergency within the City on the 22nd day of June, 2021; and

WHEREAS, the City Council ratified and confirmed the Director's proclamation of the existence of a Local Emergency within the City on the 22nd day of June, 2021; and

WHEREAS, The City Council renewed and confirmed the Director's proclamation of the existence of a Local Emergency within the City of Lemoore per Resolution 2021-17 approved on August 17, 2021, 2021-22 approved on October 5, 2021, Resolution 2021-29 approved on November 16, 2021; Resolution 2022-01 on January 4, 2022; Resolution 2022-06 on February 15, 2022.

WHEREAS, because of the Water Incident the City has been unable to provide full uninterrupted water service to City customers due to the decreased storage capacity at Station 7 Water Facility Complex and the method of treating the water currently required as a result of the Water Incident; and

WHEREAS, California Government Code section 8630 requires the City Council to review the need for continuing the Local Emergency at least once every sixty (60) days; and

WHEREAS, the City Council does hereby find that the above described conditions of disaster or of extreme peril have not abated, that because of the Water Incident the City is still unable to provide full uninterrupted water service to City customers, and that the existence of a Local Emergency continues within the City.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lemoore as follows:

1. The Proclamation of Local Emergency Due to Critical Incident Involving City Water Facilities is hereby continued.

2. The following declarations, orders, and restrictions remain in place:

   a. Existing water restrictions remain in effect until rescinded.

   b. Additional water restrictions will be issued as needed, including a daily limitation on gallons of usage per residence and business. The water restrictions may be based upon certain areas of the City. Any additional water restrictions shall take effect immediately upon issuance by the Director. The City Manager in consultation with the Public Works Director shall develop rules for implementation of any additional water restrictions.

   c. The Director acting as the City Manager has authority to transfer funds as necessary to respond to the Local Emergency in all respects.

   d. The Director may waive all local, State, and federal bidding and requests for proposal requirements prior to entering into contracts that the Director deems necessary to remedy the conditions relating to the Local Emergency. The Director shall make reasonably prudent business decisions under the circumstances.

   e. No retail or wholesale business shall engage in charging more than the normal average retail price for any merchandise sold during the state of local emergency, including, but not limited to, specifically water (commonly referred to as price gouging). The average retail price as used herein is defined to be that price at which similar merchandise was being sold during the ninety (90) days immediately preceding the state of local emergency, or a mark-up that is not a larger percentage over wholesale cost than was being added to wholesale cost before the Local Emergency.

   f. A copy of this Resolution continuing the Director's Emergency Proclamation, shall be forwarded to the Kings County Office of Emergency Services, as well as appropriate State and Federal agencies with the coordination of the Kings County Office of Emergency Services, for reimbursement under state and federal disaster assistance acts. The Director is hereby designated as the authorized representative for public assistance, and the Director shall receive, process, and coordinate all inquiries, filings, and requirements necessary to obtain available state and/or federal assistance to the City for coping with the Local Emergency.

3. The local emergency shall be reviewed at least once every sixty (60) days as required by law, and otherwise be deemed to continue to exist until its termination is proclaimed by the City Council of the City of Lemoore.

PASSED AND ADOPTED at a Meeting of the City Council of the City of Lemoore held on the 5th day of April 2022 by the following vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

ATTEST:

_____
Marisa Avalos
City Clerk

APPROVED:

_____
Stuart Lyons
Mayor

RESOLUTION NO. 2021-11

A RESOLUTION OF THE LEMOORE CITY COUNCIL RATIFYING THE DIRECTOR OF EMERGENCY SERVICES' PROCLAMATION OF THE EXISTENCE OF A LOCAL EMERGENCY, AND THE RELATED DECLARATIONS AND ORDERS THEREIN.

WHEREAS, California Government Code section 8630 and Lemoore Municipal Code section 2-4-4 empowers the Director of Emergency Services ("Director") to proclaim a Local Emergency if the City Council is not in session, and requires that the City Council shall take action to ratify the Proclamation within seven (7) days thereafter; and

WHEREAS, conditions of disaster or of extreme peril to the safety of persons and property arose within the City of Lemoore on June 21, 2021, caused by one of the water tanks located at the City's Station 7 Water Facility Complex failing, resulting in the loss of access to two storage tanks holding 1.5 million gallons of water each, and three active water wells ("Water Incident"), all of which is further described in the Director's Emergency Proclamation (Attached hereto as **Exhibit A**); and

WHEREAS, because of the Water Incident the City was unable to provide full uninterrupted water service to City customers, including sufficient pressure for adequate fire protection services; and

WHEREAS, the Water Incident and the need to declare a Local Emergency occurred at a time the City Council of the City of Lemoore was not in session; and

WHEREAS, the City Manager acting as the Director did proclaim the existence of a Local Emergency within the City on the 22nd day of June, 2021; and

WHEREAS, the City Manager acting as the Director, did concurrently Declare and issue Emergency Orders effective immediately in accordance with the Local Emergency Proclamation; and

WHEREAS, under the authority of Government Code sections 8630 and 8634, and Lemoore Municipal Code section 2-4-4, the Director is empowered, upon declaration of a Local Emergency, to make and issue regulations on matters reasonably related to the protection of life and property as affected by such emergency; and

WHEREAS, the City Council does hereby find that the above described conditions of disaster or of extreme peril did warrant and necessitate the Proclamation of the existence of a Local Emergency and the Issuance of Emergency Orders.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Lemoore as follows:

1. The Proclamation of Local Emergency Due to Critical Incident Involving City Water Facilities, as issued by the Director, is hereby ratified and confirmed.

2. The following declarations, orders, and restrictions of the Director are hereby ratified and confirmed:

   a. All outdoor watering is prohibited.

   b. Additional water restrictions will be issued as needed, including a daily limitation on gallons of usage per residence and business. The water restrictions may be based upon certain areas of the City. Any additional water restrictions shall take effect immediately upon issuance by the Director. The City Manager in consultation with the Public Works Director shall develop rules for implementation of any additional water restrictions.

   c. The Director acting as the City Manager has authority to transfer funds as necessary to respond to the Local Emergency in all respects.

   d. The Director may waive all local, State, and federal bidding and requests for proposal requirements prior to entering into contracts that the Director deems necessary to remedy the conditions relating to the Local Emergency. The Director shall make reasonably prudent business decisions under the circumstances.

   e. No retail or wholesale business shall engage in charging more than the normal average retail price for any merchandise sold during the state of local emergency, including, but not limited to, specifically water (commonly referred to as price gouging). The average retail price as used herein is defined to be that price at which similar merchandise was being sold during the ninety (90) days immediately preceding the state of local emergency, or a mark-up that is not a larger percentage over wholesale cost than was being added to wholesale cost before the Local Emergency.

   f. A copy of the Director's Proclamation of Local Emergency Due to Critical Incident Involving City Water Facilities and this Resolution ratifying the Director's Emergency Proclamation, shall be forwarded to the Kings County Office of Emergency Services, as well as appropriate State and Federal agencies with the coordination of the Kings County Office of Emergency Services, for reimbursement under state and federal disaster assistance acts. The Director is hereby designated as the authorized representative for public assistance, and the Director shall receive, process, and coordinate all inquiries, filings, and requirements necessary to obtain available state and/or federal assistance to the City for coping with the Local Emergency.

3. The local emergency shall be reviewed at least once every sixty (60) days as required by law, and otherwise be deemed to continue to exist until its termination is proclaimed by the City Council of the City of Lemoore.

PASSED AND ADOPTED at a Special Meeting of the City Council of the City of Lemoore held on the 29th day of June 2021 by the following vote:

AYES: Orth, Gornick, Chaney, Matthews

NOES: None

ABSTAINING: None

ABSENT: Lyons

ATTEST:

Marisa Avalos

Marisa Avalos
City Clerk

APPROVED:

Stuart Lyons
Mayor

CITY OF LEMOORE

DIRECTOR OF EMERGENCY SERVICES

PROCLAMATION OF LOCAL EMERGENCY DUE TO CRITICAL INCIDENT INVOLVING CITY WATER FACILITIES

DECLARATION ADDRESSING WATER RESTRICTIONS, FUNDING AND CONTRACT AUTHORITY, PRICE GOUGING, REQUESTS FOR FINANCIAL ASSISTANCE, DETERMINED AS NECESSARY TO SAFEGUARD LIFE AND PROPERTY

WHEREAS, Section 2-4-4 of the Lemoore Municipal Code authorizes the Director of Emergency Services for the City of Lemoore ("Director") to proclaim the existence or threatened existence of a local emergency when the City of Lemoore is affected or likely to be affected by the actual or threatened existence of extreme conditions of disaster and peril to the safety of persons within the City; and

WHEREAS, the Director is authorized to make this Proclamation when the City Council is not in session, in which case the Proclamation shall be sent to the City Council for consideration within seven days; and

WHEREAS, on June 21, 2021, at approximately 1:30 p.m., one of the tanks at the City's Station 7 Water Facility Complex ("Tank") failed following a small explosion, causing 1.5 million gallons of water to dump and the loss of use of the Station 7; and

WHEREAS, Station 7 included an additional 1.5 million gallon storage tank and an integrated well; and

WHEREAS, the City is unable to use Station 7, which also resulted in the loss of use of Water Well sites 13 and 14 that feed off Station 7; and

WHEREAS, the loss of Station 7 and Well Sites 13 and 14 are for ease of reference hereafter referred to as the "Water Incident"; and

WHEREAS, Station 7 and Well Sites 13 and 14 are essential components of the City's municipal water supply and severely impacts the City's ability to provide water service; and

WHEREAS, because of the Water Incident the City is unable to provide full uninterrupted water service to City customers, including sufficient pressure for adequate fire protection services; and

WHEREAS, there is a need to take immediate action: to curtail water usage by City customers; for the City to have maximum flexibility to repair, replace, and install essential infrastructure at Station 7 and Well Sites 13 and 14, and any interconnected facilities; and for the City to be able to contract for services on an emergency basis as needed.

NOW, THEREFORE, THE DIRECTOR OF EMERGENCY SERVICES OF THE CITY OF LEMOORE DOES HEREBY PROCLAIM:

1. There exists a local emergency due to the Water Incident ("Local Emergency"). This Proclamation of Local Emergency shall be effective immediately. The Local Emergency is necessary to protect the public health, safety, and welfare of the residents and businesses of the City of Lemoore. The Water Incident has created extreme conditions and peril necessary for the protection and survival of human life that require immediate action. The Water Incident will also require the support of other political subdivisions to address the extreme conditions of peril.

2. As set forth in Section 2-4-4 of the Lemoore Municipal Code, the Director is authorized to take the following actions:

(a) To make and issue rules and regulations on matters reasonably related to the protection of life and property as affected by the Local Emergency.

(b) To obtain vital supplies, equipment and such other properties found lacking and needed for the protection of life and property and to bind the City for the fair value thereof, and, if required immediately, to commandeer the same for public use.

(3) To require emergency services of any City officer or employee.

(4) To requisition necessary personnel or material of any City department or agency.

NOW, THEREFORE, THE DIRECTOR OF EMERGENCY SERVICES OF THE CITY OF LEMOORE DOES HEREBY DECLARE AND ORDER THE FOLLOWING:

Based upon the foregoing Declaration of Local Emergency, I, Nathan Olson, as Director of Emergency Services, declare and order effective immediately upon signing, the following in the City of Lemoore:

(1) All outdoor watering is prohibited.

(2) Additional water restrictions will be issued as needed, including a daily limitation on gallons of usage per residence and business. The water restrictions may be based upon certain areas of the City. Any additional water restrictions shall take effect immediately upon issuance by the Director. The City Manager in consultation with the Public Works Director shall develop rules for implementation of any additional water restrictions.

(3) The Director acting as the City Manager has authority to transfer funds as necessary to respond to the Local Emergency in all respects.

(4) The Director may waive all local, State, and federal bidding and requests for proposal requirements prior to entering contracts the Director deems necessary to remedy the conditions leading to the Local Emergency. The Director shall make reasonably prudent business decisions under the circumstances.

(5) No retail or wholesale business shall engage in charging more than the normal average retail price for any merchandise sold during the state of local emergency, including, but not limited to, specifically water (commonly referred to as price gouging). The average retail price as used herein is defined to be that price at which similar

merchandise was being sold during the ninety (90) days immediately preceding the state of local emergency, or a mark-up that is not a larger percentage over wholesale cost than was being added to wholesale cost before the Local Emergency.

(6) A copy of this Resolution shall be forwarded to the Kings County Office of Emergency Services, as well as appropriate State and Federal agencies with the coordination of the Kings County Office of Emergency Services, for reimbursement under state and federal disaster assistance acts. The Director is hereby designated as the authorized representative for public assistance, and the Director shall receive, process, and coordinate all inquiries, filings, and requirements necessary to obtain available state and/or federal assistance to the City for coping with the Local Emergency.

Dated: June 22, 2021, at 12: 45 p.m.

Nathan Olson, City Manager and Director of
Emergency Service for the City of Lemoore

City of
LEMOORE
CALIFORNIA

711 West Cinnamon Drive ● Lemoore, California 93245 ● (559) 924-6744

Staff Report

Item No: 4-1

To: **Lemoore City Council**

From **Michael Kendall, Police Chief**

Date: **March 18, 2022** **Meeting Date: April 5, 2022**

Subject: **Introduction and First Reading – Ordinance 2022-02 – Adopting a Military Equipment Use Policy Pursuant to Assembly Bill 481**

Strategic Initiative:

☒ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☐ Fiscally Sound Government	☒ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motions:
Approve the Introduction and first reading of Ordinance 2022-02, Adopting a Military Equipment Use Policy Pursuant to Assembly Bill 481.

Subject/Discussion:
On January 1, 2022, Governor Newsom signed into law Assembly Bill 481 ("AB 481"), codified under Government Code sections 7070 through 7075, which requires law enforcement agencies to obtain approval from the applicable governing body by an ordinance that adopts a military equipment use policy prior to obtaining funding, acquiring, or using military equipment.

Lemoore Police Department ("LPD") seeks City Council's adoption of the attached Military Equipment Use Policy, Policy 709, by attached Ordinance in order to allow LPD to continue the use of equipment as specified therein.

Equipment deemed to be "military equipment" pursuant to AB 481 include, but are not limited to, unmanned aerial or ground vehicles, armored vehicles, command and control vehicles, pepper balls, less lethal shotguns, less lethal 40mm projectile launchers, long range acoustic devices, flashbangs, and foundational equipment, such as rifles. This equipment is used as a component of overall best practices for law enforcement agencies throughout the country. These tools have been tested in the field and are used to enhance

citizen and officer safety. Any loss of use on this equipment would jeopardize the welfare of citizens and peace officers within the City.

There is a significant interest in ensuring that LPD continues to have access to equipment that will provide LPD as many options as possible to safeguard lives, ensure safety, and protect civil liberties. The use of military equipment is crucial to LPD's mission and will continue to be strictly regulated through internal processes and oversight.

The proposed ordinance seeks to approve Policy 709, which constitutes LPD's Military Equipment Use Policy. The purpose of Policy 709 safeguards the public's welfare, safety, civil rights, and civil liberties. Policy 709 ensures that there are safeguards, including transparency, oversight, and accountability measures in place. All items which result in a use of force will be investigated.

Policy 709 outlines each item identified in Government Code section 7070 that is current owned by the City. Policy 709 also includes the current use and cost of each item. These particular items, and their stated uses, have been in place prior to the implementation of AB 481. There are no reasonable alternatives to the items listed in Policy 709. LPD has not discovered alternative items that can achieve the same objectives of officer and civilian safety.

AB 481 requires LPD to annually submit a military equipment report for each approved type of military equipment to City Council for as long as the military equipment is available for use. In addition, LPD must make each annual report publicly available on its website for as long as the equipment is available for use. City Council must annually review the military equipment report submitted by LPD to determine whether each type of military equipment identified in the report continues to comply with the standard of approval, and whether to renew the ordinance at a regular meeting.

Future acquisition of any item deemed to be "military equipment" will require a further public meeting, policy update, and City Council approval.

Financial Consideration(s):
None foreseen at time of report.

Alternatives or Pros/Cons:
Not adopt the ordinance. If the ordinance is not adopted, LPD will not be able to continue the use of military equipment to protect public's welfare, safety, civil rights, and civil liberties.

Commission/Board Recommendation:
Not applicable.

Staff Recommendation:
Staff recommends that City Council introduce and hold the first public hearing of the proposed Ordinance 2022-02, waive the first reading in its entirety, and set its second hearing for the next regular Council Meeting.

Attachments:	Review:	Date:
☐ Resolution:	☒ Asst. City Manager	03/30/2022
☒ Ordinance: 2022-02	☒ City Attorney	04/01/2022
☐ Map	☒ City Clerk	04/01/2022
☐ Contract	☒ City Manager	04/01/2022
☒ Other: Policy 709	☒ Finance	03/31/2022

ORDINANCE NO. 2022-02

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LEMOORE ADOPTING A MILITARY EQUIPMENT USE POLICY PURSUANT TO ASSEMBLY BILL 481

THE CITY COUNCIL FOR THE CITY OF LEMOORE HEREBY DOES ORDAIN:

SECTION 1. FINDINGS.

The City Council finds:

A. On September 30, 2021, Governor Gavin Newsom signed into law Assembly Bill 481, which codified procedures of funding, acquisition and use of military equipment by law enforcement agencies under Government Code sections 7070 through 7075.

B. Assembly Bill 481 requires law enforcement agencies to obtain approval from the applicable governing body by ordinance adopting a military equipment use policy prior to taking certain actions relating to funding, acquisition, or use of military equipment.

C. Assembly Bill 481 allows a city council of a city to approve the funding, acquisition, or use of military equipment within its jurisdiction only if it makes specified determinations pursuant to Government Code section 7071.

D. Assembly Bill 481 requires law enforcement agencies to annually submit to the applicable governing body a military equipment report for each approved type of military equipment for as long as the military equipment is available for use, and to make each annual report publicly available on its website for as long as the equipment is available for use.

E. Assembly Bill 481 requires a city council that has adopted an ordinance approving a military equipment use policy to annually review the military equipment report submitted by the law enforcement agency to determine whether each type of military equipment identified in the report continues to comply with the standard of approval.

F. Assembly Bill 481 requires a city council that has adopted an ordinance approving a military equipment use policy to annually review the ordinance and vote on whether to renew the ordinance at a regular meeting.

G. Policy 709 of the Lemoore Police Department Policy Manual has been prepared by the Lemoore Police Department as its proposed military equipment use policy, and it has been published on the Lemoore Police Department's internet website since March 2, 2022.

H. A duly noticed public hearing was conducted by the City Council at its regular meeting on April 5, 2022, to consider Policy 709.

SECTION 2. DETERMINATIONS.

A. Based on the above-findings and the information provided to the City Council at the public meeting, the City Council determines that Policy 709 of the Lemoore Police Department Policy Manual complies with standards for approval under Government Code section 7071:

1. The identified military equipment is necessary because there is no reasonable alternative that can achieve the same objective of officer and civilian safety.

2. Policy 709 of the Lemoore Police Department Policy Manual will safeguard the public's welfare, safety, civil rights, and civil liberties.

3. The purchase and use of the identified military equipment is reasonably cost effective compared to available alternatives that can achieve the same objective of officer and civilian safety.

4. All military equipment uses prior to the adoption of Policy 709 of the Lemoore Police Department Policy Manual complied with applicable Department policy in effect at that time, and will continue to conform with future compliance.

B. Policy 709 of the Lemoore Police Department Policy Manual is approved and adopted.

SECTION 3. This Ordinance shall take effect thirty (30) days after its adoption and will not be codified in the City's Municipal Code.

SECTION 4. The City Clerk is hereby directed to cause a summary of this Ordinance to be published by one insertion in a newspaper of general circulation in the community at least five (5) days prior to adoption and again fifteen (15) days after its adoption. If a summary of the ordinance is published, then the City Clerk shall cause a certified copy of the full text of the proposed ordinance to be posted in the office of the City Clerk at least five (5) days prior to the Council meeting at which the ordinance is adopted, and again after the meeting at which the ordinance is adopted. The summary shall be approved by the City Attorney.

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The foregoing Ordinance No. 2022-02 was introduced at a regular meeting of the City Council of the City of Lemoore held on April 5, 2022, and was thereafter duly adopted at a regular meeting of said City Council held on April 19, 2022, by the following vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

ATTEST:

Marisa Avalos, City Clerk

APPROVED:

Stuart Lyons, Mayor

Military Equipment

709.1 PURPOSE AND SCOPE

The purpose of this policy is to provide guidelines for the approval, acquisition, and reporting requirements of military equipment (Government Code § 7070; Government Code § 7071; Government Code § 7072).

709.1.1 DEFINITIONS

Definitions related to this policy include (Government Code § 7070):

Governing body – The elected or appointed body that oversees the Department.

Military equipment – Includes but is not limited to the following:

- Unmanned, remotely piloted, powered aerial or ground vehicles.
- Mine-resistant ambush-protected (MRAP) vehicles or armored personnel carriers.
- High mobility multipurpose wheeled vehicles (HMMWV), two-and-one-half-ton trucks, five-ton trucks, or wheeled vehicles that have a breaching or entry apparatus attached.
- Tracked armored vehicles that provide ballistic protection to their occupants.
- Command and control vehicles that are either built or modified to facilitate the operational control and direction of public safety units.
- Weaponized aircraft, vessels, or vehicles of any kind.
- Battering rams, slugs, and breaching apparatuses that are explosive in nature. This does not include a handheld, one-person ram.
- Firearms and ammunition of .50 caliber or greater, excluding standard-issue shotguns and standard-issue shotgun ammunition.
- Specialized firearms and ammunition of less than .50 caliber, including firearms and accessories identified as assault weapons in Penal Code § 30510 and Penal Code § 30515, with the exception of standard-issue firearms.
- Any firearm or firearm accessory that is designed to launch explosive projectiles.
- Noise-flash diversionary devices and explosive breaching tools.
- Munitions containing tear gas or OC, excluding standard, service-issued handheld pepper spray.
- TASER® Shockwave, microwave weapons, water cannons, and long-range acoustic devices (LRADs).
- Kinetic energy weapons and munitions.
- Any other equipment as determined by a governing body or a state agency to require additional oversight.

709.2 POLICY

It is the policy of the Lemoore Police Department that members of this Department comply with the provisions of Government Code § 7071 with respect to military equipment.

709.3 MILITARY EQUIPMENT COORDINATOR

The Chief of Police should designate a member of this Department to act as the military equipment coordinator. The responsibilities of the military equipment coordinator include but are not limited to:

(a) Acting as liaison to the governing body for matters related to the requirements of this policy.

(b) Identifying Department equipment that qualifies as military equipment in the current possession of the Department, or the equipment the Department intends to acquire that requires approval by the governing body.

(c) Conducting an inventory of all military equipment at least annually.

(d) Collaborating with any allied agency that may use military equipment within the jurisdiction of the Lemoore Police Department (Government Code § 7071).

(e) Preparing for, scheduling, and coordinating the annual community engagement meeting to include:

1. Publicizing the details of the meeting.
2. Preparing for public questions regarding the Department's funding, acquisition, and use of equipment.

(f) Preparing the annual military equipment report for submission to the Chief of Police and ensuring that the report is made available on the Department website (Government Code § 7072).

(g) Establishing the procedure for a person to register a complaint or concern, or how that person may submit a question about the use of a type of military equipment, and how the Department will respond in a timely manner.

709.4 MILITARY EQUIPMENT INVENTORY

The following constitutes a list of qualifying equipment for the Department:

A. Unmanned Aircraft System (UAS). An unmanned aircraft, remotely piloted, powered vehicle, along with the associated equipment necessary to control it.

1. DJI INSPIRE 1V2, cost $1200 each, quantity: 2. UAS with a single-color camera, DGI XT 336 FLIR Thermal Sensor Camera ($6900) weighs approx. 7.5 pounds and has video recording capabilities, approx. 30 minutes of flight time. Expected life span: 3-5 years. Fiscal Impact; $1000.

a. Purpose

To be deployed when its view would assist officers or incident commanders with the following situations, which include but are not limited to:

i. major collision investigations.

ii. search for missing persons.

iii. natural disaster management.

iv. crime scene photography.

v. SWAT, tactical or other public safety and life preservation missions.

iv. in response to specific requests from local, state or federal fire authorities for fire response and/or prevention.

b. Authorized Use

Only assigned operators who have completed the required training shall be permitted to operate any UAS.

c. Training

All department UAS operators are licensed by the Federal Aviation Administration for UAS operation. In addition, each operator must attend a 40-hour department training and ongoing quarterly training. Use is established under Policy section 613.

d. Legal and Procedural Rules

Use is established under Department Policy section 613 and FAA Regulation 14CFR Part 107. It is the policy of the Lemoore Police Department to utilize the UAS only for official law enforcement purposes, and in a manner that respects the privacy of our community, pursuant to State and Federal law.

B. Mobile Command Post: A vehicle used mobile office that provides shelter, access to Department computer systems, and restroom facilities during extended events.

1. 2018, Sandstorm, toy hauler, modified to facilitate the operational control and direction of public safety units. Cost: $29,800. Expected life-span: 20 years. Fiscal Impact: $600.

a. Purpose

To be used on the specific circumstances of a given critical incident, large event, natural disaster, or community event that is taking place.

b. Authorized Use

Only Department employees trained in their deployment and operations in a manner consistent with Department Policy and training are authorized to operate the Mobile Command Post. The Mobile Command Post can be used for SWAT and other critical incidents, preplanned large

events, searching for missing persons, natural disasters, and community events.

c. Training

The driver/operator shall receive training in the safe handling of the vehicle on a closed training course. Once the operator has shown competence in safe vehicle handling, the driver/operator will drive the vehicle throughout the city with an experienced driver.

d. Legal and Procedural Rules

It is the policy of the Department to use the Mobile Command Post only for official law enforcement purposes, and in accordance with California State law regarding the operation of motor vehicles.

C. High mobility multipurpose wheeled vehicle (Humvee).

1. 1986, American General, Humvee, received through CalOES at no cost. Expected lifespan: 5 years. Fiscal Impact:$600

a. Purpose

The specific use of this vehicle is for community events and engagement. It serves no operational purposes for the enforcement of law.

b. Authorized Use

Only City or authorized VIP's may operate the Humvee in a manner consistent with Department Policy. The Humvee can be used for preplanned community events.

c. Training

The driver/operator shall received training in the safe handling of the vehicle on a closed training course. Once the operator has shown competence in safe vehicle handling, the driver will drive the vehicle throughout the city with an experienced driver.

d. Legal and Procedural Rules

It is the policy of the Department to use the Humvee only for preplanned community events in accordance with California State Law regarding the operation of motor vehicles.

D. Distraction Devices (Flash-Bang).

1. COMBINED TACTICAL SYSTEMS, 7290-2 Flash Bang, cost: $52, quantity 5. A non-bursting, non-fragmenting multi bang device that produces a thunderous bang

with intense bright light. Ideal for distracting dangerous suspects during hostage rescue, room entry, or other high risk situations.

2. COMBINED TACTICAL SYSTEMS, 7290M Mini Flash Bang, cost: $38, quantity 25. The 7290M Mini Flash Bang exhibits all the same attributes of its lager counterpart but in a smaller and lighter package. The 7290M is approximately 30% lighter than the 7290-2 but still has the 175db output of the 7290-M and produces 6-8 million candelas of light.

a. Purpose

A distraction device used to distract dangerous suspects during hostage rescue, room entry or other high risk arrest situations. To produce atmospheric over-pressure and brilliant white light and, as a result, can cause short term (6-8 seconds) physiological/psychological sensory deprivation to give officers a tactical advantage.

b. Authorized Use

Diversionary Devices shall only be used:

i. By officers who have been trained in their proper use.

ii. In hostage and barricaded subject situations.

iii. In high risk warrant (search/arrest) services where there may be extreme hazards to officers.

iv. During other high risk situations where their use would enhance officer safety

v. During training exercises

c. Lifespan

Until Used

d. Fiscal Impact

No annual maintenance

e. Training

Prior to use, officers must attend diversionary device training that is conducted by POST certified instructors.

f. Legal and Procedural

Use is established under Department Policy section 308. It is the policy of the Lemoore Police Department to utilize diversion devices only for official law enforcement purposes, pursuant to State and Federal law regarding the use of force.

E. Less Lethal Shotgun: Less Lethal Shotgun is used to deploy the less lethal 12-gauge Accusox Beanbag Round.

1. Remington 870 Less Lethal Shotgun, cost: $946, quantity: 8. The Remington 870 Shotgun is used to deploy the less lethal 12-gauge Accusox Beanbag round up to a distance of 75 feet. The range of the weapon system helps maintain space between officers and a suspect reducing the immediacy of the threat which is a principle of De-escalation.

2. 12 gauge Accusox Beanbag Round, cost $5, quantity: 455. A less lethal 2.4 inch, 12 gauge shotgun round firing a ballistic fiber bag filled with 40 grams of lead shot at a velocity of approximately 275 feet per second. Accusox rounds are discharged from a dedicated 12-gauge shotgun that is distinguishable by an orange butt stock and for grip. This round provides accurate and effective performance when fired from the approved distance of not fewer than 5 feet. The maximum effective range of this munition is up to 75 feet from the target.

a. Purpose

To limit the escalation of conflict where employment of lethal force is prohibited or undesirable.

b. Authorized Use

Situations for use of the less lethal weapon system may include, but is not limited to:

i. Self-destructive, dangerous and/or combative individuals.

ii. Riot/crowd control and civil unrest incidents.

iii. Circumstances where a tactical advantage can be obtained.

iv. Potentially vicious animals.

v. Training exercises or approved demonstrations.

c. Lifespan

Remington 870: 25 years

Accusox Round: No listed expiration date

d. Fiscal Impact

Annual maintenance for each shotgun is approximately $50

e. Training

All officers are trained in the 12 gauge less lethal shotgun as a less lethal option by in service training.

f. Legal and Procedural Rules

Use is established under Department Policy Section 392. It is the policy of the Lemoore Police Department to utilize the less lethal shotgun only for official law enforcement purposes, and pursuant to State and Federal law, including those regarding the use of force.

F. Rifles: Guns that are fired from shoulder level, having a long spirally grooved barrel intended to make bullets spin and thereby have greater accuracy over a long distance.

1. Bushmaster XM-15/XM-152S. Quantity: 37. Cost: $776 each. 11.5" barrel. Overall length 32.5". Collapsible Stock. Caliber.223 REM. Semi Automatic. 30 round magazine.

2. Colt M4 Commando. Quantity: 3. Cost $985 each. 11.5" barrel length. Overall length 32.5". Collapsible stock. Caliber.223 REM. Semi Automatic. 30 round magazine.

3. Federal.223 REM, 55 grain, Metal Case, Cost $179.84 per 500, Quantity: 13100

4. Federal.223 REM 55 grain Bonded SP, Cost $257.64 per 200, Quantity: 8900

a. Purpose

To be used as precision weapons to address a threat with more a accurate and/or greater distance than a handgun, if present and feasible.

b. Authorized Use

Only members that are POST certified are authorized to use a rifle.

c. Lifespan

No Expiration

d. Fiscal Impact

Annual maintenance is approximately $50 per rifle.

e. Training

Prior to using a rifle, officers must be certified by POST instructors in the operation of the rifle. Additionally. all members that operate any rifle are required to pass a range qualification two times per year.

f. Legal and Procedural Rules

Use is established under Department Policy section 312. It is the policy of the Lemoore Police Department to utilize rifles only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Maintenance of Military Use Supply Levels

When stocks of military equipment have reached significantly low levels or have been exhausted, the Department may order up to 10% of stock in a calendar year without City Council approval to maintain essential availability for the Department needs. Lemoore Police Department is authorized to acquire additional stock of items listed here from other law enforcement agencies of CalOES in the event of an emergency when approved by the Chief of Police or designee.

709.5 APPROVAL

The Chief of Police or the authorized designee shall obtain approval from the governing body by way of an ordinance adopting the military equipment policy. As part of the approval process, the Chief of Police or the authorized designee shall ensure the proposed military equipment policy is submitted to the governing body and is available on the Department website at least 30 days prior to any public hearing concerning the military equipment at issue (Government Code § 7071). The military equipment policy must be approved by the governing body prior to engaging in any of the following (Government Code § 7071):

(a) Requesting military equipment made available pursuant to 10 USC § 2576a.

(b) Seeking funds for military equipment, including but not limited to applying for a grant, soliciting or accepting private, local, state, or federal funds, in-kind donations, or other donations or transfers.

(c) Acquiring military equipment either permanently or temporarily, including by borrowing or leasing.

(d) Collaborating with another law enforcement agency in the deployment or other use of military equipment within the jurisdiction of this Department.

(e) Using any new or existing military equipment for a purpose, in a manner, or by a person not previously approved by the governing body.

(f) Soliciting or responding to a proposal for, or entering into an agreement with, any other person or entity to seek funds for, apply to receive, acquire, use, or collaborate in the use of military equipment.

(g) Acquiring military equipment through any means not provided above.

709.6 COORDINATION WITH OTHER JURISDICTIONS

The Lemoore Police Department participates with the Central Valley Regional SWAT Team and works closely with local, county, state, and federal partners. In exigent circumstances and/or in a pre-planned high risk event (i.e SWAT deployment, arrest warrant) and with the approval of the Chief of Police or designee, "military equipment" may be deployed from outside entities to promote the safety and security of community members. "Military equipment" used by other jurisdictions that are providing mutual aid to this jurisdiction shall comply with their respective "military equipment" use policies in rendering mutual aid.

709.7 ANNUAL REPORT

Upon approval of a military equipment policy, the Chief of Police or the authorized designee should submit a military equipment report to the governing body for each type of military equipment approved within one year of approval, and annually thereafter for as long as the military equipment is available for use (Government Code § 7072).

The Chief of Police or the authorized designee should also make each annual military equipment report publicly available on the Department website for as long as the military equipment is available for use. The report shall include all information required by Government Code § 7072 for the preceding calendar year for each type of military equipment in Department inventory.

709.8 COMMUNITY ENGAGEMENT

Within 30 days of submitting and publicly releasing the annual report, the Department shall hold at least one well-publicized and conveniently located community engagement meeting, at which the Department should discuss the report and respond to public questions regarding the funding, acquisition, or use of military equipment.

Pursuant to California Government Code section 7070(d)(7), members of the public may register complaints or concerns or submit questions about the use of each specific type of Military Equipment in this policy by any of the following means:

1. In person at the Lemoore Police Department during normal office hours 8:00AM to 5:00PM, Monday to Friday.

    657 Fox St. Lemoore, CA. 93245

2. Via telephone: 559-924-9574

3. Via mail sent to:

    Lemoore Police Department

    Attn: Military Equipment Use Coordinator

    657 Fox Street

Lemoore, CA. 93245

The Lemoore Police Department is committed to responding to complaints, concerns and/or questions received through any of the above methods in a timely manner.

City of
LEMOORE
CALIFORNIA

711 W. Cinnamon Drive ● Lemoore, California 93245 ● (559) 924-6744

Staff Report

Item No: 4-2

To: **Lemoore City Council**

From **Steve Brandt, City Planner**

Date: **March 23, 2022** **Meeting Date: April 5, 2022**

Subject: **Annexation No. 2021-03, Prezoning No. 2021-03, Tentative Subdivision Map Tract 935, Planned Unit Development No. 2021-01:** A request by Lennar Homes for four approvals to annex and develop a 148-lot single-family residential subdivision, a total land development of 30.3 acres, with total annexation of 40.3 acres. The project site is located on the east side of 18 ¾ Avenue (Liberty Drive) and north of Hanford-Armona Road (APNs: 021-550-001, -002, -003, -004, -005). A Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act.

Strategic Initiative:

☐ Safe & Vibrant Community	☒ Growing & Dynamic Economy
☐ Fiscally Sound Government	☐ Operational Excellence
☒ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:

Following the duly noticed Public Hearing, City Council should make individual motions to approve each of the following items in the order listed (one at a time):

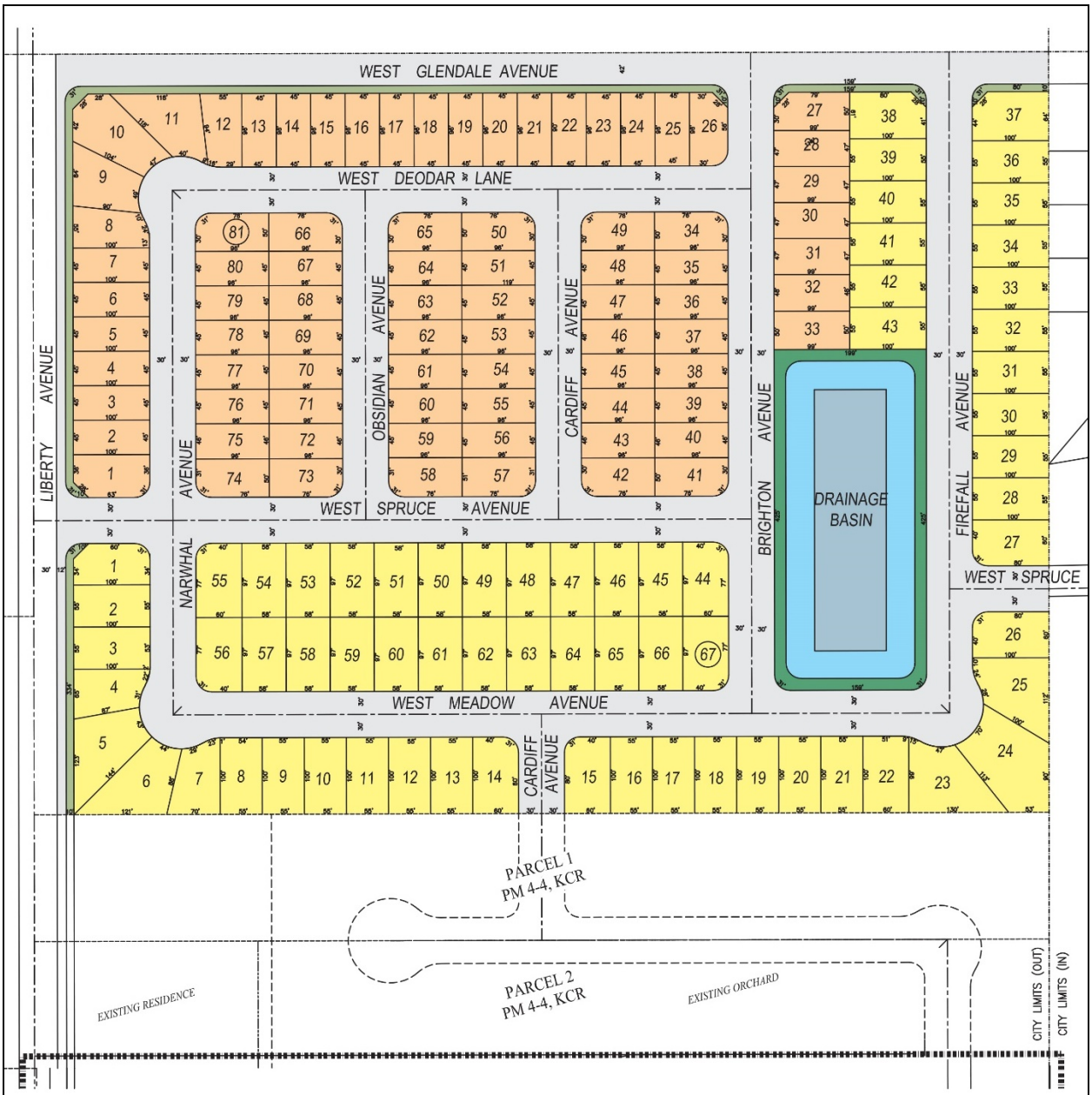
- Adopt Resolution No. 2022-15 approving the mitigated negative declaration and initiating Annexation No. 2021-03,
- Introduce Ordinance No. 2022-03 approving Zoning Map Amendment (Pre-Zoning) No. 2021-03, and waive the first reading,
- Introduce Ordinance No. 2022-04 approving Planned Unit Development No. 2021-01, and waive the first reading, and
- Adopt Resolution No. 2022-16 approving Tentative Subdivision Map Tract 935 in accordance with the findings and conditions in the resolution.

Subject/Discussion:

This project is requesting approval of Tract No. 935 for 148 lots single-family subdivision and annexation into the City of Lemoore. Proposed lot sizes range from 4,320 square feet to 10,684 square feet, with an average lot size of approximately 4,930 square feet. A site plan of the proposed subdivision is shown on page 4 of this report; a version of the full tentative map is attached.

Applicant	Lennar Homes
Existing Land Use	Agriculture
APN(s)	021-550-001, 021-550-002, and 021-550-003 (development and annexation)
	021-550-004, 021-550-005 (annexation only)
Lot Size	Min. 4,320 sq.ft. – Max. 10,684 sq.ft.
Current Zoning	Limited Agriculture 10 ac. (AL) (Kings County)
Proposed Zoning	Low Density Residential (RLD) (City of Lemoore)

Site Location – Aerial Photo
Tract No. 935



Proposed Tentative Subdivision Map
Tract No. 935 (full map in attachments)

Zoning and General Plan

The site is currently located in the unincorporated area of Kings County designated as Limited Agriculture (AL) by the Kings County General Plan. The City of Lemoore's General Plan Land Use Diagram designates the project site as Low Density Residential (RLD). The project follows the City's General Plan to be developed as Low Density Residential (RLD). The current General Plan map can be found on page 6 of this report. The green-colored area on the map is for planned park/ponding basin. This designation is not planned precisely and can be adjusted to conform to the exact development layout. In this case, the area will move the planned park/basin in approved Tract 920, the subdivision directly south, and the planned basin in the proposed Tract 935.

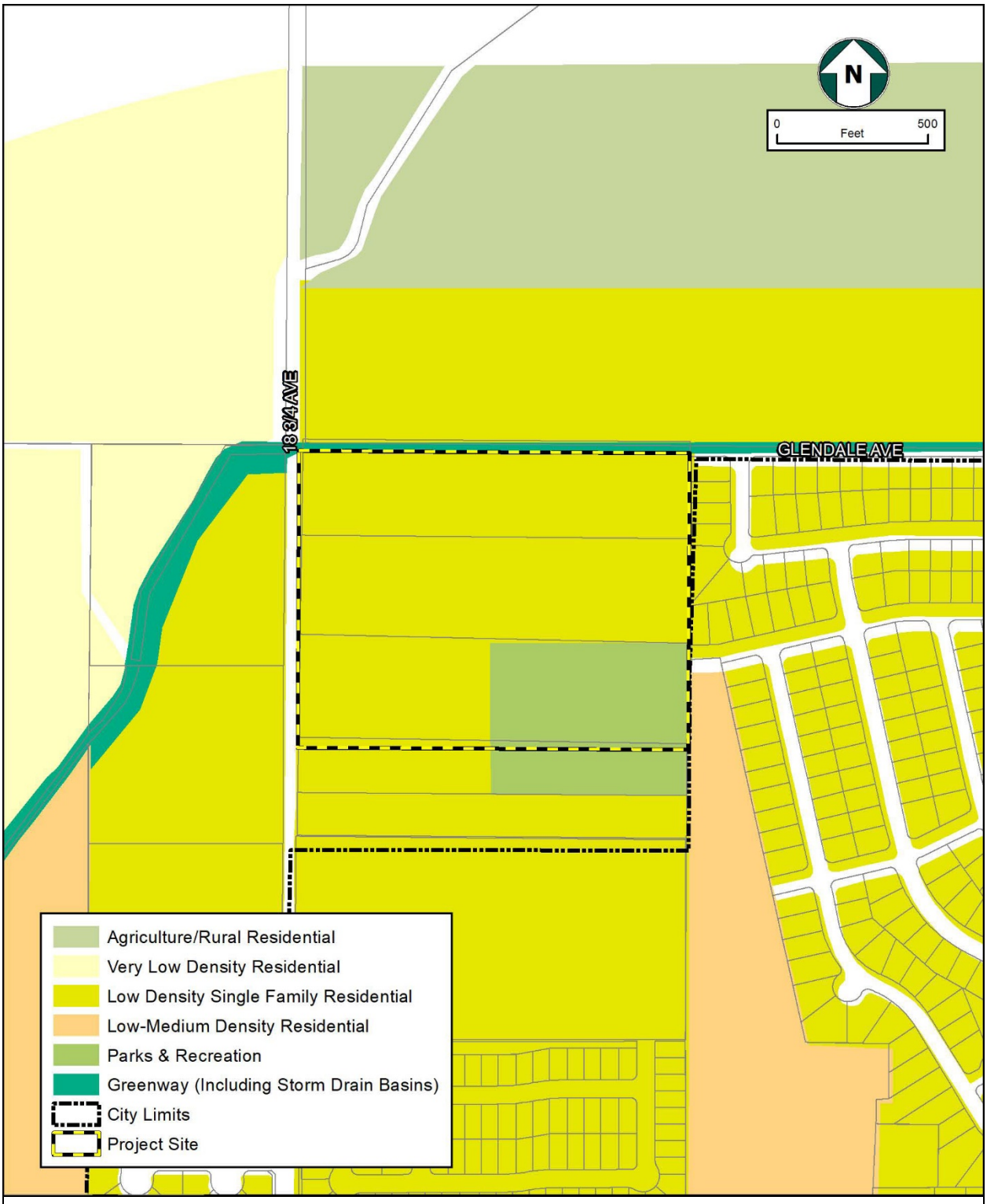
Tentative Map

The proposed Tentative Subdivision Map includes 148 total lots and a ponding basin. The streets surrounding the area are 18 ¾ Avenue (Liberty Drive), West Glendale Avenue and West Spruce Avenue. According to the Circulation Element from the City of Lemoore's General Plan, West Glendale Avenue is an existing local street. 18 ¾ Avenue is a Collector street and will be renamed Liberty Drive upon annexation. West Spruce Avenue will connect to the project's east neighborhood entrance.

Local streets will provide two travel lanes, landscaped parkway strips, and sidewalks. Liberty Drive will provide two through travel lanes connecting to neighborhood streets and arterials. Collector streets should be designed to include bicycle lanes, landscaped parkway strips, sidewalks, and transit facilities depending on the right-of-way availability. The east side of Liberty Drive located adjacent to the two properties being annexed but not part of the development will also be widened by the developer as part of the subdivision project.
The applicant's Tentative Map complies with the City standards. The map includes cross sections to show how each road will be constructed.

Annexation

The proposed annexation includes the three parcels on the site of Tract 935 as well as two parcels located south of Tract 935. These two parcels have been included to avoid an unincorporated area that would be almost completely surrounded by the city limits. These two parcels are under one ownership. This property owner is not a part of the proposed Tract 935 development. The owners have met with City staff and have stated that they would like to continue farming the site as it has been recently farmed. Lennar Homes has agreed to construct Liberty Drive improvements in front of their property and provide water and sewer



Existing General Plan Land Use Designations

lines so that the existing home can hook up to City water and sewer services. In exchange, the property owners have signed a consent form stating that they support the annexation. The annexation map is attached at the end of this report. The consent forms are attached.

Vehicular and Pedestrian Access

There will be three vehicular and pedestrian access points into the neighborhood: from 18 ¾ Avenue (Liberty Drive) onto West Glendale Avenue and West Spruce Avenue. There will also be a stub connection to the south entitled (Cardiff Avenue) for future vehicular and pedestrian access if the property to the south develops sometime in the future.

Off-site Traffic Improvements

According to the traffic study prepared for the CEQA document, off-site traffic mitigation measures include required improvements to the Liberty Drive / Hanford-Armona intersection. The traffic study recommended traffic signalization with crosswalks. The traffic study also indicated the existing intersection level of service (LOS) is rated (F). The volume-to-capacity is very poor, and the cycle length is long. Without mitigation, the project would contribute to an increase of delays on the intersection. The project applicant will contribute their fair share of the costs of signalization through payment of traffic impact fees. The City's Impact Fee budget will be the main source of funding to construct the signalization project.

Planned Unit Development

The RLD (Low Density Residential) zone has a minimum lot size standard of 7,000 square feet per Lemoore Municipal Code (LMC), Table 9-5A-4A. The RLD zone has standard building setback requirements as follows: 18 feet front for living space, 20 feet front for garage, 5 feet interior side for single-story homes, 10 feet interior side for two-story homes, 15 feet street side, 10 feet rear for single-story homes, and 15 feet rear for two-story homes, as shown in the Lemoore Municipal Code 9-5A-4A. The PUD requests modification to these standards. The standards in the Code and the proposed alternative standards proposed in the PUD are shown in a table on page 9 of this report.

The trend of smaller lots with smaller setbacks started when new home prices increased dramatically in the mid 2000's as a way of providing more affordable housing. This trend appears to have been accepted by a large enough segment of the market that builders are continuing it. The State's emphasis on higher densities and more housing is consistent with this trend. Staff estimates that the proposed project will provide about 30 to 40 more homes than a project that was designed to meet the standard lot size and setbacks.

Staff reviewed the proposed setbacks. The proposed setbacks are similar to the PUD setbacks that were approved for Tract 848 next to West Hills College. Staff supports the project setbacks for this neighborhood and home plans. At the Planning Commission hearing, it was suggested, and the applicant agreed to an additional condition that homes on Lots 24 to 37 that would be adjacent to existing development be one-story only.

Comparison of Existing and Proposed Minimum Building Setbacks

	Required by Zoning Ordinance	Applicant-proposed Setbacks for this PUD	Planning Commission Recommendation for this PUD
Minimum Lot Size	7,000 square feet	4,320 square feet	4,320 square feet
Front to Living Space (minimum)	18 feet with 2-foot stagger from adjacent homes 12 feet to covered porch	12 feet	12 feet
Front to Garage (minimum)	20 feet	20 feet	20 feet
Interior Side (minimum)	5 feet for one-story 10 feet for two-story	5 feet (all)	5 feet (all)
Street Side (minimum)	15 feet	10 feet	10 feet
Rear (minimum)	10 feet for one-story 15 feet for two-story	10 feet for one-story 15 feet for two-story	10 feet for one-story 15 feet for two-story
Height (maximum)	35 feet	35 feet	35 feet
Note – Planning Commission Recommendation would be that two-story are not allowed on Lots 24 to 37.			

Residential Master Home Plans

Review of residential master home plans is part of the Major Site Plan Review process for new residential subdivisions. Master home plans will be presented to the Planning Commission at a later date for review.

Utilities and Development Impact Fees

All wet and dry utilities will be installed by the developer. The project can hook into the existing water lines on West Glendale Avenue, West Spruce Avenue, and 18 ¾ Avenue (Liberty Drive). Stormwater lines will be provided for the proposed project to the new basin in the subdivision. New sewer lines will be extended from Liberty Drive. Future water infrastructure will be implemented along the new and existing West Glendale Avenue, Fire Fall Avenue and Liberty Drive. Gas and electricity will be provided by the developer.

Development impact fees will be paid when the homes acquire their certification of occupancy just prior to move-in.

Environmental Assessment

An Initial Study/Mitigated Negative Declaration was prepared for the project in accordance with the California Environmental Quality Act (CEQA), along with technical evaluations of air quality, biological resources, cultural resources, and traffic impact. Mitigation measures were included for potential impacts to biology, tribal cultural resources, geology & soils, and traffic. The full list of mitigation measures can be found on pages 2 through 7 of the Mitigated Negative Declaration.

Three comment letters were received on the MND: one from PG&E, one from the SJV Air Pollution Control District, and one from Caltrans. Upon review of the letters, City staff believes that mitigation measures in the MND adequately address the issues expressed in the letters.

Financial Consideration(s):

The financial considerations are similar to other new residential subdivisions, and a public facilities maintenance district (PFMD) will be created to fund maintenance of public landscaping and infrastructure. The new traffic signal at Hanford-Armona Road / Liberty Drive would be funded by the traffic impact fee fund. This developer, as well as previous and future developers pay impact fees into that fund to cover their fair share of the traffic impacts that they generate.

Alternatives or Pros/Cons:

Alternatively, the Council could modify the conditions of approval based on evidence presented at the public hearing; or the Council could deny the project.

Commission/Board Recommendation:

The Planning Commission held a public hearing on March 14, 2022. The Commission, on a 6-0 vote, recommended findings for approval of all requests found in the two attached resolutions and the two attached ordinances, including the conditions listed in City Council Resolution No. 2022-16.

Staff Recommendation:

Staff recommends the findings for approval of all requests found in the two attached resolutions and the two attached ordinances, including the conditions listed in City Council Resolution No. 2022-16.

Attachments:	Review:	Date:
☒ Resolution: 2022-15 & 2022-16	☒ Asst. City Manager	03/30/2022
☒ Ordinance: 2022-03 & 2022-04	☒ City Attorney	04/01/2022
☒ Map Tract Map 935	☒ City Clerk	04/01/2022
Annexation Map	☒ City Manager	04/01/2022
☐ Contract	☒ Finance	03/31/2022
☒ Other		

List: Signed Annexation Consent Forms
Typical Setbacks for 45'x 96' lots
Typical Setbacks for 50'x97' lots
Mitigated Negative Declaration
CEQA Response Letters Received – 3 Letters
PG&E dated March 9, 2022
SJV Air Pollution Control District dated March 14, 2022
Caltrans dated March 14, 2022
AB 52 Response Letter Received November 9, 2021
Planning Commission Resolution No. 2022-03 dated March 14, 2022

RESOLUTION NO. 2022-15

A RESOLUTION OF APPLICATION BY THE CITY COUNCIL OF THE CITY OF LEMOORE REQUESTING THE LOCAL AGENCY FORMATION COMMISSION OF KINGS COUNTY TO INITIATE PROCEEDINGS FOR ANNEXATION NO. 2021-03 FOR THE REORGANIZATION OF TERRITORY

WHEREAS, the City Council of the City of Lemoore desires to initiate proceedings pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, commencing with Section 56000 of the California Government Code, for a reorganization which would concurrently annex territory to the City of Lemoore and detach territory from the Kings River Conservation District, and the Excelsior Kings River Resource Conservation District; and,

WHEREAS, notice of intent to adopt this resolution of application has been given, and this Board has conducted a public hearing based upon this notification; and,

WHEREAS, the principal reasons for the proposed reorganization are that the annexation of the territory will implement into the City of Lemoore General Plan by allowing future residential development for Low Density Residential (RLD) zones.

WHEREAS, the following agency or agencies would be affected by the proposed jurisdictional changes: City of Lemoore - annexation; Kings River Conservation District - detachment, and Excelsior Kings River Resource Conservation District - detachment; and

WHEREAS, the territory proposed to be reorganized is Uninhabited (contains less than twelve registered voters), and a map and description of the boundaries of the territory are attached hereto as Exhibits A & B and by this reference incorporated herein; and,

WHEREAS, an Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA), which found that after mitigation measures were applied there were no significant environmental effects resulting from the project, and a Mitigated Negative Declaration was prepared; and

WHEREAS, it is desired to provide that the proposed reorganization be subject to the following terms and conditions: compliance by Lennar Homes with the Mitigation and Monitoring Program implementing the mitigations in the Mitigated Negative Declaration; and,`

WHEREAS, this proposal is consistent with the adopted spheres of influence for the agencies subject to this reorganization; and,

WHEREAS, the Lemoore City Council held a duly noticed public hearing at its April 5, 2022, meeting to consider the annexation and prezoning of the territory.

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Lemoore hereby adopts the Mitigated Negative Declaration prepared for the project in accordance with CEQA.

BE IT FURTHER RESOLVED, the annexation shall be conditioned upon the following:

1. The property owner of APNs 021-550-004 and 021-550-005 will not be responsible for the cost of City sewer and water connection to their existing residence and new curb, gutter, sidewalk, and paving along their Liberty Drive frontage. The cost of these improvements shall be paid for by the developer of Tract 935.

2. The City of Lemoore will allow farming to continue on APNs 021-550-004 and 021-550-005 at the same intensity as prior to annexation.

BE IT FURTHER RESOLVED, this Resolution of Application is hereby adopted and approved by the City Council of the City of Lemoore, and the Local Agency Formation Commission of Kings County is hereby requested to take proceedings for the annexation of territory as authorized and in the manner provided by the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000.

BE IT FURTHER RESOLVED, the City Council of the City of Lemoore hereby directs City staff to complete, sign, and deliver application materials to the Local Agency Formation Commission of Kings County to initiate the annexation process.

Passed and adopted at a Regular Meeting of the Planning Commission of the City of Lemoore held on April 5, 2022, by the following votes:

PASSED AND ADOPTED by the Lemoore City Council on this 5th day of April 2022, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

ATTEST:

_____
Marisa Avalos
City Clerk

APPROVED:

_____
Stuart Lyons
Mayor

ORDINANCE NO. 2022-03

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LEMOORE PREZONING TERRITORY LOCATED ON THE EAST SIDE OF 18 ¾ AVENUE (LIBERTY DRIVE) AND NORTH OF HANFORD-ARMONA ROAD

THE CITY COUNCIL OF THE CITY OF LEMOORE HEREBY DOES ORDAIN:

SECTION 1. FINDINGS.

(a) The property owner Lennar Homes located on the east side of 18 ¾ Avenue (Liberty Drive) and north of Hanford-Armona Road (APNs: 021-550-001, -002, -003, -004, -005) has requested annexation into the City of Lemoore.

(b) The property owners have consented to annexation.

(c) Government Code Section 56375(a)(7) requires that applications to the Local Agency Formation Commission for annexation include prezoning of the territory proposed for annexation.

(d) This ordinance is consistent with the City of Lemoore General Plan, Lemoore Municipal Code and the Zoning Ordinance and would not be detrimental to the public interest, health, safety, convenience, and welfare of the City.

(e) A Mitigated Negative Declaration has been prepared and adopted in accordance with the California Environmental Quality Act (CEQA).

SECTION 2. LOCATION AND PREZONING. The property located on the east side of 18 ¾ Avenue (Liberty Drive) and north of Hanford-Armona Road (APNs: 021-550-001, -002, -003, -004, -005) is hereby prezoned Low Density Residential (RLD).

SECTION 3. ZONING MAP. The official Zoning Map shall be amended to reflect this change upon completion of annexation proceedings.

SECTION 4. SEVERABILITY.

If any provision of this ordinance is declared unlawful by a court of competent jurisdiction, the City Council intends that the remaining provisions of this ordinance remain in effect.

SECTION 5. EFFECTIVE DATE.

The ordinance codified herein shall take effect and be in full force and effect from and after thirty (30) days after its final passage and adoption. Within fifteen (15) days after its adoption, the ordinance codified herein, or a summary of the ordinance codified herein, shall be published once in a newspaper of general circulation.

* *

The foregoing Ordinance No. 2022-03 was introduced at a regular meeting of the City Council of the City of Lemoore held on April 5, 2022, and was thereafter duly adopted at a regular meeting of said City Council held on April 19, 2022, by the following vote:

AYES:
NOES:
ABSTAINING:
ABSENT:

ATTEST:

Marisa Avalos, City Clerk

APPROVED:

Stuart Lyons, Mayor

ORDINANCE NO. 2022-04

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LEMOORE ADOPTING PLANNED UNIT DEVELOPMENT NO. 2021-01 LOCATED ON THE EAST SIDE OF 18 ¾ AVENUE (LIBERTY DRIVE) AND NORTH OF HANFORD-ARMONA ROAD

THE CITY COUNCIL OF THE CITY OF LEMOORE HEREBY DOES ORDAIN:

SECTION 1. FINDINGS.

(a) The property owner Lennar Homes located on the east side of 18 ¾ Avenue (Liberty Drive) and north of Hanford-Armona Road (APNs: 021-550-001, -002, -003) has requested approval of a Planned Unit Development (PUD).

(b) This Planned Unit Development is consistent with the City of Lemoore General Plan, Lemoore Municipal Code and the Zoning Ordinance and would not be detrimental to the public interest, health, safety, convenience, and welfare of the City.

(c) A Mitigated Negative Declaration has been prepared and adopted in accordance with the California Environmental Quality Act (CEQA).

(d) On March 14, 2022, the Planning Commission for the City of Lemoore recommended approval of the PUD, including specific building setbacks, subject to approval by the City Council of a zoning overlay for the PUD.

SECTION 2. PLANNED UNIT DEVELOPMENT ESTABLISHMENT.

A planned unit development is hereby established on property located on the east side of 18 ¾ Avenue (Liberty Drive) and north of Hanford-Armona Road just north of the City of Lemoore (Currently APN: 021-550-001, -002, -003); The official Zoning Map shall be amended to reflect this change.

SECTION 3. AMENDMENT OF CODE: ADOPTION OF PLANNED UNIT DEVELOPMENT OVERLAY ZONES

Article "B" of Chapter 9 of Title 9 of the Lemoore Municipal Code is amended as follows:

Table 9-9B-3-1, containing the adopted PUD overlay zones, is hereby amended to add PUD 2021-01:

Number	Name	Date Approved	Resolution Number	Average Density Per Gross Acre (du/ac)
2021-01	Lennar Homes, Tract 935	April 5, 2022	2022-16	6.3

Table 9-9B-4-1, containing specific development standards in the adopted PUD overlay zones, is hereby amended to add PUD 2021-01:

Number	Name	Front Setback	Side Setback	Rear Setback
2021-01	Lennar Homes, Tract 935	12' to living space 20' to garage	5' interior side 10' street side	10 feet for one-story 15 feet for two-story One-story homes only on TSM Lots 24 to 37

SECTION 4. SEVERABILITY.

If any provision of this ordinance is declared unlawful by a court of competent jurisdiction, the City Council intends that the remaining provisions of this ordinance remain in effect.

SECTION 5. EFFECTIVE DATE.

The ordinance codified herein shall take effect and be in full force and effect from and after thirty (30) days after its final passage and adoption. Within fifteen (15) days after its adoption, the ordinance codified herein, or a summary of the ordinance codified herein, shall be published once in a newspaper of general circulation.

* *

The foregoing Ordinance No. 2022-04 was introduced at a regular meeting of the City Council of the City of Lemoore held on April 5, 2022, and was thereafter duly adopted at a regular meeting of said City Council held on April 19, 2022, by the following vote:

AYES:

NOES:

ABSTAINING:

ABSENT:

ATTEST:

Marisa Avalos, City Clerk

APPROVED:

Stuart Lyons, Mayor

RESOLUTION NO. 2022-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LEMOORE APPRIOVING TENTATIVE SUBDIVISION MAP TRACT 935 DEVELOPING 30.25 ACRES WITH 148 SINGLE-FAMILY LOTS AND POND BASIN LOCATED ON THE EASTSIDE OF 18 ¾ AVENUE (LIBERTY DRIVE) AND NORTH OF HANFORD-ARMONA ROAD JUST NORTH OF THE CITY OF LEMOORE

WHEREAS, Lennar Homes has requested approval of a Tentative Subdivision Map on 30.3 acres with 148 single-family lots and pond basin located on the eastside of 18 ¾ Avenue (Liberty Drive) and north of Hanford-Armona Road, in the City of Lemoore (APNs: 021-550-001, 021-550-002, and 021-550-003); and

WHEREAS, the proposed site for development is 30.3 acres in size while the proposed annexation area is 40.3 acres in size, with the entire territory designated Low Density Residential in the City of Lemoore General Plan; and

WHEREAS, the entire site is within the Primary Sphere of Influence as adopted by the Local Agency Formation Commission of Kings County; and

WHEREAS, an Initial Study was prepared in conformance with the California Environmental Quality Act (CEQA) Guidelines, and it was found that the proposed project could not have a significant effect on the environment, with mitigations. Therefore, a Mitigated Negative Declaration has been prepared for this project and certified with the annexation resolution of application; and

WHEREAS, the Planning Commission, after holding a public hearing on March 14, 2022, adopted a resolution recommending approval of the project.

WHEREAS, the Lemoore City Council held a duly noticed public hearing at its April 5, 2022, meeting.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Lemoore hereby makes the following findings regarding the proposed project, based on facts detailed in the April 5, 2022, staff report, which is hereby incorporated by reference, as well as the Planning Commission recommendation and the evidence and comments presented during the Public Hearing:

1. Annexation of the existing site will implement the City's General Plan goals by developing residential uses.
2. The Pre-Zone is consistent with the General Plan goals, policies, and implementation programs.
3. The Planned Unit Development (PUD) is compatible and in conformity with public convenience, general welfare, and good land use and zoning practice. The PUD provides for alternative development standards that will increase the density of the site while avoiding negative impacts.

4. The PUD will not be detrimental to the health, safety, and general welfare of the City.
5. The PUD will not adversely affect the orderly development of property or the preservation of property values as the project involves the development of well-designed single-family homes.
6. The Tentative Subdivision Map is consistent with the General Plan and all applicable provisions of the Zoning Code.
7. The proposed project will not be substantially detrimental to adjacent property and will not materially impair the purposes of the Zoning Ordinance or the public interest.
8. As proposed and conditioned herein, the site design of the project is consistent with the new residential development standards in the Zoning Ordinance, as modified by the Planned Unit Development.
9. The proposed project is consistent with the objectives of the General Plan and complies with applicable zoning regulations, including the proposed overlay zone for the Planned Unit Development, specific plan provisions, and improvement standards adopted by the City.
10. The proposed site design and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.
11. The character and scale of the site are compatible with the character of buildings on adjoining and nearby properties.
12. The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.
13. The project's lot sizes are consistent with densities in the General Plan and are appropriate for this site.

BE IT FURTHER RESOLVED that the City Council of the City of Lemoore approves Tentative Subdivision Map Tract 935, subject to the following conditions:

1. The site shall be developed consistent with the approved Tentative Map, as modified by the Planned Unit Development, these conditions, and applicable development standards found in the Zoning Ordinance and Lemoore (City) Municipal Code.

2. The site shall be developed consistent with this report and with the Site Plan Review comments.

3. The project shall be developed and maintained in substantial compliance with the Tentative Map, except for any modifications that may be needed to meet these conditions of approval.

4. The final subdivision map shall be submitted in accordance with City ordinances and standards.

5. The developer shall incorporate the mitigation measures as identified in the mitigated negative declaration into the project.

6. Plans for all public and private improvements, including but not limited to, water, sewer, storm drainage, road pavement, curb and gutter, sidewalk, streetlights, landscaping, and fire hydrants

shall be approved by the City Engineer, and these improvements shall be completed in accordance with the approved plans to the satisfaction of the Public Works Department.

7. On-site and off-site traffic and street improvements shall be constructed per the Site Plan Review comments and the mitigation measures in the mitigated negative declaration.

8. Perimeter collector roadways shall be constructed and widened per City standards and cross-sections on the Tentative Map as follows:

    - The local street 18 ¾ Avenue (Liberty Drive) will widen 42-feet from the roads existing centerline with a complete curb, gutter, and sidewalk. Once the adjacent property is fully built-out, Liberty Drive's Road classification will transition to a complete collector street with an 84-foot right of way with bike lanes.

9. Ponding basin and storm drainage improvements shall be constructed per the Major Site Plan Review comments.

10. A public facilities maintenance district (PFMD) shall be formed in conjunction with the Final Map acceptance in order to provide the maintenance costs for common landscaping, street maintenance, and other improvements in accordance with existing City policy.

11. The project shall be subject to the applicable development impact fees adopted by resolution of the City Council. The project shall also pay park in lieu fees in accordance with Article N of Chapter 8.7 of the Municipal Code.

12. In conjunction with approval of the Final Map, a noise and odor easement shall be recorded on all lots created, in a form acceptable to the City Attorney, to acknowledge the presence of nearby industry, railroad, and freeways, and the right of the such uses to continue to emit such noise and odors as are otherwise allowable by law and to ensure that such uses in these areas are not unreasonably hindered by residential users and owners that move in or nearby at a later date.

13. The developer shall comply with the standards, provisions, and requirements of the San Joaquin Valley Air Pollution Control District that relate to the project.

14. A minimum six-foot eight-inch-high block wall with decorative columns and caps at least every 100 feet shall be constructed per City standards adjacent to Avenue 18 ¾ (Liberty Drive). Landscaping shall be added to cover at least 50% of the wall within five years of installation.

15. Fire hydrant and connection types and locations shall be approved by the Lemoore Volunteer Fire Department.

16. Concrete pads for installation of mailboxes shall be provided in accordance with determinations made by the Lemoore Postmaster.

17. Street trees from the City approved street tree list shall be planted with root barriers as per Public Works Standards and Specifications. Improvement plans shall include landscape and irrigation for the outlets along Liberty Drive and Glendale Avenue.

18. Streetlights shall be provided within the project as per City local streetlight standards.

19. The sidewalk type along local streets (parkway type or curb adjacent type) shall be consistent throughout all phases of the subdivision, as per City standard.

20. Any existing roadway, sidewalk, or curb and gutter that is damaged during construction shall be repaired or replaced to the satisfaction of the Public Works Department.

21. Lot sizes less than 7,000 square feet, consistent with the sizes shown on the Tentative Map, shall be per the Planned Unit Development established by the City Council.

22. Article "B" of Chapter 9 of Title 9 of the Lemoore Municipal Code shall be amended as follows to modify lot size and building setbacks:

    Table 9-9B-3-1, containing the adopted PUD overlay zones, is hereby amended to add PUD 2021-03:

Number	**Name**	**Date Approved**	**Resolution Number**	**Average Density Per Gross Acre (du/ac)**
2021-01	Lennar Homes, Tract 935	April 5, 2022	2022-XX [Marisa: tract 935 reso]	6.3

    Table 9-9B-4-1, containing specific development standards in the adopted PUD overlay zones, is hereby amended to add PUD 2021-03:

Number	**Name**	**Front Setback**	**Side Setback**	**Rear Setback**
2021-01	Lennar Homes, Tract 935	12' to living space 20' to garage	5' interior side 10' street side	10 feet for one-story 15 feet for two-story One-story homes only on TSM Lots 24 to 37

23. Placement of Refuse Containers: Placement during times of collection: Refuse containers shall be located at the curbside or other location designated by the public works director, where they are readily accessible for emptying, up to twenty-four (24) hours prior to collection, but not later than 5:00 a.m. on the day of collection. Storage of refuse containers: Other than times of collection, as described in above, refuse containers, and any other receptacles, must be properly stored on the same day as collection is made by using any of the following methods:

    a. Backyard, behind fence, or

    b. Front yard, if screened from direct view from street, or

c. Side yard, if screened from direct view, or adjacent to the main building structure and placed in a manner that only one container is directly visible.

24. The project and all subsequent uses must meet the requirements found in Section 9-5B-2 of the Zoning Ordinance related to noise, odor, and vibration, and maintenance.

25. Homes constructed on Lots 24 through 37, as depicted on the Proposed Site Plan for Tract 935, shall be single-story only.

26. The Tentative Subdivision Map approval shall expire two years from the date of City Council approval, unless a Final Map is filed or an extension is granted via legislation or by the City, in accordance with the Subdivision Map Act. Expiration dates for the Major Site Plan Review and Planned Unit Development shall run consistent with the expiration date of the Tentative Map.

PASSED AND ADOPTED by the Lemoore City Council on this 5th day of April 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

_____

Marisa Avalos
City Clerk

APPROVED:

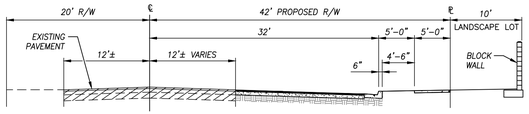
_____

Stuart Lyons
Mayor

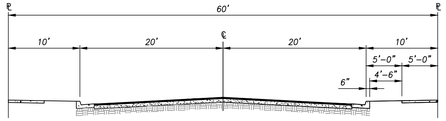
TENTATIVE SUBDIVISION MAP

COUNTY TRACT NO. 935

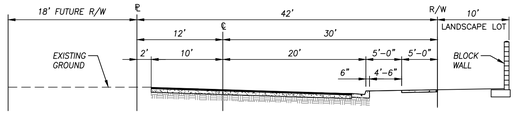
CITY OF LEMOORE, COUNTY OF KINGS, STATE OF CALIFORNIA



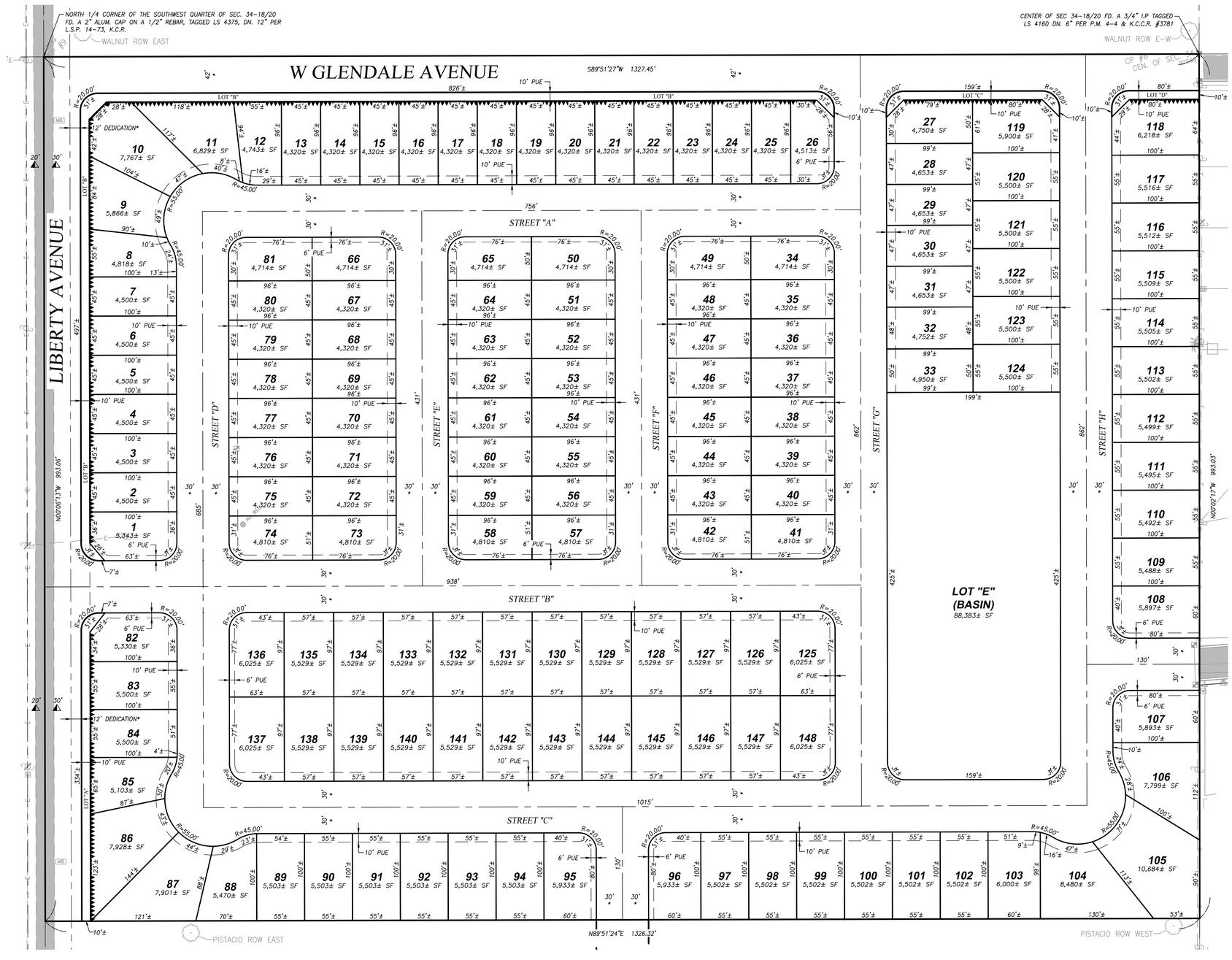
LIBERTY DRIVE
(LOOKING NORTH)



TYPICAL INTERIOR STREET



W GLENDALE AVE
(LOOKING EAST)



LOT TABLE

LOT	AREA
LOT A	3,645± SF
LOT B	14,243± SF
LOT C	2,218± SF
LOT D	1,123± SF

OWNER:

EARL L. SCHLICKEISER
CAROLYN A. SCHLICKEISER
2649 SADDLEBACK LANE
PASO ROBLES, CA 93446

APPLICANT:

LENNAR HOMES OF CALIFORNIA, INC.
8080 N. PALM AVE., SUITE 110
FRESNO, CA 93711

LEGAL DESCRIPTION:

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF KINGS, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

TRACT ONE:

THE NORTH HALF OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 18 SOUTH, RANGE 20 EAST, MOUNT DIABLO BASE AND MERIDIAN.

TRACT TWO:

THE SOUTH HALF OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 34, TOWNSHIP 18 SOUTH, RANGE 20 EAST, M.D.B.& M. (10 ACRES MORE OR LESS).

TRACT THREE:

THE NORTH 1/2 OF THE SOUTH 1/2 OF THE NORTHEAST OF 1/4 OF THE SOUTHWEST 1/4 OF SECTION 34, TOWNSHIP 18 SOUTH, RANGE 20 EAST, MOUNT DIABLO BASE & MERIDIAN IN THE COUNTY OF KINGS, STATE OF CALIFORNIA.

EXCEPTING THEREFROM ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES WITHIN OR UNDERLYING SAID LAND, AS RESERVED BY CONSTANCE M. APPERSON ET.AL. IN DEED RECORDED FEBRUARY 25, 2002 AS DOCUMENT NO. 0203919 OF OFFICIAL RECORDS.

GENERAL INFORMATION:

EXISTING ZONE	AL10 (COUNTY)
PROPOSED ZONE	LDR (CITY OF LEMOORE)
EXISTING USE	AG
PROPOSED USE	RESIDENTIAL
SEWER	CITY OF LEMOORE
WATER	CITY OF LEMOORE
STORM DRAIN	ON-SITE BASIN
A.P.N.	021-550-01,02&03
FLOOD ZONE	ZONE X PER FEMA FIRM 06031C0160D DATED 09/16/2015

LOT INFORMATION:

	45' LOTS		55' LOTS	TOTAL
LOTS:	81	+	67	= 148

LOTS PER ACRE: 4.89

MINIMUM LOT SIZE: 4,320 S.F. (MULTIPLE)
MAXIMUM LOT SIZE: 10,684 S.F. (LOT 105)
AVERAGE LOT SIZE: 4,930± S.F.

PER NEW ZONING ORDINANCE MINIMUM LOT WIDTH FOR LDR IS 45' (50' CORNER LOTS)

AREA:

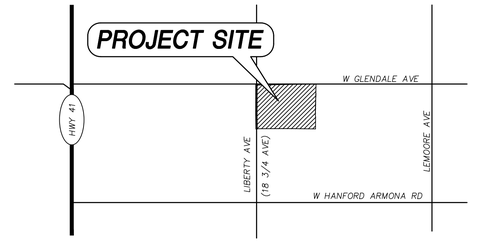
INTERIOR STREET DEDICATION:	8.13 AC.
EXTERIOR STREET DEDICATION:	2.20 AC.
LOTS 1-148:	17.40 AC.
LOTS A-D (LANDSCAPE AREAS):	0.49 AC.
LOT E (BASIN):	2.03 AC.
TOTAL AREA:	30.25 AC.

LEGEND:

R	RADIUS
	ROAD RIGHT OF WAY LINE
	ADJACENT PROPERTY LINE
	PARCEL BOUNDARY LINE
	SECTION LINE
	CENTERLINE
	LOT LINE
	PUBLIC UTILITY EASEMENT (PUE)
	RELINQUISHMENT OF ACCESS RIGHTS
*	PROPOSED CITY R/W DEDICATION
	EXISTING CITY R/W DEDICATION

TOPO LEGEND:

AC	ASPHALT CONCRETE
C	CONCRETE
CR	ASPHALT CROWN
EP	EDGE OF PAVEMENT
MB	MAILBOX
OG	ORIGINAL GROUND
TC	TOP OF CURB
AG WELL	EXISTING IRRIGATION WELL
	EXISTING UTILITY POLE
	EXISTING TELEPHONE PEDESTAL
	EXISTING TREE, TYPE AS NOTED
W	EXISTING WATER METER
	EXISTING WOODEN FENCE
	EXISTING TIMBER BARRICADE
	EXISTING PAVEMENT
MB	EXISTING MAILBOX
	EXISTING ELECTRICAL LINE
	EXISTING PALM TREE



VICINITY MAP
NOT TO SCALE

SCALE: 1"=60'

60 30 0 60 120

No. | Revisions | Date

LENNAR HOMES OF CALIFORNIA, INC.
8080 N. PALM AVE., SUITE 110
FRESNO, CA 93711

TENTATIVE SUBDIVISION MAP
COUNTY TRACT 935
FOR:
LENNAR HOMES OF CALIFORNIA, INC.

CIVIL ENGINEERS
ZUMWALT HANSEN INC.
LAND SURVEYORS
609 N. Irwin St.
Hanford, CA 93230
Office: (559) 582-1056
Fax: (559) 584-4143

DRAWN BY:	AA
CHECKED BY:	AD
INDEXED BY:	
DATE:	8/2/2021
JOB NO.:	Z210766
SHEET:	1 OF 1

MAP OF TERRITORY ANNEXED TO THE

CITY OF LEMOORE

AND DETACHED FROM THE KINGS RIVER CONSERVATION DISTRICT AND THE EXCELSIOR-KINGS RIVER RESOUCE CONSERVATION DISTRICT, CITY OF LEMOORE ANNEXATION NO. 2017-01

LEGAL DESCRIPTION

BEING THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 34, T. 18 S., R. 20 E., M.D.B. & M., IN THE COUNTY OF KINGS, STATE OF CALIFORNIA.

SURVEYORS' STATEMENT

THIS MAP WAS PREPARED BY ME ON _____, AND IS BASED UPON RECORD DATA AND LAFCO RESOLUTION No. 17-03,

DATED _____.

REGISTERED PROFESSIONAL ENGINEER
JOHN A. ZUMWALT
21489
CIVIL
STATE OF CALIFORNIA

_____

JOHN A. ZUMWALT, R.C.E. 21489

CERTIFICATE OF COMPLETION

RECORDED AS DOCUMENT NO. _____

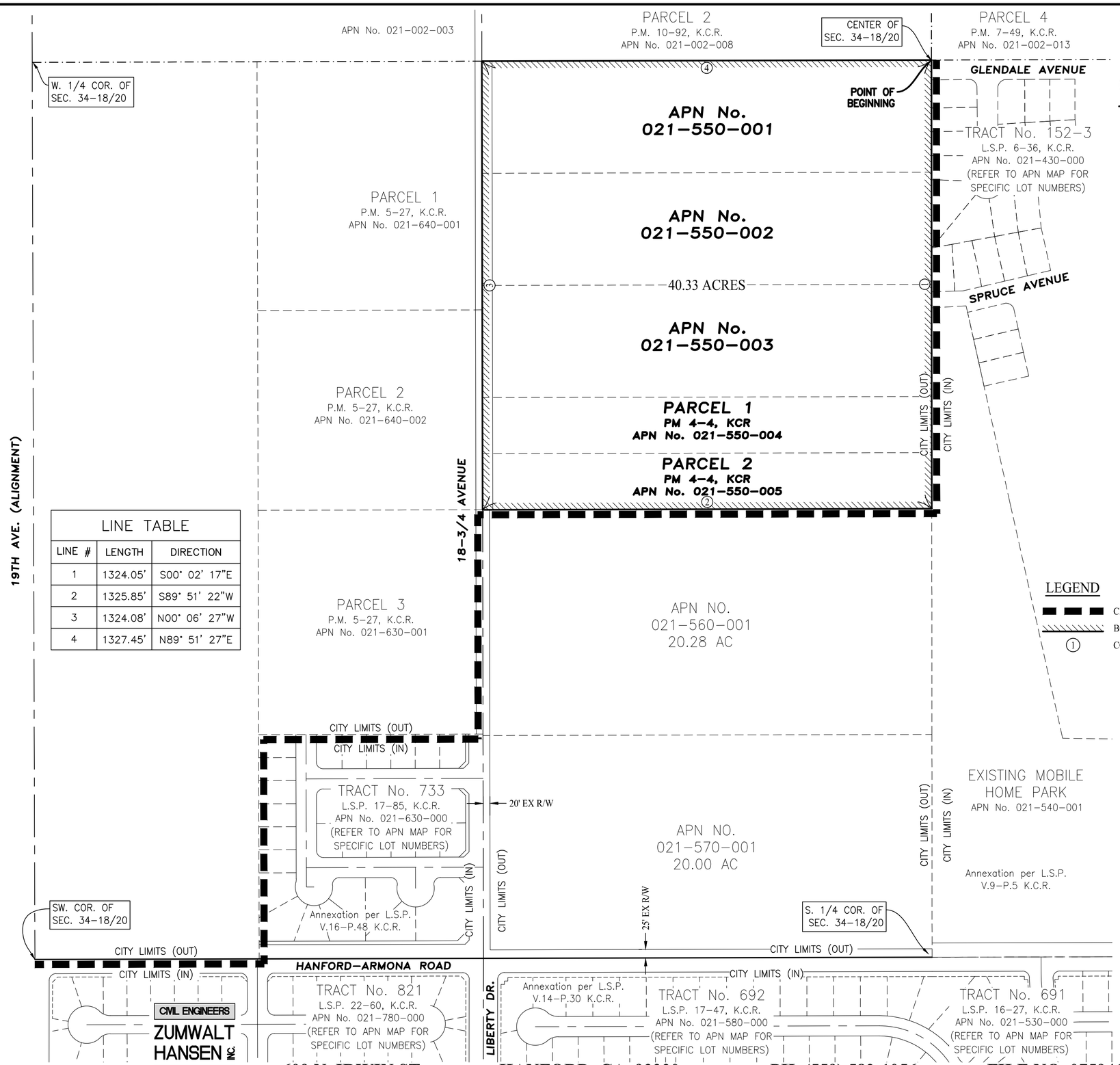
FEE _____

DOCUMENT NO. _____

RECORDED AT THE REQUEST OF THE LOCAL AGENCY FORMATION COMMISSION OF KINGS COUNTY.

AT ___ MINUTES PAST _____ O'CLOCK __.M., _____, 20___ VOLUME ___ OF LICENSED SURVEYORS' PLATS PAGE _____, KINGS COUNTY, STATE OF CALIFORNIA.

KRISTINE LEE
COUNTY RECORDER
BY: _____
DEPUTY



LINE TABLE		
LINE #	LENGTH	DIRECTION
1	1324.05'	S00° 02' 17"E
2	1325.85'	S89° 51' 22"W
3	1324.08'	N00° 06' 27"W
4	1327.45'	N89° 51' 27"E

LEGEND

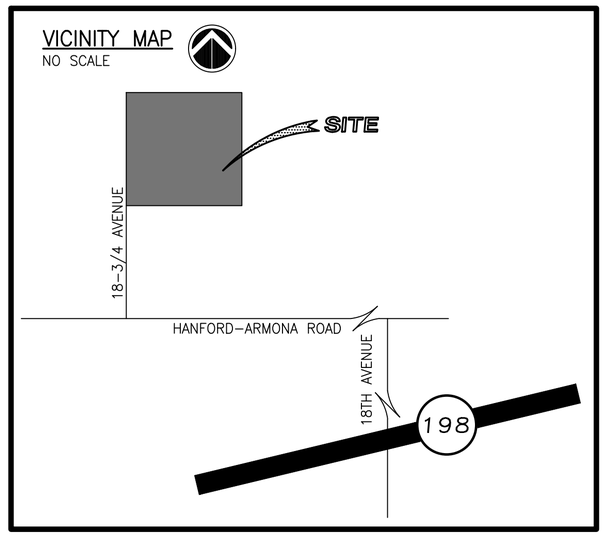
- CITY LIMITS
- BOUNDARY OF PROPERTIES TO BE ANNEXED
- (1) COURSE SEGMENT NUMBER

SCALE: 1"=200'

200 100 0 200 400

VICINITY MAP

NO SCALE



CIVIL ENGINEERS
ZUMWALT HANSEN INC.
LAND SURVEYORS
609 N. IRWIN ST. HANFORD, CA. 93230 PH. (559) 582-1056

FILE NO. 0759412

SHEET ONE OF ONE

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CITY OF LEMOORE
CONSENT TO ANNEX FORM

Name of Proposal: Lemoore Annexation No. 2021-03

Description of Proposal: Annexation of 40.33 acres of land located on the east side of 18 ¾ Avenue (Liberty Drive) from the Lemoore city limits to the alignment of Glendale Avenue.

Annex to: City of Lemoore

Detach From: Kings River Conservation District
Excelsior Kings River Resource Conservation District

Conditions of Annexation: Property owner of APNs 021-550-004 and 021-550-005 will not be responsible for cost of: 1) sewer connection to existing residence, 2) water connection to existing residence, and 3) new curb, gutter, sidewalk, paving along their Liberty Drive frontage. The City of Lemoore will allow farming to continue at the same intensity as prior to annexation.

Each of the undersigned represents that they are the owner of the property described opposite their name and located within the territory described on the attached map, and hereby consents to the annexation of said property to the City of Lemoore as described and conditioned above, as well as the associated detachment from the above-listed special districts.

Date	Name	Address	Assessor's Parcel Number
2/22/22	LAURA LOPEZ JUAN CABRERA	10725 18 3/4 AVE LEMOORE CA 93245	021-550-004 021-550-005
			021-550-001 021-550-002 021-550-003

Each individual listed on the last equalized assessment roll of the county must sign for the subject parcel(s). A current Assessor Parcel Number (APN) that may be obtained from your tax statement is sufficient to describe the property location.

If you are an applicant for, or a participant in any proceedings on the agenda and have made a campaign contribution of $250 or more to or for any of the Commission members, state law provides for disqualification of Commissioner voting, or even prohibition of such gifts. These restrictions also apply to agents of applications or participants. (Government Code Section 84308).

Reference: Section 56837 Govt. Code.

CITY OF LEMOORE
CONSENT TO ANNEX FORM

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Each of the undersigned represents that they are the owner of the property described opposite their name and located within the territory described on the attached map, and hereby consents to the annexation of said property to the City of Lemoore as described and conditioned above, as well as the associated detachment from the above-listed special districts.

Date	Name	Address	Assessor's Parcel Number
			021-550-004 021-550-005
02/28/2022	SCHLICKEISER FAMILY TRUST JOHN SCHLICKEISER	4262 BLUE DIAMOND RD. ~~LAS~~ STE 102-274 LAS VEGAS, NV. 89139	021-550-001 021-550-002 021-550-003

Each individual listed on the last equalized assessment roll of the county must sign for the subject parcel(s). A current Assessor Parcel Number (APN) that may be obtained from your tax statement is sufficient to describe the property location.

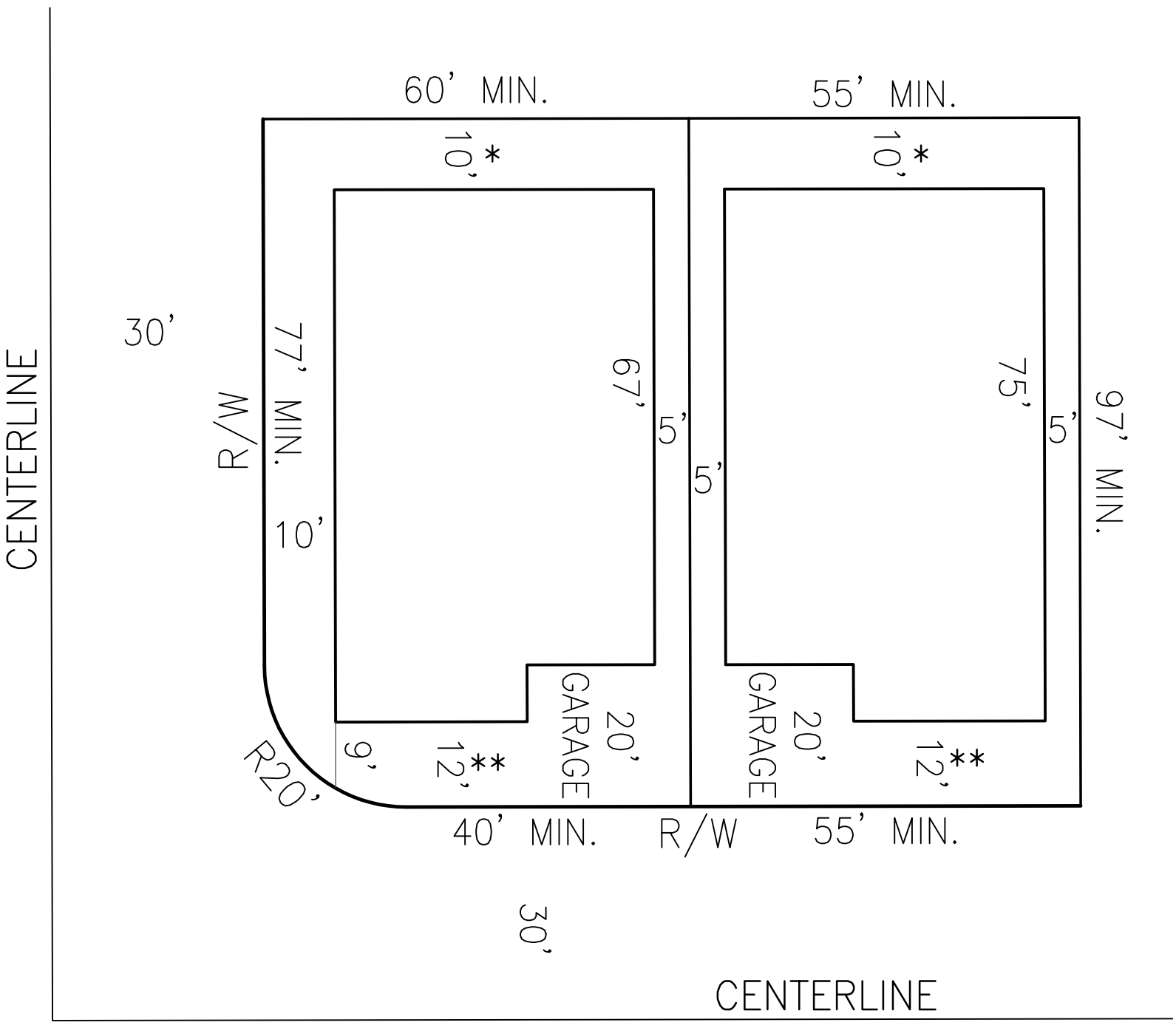
If you are an applicant for, or a participant in any proceedings on the agenda and have made a campaign contribution of $250 or more to or for any of the Commission members, state law provides for disqualification of Commissioner voting, or even prohibition of such gifts. These restrictions also apply to agents of applications or participants. (Government Code Section 84308).

Reference: Section 56837 Govt. Code.

COUNTY TRACT NO. 935

CITY OF LEMOORE, COUNTY OF KINGS, STATE OF CALIFORNIA

PROPOSED SET BACK DISTANCES



NOTES:

*15' SET BACK FOR TWO-STORY

**12' SET BACK FRONT TO LIVING-SPACE

No.	Revisions	Date

Lennar Homes of California Inc.
California Series Homesites
(Min. 55' x 97')

CIVIL ENGINEERS
ZUMWALT HANSEN INC
LAND SURVEYORS
609 N. Irwin St.
Hanford, CA 93230
Office: (559) 582-1056
Fax: (559) 584-4143

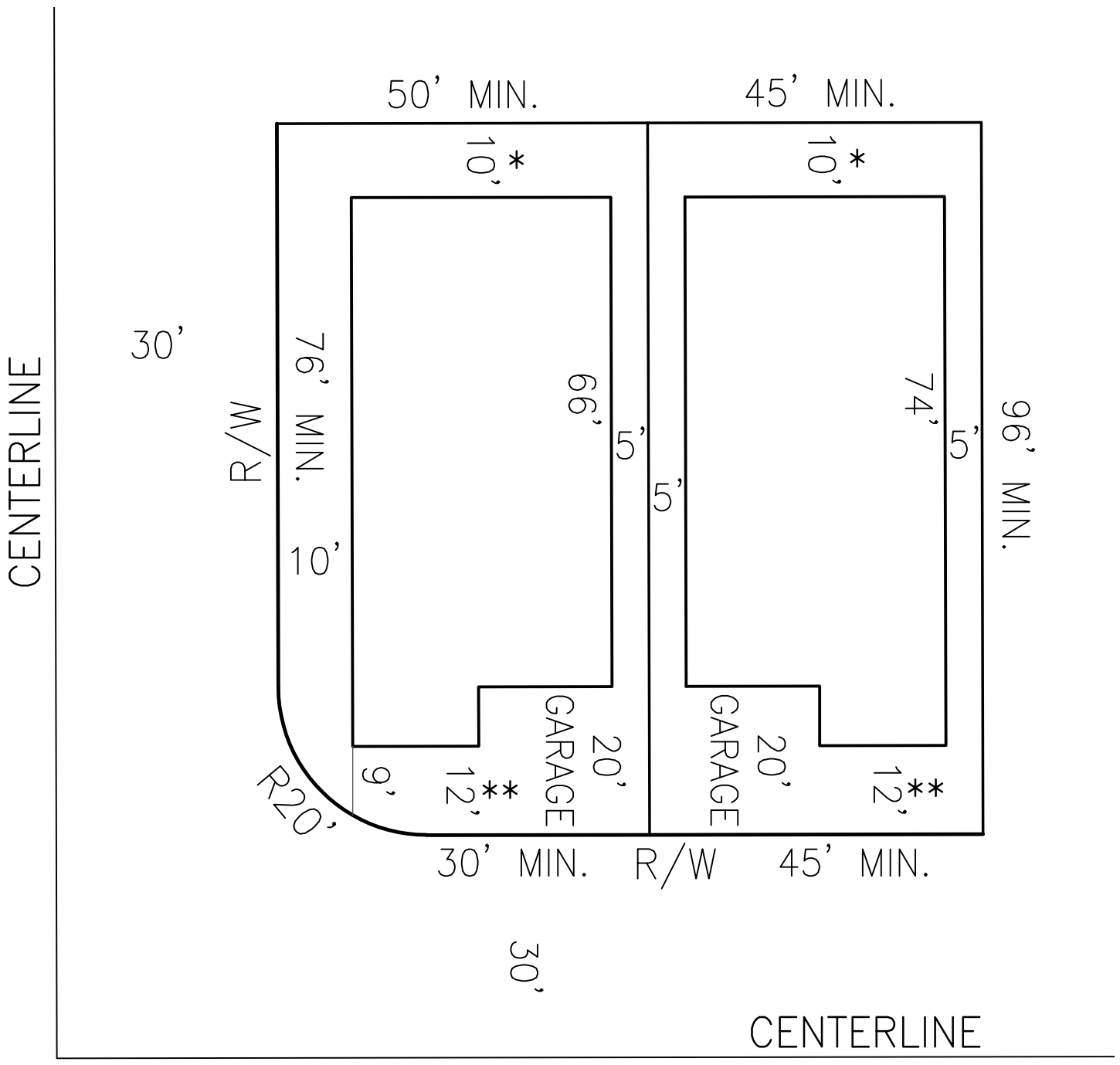
Job No. 0792512
Drawn By: AR
Checked By: AD
Indexed By:
Date: 9/17/2021

Sheet No.
1 of 1

COUNTY TRACT NO. 935

CITY OF LEMOORE, COUNTY OF KINGS, STATE OF CALIFORNIA

PROPOSED SET BACK DISTANCES



NOTES:

*15' SET BACK FOR TWO-STORY

**12' SET BACK FRONT TO LIVING-SPACE

No.	Revisions	Date

Lennar Homes of California Inc.
Summer Series Homesites
(Min. 45' x 96')

CML ENGINEERS
ZUMWALT HANSEN INC
LAND SURVEYORS
609 N. Irwin St.
Hanford, CA 93230
Office: (559) 582-1056
Fax: (559) 584-4143

Job No. 0792512
Drawn By: AR
Checked By: AD
Indexed By:
Date: 9/17/2021

Sheet No. 1 of 1

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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

CITY OF LEMOORE

TRACT 935

FEBRUARY 2022

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

TRACT 935 PROJECT

Prepared for:

City of Lemoore
711 W. Cinnamon Drive
Lemoore, CA 93245
Contact Person: Nathan Olson, City Manager
Phone: (559) 924-6744

Consultant:

5080 California Avenue, Suite 220
Bakersfield, CA 93309
Contact: Jaymie Brauer
Phone: (661) 616-2600

February 2022

Project #210447

NOTICE OF PUBLIC HEARING AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

This is to advise that the City of Lemoore has prepared a Mitigated Negative Declaration for the project identified below that is scheduled to be considered at the Lemoore Planning Commission regular meeting on **Monday, March 14, 2022.**

PLEASE BE ADVISED that the City Council will consider adopting the Mitigated Negative Declaration at a future meeting held after the Planning Commission meeting. That date is uncertain at this time and will be noticed in the future.

All upcoming regular and special Planning Commission and City Council meetings will also be accessible online at www.youtube.com/c/cityoflemoore.

Persons having comments or concerns about the proposed project are encouraged to attend or submit public comments by e-mail to: planning@lemoore.com. Emailed comments must be received by 4:30 p.m. the day of the hearing to be entered into record. In the subject line of the e-mail, please state your name and the item you are commenting on. Persons unable to email comments may send them via USPS mail or other courier to City of Lemoore, Attn: City Clerk, 711 W. Cinnamon Drive, Lemoore CA 93245. Mailed comments must be received by 4:30 p.m. the day of the hearing to be entered into record.

Project Name

Tract 935 Project

Project Location

The project site is located at 18 ¾ Avenue (Liberty Drive) and West Glendale Avenue in the City of Lemoore, Kings County, CA. The project site is on Assessor's Parcel Numbers (APN) 021-550-001 through -005 within Section 34, Township 18S, Range 20E, Mount Diablo Base and Meridian (MDB&M).

Project Description

The applicant, Lennar Homes, Central Valley Division, proposes the construction of 148 single-family residences, internal roads and a drainage retention basin on an approximately 30-acre site (APNs 021-550-001 through -003) (project). Access to the proposed subdivision will be from Liberty Drive and West Glendale Avenue. In order for the project to be constructed, approval of the following actions are required:

- Annexation into the City of Lemoore from unincorporated Kings County
- Detachment from the Kings River Conservation District and the Excelsior Kings River Resource Conservation District
- Prezoning – Low Density Residential
- Tentative Tract Map 935

- Planned Unit Development (PUD)
- Major Site Plan Review

There will be 7 phases with approximately 20 units constructed per phase. Construction will take 24 months with total buildout of the homes in November 2025.

As part of the project, the applicant also proposes to annex an additional 10.1 acres (APNs 021-550-004 and 021-550-005) and the adjacent right of way of Avenue 18 ¾ to the City of Lemoore's jurisdiction. No new development is planned for these parcels at this time. The Project analyzed in the IS/MND does not include these two APNs, except for the annexation. Future proposed development on these parcels may require additional environmental review.

It is anticipated that the following pieces of equipment would be used during construction activities:

- Roller;
- Large bulldozer;
- Loaded trucks;
- Excavator;
- Generator;
- Service truck; and
- Air compressor.

As mandated by the California Environmental Quality Act (CEQA), the public review period for this document was 20 days (CEQA Section 15073[a]). The public review period began on February 18, 2022, and ended on March 10, 2022. For further information, please contact Jaymie Brauer at 661-616-2600 or jaymie.brauer@qkinc.com.

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MITIGATED NEGATIVE DECLARATION

As Lead Agency under the California Environmental Quality Act (CEQA), the City of Lemoore reviewed the project described below to determine whether it could have a significant effect on the environment because of its development. In accordance with CEQA Guidelines Section 15382, "[s]ignificant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

Project Name

Tract 935 Project

Project Location

The project site is located at Liberty Avenue and West Glendale Avenue in the City of Lemoore, Kings County, CA. The project site is on Assessor's Parcel Numbers 021-550-001 through -003 within Section 34, Township 18S, Range 20E, Mount Diablo Base and Meridian (MDB&M).

Project Description

The applicant, Lennar Homes, proposes the construction of 148 single-family residences, internal roads and a drainage basin on an approximately 30-acre site (project). Access to the proposed subdivision will be from Avenue 18 ¾ (Liberty Drive) and West Glendale Avenue.

There will be 7 phases with approximately 20 units constructed per phase. Construction will take 24 months with total expected buildout of the homes in November 2025.

It is anticipated that the following pieces of equipment would be used during construction activities:

- Roller;
- Large bulldozer;
- Loaded trucks;
- Excavator;
- Generator;
- Service truck; and
- Air compressor.

Entitlements

In order for the Project to be constructed, approval of the following actions is required:

- Annexation into the City of Lemoore from unincorporated Kings County
- Detachment from the Kings River Conservation District and the Excelsior Kings River Resource Conservation District
- Prezoning – Low Density Residential
- Tentative Tract Map 935
- Planned Unit Development (PUD)

The applicant also proposes to annex APN 021-550-004 and 021-550-005 to the City's jurisdiction, however, no development is planned for these parcels at this time. The Project analyzed in the IS/MND does not include these two APNs. Future proposed development on these parcels may require additional environmental review.

Mailing Address and Phone Number of Contact Person

Nathan Olson, City Manager
Phone: (559) 924-6744
711 W. Cinnamon Drive
Lemoore, CA

Findings

As Lead Agency, the City finds that the project will not have a significant effect on the environment. The Initial Study (IS) (see *Section 3 - Environmental Checklist*) identified one or more potentially significant effects on the environment, but revisions to the project have been made before the release of this Mitigated Negative Declaration (MND) or mitigation measures would be implemented that reduce all potentially significant impacts to less-than-significant levels. The City further finds that there is no substantial evidence that this project would have a significant effect on the environment.

Mitigation Measures Included in the Project to Avoid Potentially Significant Effects

MITIGATION MEASURE(S)

MM BIO-1: Prior to ground disturbing activities, a qualified wildlife biologist shall conduct a biological clearance survey between 14 and 30 days prior to the onset of construction.

The clearance survey shall include walking transects to identify presence of San Joaquin kit fox (SJKF), Swainson's hawk, and burrowing owl and any other special-status species and their sign. The pre-construction survey shall be walked by no greater than 30-foot transects for 100 percent coverage of the project and a 250-foot buffer, where feasible. If no evidence of special-status species is detected, no further action is required except measures BIO-4 through BIO-6 and BIO-8 shall be implemented. A preconstruction clearance survey report shall be submitted to the City as evidence of compliance prior to the issuance of permits.

MM BIO-2: The following avoidance and minimization measures shall be implemented during all phases of the project to reduce the potential for impact from the project. They are modified from the *U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the Endangered SJKF Prior to or During Ground Disturbance* (USFWS 2011, Appendix F).

a. All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from the construction or project site.
b. Construction-related vehicle traffic shall be restricted to established roads and predetermined ingress and egress corridors, staging, and parking areas. Vehicle speeds shall not exceed 20 miles per hour (mph) within the project site.
c. To prevent inadvertent entrapment of kit fox or other animals during construction, the contractor shall cover all excavated, steep-walled holes or trenches more than two feet deep at the close of each workday with plywood or similar materials. If holes or trenches cannot be covered, one or more escape ramps constructed of earthen fill or wooden planks shall be installed in the trench. Before such holes or trenches are filled, the contractor shall thoroughly inspect them for entrapped animals. All construction-related pipes, culverts, or similar structures with a diameter of four inches or greater that are stored on the project site shall be thoroughly inspected for wildlife before the pipe is subsequently buried, capped, or otherwise used or moved in anyway. If at any time an entrapped or injured kit fox is discovered, work in the immediate area shall be temporarily halted and USFWS and CDFW shall be consulted.
d. Kit foxes are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the USFWS and CDFW have been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped.
e. No pets, such as dogs or cats, shall be permitted on the project sites to prevent harassment, mortality of kit foxes, or destruction of dens.
f. Use of anti-coagulant rodenticides and herbicides in project sites shall be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the

depletion of prey populations on which they depend. All uses of such compounds shall observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the USFWS and CDFW. If rodent control must be conducted, zinc phosphide shall be used because of the proven lower risk to kit foxes.

g. A representative shall be appointed by the project proponent who will be the contact source for any employee or contractor who might inadvertently kill or injure a kit fox or who finds a dead, injured or entrapped kit fox. The representative shall be identified during the employee education program and their name and telephone number shall be provided to the USFWS.
h. The Sacramento Fish and Wildlife Office of USFWS and CDFW shall be notified in writing within three working days of the accidental death or injury to a SJKF during project-related activities. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal and any other pertinent information. The USFWS contact is the Chief of the Division of Endangered Species, at the addresses and telephone numbers below. The CDFW contact can be reached at (559) 243-4014 and R4CESA@wildlifeca.gov.
i. All sightings of the SJKF shall be reported to the California Natural Diversity Database (CNDDB). A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed shall also be provided to the Service at the address below.
j. Any project-related information required by the USFWS or questions concerning the above conditions, or their implementation may be directed in writing to the U.S. Fish and Wildlife Service at: Endangered Species Division, 2800 Cottage Way, Suite W 2605, Sacramento, California 95825-1846, phone: (916) 414-6620 or (916) 414-6600.
k. New sightings of SJKF should be reported to the CNDDB.

MM BIO-3: Within 14 days prior to the start of project ground-disturbing activities, a pre-activity survey with a 500-foot buffer shall be conducted by a qualified biologist knowledgeable in the identification of these species and approved by the CDFW. If dens/burrows that could support any of these species are discovered during the pre-activity survey conducted under MM BIO-1, the avoidance buffers outlined below shall be established. No work would occur within these buffers unless the biologist approves and monitors the activity.

San Joaquin Kit Fox

- Potential or Atypical den – 50 feet
- Known den – 100 feet
- Natal or pupping den – 500 feet, unless otherwise specified by CDFW

MM BIO-4: If all project activities are completed outside of the Swainson's hawk nesting season (February 15 through August 31), this mitigation measure does not apply.

Nesting surveys for the Swainson's hawks shall be conducted in accordance with the protocol outlined in the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (CDFG 2000). If potential Swainson's hawk nests or nesting substrates are located within 0.5 miles of the project site, then those nests or substrates must be monitored for activity on a routine and repeating basis throughout the breeding season, or until Swainson's hawks or other raptor species are verified to be using them. The protocol recommends that the following visits be made to each nest or nesting site: one visit during January 1–March 20 to identify potential nest sites, three visits during March 20–April 5, three visits during April 5–April 20, and three visits during June 10–July 30. A fewer number of visits may be permissible if deemed adequate by the City after consultation with a qualified biologist. To meet the minimum level of protection for the species, surveys shall be completed for at least the two survey periods immediately prior to project-related ground disturbance activities. If Swainson's hawks are not found to nest within the survey area, then no further action is warranted.

MM BIO-5: If an active Swainson's hawk nest is discovered at any time within 0.5 mile of active construction, a qualified biologist shall complete an assessment of the potential for current construction activities to impact the nest. The assessment will consider the type of construction activities, the location of construction relative to the nest, the visibility of construction activities from the nest location, and other existing disturbances in the area that are not related to construction activities of this project. Based on this assessment, the biologist shall determine if construction activities can proceed and the level of nest monitoring required. Construction activities shall not occur within 500 feet of an active nest but depending upon conditions at the site this distance may be reduced. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks may be required. The qualified biologist shall have the authority to stop work if it is determined that project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nest location, the sensitivity of the nesting Swainson's hawk to disturbances, and at the discretion of the qualified biologist.

MM BIO-6: If construction is planned outside the nesting period for raptors (other than burrowing owl) and migratory birds (February 15 to August 31), no mitigation shall be required. If construction is planned during the nesting season for migratory birds and raptors, a preconstruction survey to identify active bird nests shall be conducted by a qualified biologist to evaluate the site and a 250-foot buffer for migratory birds and a 500-foot buffer for raptors. If nesting birds are identified during the survey, active raptor nests shall be avoided by 500 feet and all other migratory bird nests shall be avoided by 250 feet. Avoidance buffers may be reduced if a qualified on-site monitor determines that encroachment into the buffer area is not affecting nest building, the rearing of young, or otherwise affecting the breeding behaviors of the resident birds. Because nesting birds can establish new nests or produce a second or even third clutch at any time during the nesting

season, nesting bird surveys shall be repeated every 30 days as construction activities are occurring throughout the nesting season.

No construction or earth-moving activity shall occur within a non-disturbance buffer until it is determined by a qualified biologist that the young have fledged (left the nest) and have attained sufficient flight skills to avoid project construction areas. Once the migratory birds or raptors have completed nesting and young have fledged, disturbance buffers will no longer be needed and may be removed, and monitoring may cease.

MM BIO-7: A qualified biologist shall conduct a pre-construction survey on the project site and within 500 feet of its perimeter, where feasible, to identify the presence of the western burrowing owl. The survey shall be conducted between 14 and 30 days prior to the start of construction activities. If any burrowing owl burrows are observed during the preconstruction survey, avoidance measures shall be consistent with those included in the CDFW *Staff Report on Burrowing Owl Mitigation* (CDFG 2012). If occupied burrowing owl burrows are observed outside of the breeding season (September 1 through January 31) and within 250 feet of proposed construction activities, a passive relocation effort may be instituted in accordance with the guidelines established by the California Burrowing Owl Consortium (1993) and the California Department of Fish and Wildlife (2012). During the breeding season (February 1 through August 31), a 500-foot (minimum) buffer zone shall be maintained unless a qualified biologist verifies through noninvasive methods that either the birds have not begun egg laying and incubation or that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

In addition, impacts to occupied burrowing owl burrows shall be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance		
		Low	Med	High
Nesting sites	April 1-Aug 15	200 m	500 m	500 m
Nesting sites	Aug 16-Oct 15	200 m	200 m	500 m
Nesting sites	Oct 16-Mar 31	50 m	100 m	500 m

MM BIO-8: Prior to ground disturbance activities, or within one week of being deployed at the project site for newly hired workers, all construction workers at the project site shall attend a Construction Worker Environmental Awareness Training and Education Program, developed and presented by a qualified biologist.

The Construction Worker Environmental Awareness Training and Education Program shall be presented by the biologist and shall include information on the life histories of special-

status wildlife and plant species that may be encountered during construction activities, their legal protections, the definition of "take" under the Endangered Species Act, measures the project operator is implementing to protect the species, reporting requirements, specific measures that each worker must employ to avoid take of the species, and penalties for violation of the Act. Identification and information regarding special-status or other sensitive species with the potential to occur on the project site shall also be provided to construction personnel. The program shall include:

- An acknowledgement form signed by each worker indicating that environmental training has been completed.
- A copy of the training transcript and/or training video/CD, as well as a list of the names of all personnel who attended the training and copies of the signed acknowledgement forms shall be maintain on site for the duration of construction activities.

A copy of the sign-in sheet and training transcript shall be submitted to the City as evidence of compliance

MM CUL-1: If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation. Implementation of the mitigation measure below would ensure that the proposed project would not cause a substantial adverse change in the significance of a historical resource.

MM CUL-2: Prior to the issuance of grading permits, the developer shall enter into an agreement with the Santa Rosa Rancheria Tachi Yokut tribe. If requested, the developer shall:

a) Retain a qualified Native American monitor to be on site during initial ground disturbance activities.

b) Have a Burial Treatment Plan developed for the project.

c) Retain a qualified tribal member to conduct a Cultural Resources Sensitivity training session with the construction crew prior to ground disturbance activities.

Evidence of the agreement with the Santa Rosa Rancheria Tachi Yokut tribe shall be submitted to the lead agency as evidence of compliance.

MM CUL-3: If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, 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), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of human remains, at the direction of the county coroner.

MM GEO-1: Prior to issuing of grading or building permits, the project applicant shall submit to the City: (1) the approved Storm Water Pollution Prevention Plan (SWPPP) and (2) the Notice of Intent (NOI) to comply with the General National Pollutant Discharge Elimination System (NPDES) from the Central Valley Regional Water Quality Control Board. The requirements of the SWPPP and NPDES shall be incorporated into design specifications and construction contracts. Recommended Best Management Practices for the construction phase may include the following:

- Stockpiling and disposing of demolition debris, concrete, and soil properly;
- Protecting existing storm drain inlets and stabilizing disturbed areas;
- Implementing erosion controls;
- Properly managing construction materials; and
- Managing waste, aggressively controlling litter, and implementing sediment controls.

Evidence of the approved SWPPP shall be submitted to the Lead Agency.

MM GEO-2: If any paleontological resources are encountered during ground disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or other appropriate facility regarding any discoveries of paleontological resources.

If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations and fossil recovery may be required to mitigate adverse impacts from project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects, or such effects must be mitigated. Construction in that area shall not resume until the resource appropriate measures are recommended or

the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the Lead Agency.

MM NSE-1: During construction, the contractor shall implement the following measures:

a. All stationary construction equipment on the Project site shall be located so that noise emitting objects or equipment faces away from any potential sensitive receptors.
b. The construction contractor shall ensure that all construction equipment is equipped with manufacturer-approved mufflers and baffles. During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
c. Construction activities shall take place during daylight hours, when feasible.

MM TRA-1: Prior to the issuance of building permits, the developer shall pay it's pro rata share for signalization of the following intersections:

- 19th Avenue and Hanford-Armona Road
- Liberty Drive & Hanford-Armona Road

SECTION 1 - INTRODUCTION

1.1 - Overview

The project proposes to develop single family residential subdivision with the associated road and utility improvements on an existing parcel currently used for agricultural purposes. This will include 148 single-family residences, roads and a drainage basin. The actions required for the project are an annexation, prezoning, a tentative tract map, a PUD, and a major site plan review. The project will also include an annexation of the 3 parcels the subdivision is proposed on, as well as the two parcels directly south with no development proposed on these parcels at this time (project). The area totals approximately 30-acres and consists of all construction, staging, and lay-down areas for this project. Access to the proposed subdivision will be from Avenue 18 ¾ (Liberty Drive) and West Glendale Avenue. There will be 7 phases with approximately 20 units constructed per phase. Construction will take 24 months with total buildout of the homes in November of 2025.

1.2 - CEQA Requirements

The City of Lemoore 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 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. The content of an MND is the same as a Negative Declaration, with the addition of identified mitigation measures and a Mitigation Monitoring and Reporting Program (MMRP) (see Section 6 – *Mitigation Monitoring and Reporting Program*).

Based on the IS, the Lead Agency has determined that the environmental review for the proposed application can be completed with an MND.

1.3 - Impact Terminology

The following terminology is used to describe the level of significance of project environmental 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 proponent.
- 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 which include: 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 – References:* This section contains a full list of references that were used in the preparation of this IS/MND.
- *Section 5- Preparers*
- *Section 6- Mitigation Monitoring and Reporting Program* (RESERVED)

1.5 - Incorporated by Reference

The following documents and/or regulations are incorporated into this IS/MND by reference:

- City of Lemoore General Plan
- City of Lemoore Municipal Code
- City of Lemoore Development Standards
- City of Lemoore 2015 Urban Water Management Plan
- City of Lemoore Master Storm Drain Plan
- 2015 Kings County Emergency Operations Plan
- Kings County General Plan
- Title 24 Building Code

SECTION 2 - PROJECT DESCRIPTION

2.1 - Introduction

2.2 - Project Location

The project site is located at Liberty Avenue and West Glendale Avenue in the City of Lemoore, Kings County, CA. The project site includes APN 021-550-001 through -003 within Section 34, Township 18S, Range 20E, Mount Diablo Base and Meridian (MDB&M). The regional location is depicted on Figure 2-1 and the project site location is depicted on Figure 2-2.

2.3 - Surrounding Land Uses

The project is currently not within City limits and would therefore require an annexation and will be pre-zoned as Low Density Residential. The site is shown in the Lemoore General Plan within the Planning Area and within Urban Growth Boundary and designates the project site as Low Density Residential. The project site has a current land use designation and zone district Limited Agriculture (AL-10) by Kings County.

The surrounding area is primarily used for agricultural purposes with residential development to the east and south of the project site.

2.4 - Project Environment

The project site is currently undeveloped and vacant. Fire service would be served by the Lemoore Fire Department located at 210 Fox Street in Lemoore. Police service would be served by the City of Lemoore Police Department located at 657 Fox Street in Lemoore. Sanitation/garbage collection will be provided by a local waste hauler. Water and sewer service will be provided by City of Lemoore.

2.5 - Proposed Project

The applicant proposes the construction of 148 single-family residences, roads, utility improvements and a drainage retention basin on approximately 30 acres of undeveloped land (project). All construction activities, equipment staging, and lay-down areas for this project will be located within the project boundaries. Access to the proposed subdivision will be from Liberty Drive and West Glendale Avenue. There will be 7 phases with approximately 20 units constructed per phase. Construction will take 24 months with total buildout of the homes in November 2025. It is anticipated that the following pieces of equipment would be used during construction activities:

- Roller
- Large bulldozer
- Loaded trucks
- Excavator
- Generator
- Service truck
- Air compressor

The applicant also requested the annexation of the two parcels directly south (APNs 021-550-004 and 021-550-005), however, no development is planned for these parcels at this time. The Project analyzed in the IS/MND does not include these two APNs. Future proposed development on these parcels may require additional environmental review.

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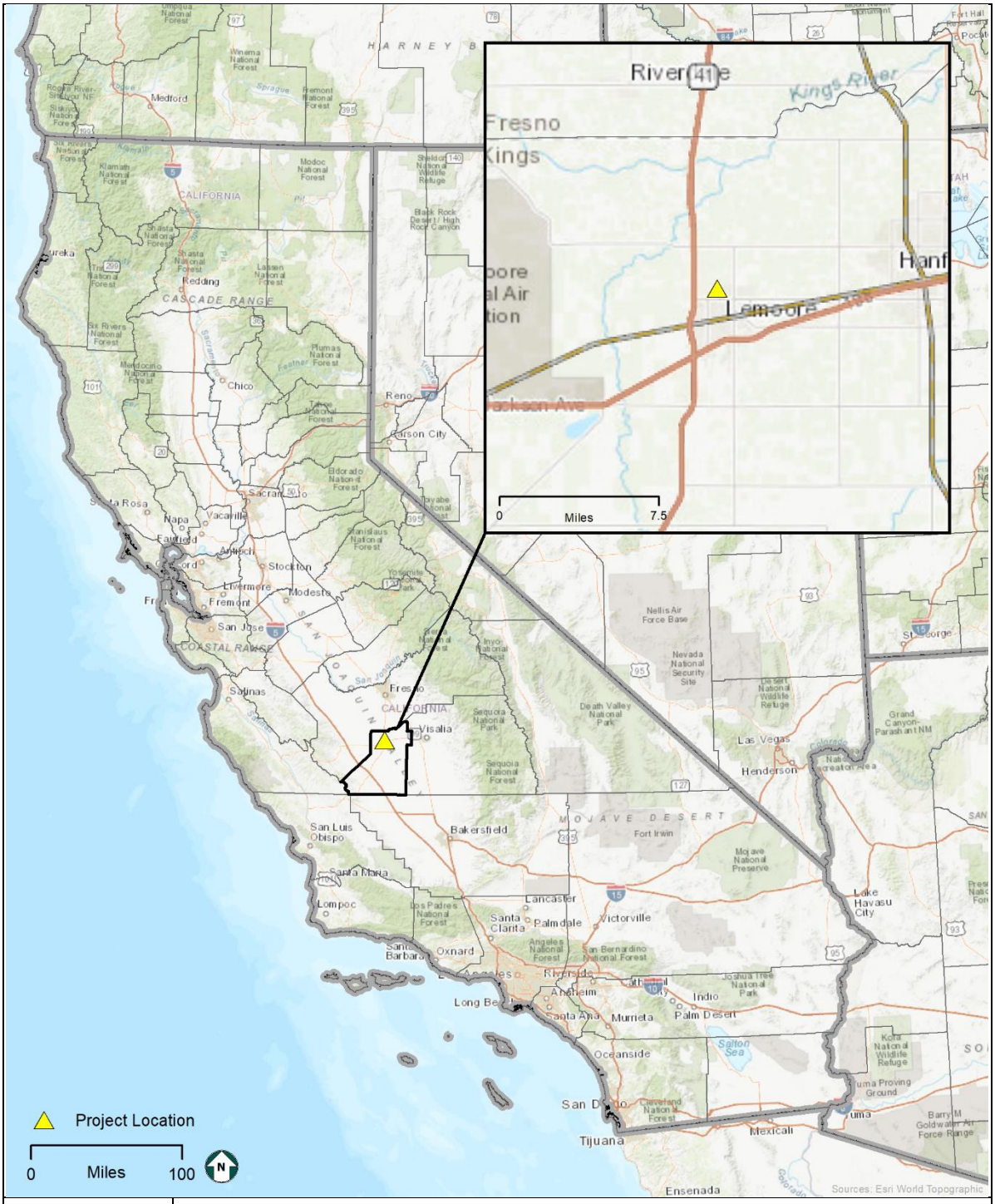

Figure 2-1
Regional Location

Figure 2-2
Project Site

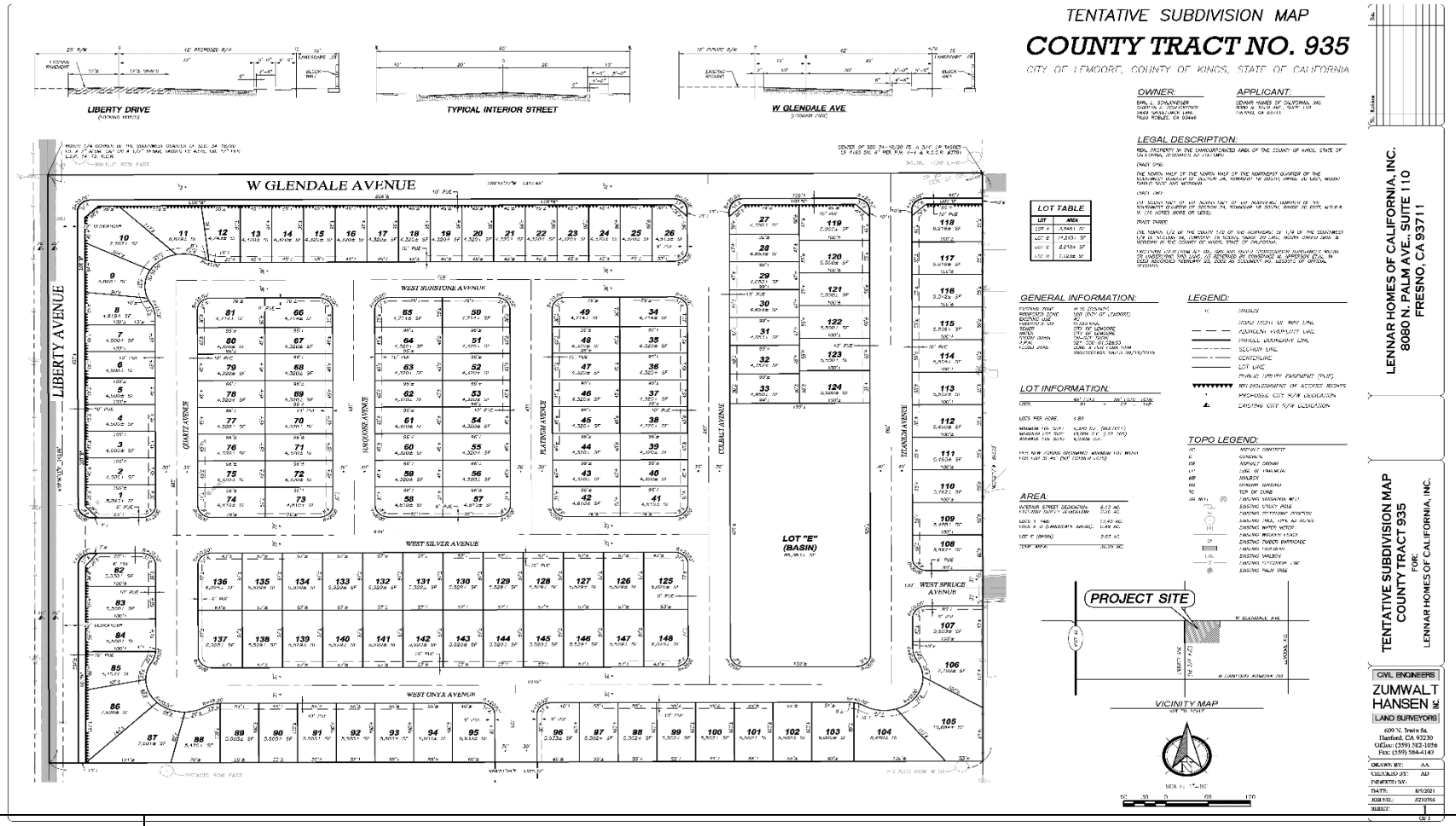

Figure 2-3
Site Plan

SECTION 3 - EVALUATION OF ENVIRONMENTAL IMPACTS

3.1 - Environmental Checklist and Discussion

1. **Project Title:**

   Tract 935 Project

2. **Lead Agency Name and Address:**

   City of Lemoore
   711 W. Cinnamon Drive
   Lemoore, CA 93245

3. **Contact Person and Phone Number:**

   Nathan Olson, City Manager
   Phone: (559) 924-6744

4. **Project Location:**

   The project site is located at 18 ¾ Avenue (Liberty Drive) and West Glendale Avenue in the City of Lemoore, Kings County, CA.

   The project site includes APN 021-550-001 through -003 within Section 34, Township 18S, Range 20E, Mount Diablo Base and Meridian (MDB&M).

   Adjacent parcels APNs 021-550-004 and -005 will be annexed into the City, as well. However, these parcels are not a part of the proposed TTM 935 project and are not analyzed in this document. Future proposed development on those parcels may require additional environmental review.

5. **Proposed General Plan Designation:**

   Low Density Residential

6. **Current Zoning:**

   Limited Agriculture (AL-10, Kings County)

7. **Description of Project:**

   See *Section 2.4 – Proposed Project*.

8. Surrounding Land Uses and Setting:

See *Section 2.3 – Surrounding Land Uses* and Figure 2-3.

9. Other Public Agencies Whose Approval May be Required:

- Kings County Local Agency Formation Commission (Kings LAFCo)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- Regional Water Quality Control Board - Central (RWQCB)
- State Water Resource Control Board (SWRCB)

10. 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, has consultation begun?

The Native American Heritage Commission (NAHC) conducted a search of its Sacred Lands File 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 Sacred Lands File Request was also completed by the Native American Heritage Commission (NAHC) on December 2,, 2021. Outreach letters were sent to the tribal organizations on the NAHC-provided contact list, with follow-up emails sent. The Santa Rosa Rancheria responded by phone call and email and expressed concerns that the project may adversely affect cultural resources. No other tribal groups expressed concerns.

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.

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 Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ 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.

Nathan Olson

Nathan Olson, City Manager

Date

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 offsite as well as onsite, 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; and
    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significant.

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.1 - AESTHETICS					
Would the project:					
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c.	In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? 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?

The site is located within an area consisting of residential and agricultural uses. Areas to the east and south are residential subdivisions, properties to the west and north are under agricultural cultivation. The site is currently undeveloped. The existing topography of the site is nearly flat, with elevation of approximately 225 feet above mean sea level (AMSL).

A scenic vista is a viewpoint that provides a distant view of highly valued natural or man-made landscape features for the benefit of the general public. Typical scenic vistas are locations where views of rivers, hillsides, and open space areas can be obtained as well as locations where valued urban landscape features can be viewed in the distance. The City of Lemoore 2030 General Plan Community Design Element requires that scenic vistas to the Coalinga Mountains, other natural features, and landmark buildings be maintained (City of Lemoore, 2008).

There are no natural features or landmark buildings within the vicinity of the project site, nor would it impede views to the Coalinga Mountains or other natural features. The project

is not located in an area that would result in substantial adverse effects on any scenic vistas. The project would have no impact to a scenic vista.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be *no impact*.

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?

There are no listed State scenic highways within or near the City of Lemoore, nor are there scenic highways in Kings County (California Department of Transportation, 2021). The closest eligible scenic highway is a portion of SR 198, southwest of SR 33, which is approximately 35 miles west of the project site. Further, the project does not include the removal of trees determined to be scenic or of scenic value, the destruction of rock outcroppings or degradation of any historic building. The project will not result in development that is substantially different than surrounding land uses. Therefore, impacts to scenic resources would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

Impact #3.4.1c – In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The proposed project is located in an undeveloped area with surrounding agriculture and residential uses. The project would be visible from passing motorists driving along Liberty Drive and Glendale Avenue. The project's appearance will be similar in character to the existing residential developments in the vicinity. The project will be pre-zoned to low density residential and once annexed into the City, will be consistent with proposed low density residential zoning. Development of the project will be in compliance with the City's Municipal Code and development standards. Therefore, impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

Impact #3.4.1d – 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 be temporary and generally occur during daytime hours, typically from 7:00 a.m. to 6:00 p.m. All lighting would be directed downward and shielded to focus illumination on the desired work areas only and prevent light spillage onto adjacent properties. Because lighting used to illuminate work areas would be shielded, focused downward, and turned off by 6:00 p.m., 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 would be completed in phases with approximately 20 units constructed per phase. Therefore, construction of the proposed project would not create a new source of substantial glare that would affect daytime views in the area.

The project exterior streetlights and residential lighting will be designed to minimize reflective glare and light scatter, as required by City Municipal Codes and Development Standards regarding outdoor lighting (e.g., Code 9-5B-4- Outdoor Lighting) and street lighting. These requirements would substantially reduce potential nuisances from light or glare. The project will comply with applicable local development standards, the proposed project would not create new sources of substantial light or glare that would adversely affect day or nighttime views in the area. Therefore, the project would have a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*..

	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 nonagricultural 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 nonagricultural 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 nonagricultural use?

The proposed project would convert approximately 30 acres of land currently zoned for agriculture to residential to accommodate the development of a residential subdivision. In order to determine whether this conversion would result in a significant impact on farmland, several factors must be considered. These factors include the quality of the land being converted, the availability of water to supply farming activities on the land, and the type of use being proposed on the agricultural land. 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)).

According to the Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), the project site is classified as being 8.6 acres of Prime farmland and 20.4 acres of Farmland of Statewide Importance (Figure 3.4.2-1). The most recent data from 2018 indicates Kings County has approximately 890,545 ac of farmland, including 107,913 acres (12%) Prime farmland and 320,053 acres (36%) of Farmland of Statewide Importance (Kings County, 2020). The project's conversion of 8.6 acres of Prime Farmland represents a 0.008% loss and conversion of 20.4 acres is a 0.006% loss of Farmland of Statewide Importance, countywide.

Additionally, the Lemoore General Plan has the project site within the Urban Growth Boundary (UGB), therefore it is expected to be converted from agricultural lands. As discussed in the City of Lemoore's General Plan EIR, areas within the UGB are expected to be converted from agricultural lands to urban uses. This is unavoidable given that the City is surrounded by agricultural lands consequently meaning the expansion of the City would require farmland conversion (City of Lemoore, 2010). Considering these factors, impacts would be less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant.***

Impact #3.4.2b – Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

See response to Impact #3.4.2a.

The project site is not subject to a Williamson Act contract and would not conflict with any current Williamson Act contracted land in the vicinity. The proposed project includes a pre-zoning that would change the General Plan land use and zoning from the existing AL-10 into Low Density Residential. Parcels to the northwest of the project site boundary are subject to

Williamson Act contracts (Figure 3.4.2-2). However, construction activities will be restricted within the project site boundary and are not anticipated to impact these parcels. Therefore, the construction of the project would not result in a conflict with existing zoning for agricultural use or a Williamson Act contract and impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

. Impacts would be ***less than significant***.

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))?

The Public Resources Code Section 12220 (g) and Section 4526 defines "Forest land" as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. There are no forest lands identified on the Project site or within its vicinity; therefore, there would be no conflict with or impacts to zoning for forest land or timber land. The City of Lemoore and Kings County Zoning Maps indicate the project site and the adjacent properties are not zoned for forest land or timberland. The site will be pre-zoned to Low Density Residential. The project will have no impact on land designated for forest land or timberland use. The proposed project will have no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be ***no impact***.

Impact #3.4.2d – Would the project result in the loss of forest land or conversion of forest land to non-forest use?

See discussion of Impact #3.4.2c, above.

The proposed project will have no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be *no impact*.

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 nonagricultural use or conversion of forest land to non-forest use?

See discussion of Impact #3.4.a-c, above.

As part of the entitlement process, City staff consulted with the Kings County Agriculture Commissioner regarding the ability of the farm property to the south of the project to continue operations, including the use of agricultural pesticides or herbicides. The Commissioner confirmed that the use of these chemicals would still be allowable.

The City General Plan has adopted Policy COS-I-9, which requires developers to inform subsequent buyers of potential continued agricultural production and the lawful use of agricultural chemicals, including pesticides and fertilizers adjacent to the new development site. A "Right to Farm" acknowledgement will be required of all purchasers of the project's lots. Mitigation measure AG-1 requires project that construct a new residences to record a Right to Farm easement acknowledging the County's Right-to-Farm Ordinance, prior to final map approval. This measure will not would restrict or impair agricultural production on adjacent land and protect the ongoing farm uses to continue operating. It will also disclose to any perspective home buyer that they may be subject to inconveniences or discomforts arising from such operations to the extent allowed by law.

The proposed project will have no impact.

MITIGATION MEASURE(S)

AG-1: Prior to approval of the final Tentative Subdivision Map Tract 935, the developer shall record a Right to Farm easement acknowledging the City's Right-to-Farm Ordinance. The easement shall state the right of neighboring property owners to use agricultural pesticides or herbicides as allowed by law.

The developer shall submit a copy of the recorded Right to Farm easement to the City as evidence of compliance.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with mitigation incorporated*.

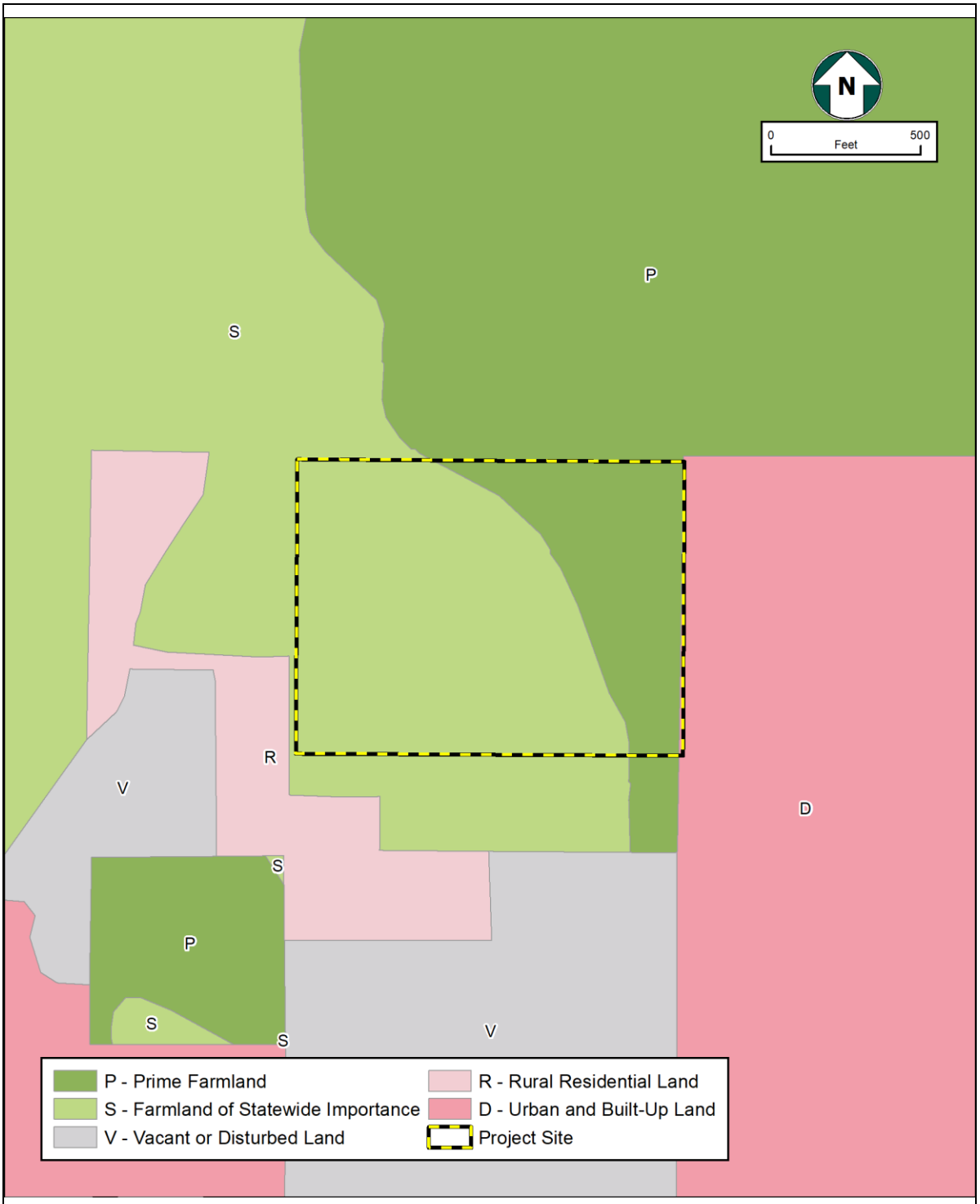

Figure 3.4.2-1
Farmland Mapping and Monitoring Program (FMMP)

Figure 3.4.2-2
Williamson Act Contracts

		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 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 nonattainment under an applicable federal or State ambient air quality standard?	☐	☐	☒	☐
c.	Expose sensitive receptors to substantial pollutant concentration?	☐	☐	☒	☐
d.	Result in other emissions (such as those leading to odor) adversely affecting a substantial number of people?	☐	☐	☒	☐

.

Discussion

The analysis below is based on a Small Project Analysis Level Assessment (SPAL) prepared for the project (Trinity Consultants, 2022). The SPAL is included in this document as Appendix A.

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 and under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is designated nonattainment of State and federal health-based air quality standards for ozone and $PM_{2.5}$. The SJVAB is designated nonattainment of State PM_{10}. 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; and

- 2016 $PM_{2.5}$ Plan.

The SJVAPCD Small Project Analysis Level (SPAL) process established review parameters to determine whether a project qualifies as a "small project." A project that is found to be "less than" the established parameters, according to the SPAL review parameters, has "no possibility of exceeding criteria pollutant emissions thresholds."

As shown in Table 3.4.3-1, the proposed project would not exceed the established SPAL thresholds for a residential project 155 single family units and 800 average daily trips. Based on the above information, this project qualifies for a limited air quality analysis applying the SPAL guidance to determine air quality impacts and impacts would be less than significant.

Table 3.4.3-1
Small Project Analysis Level – Units in Residential

Land Use Category –Residential	Project Size (dwelling unit)	Average Daily Trips*
Single Family	155	800
Proposed Project – Single Family	148	698
SPAL Exceeded?	**No**	**No**

Source: (Trinity Consultants, 2022) *Source: (Peters Engineering Group, 2022)

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

Impact #3.4.3b – Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The nonattainment pollutants for the SJVAPCD are ozone, PM_{10} and $PM_{2.5}$. Therefore, the pollutants of concern for this impact are ozone precursors, and regional PM_{10}, and $PM_{2.5}$. 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, and no further evaluation is required.

Table 3.4.3-2
Project Construction Emissions

EmissionsSource	Pollutant					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
	(tons/year)					
2023 Construction Emissions	0.04	0.32	0.35	0.00	0.03	0.02
2024 Construction Emissions	1.53	1.66	1.97	0.00	0.13	0.09
2025 Construction Emissions	1.17	1.38	1.74	0.00	0.11	0.08
SJVAPCD Construction Emissions Thresholds	10	10	100	27	15	15
Is Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Operation of the project would also create additional criteria pollutants, particularly as a result of increased mobile emissions in the project area. However, these impacts also would not exceed thresholds as shown in Table 3.4.3-3.

Table 3.4.3-3
Total Project Operational Emissions

EmissionsSource	Pollutant					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
	(tons/year)					
Unmitigated						
Operational Emissions	2.29	1.08	11.54	0.03	2.42	1.33
SJVAPCD Operational Emissions Thresholds	10	10	100	27	15	15
Is Threshold Exceeded Before Mitigation?	**No**	**No**	**No**	**No**	**No**	**No**
Mitigated						
Operational Emissions	1.66	0.87	5.54	0.01	1.33	0.38
SJVAPCD Operational Emissions Thresholds	10	10	100	27	15	15
Is Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

The long-term operational emissions associated with the proposed project would be less than SJVAPCD significance threshold levels and would, therefore, not pose a significant impact to criteria air pollutants. This finding is consistent with the SPAL screening thresholds and would result in less-than-significant localized impacts.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

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. Schools, hospitals, nursing homes and daycare centers are locations where sensitive receptors would likely reside. There are residential receptors bordering the project site to the south and the east. The closest schools are Liberty Middle School at approximately 0.4 miles to the south, Meadow Lane Elementary School at approximately 0.6 miles to the east, Freedom Elementary School at approximately 0.7 miles to the southwest, Mary Immaculate Queen School at approximately 0.7 miles to the southeast, Lemoore Head Start at approximately 0.7 miles to the southwest, and Ruiz Family Child Care at approximately 0. 9 miles to the east. There are no other known schools, hospitals, or nursing homes within a one-mile radius of the project. Therefore, the proposed project is not expected to affect any on-site or off-site sensitive receptors and is not expected to have any adverse impacts on any known sensitive receptor.

GAMAQI recommends that Lead Agencies consider situations wherein a new or modified source of HAPs is proposed for a location near an existing residential area or other sensitive receptor when evaluating potential impacts related to HAPs. Typical sources of HAPs include diesel trucks or permitted sources such as engines, boilers or storage tanks. Because the project is not considered an operational source of increased HAPs and construction is to be temporary, no screening level Health Risk Assessment (HRA) was required. Therefore, potential risk to the population attributable to emissions of HAPs from the proposed Project would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

Impact #3.4.3d – Would the project result in emissions (such as those leading to odors) adversely affecting a substantial number of people?

As discussed in Impact #3.4.3c, above.

SJVAPCD identifies some common types of facilities that have been known to produce odors in the SJVAB such as wastewater treatment facilities, sanitary landfills, transfer stations, composting facilities, petroleum refinery, asphalt batch plants, chemical manufacturing plants, fiberglass manufacturing, paint/coating operations, food processing facilities, feed lot/dairy, and rendering plants (SJVAPCD, 2015). These can be used as a screening tool to qualitatively assess a Project's potential to adversely affect area receptors.

Because the project is a residential development and the anticipated activities for the project site are not listed in the SJVAPCD as a source that would create objectionable odors, the project is not expected to be a source of objectionable odors.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

3.4.4 - BIOLOGICAL RESOURCES

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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?	☐	☐	☒	☐

Discussion

This analysis is based on a biological reconnaissance survey of the project site and accessible areas within 250 feet (Biological Survey Area, BSA) by a qualified biologist in November 2021. Meandering pedestrian transects were walked through the BSA to achieve 100 percent visual coverage, with the aid of binoculars in areas that were inaccessible. The purpose of the survey was to determine the existing plant communities present and extent of and any sensitive habitats, the presence and potential for occurrence of special-status plant and animal species, and to identify any other sensitive biological resources within the BSA. Protocol surveys for specific special-status wildlife species were not conducted. Locations of sensitive biological resources were documented using the ArcGIS Collector application installed on an iPad. Photographs were taken to document the existing landscape and sensitive biological resources. Detailed notes of plant and wildlife species and site conditions observed were taken while conducting the survey.

The biological resources evaluation was conducted based upon a review of available literature and databases and existing site conditions evaluated during a reconnaissance survey. These studies evaluated the potential for sensitive biological resources to occur on and in the vicinity of the project, and any impacts that could potentially occur.

Reviews of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (California Department of Fish and Wildlife, 2021), the California Native Plant Society's Rare Plant Program Inventory (California Native Plant Society, 2021), and the United States Fish and Wildlife Service's Information for Planning and Consultation online tool (US Fish and Wildlife Service, 2021) were conducted to identify special-status plant and wildlife species with the potential to occur within the project and in the vicinity of the project (the *Lemoore* 7.5" USGS quadrangle, within which the project is situated, and the surrounding eight quadrangles). Information regarding the presence of Critical Habitat in the project vicinity was obtained from the United States Fish and Wildlife Service's Critical Habitat Mapper database (USFWS, 2021b). The results of the database inquiries were reviewed to evaluate the potential for occurrence of special-status species and other sensitive biological resources known to occur on or near the project site prior to conducting the biological reconnaissance survey.

General Site Conditions

The project is within the City of Lemoore, Kings County in the San Joaquin Valley of California, most of which has been developed for agricultural and urban use. It has been previously used for agriculture and was recently disked at the time of the survey. There are active orchards north and south of the project and a residential community to the east. There is a private residence and cattle ranch west of the project.

The project site is heavily disturbed at the time of the survey. Remnants of a previous crop of wheat (*Triticum aestivum*) grow scattered throughout the site along with nonnative

plants such as Russian thistle (*Salsola tragus*) and devil's trumpet (*Datura stramonium*). The wildlife species observed during the survey were typical of urban habitats and birds were observed throughout the BSA foraging on the ground.

There were eight plant species, three bird species, and one mammal species identified during the survey, either through direct observation or by the presence of diagnostic sign (Table 3.4.4-1). None of these species are listed under the federal or California Endangered Species Acts.

Table 3.4.4-1
List of Plant and Wildlife Species Observed on the Project Site

Scientific name	Common name
Plants	
Aloe vera	aloe
Amaranthus palmeri	Palmer's amaranth
Datura stramonium	devil's trumpet
Juglans sp.	walnut
Pistacia lenticus	mastic
Salsola tragus	Russian thistle
Sonchus sp.	sowthistle
Triticum aestivum	wheat
Wildlife	
Artemisiospiza belli	Bell's sparrow
Canis lupus familiaris	domestic dog
Corvus corax	common raven
Haemorhous mexicanus	house finch

Impact Analysis

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 the U.S. Fish and Wildlife Service?

The literature search indicated that there is potential for several special-status species to be present on or in the vicinity of the project. An evaluation of each of the potential special-status species, which included habitat requirements, likelihood of required habitat to occur within the project area, and a comparison to the California Natural Diversity Data Base (CNDDB), California Native Plant Society (CNPS), and United States Fish and Wildlife Service's Information for Planning and Consultation (IPaC) records was conducted. The

results of this evaluation concluded that six plant species and 23 wildlife species with special status have a reasonable potential to occur on or near the project.

Special-Status Species

SPECIAL-STATUS PLANT SPECIES

Based on the survey and database queries, there are six special-status plant species that have the potential to occur within the subject quadrangle and eight surrounding quadrangles: brittlescale (*Atriplex depressa*), recurved larkspur (*Delphinium recurvatum*), alkali sink goldfields (*Lasthenia chrysantha*), Panoche peppergrass (*Lepidium jaredii* ssp*. album*), mud nama (*Nama stenocarpa*), and California alkali grass (*Puccinellia simplex*). There are CNDDB records for all of these species within the 9-quad query.

The project site and adjacent land has been historically disturbed by agricultural practices and urban development. None of the sensitive-plant species were observed during the survey, although the survey was not conducted during the blooming periods of any of the species. All project activities will be restricted to previously disturbed and routinely maintained areas that would not support special-status plant species. Thus, no protective measures for special-status plant species is warranted.

SENSITIVE WILDLIFE SPECIES

Based on the database queries there were 23 special-status wildlife species that were identified as having a potential to occur within the subject quadrangle and eight surrounding quadrangles. Twenty (20) of these species were eliminated from consideration due to the lack of suitable habitat. California red-legged frog (*Rana draytonii*), delta smelt (*Hypomesus transpacificus*), giant garter snake (*Thamnophis gigas*), western pond turtle (*Emys marmorata*), vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardi*), western ridged mussel (*Gonidea angulata*), and western spadefoot (*Spea hammondii*) are dependent upon water bodies and/or vernal pools, which are not present within the BSA. There were no CNDDB records for California red-legged frog, delta smelt, vernal pool fairy shrimp, or vernal pool tadpole shrimp in the 9-quad database query. Hoary bat (*Lasiurus cinereus*) roosts in dense foliage of medium to large trees, typically in forests, which are not present on or near the project. There are no elderberry shrubs (*Sambucus* sp.) in the BSA so valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) would not be present. San Joaquin tiger beetle (*Cicindela tranquebarica joaquinensis*) is highly associated with sandy soils, which are not present in the BSA. The monarch butterfly (*Danaus plexippus*) requires milkweed plants for reproduction and large stands of trees for overwintering, neither of which were observed in the BSA. There is no suitable nesting or foraging habitat for black-crowned night heron (*Nycticorax nycticorax*), tricolored blackbird (*Agelaius tricolor*), western snowy plover (*Charadrius alexandrinus* nivosus), or yellow-headed blackbird (*Xanthocephalus xanthocephalus*), which require wetlands, marshes, dry lakes, or sandy beaches. There are no burrows suitable for blunt-nosed leopard lizard (*Gambelia sila*) or California glossy snake (*Arizona elegans*

occidentalis). No kangaroo rat burrows were observed during the survey and the BSA does not support habitat suitable for Fresno kangaroo rat (*Dipodomys nitratoides exilis*) or Tipton kangaroo rat (*D. n. nitratoides*).

The remaining three species resulting from the database queries have the potential to occur within the project site and vicinity: burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swainsonsi*), and San Joaquin kit fox (*Vulpes macrotis mutica*). Nesting birds protected by the federal Migratory Bird Treaty Act (MBTA) may also be present during the breeding season.

San Joaquin Kit Fox

San Joaquin kit fox, a federally Endangered and State Threatened species, has potential to occur in the habitat surrounding the project, but is unlikely to den within the project footprint, although it could pass through as a transient. The nearest CNDDB record for the species is from 2002 and approximately 2.3 miles west of the project, documenting one San Joaquin kit fox that was observed in an agricultural field during a spotlighting effort (EONDX 66434). The agricultural land provides only marginal denning habitat for the species and there were no small mammal burrows, so the natural prey base is likely limited. However, San Joaquin kit foxes are known to adapt well to urban and residential areas and scavenge anthropogenic foods, which may be available in the residential neighborhood east of the project. No known or potential kit fox dens or any sign of the species were observed during the survey.

San Joaquin kit foxes are known to be in the project region and to adapt well to human presence, so the species could be present on or near the project as a transient or become an established resident at any time. Because the project supports only marginal habitat and is a small area, development of the project area would not result in a significant loss of habitat for the species. If the species were to be present during construction activities individual San Joaquin kit foxes could be injured or killed, or normal reproductive or foraging behaviors could be affected.

Swainson's Hawk

Swainson's hawk (*Buteo swainsoni*) is a State Threatened species and has potential to occur in the habitat in the vicinity of the project but is unlikely to be present within the project footprint. Swainson's hawks forage in agricultural crops, shrublands, and grasslands, and typically nest in scattered trees or small groves. There are suitable foraging habitat and nesting trees in the vicinity of the project, although the project footprint itself does not provide suitable breeding habitat. The nearest CNDDB occurrence is approximately 4 miles northwest of the project, where one or a pair of Swainson's hawks was exhibiting breeding behavior in March 2016 (EONDX 115241).

The project footprint does not contain suitable nesting habitat for Swainson's hawk and there is a limited prey base for the species in the BSA due to ongoing disking and cultivation

activities. The planted trees of the adjacent orchards and residential neighborhood provide marginal nesting habitat, and larger planted trees in the vicinity of the project (at rural residences, roadways, etc.) are more suitable for nesting sites. No trees will be removed as a result of the project. Because the project does not provide suitable nesting habitat and is a small area, development of the project area would not result in a significant loss of habitat for the species. There are no suitable nesting trees on the project but there are suitable nesting trees within 0.5 mile of the project. If the species were to be nesting within 0.5 mile of the project during construction activities, normal reproductive or foraging behaviors could be affected.

Burrowing Owl

Burrowing owl (*Athene cunicularia*), a CDFW Species of Special Concern, has a very low potential to occur within the project. The nearest CNDDB record is approximately 6.5 miles northwest of the project, where an active burrow was observed during routine surveys at the Lemoore Naval Air Station in 2008 (EONDX 77772). There were no suitable burrows observed in the BSA, and it supports only marginal foraging habitat, but the species is known to inhabit the region.

Because the project supports only marginal habitat for burrowing owl and is a small area, development of the project area would not result in a significant loss of habitat for the species. If the species were to be present during construction activities individual burrowing owls could be injured or killed, or normal reproductive or foraging behaviors could be affected.

Nesting Migratory Birds

Migratory bird species are protected under the federal MBTA. No active or inactive bird nests were observed during the survey, which was conducted outside of the typical avian breeding season (February 1 – September 30). The project and surrounding vicinity provide suitable nesting habitat for a variety of bird species that may nest in tree branches and cavities, shrubs, man-made structures, and directly on the ground. If nesting migratory birds are in the vicinity of the project during construction activities, individual birds could be injured or killed, or normal reproductive or foraging behaviors could be affected.

CONCLUSION

The project footprint includes disked agricultural land that has been disturbed by agricultural practices. The project and surrounding areas support mainly non-native agricultural trees and other ruderal or ornamental species.

No special-status plant or wildlife species or their sign were observed during the survey.

It is very unlikely that any special-status plant species occur in the project area or in the vicinity due to historic agricultural development and the current vegetation maintenance

regimen. No minimization, avoidance, or mitigation measures related to special status plants is warranted.

There is the potential for some special-status or protected wildlife species to be impacted by project activities. Mitigation Measures MM BIO-1 through MM BIO-8, as provided below, would protect, avoid, and minimize impacts to special-status wildlife species. When implemented, these measures would reduce impacts to these species to levels that are less than significant.

Through implementation of the mitigation measures listed below, impacts of the proposed project would not 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 the U.S. Fish and Wildlife Service. Therefore, the project will have a less than significant impact with incorporation of mitigation measures.

MITIGATION MEASURE(S)

MM BIO-1: Prior to ground disturbing activities, a qualified wildlife biologist shall conduct a biological clearance survey between 14 and 30 days prior to the onset of construction.

The clearance survey shall include walking transects to identify presence of San Joaquin kit fox, Swainson's hawk, and burrowing owl and any other special-status species and their sign. The pre-construction survey shall be walked by no greater than 30-foot transects for 100 percent coverage of the project and a 250-foot buffer, where feasible. If no evidence of special-status species is detected, no further action is required except measures BIO-4 through BIO-6 and BIO-8 shall be implemented. . A preconstruction clearance survey report shall be submitted to the City as evidence of compliance prior to the issuance of permits

MM BIO-2: The following avoidance and minimization measures shall be implemented during all phases of the project to reduce the potential for impact from the project. They are modified from the *U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the Endangered SJKF Prior to or During Ground Disturbance* (USFWS 2011, Appendix F).

l. All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from the construction or project site.
m. Construction-related vehicle traffic shall be restricted to established roads and predetermined ingress and egress corridors, staging, and parking areas. Vehicle speeds shall not exceed 20 miles per hour (mph) within the project site.
n. To prevent inadvertent entrapment of kit fox or other animals during construction, the contractor shall cover all excavated, steep-walled holes or trenches more than two feet deep at the close of each workday with plywood or similar materials. If holes or trenches cannot be covered, one or more escape ramps constructed of earthen fill

or wooden planks shall be installed in the trench. Before such holes or trenches are filled, the contractor shall thoroughly inspect them for entrapped animals. All construction-related pipes, culverts, or similar structures with a diameter of four inches or greater that are stored on the project site shall be thoroughly inspected for wildlife before the pipe is subsequently buried, capped, or otherwise used or moved in anyway. If at any time an entrapped or injured kit fox is discovered, work in the immediate area shall be temporarily halted and USFWS and CDFW shall be consulted.

o. Kit foxes are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe shall not be moved until the USFWS and CDFW have been consulted. If necessary, and under the direct supervision of the biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped.
p. No pets, such as dogs or cats, shall be permitted on the project sites to prevent harassment, mortality of kit foxes, or destruction of dens.
q. Use of anti-coagulant rodenticides and herbicides in project sites shall be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds shall observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the USFWS and CDFW. If rodent control must be conducted, zinc phosphide shall be used because of the proven lower risk to kit foxes.
r. A representative shall be appointed by the project proponent who will be the contact source for any employee or contractor who might inadvertently kill or injure a kit fox or who finds a dead, injured or entrapped kit fox. The representative shall be identified during the employee education program and their name and telephone number shall be provided to the USFWS.
s. The Sacramento Fish and Wildlife Office of USFWS and CDFW shall be notified in writing within three working days of the accidental death or injury to a SJKF during project-related activities. Notification must include the date, time, and location of the incident or of the finding of a dead or injured animal and any other pertinent information. The USFWS contact is the Chief of the Division of Endangered Species, at the addresses and telephone numbers below. The CDFW contact can be reached at (559) 243-4014 and R4CESA@wildlifeca.gov.
t. All sightings of the SJKF shall be reported to the California Natural Diversity Database (CNDDB). A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed shall also be provided to the Service at the address below.
u. Any project-related information required by the USFWS or questions concerning the above conditions, or their implementation may be directed in writing to the U.S. Fish

and Wildlife Service at: Endangered Species Division, 2800 Cottage Way, Suite W 2605, Sacramento, California 95825-1846, phone: (916) 414-6620 or (916) 414-6600.

v. New sightings of SJKF should be reported to the CNDDB.

MM BIO-3: Within 14 days prior to the start of project ground-disturbing activities, a pre-activity survey with a 500-foot buffer shall be conducted by a qualified biologist knowledgeable in the identification of these species and approved by the CDFW. If dens/burrows that could support any of these species are discovered during the pre-activity survey conducted under MM BIO-1, the avoidance buffers outlined below shall be established. No work would occur within these buffers unless the biologist approves and monitors the activity.

San Joaquin Kit Fox

- Potential or Atypical den – 50 feet
- Known den – 100 feet
- Natal or pupping den – 500 feet, unless otherwise specified by CDFW

MM BIO-4: If all project activities are completed outside of the Swainson's hawk nesting season (February 15 through August 31), this mitigation measure does not apply.

Nesting surveys for the Swainson's hawks shall be conducted in accordance with the protocol outlined in the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (CDFG 2000). If potential Swainson's hawk nests or nesting substrates are located within 0.5 miles of the project site, then those nests or substrates must be monitored for activity on a routine and repeating basis throughout the breeding season, or until Swainson's hawks or other raptor species are verified to be using them. The protocol recommends that the following visits be made to each nest or nesting site: one visit during January 1–March 20 to identify potential nest sites, three visits during March 20–April 5, three visits during April 5–April 20, and three visits during June 10–July 30. A fewer number of visits may be permissible if deemed adequate by the City after consultation with a qualified biologist. To meet the minimum level of protection for the species, surveys shall be completed for at least the two survey periods immediately prior to project-related ground disturbance activities. If Swainson's hawks are not found to nest within the BSA, then no further action is warranted.

MM BIO-5: If an active Swainson's hawk nest is discovered at any time within 0.5 mile of active construction, a qualified biologist shall complete an assessment of the potential for current construction activities to impact the nest. The assessment will consider the type of construction activities, the location of construction relative to the nest, the visibility of construction activities from the nest location, and other existing disturbances in the area that are not related to construction activities of this project. Based on this assessment, the biologist shall determine if construction activities can proceed and the level of nest

monitoring required. Construction activities shall not occur within 500 feet of an active nest but depending upon conditions at the site this distance may be reduced. Full-time monitoring to evaluate the effects of construction activities on nesting Swainson's hawks may be required. The qualified biologist shall have the authority to stop work if it is determined that project construction is disturbing the nest. These buffers may need to increase depending on the sensitivity of the nest location, the sensitivity of the nesting Swainson's hawk to disturbances, and at the discretion of the qualified biologist.

MM BIO-6: If construction is planned outside the nesting period for raptors (other than burrowing owl) and migratory birds (February 15 to August 31), no mitigation shall be required. If construction is planned during the nesting season for migratory birds and raptors, a preconstruction survey to identify active bird nests shall be conducted by a qualified biologist to evaluate the site and a 250-foot buffer for migratory birds and a 500-foot buffer for raptors. If nesting birds are identified during the survey, active raptor nests shall be avoided by 500 feet and all other migratory bird nests shall be avoided by 250 feet. Avoidance buffers may be reduced if a qualified on-site monitor determines that encroachment into the buffer area is not affecting nest building, the rearing of young, or otherwise affecting the breeding behaviors of the resident birds. Because nesting birds can establish new nests or produce a second or even third clutch at any time during the nesting season, nesting bird surveys shall be repeated every 30 days as construction activities are occurring throughout the nesting season.

No construction or earth-moving activity shall occur within a non-disturbance buffer until it is determined by a qualified biologist that the young have fledged (left the nest) and have attained sufficient flight skills to avoid project construction areas. Once the migratory birds or raptors have completed nesting and young have fledged, disturbance buffers will no longer be needed and may be removed, and monitoring may cease.

MM BIO-7: A qualified biologist shall conduct a pre-construction survey on the project site and within 500 feet of its perimeter, where feasible, to identify the presence of the western burrowing owl. The survey shall be conducted between 14 and 30 days prior to the start of construction activities. If any burrowing owl burrows are observed during the preconstruction survey, avoidance measures shall be consistent with those included in the CDFW *Staff Report on Burrowing Owl Mitigation* (CDFG 2012). If occupied burrowing owl burrows are observed outside of the breeding season (September 1 through January 31) and within 250 feet of proposed construction activities, a passive relocation effort may be instituted in accordance with the guidelines established by the California Burrowing Owl Consortium (1993) and the California Department of Fish and Wildlife (2012). During the breeding season (February 1 through August 31), a 500-foot (minimum) buffer zone shall be maintained unless a qualified biologist verifies through noninvasive methods that either the birds have not begun egg laying and incubation or that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

In addition, impacts to occupied burrowing owl burrows shall be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance		
		Low	Med	High
Nesting sites	April 1-Aug 15	200 m	500 m	500 m
Nesting sites	Aug 16-Oct 15	200 m	200 m	500 m
Nesting sites	Oct 16-Mar 31	50 m	100 m	500 m

MM BIO-8: Prior to ground disturbance activities, or within one week of being deployed at the project site for newly hired workers, all construction workers at the project site shall attend a Construction Worker Environmental Awareness Training and Education Program, developed and presented by a qualified biologist.

The Construction Worker Environmental Awareness Training and Education Program shall be presented by the biologist and shall include information on the life histories of special-status wildlife and plant species that may be encountered during construction activities, their legal protections, the definition of "take" under the Endangered Species Act, measures the project operator is implementing to protect the species, reporting requirements, specific measures that each worker must employ to avoid take of the species, and penalties for violation of the Act. Identification and information regarding special-status or other sensitive species with the potential to occur on the project site shall also be provided to construction personnel. The program shall include:

- An acknowledgement form signed by each worker indicating that environmental training has been completed.
- A copy of the training transcript and/or training video/CD, as well as a list of the names of all personnel who attended the training and copies of the signed acknowledgement forms shall be maintain on site for the duration of construction activities.

A copy of the sign-in sheet and training transcript shall be submitted to the City as evidence of compliance

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with mitigation incorporated.*

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 database queries identified one sensitive natural community with potential to occur in the vicinity of the project, Valley Sink Scrub. There nearest CNDDB occurrence of Valley Sink Scrub is approximately 5 miles south of the project (EONDX 16344). This sensitive natural community, or any other sensitive natural community, was not observed on or in the BSA during the survey. The project is not located near a river or in an area that encompasses a river or potential floodplain, and does not contain any riparian habitat. The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be ***no impact***.

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 upon 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 are no known or observed water features on the project site. There is a freshwater pond 0.3 miles southwest of the project area, but it will not be impacted by project activities.

The National Wetland Inventory identified two features within the BSA, both of which are west of the project footprint (see Figure 3.4.4-1 below). The "freshwater pond" identified was not visible, and the "riverine" feature consists of a shallow irrigation ditch that was dry at the time of the survey. Neither feature would be impacted by project activities. The biological survey did not identify any other features on or near the project that would meet the criteria for either federal or State jurisdiction. Accordingly, there are no wetlands or Waters of the U.S. occurring on the project site. There would be no impact to federally or

State protected wetlands or waterways as a result of the proposed project. Therefore, the project would have no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be *no impact*.

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 migratory corridors are described as a narrow stretch of land that connects two open pieces of habitat that would otherwise be unconnected. These routes provide shelter and sufficient food supplies to support wildlife species during migration. Movement corridors generally consist of riparian, woodlands, or forested habitats that span contiguous acres of undisturbed habitat and are important elements of resident species' home ranges.

The project falls within the Pacific Flyway, a significant migratory route encompassing the west coast of North America, but the project represents a very small land acreage within this territory and does not support any significant migratory stopover habitat. The proposed project and surrounding area do not occur within a known terrestrial migration route, significant wildlife corridor, or linkage area as identified by the Essential Habitat Connectivity Project (Spencer, W.D., et al, 2010). The survey conducted for the project did not provide evidence of a wildlife nursery or important migratory habitat being present on the project site. Migratory birds and raptors could use habitat on and near the project for foraging and/or as stopover sites during migrations or movement between local areas.

The project will not restrict, eliminate, or significantly alter a wildlife movement corridor, wildlife core area, or Essential Habitat Connectivity area, either during construction or after the project has been constructed. Project construction will not substantially interfere with wildlife movements or reduce breeding opportunities.

The proposed project would not interfere 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. Therefore, the project's impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

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 City's General provides guidance on the protection of listed plant and wildlife species, wetlands, and other sensitive biological resources (City of Lemoore, 2008). The project will implement measures such as those listed above (MM BIO-1 through MM BIO-8) to comply with the General Plan and reduce potential impacts to biological resources to less than significant levels. Therefore, implementation of MM BIO-1 through MM BIO-8, proposed project would have no conflict related to any adopted local policies or ordinances protecting biological resources.

MITIGATION MEASURE(S)

Implementation of MM BIO-1 through MM BIO-8.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with mitigation incorporated*.

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 not located within any Natural Community Conservation Plan or any other local Habitat Conservation Plan, regional, or State Conservation Plan. With mitigation, the proposed project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

	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 as defined in 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 analysis below is based on the Extended Phase I Survey (ASM Affiliates, Inc., 2021) found in Appendix B of this document.

Impact #3.4.5a – Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?

The City of Lemoore 2030 General Plan states there are currently no buildings or structures listed in the National Register of Historic Places or as California Historic Landmarks. However, there are 37 sites listed as having local historic significance located within the downtown district (City of Lemoore , 2008).

A records search of site files and maps was conducted at the Southern San Joaquin Valley Archaeological Information Center, California State University, Bakersfield. The results indicated that the Project area had not been previously surveyed and no cultural resources had been recorded on it. Three previous surveys had been conducted within a half mile radius of the Project area, with one previously recorded resource known to exist in that same radius. The Santa Rosa Rancheria – Tachi Yokut Tribe Cultural and Historical Preservation Department, however, had previously visited the property and reported the presence of an archaeological site.

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A Phase I survey fieldwork was conducted by qualified archaeologists walking parallel transects spaced at 5 to 10-meter (m) intervals along the approximately 30 acre project site. Members of the Santa Rosa Rancheria Cultural and Historical Preservation Department participated in the survey. The cultural resource that they had previously reported was re-identified, mapped and recorded. Artifacts identified consisted of a scatter of Pismo clam and abalone shell fragments mixed with 1970s-era and later debris, primarily within two bulldozer push-piles. No additional cultural resources of any kind were identified on the project property.

An extended Phase I survey, consisting of the hand-excavation of 22 shovel test pits (STP), was completed in the location of the newly identified archaeological site on March 23, 2021. Subsurface conditions proved to be heavily disturbed with contemporary/modern debris extending to 100-cmbs in some areas. Based on the STP results, the newly discovered site consists of a surface scatter of prehistoric/Native American artifacts, primarily shellfish fragments. The site surface has been heavily disturbed by bulldozing with the extant archaeological specimens concentrated in two bulldozer push-piles. No intact subsurface archaeological deposit is present at this location. The site therefore lacks integrity and does not constitute a significant historical resource. The development of the property will not result in a significant adverse impact to known cultural resources (ASM Affiliates, Inc., 2021).

However, there is still a possibility that unknown 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 following measures are recommended. With implementation of CUL-1 and CUL-2, impacts under cultural resources would be less than significant.

MITIGATION MEASURE(S)

MM CUL-1: If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and evaluation or data recovery excavation. Implementation of the mitigation measure below would ensure that the proposed project would not cause a substantial adverse change in the significance of a historical resource.

CUL-2: Prior to the issuance of grading permits, the developer shall enter into an agreement with the Santa Rosa Rancheria Tachi Yokut tribe. If requested, the developer shall:

d) Retain a qualified Native American monitor to be on site during initial ground disturbance activities.

e) Have a Burial Treatment Plan developed for the project

f) Retain a qualified tribal member to conduct a Cultural Resources Sensitivity training session with the construction crew prior to ground disturbance activities.

Evidence of the agreement with the Santa Rosa Rancheria Tachi Yokut tribe shall be submitted to the lead agency as evidence of compliance.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant with mitigation incorporated***.

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 discussion of Impact #3.4.5a, above.

MITIGATION MEASURE(S)

Implement MM CUL-1 and MM CUL-2.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant with mitigation incorporated***.

Impact #3.4.5c – Would the project disturb any human remains, including those interred outside of formal cemeteries?

Human remains are not known to exist within the project area. However, construction would involve earth-disturbing activities, and it is still possible that human remains may be discovered, possibly in association with archaeological sites. MM CUL-3 has been included in the unlikely event that human remains are found during ground-disturbing activities. Impacts would be less than significant with implementation of mitigation.

MITIGATION MEASURE(S)

MM CUL-3: If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, 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), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of human remains, at the direction of the county coroner.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with mitigation incorporated*.

	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 a 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 following analysis is based on project data provided by the applicant, the Small Project Analysis Level Assessment (SPAL) (Trinity Consultants, 2022), and available energy resource consumption data.

Impact #3.4.6a – Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The proposed project would involve the use of energy during construction and operation. 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. Long-term operation of the proposed include electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. In addition, the increase in vehicle trips associated with the project would increase fuel consumption within the City.

Electricity service for the proposed project would be provided by Pacific Gas and Electric Company (PG&E). The PG&E and State of California 2019 power mix is detailed in Table 3.4.6-1. Energy usage by sector is outlined in Table 3.4.6-2.

Table 3.4.6-1
PG&E and the State of California 2019 Power Mix

• Energy Resource	• PG&E Power Mix	• California-Wide Power Mix
Eligible Renewable	29%	32%
Biomass & Biowaste	*3%*	*2%*
Geothermal	*2%*	*5%*
Small Hydroelectric	*2%*	*2%*

Solar	*12%*	*12%*
Wind	*9%*	*10%*
Coal	0%	3%
Large Hydroelectric	27%	15%
Natural Gas	0%	34%
Nuclear	44%	9%
Other	0%	0%
Unspecified [1]	0%	7%
Total	**100%**	**100%**

Source: (PG&E, 2020)
[1] Electricity from transactions that are not traceable to specific generation source

Table 3.4.6-2
Electricity Consumption in PG&E Service Area (2020)

Agricultural and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Streetlight	Usage
6,638	26,247	3,949	9,814	1,748	29,834	290	78,519

Source: (California Energy Commission, 2020)
Note: All usage expressed in millions of kWh (GWh).

PG&E also maintains approximately 42,141 miles of gas distribution pipelines and 6,438 miles of gas transmission pipelines (PG&E, 2021). Table 3.4.6-3 below presents natural gas consumption by sector for PG&E in 2019.

Table 3.4.6-3
Natural Gas Consumption in PG&E Service Territory (2020)

Agricultural and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Usage
44	797	51	1,585	140	1,891	4,509

Source: (California Energy Commission, 2020)
Note: All usage expressed in Millions of Therms

In 2005, Kings County consumed 1,286 million kWh of electricity. Non-residential users were responsible for about 75 percent of all electricity consumption in the County, and users overall (residential and non-residential) consumed an average of 8,858 kWh per capita (City of Lemoore, 2010).

The proposed project's estimated energy usage calculated using CalEEMod and shown in the CalEEMod output files in Appendix A is summarized and compared to State-wide usage in Table 3.4.6-4. Estimated motor vehicle fuel use is further detailed in Table 3.4.6-5. As shown in 3.4.6-4, the proposed project would make a minimal contribution to State-wide energy consumption in these categories.

Table 3.4.6-4
Estimated Project Related Energy Usage

Form of Energy	Units	Annual Project-Related Energy Use	Annual State-Wide Energy Use	Project % of State Wide Energy Use
Electricity	kWh/year	79,427.1	272,576,000,000 (California Energy Commission, 2020)	0.0003%
Natural Gas	kBTU/year	504,789	189,082,861,453 (California Energy Commission, 2020)	0.003%
Motor Vehicle Fuels	Gallons	34,056	11,517,369,224 (California Department of Tax and Fee Administration, 2021)	0.000003%

Table 3.4.6-5
Estimated Project Related Annual Motor Vehicle Fuel Consumption

Vehicle Type	Percent of Vehicle Trips	Annual Vehicle Miles Traveled	Average Fuel Economy (miles/gallon) (U.S. Department of Energy, 2020)	Total Annual Fuel Consumption (gallons)_
Passenger Cars	42%	207,680	24.2	8,582
Light/Medium Trucks	39%	192,845	17.5	11,020
Heavy Trucks/Other	19%	93,950	6.5	14,454
Total	**100%**	**494,475**	**-**	**34,056**

The construction and the operation of the project would comply with all applicable federal, State, and local regulations regulating energy usage. The project will implement Title 24 Energy Efficiency Standards and CalGreen Code requirements for new home construction that may include rooftop solar, double-pane windows, electric vehicle charging, LED lights,

low flow toilets, faucets drip irrigation and the use of drought tolerant landscaping to increase water conservation.

The project would comply with the SJVAPCD requirements regarding the limitation of vehicle idling, and the use of fuel-efficient vehicles and equipment, to the extent feasible. 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 California Air Resources Board (CARB) that may reduce both the project's energy consumption, including diesel anti-idling measures, light-duty vehicle technology, usage of alternative fuels such as biodiesel blends and ethanol, and heavy-duty vehicle design measures to reduce energy consumption. As such, impacts would be *less than significant.*

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant.***

Impact #3.4.6b – Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

See 3.4.6a.

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 rooftop solar, double-pane windows, electric vehicle charging, LED lights, low flow toilets and faucets to increase water conservation. Energy would also be indirectly conserved through water efficient landscaping requirements consistent with the City's adopted Water Efficient Landscaping Ordinance with the use of drip irrigation and drought tolerant landscaping.

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, 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.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant.***

	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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative 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?	☐	☒	☐	☐

The discussion below is based on the Geotechnical Engineering Investigation completed for the project which is also attached as Appendix C (Krazan & Associates, Inc., 2021).

Discussion

Impact #3.4.7a(i) – Would the project expose people or structures to 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?

According to the City of Lemoore 2030 General Plan, there are no known major fault systems within Lemoore (City of Lemoore, 2008). The greatest potential for geologic disaster in the City is posed by the San Andres Fault, which is located approximately 60 miles west of the Kings County boundary line with Monterey County.

The project site is not located within an Alquist-Priolo earthquake fault zone (California Department of Conservation, 2021). There are no active fault traces in the project vicinity. Accordingly, the project area is not within an earthquake fault zone (Special Studies Zone) and will not require a special site investigation by an engineering geologist.

The General Plan contains a number of policies that would minimize impacts relating to the rupture of a known fault. The Project would adhere to all applicable policies of the General Plan and California Building Code. Therefore, impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

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 ground shaking?

See response to Impact #3.4.7a.

Secondary hazards from earthquakes include ground shaking/rupture. Since there are no known faults within the immediate area, ground shaking/rupture from surface faulting,

seiches, and landslides would not be hazards in the area. Liquefaction potential (sudden loss of shear strength in a saturated cohesionless soil) should be low since groundwater occurs below 90 feet. Lastly, deep subsidence problems may be low to moderate according to the conclusions of the Five County Seismic Safety Element. However, there are no known occurrences of structural or architectural damage due to deep subsidence in the Lemoore area. While such seismic shaking would be less severe from an earthquake that originates at a greater distance from the Project site, the side effects could potentially be damaging to residential buildings and supporting infrastructure. The project is required to design residential buildings and associated infrastructure to withstand substantial ground shaking in accordance with all applicable State law and applicable codes included in the California Building Code (CBC) Title 24 for earthquake construction standards and building standards code including those relating to soil characteristics (California Building Standards Commission, 2019). The project shall adhere to all applicable local and State regulations to reduce any potentially significant impacts to structures resulting from strong seismic ground shaking at the project site. Therefore, project impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

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?

See discussion of Impact #3.4.7a(i) and a(ii), above.

The potential magnitude/geographic extent of expansive liquefaction erosion was deemed 'negligible' and its significance 'low' throughout the City (City of Lemoore, 2021). Liquefaction is possible in local areas during a strong earthquake or other seismic ground shaking, where unconsolidated sediments coincide with a high-water table. However, the groundwater occurs below 90 feet which means liquefaction potential would be low. Therefore, impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

Impact #3.4.6a(iv) – Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

See 3.4.6a(ii).

The land is relatively flat with no significant topological features. As such, there is no potential for rock fall and landslides to impact the project in the event of a major earthquake, as the area has no dramatic elevation changes.

The site's topography would not change substantially as a result of project development since the site is essentially flat in nature from previous activities with no surrounding slopes, and it is not considered to be prone to landslides. The project would not expose people or structures to potential substantial adverse effects from landslides. Therefore, there would be no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be ***no impact.***

Impact #3.4.7b – Would the project result in substantial soil erosion or the loss of topsoil?

The type of soil found within the project site is Grangeville sandy loam and Nord complex. More specifically, the surface soils consisted of approximately 6 to 12 inches of very loose silty sand. These soils are disturbed, have moderate strength characteristics, and are slightly compressible when saturated.

Construction activities associated with the proposed project will disturb surface vegetation and soils during construction and would expose these disturbed areas to erosion by wind and water. To reduce the potential for soil erosion and loss of topsoil, the project would comply with the State Water Resources Control Board's (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit (No. 2012-0006-DWQ) 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. A SWPPP must identify potential sources of erosion or sedimentation as well as identify and implement Best Management Practices (BMPs) that ensure reduce erosion. Typical BMPs intended to control erosion include sandbags, retention basins, silt fencing, street sweeping, etc.

Mitigation Measure MM GEO-1 requires the approval of a SWPPP to comply with the NPDES General Construction Permit. The project will comply with all the grading requirements as outlined in Title 24 and Appendix J of the California Building Code (UpCodes, 2016). The

project is not expected to result in substantial soil erosion or the loss of topsoil with the incorporation of Mitigation Measure MM GEO-1.

Once constructed, the project will have both impermeable surfaces as well as permeable surfaces. Impermeable surfaces would include roadways, driveways and building sites. Permeable surfaces would include front and back yards, any landscaped areas and open space. Overall, development of the project would not result in conditions where substantial surface soils would be exposed to wind and water erosion. Therefore, impacts would be less than significant with the incorporation of MM GEO-1.

MITIGATION MEASURE(S)

MM GEO-1: Prior to issuing of grading or building permits, the project applicant shall submit to the City: (1) the approved Storm Water Pollution Prevention Plan (SWPPP) and (2) the Notice of Intent (NOI) to comply with the General National Pollutant Discharge Elimination System (NPDES) from the Central Valley Regional Water Quality Control Board. The requirements of the SWPPP and NPDES shall be incorporated into design specifications and construction contracts. Recommended Best Management Practices for the construction phase may include the following:

- Stockpiling and disposing of demolition debris, concrete, and soil properly;
- Protecting existing storm drain inlets and stabilizing disturbed areas;
- Implementing erosion controls;
- Properly managing construction materials; and
- Managing waste, aggressively controlling litter, and implementing sediment controls.

Evidence of the approved SWPPP shall be submitted to the Lead Agency.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant with mitigation incorporated***.

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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

See discussion in Impact #3.4.7a(iii) and 3.4.7a(iv) above

As previously discussed, the site soils are considered stable in that there is not a potential of on or offsite landslides, lateral spreading, subsidence or collapse. As discussed in Impact #3.4.7a(iii), the project site soils have a low overall potential for significant liquefaction to occur at the site. All structures would be subject to all IBC and CBC earthquake construction standards, including those relating to soil characteristics. Additionally, the site is not located near any areas with sufficient slope that could result in off-site landslides. Moreover, the

Project will be designed by an engineer as to resist potential side-effects of spreading, subsidence, liquefaction or collapse.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant.***

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 risks to life or property?

See Impact 3.4.7b and c.

Expansive clay soils are subject to shrinking and swelling due to changes in moisture content over the seasons. These changes can cause damage or failure of foundations, utilities, and pavements. During periods of high moisture content, expansive soils under foundations can heave and result in structures lifting. In dry periods, the same soils can collapse and result in settlement of structures.

There are two types of soil found within the project site, which are Grangeville sandy loam and Nord complex. Generally, clay soils are considered to be expansive in nature, while loam and sandy soils drain well, which makes them non-expansive. Given that the soils are sandy loams, they would not be expansive. There are no other soil types adjacent to the Project site. The Project would comply with all applicable safety regulations and building codes. Therefore, there would be less than significant impacts. .

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant.***

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?

Refer to *Section 3.4.19 - Utilities and Service Systems*.

The proposed project does not include the development or use of septic tanks or alternative wastewater disposal systems as the project would connect to the City's existing sewer system. Therefore, there would be no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be *no impact*.

Impact #3.4.7f – Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project does not intend to use undisturbed land; all construction will be conducted within the footprint of the existing campus. A study completed in the project area classified this location as having low to moderately low sensitivity for subsurface sites (ASM Affiliates, Inc., 2021). There are no unique geological features or known fossil-bearing sediments expected to be in the vicinity of the project site. However, there remains the possibility for previously unknown, buried paleontological resources or unique geological sites to be uncovered during subsurface construction activities. Therefore, this would be a potentially significant impact. However, MM GEO-2, requires that if unknown paleontological resources are discovered during construction activities, work within a 25-foot buffer would cease until a qualified paleontologist determined the appropriate course of action. With implementation of MM GEO-2, the project will have a less-than-significant impact.

MITIGATION MEASURE(S)

MM GEO-2: If any paleontological resources are encountered during ground disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or other appropriate facility regarding any discoveries of paleontological resources.

If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations and fossil recovery may be required to mitigate adverse impacts from project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects, or such effects must be mitigated. Construction in that area shall not resume until the resource appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the Lead Agency.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant with mitigation incorporated***.

	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?	☐	☐	☒	☐

Discussion

Analysis of Greenhouse Gases is based on the Small Project Analysis Level Assessment (SPAL) prepared for the Project (Trinity Consultants, 2022), which is included as Appendix A of this document.

Impact #3.4.8a – Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

See Impact #3.4.6a, above.

Construction and operation of this project will result in temporary Greenhouse Gases (GHG) emissions. The project as a whole is not expected to generate GHGs either directly or indirectly that may have a significant impact on the environment. The project's greenhouse gas (GHG) emissions are primarily from mobile source activities and are shown in Table 3.4.8-1.

Table 3.4.8-1
Estimated Annual Greenhouse Gas Emissions

	CO_2 Emissions metric tons	CH_4 Emissions metric tons	N_2O Emissions metric tons	CO_2e Emissions metric tons
Project Operations	1,397.64	2.11	0.07	1,470.52
2005 BAU	2,539.71	3.00	0.24	2,686.85
BAU less Project emissions				45.3%

The amount of CO_2e emissions that would be generated by the Project (1,470.5 metric tons-per-year) is so small in relation to the California CO_2e estimates for 2020 (596 million CO_2e)

that it's not possible for the contribution of the project to be cumulatively considerable (Trinity Consultants, 2022). Additionally, the Project's GHG emissions are less than the 2005 business-as-usual emissions for the project by 1,195 metric tons-per-year of CO_2e, which is a 45.3% reduction. Therefore, the project would not generate a cumulatively considerable GHG impact, nor would it conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The project will also not conflict with any elements of the California Air Resources Board's 2008 Climate Change Scoping Plan. Therefore, the Project would have a less than significant impact.

The SJVAPCD does not have thresholds or guidance regarding the significance of construction related emissions. Overall, the impacts to occur during the construction phase would be short-term and temporary in nature. As there are no current significance thresholds to quantify construction emissions and because construction-related impacts are considered temporary they are therefore, generally considered less than significant. In addition, construction of the proposed project would still have to comply with the SJVAPCD's regulation and requirements as discussed in the air quality section.

The project will not generate long-term emissions over the life of the project. Therefore, the project is considered less than significant for GHG emission impacts.

MITIGATION MEASURES

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant***

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?

See response to Impact #3.4.8a.

The proposed project will not exceed the SPAL GHGs established by the SJVAPCD. Therefore, the project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and impacts would be less than significant

MITIGATION MEASURES

No mitigation required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant***.

3.4.9 - HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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 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??	☐	☐	☒	☐

The discussion below is based on the Phase I Environmental Site Assessment completed for the project, and is attached as Appendix C (Krazan & Associates, 2021).

Discussion

Impact #3.4.9a –Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

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. As such, 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. Transportation of hazardous materials is regulated by US Department of Transportation and Caltrans. 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 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 facility. In addition, sanitary waste generated during construction would be managed through the use of portable toilets, which would be located at reasonably accessible on-site locations.

Residential construction generally uses fewer hazardous chemicals or use chemicals in relatively small quantities and concentrations as compared to commercial or industrial uses. 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. No significant hazard to the public or to 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 such as paint, bleach, etc, are considered common for residential developments and would be unlikely for such materials to be stored or used in such quantities that would be considered a significant hazard. The project itself will not generate or use hazardous materials in a manner outside health department requirements. Operation activities will comply with the California building code, local building codes, and any applicable safety measures.

Based on the analysis above, project construction and operation are not anticipated to result

in significant impacts as a result of the transportation, use, or disposal of hazardous materials. Therefore, impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

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 during construction of may result in soil and groundwater contamination from accidental spills. Due to the size of the project, each construction phase would be required to prepare and implement a SWPPP as required per MM GEO-1.

Given that the project site was previously used for agricultural purposes, there is potential of underground storage tanks (USTs) being located at the site. This would be considered a potential area of concern and would need to be properly destroyed in accordance with the State and local guidelines.

Construction and operational activities will also be required to comply with the California fire code to reduce the risk of potential fire hazards. All project plans would comply with State and local codes and regulation. The City's Fire Department will be responsible for enforcing provisions of the fire code.

Review of the State of California Department of Toxic Substances Control (DTSC) Envirostor database available via the DTSC's Internet Website 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, 2021).

There are no active Geologic Energy Management Division (CalGEM) identified oil or gas fields in the project vicinity and there are no known existing or historical oil wells on the project site (CalGEM, 2021). As such, it is not expected that any wells would be impacted by the project.

As noted in Impact #3.4.9, a, above, if during the construction phase of the project there is a use of hazardous materials, 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 and impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

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?

As noted previously, the closest schools are Liberty Middle School at approximately 0.44 miles to the south, Meadow Lane Elementary School at approximately 0.63 miles to the east, Freedom Elementary School at approximately 0.71 miles to the southwest, Mary Immaculate Queen School at approximately 0.69 miles to the southeast, Lemoore Head Start at approximately 0.73 miles to the southwest, and Ruiz Family Child Care at approximately 0.89 miles to the east..

However, construction of the project would require the use of minimal hazardous materials and require implementation of BMPs when handling any hazardous materials, substances, or waste. As noted in Impact #3.4.3a, emissions from construction and related activities are expected to be minimal and not significant. Once constructed, the residential project is not expected to result in hazardous emissions. Therefore, impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

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 property and 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. The Project itself will not generate or use hazardous materials in a manner outside health department requirements.

The Department of Toxic Substances Control (DTSC) website, *Envirostor*, indicated that there are no active hazardous or toxic sites in the vicinity (within one mile) of the Project site (Department of Toxic Substances Control, 2021). The State Water Resources Control Board website, GeoTracker, indicated that there are no Permitted Underground Storage Tanks, Leaking Underground Storage Tanks, or any other active remediation and cleanup sites on or in the vicinity (within one mile) of the Project site (California Water Resources Board, 2021). However, USTs on rural or agricultural properties historically have been exempt from requirements for registration with regulatory agencies. It is therefore possible that subsurface features such as unregistered USTs may exist in the vicinity of the former on-site structures which remain unknown based upon the absence of any regulatory, municipality, interview data, or other evidence indicating their presence or location. If an UST is discovered, it should be properly destroyed in accordance with local guidelines.

The Project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment. The Project site is not within the immediate vicinity of a hazardous materials site and would not impact a listed site. Therefore, there would be a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

Impact #3.4.9e – 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?

There are no public airports within two miles of the project site. Naval Air Station Lemoore (NAS Lemoore) runways are located approximately 8 miles to the west of the project site. The closest public airport is the Hanford Municipal Airport, located approximately 9 miles east of the project. The project is not within an airport land use compatibility plan area. 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.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be *no impact*.

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 and includes the incorporated City of Lemoore (Kings County, 2015). The EOP includes policies that would prevent new development from interfering with emergency response of evacuation plans.

The General Plan also provides guidance to City staff in the event of extraordinary emergency situation associated with natural disaster and technological incidents (City of Lemoore, 2008). The project would also comply with the appropriate local and State requirements regarding emergency response plans and access. The proposed project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities.

Additionally, the proposed project is required to adhere to the standards set forth in City Municipal code 9-7U-8, 17.36.020 and 18.82D.120, which identifies the design standards for emergency access during both the project's construction and operational phases (City of Avenal , 1988). The project would also comply with the appropriate local and State requirements regarding emergency response plans and access. 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 impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, the project would have a less than significant impact

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

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 majority of the City is considered to have either little or no threat or a moderate threat of wildfire. Only one percent of the area within Lemoore city boundaries currently has a high

threat of wildfire. Wildfire hazard present in the City should decrease as vacant parcels become developed (City of Lemoore, 2008).

The project site is in an un-zoned area of the Kings County Fire Hazard Severity Zone Map Local Responsibility Area (LRA) (Cal Fire, 2006). However, Cal Fire has determined that portions of the City of Lemoore are categorized as a Moderate Fire Hazard Severity Zone in LRA. The project site is not located within proximity of a wildland area.

Project-related activities at the project site are not expected to increase the risk of wildfires. The General Plan includes policies that would protect the project and the community from fire dangers. These include the enforcement of fire codes during project-related activities. In addition, developers are required to pay impact fees that offset the impact of residential development on public services, such as fire protection.

The Lemoore City Fire Department, located approximately one mile away, would provide fire protection services to the project. The project will comply with all applicable State and local building standards as required by local fire codes, as well as impact fees to support additional fire protection services. The project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

	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 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 offsite?	☐	☒	☐	☐
. ii. Substantially increase the rate of amount of surface runoff in a manner which would result flooding on or offsite?	☐	☒	☐	☐
iii. 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?	☐	☐	☒	☐
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

Impact #3.4.10a – Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Project construction would cause ground disturbance that could result in soil erosion or siltation and subsequent water quality degradation offsite, which is a potentially significant impact. Construction-related activities would also involve the use of materials such as vehicle fuels, lubricating fluids, solvents, and other materials that could result in polluted runoff, which is also a potentially significant impact. Construction activities involving soil disturbance, excavation, cutting/filling, stockpiling and grading activities could result in increased erosion and sedimentation to surface waters. However, the potential consequences of any spill or release of these types of materials are generally minimal due to the localized, short-term nature of such releases. The volume of any spills would likely be relatively small because the volume in any single vehicle or container would generally be anticipated to be less than 50 gallons.

As noted in Impact #3.4.9b, accidental spills or disposal of potentially harmful materials used during construction could possibly wash into and pollute surface water runoff. Mitigation Measure MM GEO-1 requires the preparation and implementation of a SWPPP to comply with the Construction General Permit requirements. With implementation of MM GEO-1, the proposed project would not violate any water quality standards or waste discharge requirements. Once constructed, the project would drain water into the existing City sewer system and would not degrade surface or groundwater quality and impacts would be less than significant.

MITIGATION MEASURE(S)

Implementation of Mitigation Measure MM GEO-1.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with mitigation incorporated*.

Impact #3.4.10b – Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The water purveyor for the project is the City of Lemoore. The City has adopted an Urban Water Management Plan (UWMP) (City of Lemoore, 2017). This document is a planning tool that was created to help generally guide the actions of urban water suppliers in successfully preparing for potential water supply disruptions and issues. It provides a framework for long-term water planning and informs the public of a supplier's plans for long-term resource planning that ensures adequate water supplies for existing and future demands.

The City currently utilizes local groundwater as its sole source of municipal water supply. The City's municipal water system extracts its water supply from underground aquifers via six active groundwater wells within the city limits. The City maintains four ground-level storage reservoirs within the distribution system, with a total capacity of 4.4 million gallons (MG) (City of Lemoore, 2017). The groundwater basin underlying the City is the Tulare Lake Basin as defined in the Department of Water Resources Bulletin 118 for construction and operation would come from the City of Lemoore's existing water system.

Per the City's 2015 UWMP, the City's existing system has a total supply capacity of 21,674,000 gallons per day with an average day demand of 8,769,000 gallons (City of Lemoore, 2017). The proposed project consists of 148 dwelling units and the average household size in Lemoore is 2.99 or approximately 444 people (U.S. Census Bureau, 2021). Some of the homes would be bought by existing City residents, while new residents will also move into the City from outside the area.

According to the City's UWMP, actual water used in 2015 for single families was 128 gallons per capita per day (gpcd). Therefore, once constructed, the proposed project would result in an estimated water demand of 61,272 gallons per day (444 people x 128 gallons/day = 61,272 gallons/day). The City's anticipated groundwater supplies were determined to be sufficient to meet all demands through the year 2040, even under multiple dry year drought conditions (City of Lemoore, 2017). Therefore, the project will have a less than significant impact related to groundwater demand.

Water would be used for purposes of dust control during grading and construction as well as for minor activities such as washing of 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 and full buildout would not deplete groundwater supplies and impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant.***

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, in a manner that would result in substantial erosion or siltation onsite or offsite?

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 rate and amount of surface runoff is determined by multiple factors, including the following: topography, the amount and intensity of precipitation, the amount of evaporation that occurs in the watershed and the amount of precipitation and water that infiltrates to the groundwater. The proposed project would alter the existing drainage pattern of the site, which would have the potential to result in erosion, siltation, or flooding on- or off-site. The disturbance of soils on-site during construction could cause erosion, resulting in temporary construction impacts. In addition, the placement of permanent structures on-site could affect drainage in the long-term. Impacts from construction and operation are discussed below.

As discussed in Impact #3.4.10a. above, potential impacts on water quality arising from erosion and sedimentation are expected to be localized and temporary during construction. Construction-related erosion and sedimentation impacts as a result of soil disturbance would be less than significant after implementation of an SWPPP (see Mitigation Measure MM GEO-1) 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.

Once constructed, 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 and the proposed stormwater retention basin will 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.

MITIGATION MEASURE(S)

Implementation of MM GEO-1

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with mitigation incorporated*.

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 substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?

No drainages or other water bodies are present on the project site and therefore, 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 grading would be minimal. The topography of the site would not change because of grading activities, and it does not contain any water features, streams or rivers. The potential for construction of the proposed project to alter existing drainage patterns would be minimized through compliance with preparation of a SWPPP (MM GEO-1). With implementation of such measures, the project would not substantially increase the amount of runoff in a manner that would result in flooding on- or off-site. Impacts would be reduced to less than significant levels.

Mitigation Measure(s)

Implement MM GEO-1.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with mitigation incorporated.*

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 which 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 response #3.4.10(a through c), above. The project would comply with all applicable State and City codes and regulations. The storm drainage plan will be supported by engineering calculations 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.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

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?

As discussed above in Impact #3.4.10a through c(iii), construction activities could potentially degrade water quality through the occurrence of erosion or siltation at the project site.

Construction of the project would include soil-disturbing activities that could result in erosion and siltation, as well as the use of harmful and potentially hazardous materials required to operate vehicles and equipment. The transport of disturbed soils or the accidental release of potentially hazardous materials could result in water quality degradation. The project would be required comply with the NPDES Construction General Permit. A SWPPP would be prepared to specify BMPs to prevent construction pollutants as required by MM GEO-1. The proposed project would not otherwise substantially degrade water quality.

As discussed above, the existing drainage pattern of the site and area would be affected by project development. However, the project will connect to the existing stormwater sewer system, and therefore potential impacts resulting from the impeding or redirection of flood flows would be less than significant. Therefore, the project will have a less-than-significant impact with mitigation incorporated.

MITIGATION MEASURE(S)

Implementation MM GEO-1.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with mitigation incorporated*.

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 near the ocean or a steep topographic feature (i.e., mountain, hill, bluff, etc.). Additionally, there is no body of water within the vicinity of the project site. The proposed project's inland location makes the risk of tsunami highly unlikely. The probability of a seiche occurring in the City of Lemoore is considered negligible.

As shown in Figure 3.4.10-1, the project is not located within a FEMA 100-year floodplain. As such, the project would not place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map.

The project site is located approximately XX miles of the Pine Flat Dam which is managed by the U.S. Army Corps of Engineers. In the case of dam failure, flood waters would not reach the City for hours. The extremely low probability of dam failure, large volume of flood water available for dilution of potential pollutants, and the relatively long warning period to

prepare, indicate that inundation due to dam failure would not have a significant impact on the project (City of Lemoore , 2008).

There is no potential for inundation of the Project site by seiche. Therefore, the Project would not contribute to inundation by seiche, tsunami, or mudflow.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant.***

Impact #3.4.10e – Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Please see response #3.4.10b above.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant***.

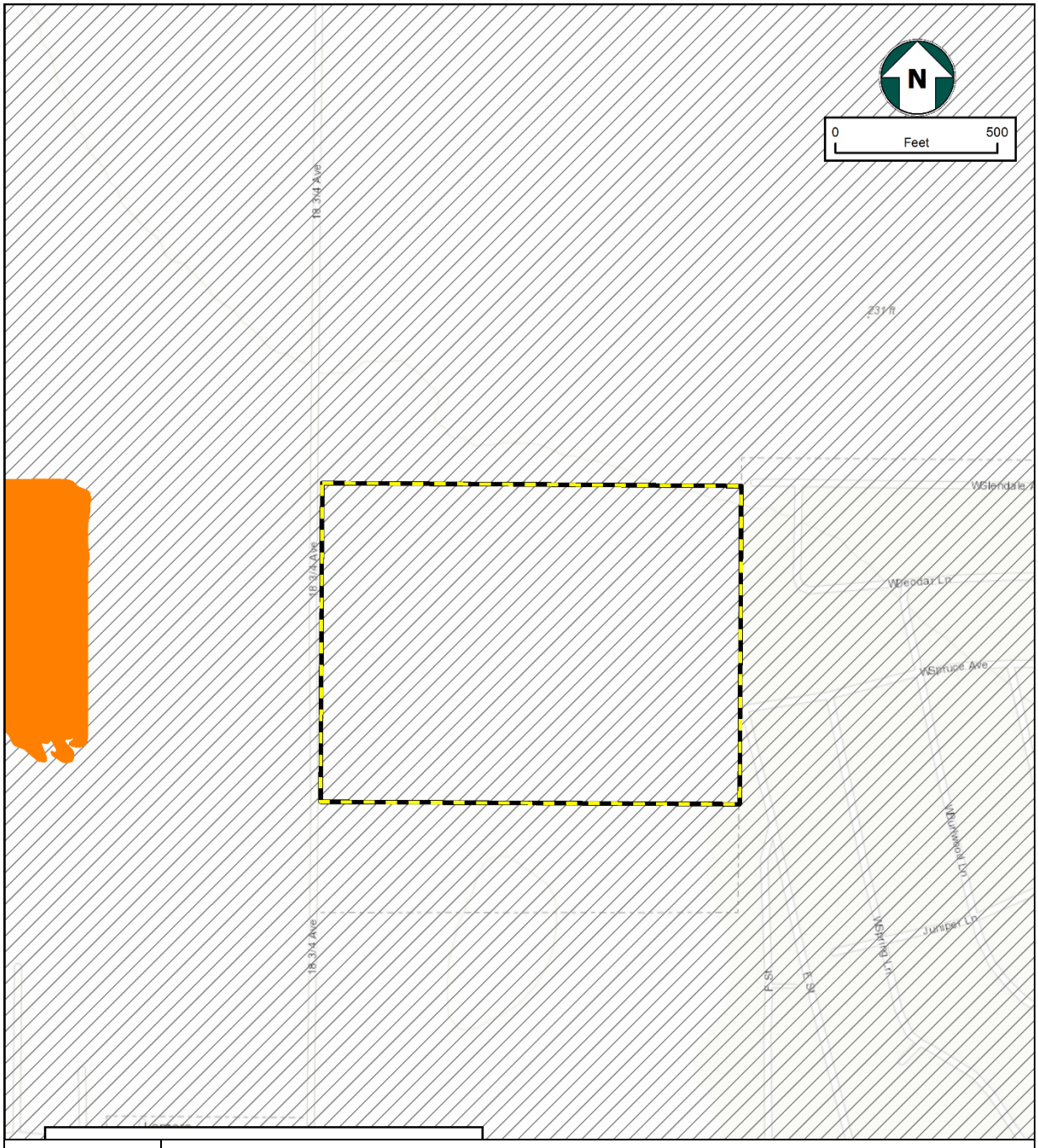

Figure 3.4.10-1
100-Year Floodplain

	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?

There is existing residential development to the east and south, with undeveloped agricultural land uses to the west and north. The project will not physically divide an established community. There would be no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be ***no impact***.

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 project will be annexed into the City and pre-zoned as Low Density Residential. The site is surrounded by residential and agricultural land uses. The Low-Density Residential land use designation allows for densities between 3 to 7 units per acre. The proposed project would include 148 units on approximately 30 acres of currently undeveloped land, for a density of approximately 4.9 units per acre. Within the project vicinity, there are single family residential developments and agricultural lands.

The proposed residential use is allowed within this land use designation, and the project does not exceed the maximum density, therefore the project is not dividing an established community. The project is not being built in a pre-existing community area and would not create any physical barrier between an established community. There would be no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be *no impact*.

	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, 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. The City of Lemoore and the surrounding area have no mapped mineral resources, and no regulated mine facilities (City of Lemoore, 2008). Additionally, per the California Department of Conservation - Geologic Energy Management Division (CalGEM), there are no active, inactive, or capped oil wells located within the project site, and it is not within a CalGEM-recognized oilfield. 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 would therefore have no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be ***no impact***.

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. The Project would not 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 and would therefore have no impact.

MITIGATION MEASURES

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be ***no impact***.

	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. Exposure of persons to, or generate, noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of persons to or generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip, 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 exposure of persons to, or generate, noise levels in excess of standards established in a 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 residential homes bordering the site to the south and the east.

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.

During the construction phase of the project, noise generating activities will be present, however, it will be temporary in nature 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. Operation of the facility would not generate noise levels significantly higher than the existing levels in the project area.

The City of Lemoore 2030 General Plan Section 8.6-Noise provides a land use compatibility for community noise environment thresholds for schools of acceptable up to 70 dB (City of Lemoore, 2008). Construction and operation of the project will not exceed this standard.

Once constructed, the Project would not significantly increase traffic on local roadways. Residential activities could also result in an increase in ambient noise levels in the immediate Project vicinity. Activities that could be expected to generate noise include cars entering and exiting the development, as well as mechanical systems related to heating, ventilation, and air conditioning systems located on residential buildings. This noise would be similar to those generated by the nearby existing residential development and would not be of a level that exceeds thresholds. Implementation of the Mitigation Measure NSE-1 will reduce the temporary noise impacts from construction-related activities to levels that will be less than significant.

Therefore, these increases in ambient noise are considered less than significant and consistent with applicable standards.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with mitigation incorporated*.

MITIGATION MEASURE

MM NSE-1: During construction, the contractor shall implement the following measures:

a. All stationary construction equipment on the Project site shall be located so that noise emitting objects or equipment faces away from any potential sensitive receptors.
b. The construction contractor shall ensure that all construction equipment is equipped with manufacturer-approved mufflers and baffles. During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
c. Construction activities shall take place during daylight hours, when feasible.

Impact #3.4.13b – Would the project result in exposure of persons to or generate 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 ground-borne 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 levels of vibration for various pieces of equipment.

Table 3.4.13-1
Different Levels of Ground-borne 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 approximately 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.

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 in/sec of the equipment adjusted for the distance PPV (ref) = the reference vibration level in 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

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. With regard to the proposed Project, groundborne vibration would be generated during site clearing and grading activities onsite facilitated by implementation of the proposed project. 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 at the nearest receptors, which is approximately 100 feet to the east and south.

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 rarely 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 construction of the proposed project would be minimal and would include transportation of equipment to the site.

Construction activity would include various site preparation, grading, in 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, construction and operation of the proposed project would not result in any vibration and impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant.***

Impact #3.4.13c – 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?

There are no public airports within two miles of the project site. The NAS Lemoore runways are located 9 miles to the west of the project site. The closest public airport is the Hanford Municipal Airport, located approximately 9 miles east of the project. The project is not within an airport land use compatibility plan area. There is no adopted airport land use plan that includes the City of Lemoore. Therefore, the project would not expose people residing or working in the project area to excessive noise levels. Therefore, there would be no impact.

MITIGATION MEASURES

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be ***no impact***.

	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 growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

Impact #3.4.14a – Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

According the California Department of Finance estimate, the City's population was 26,257 in 2019. The City anticipates a 3.1 percent annual increase in population, with an estimated population of 34,719 in 2025 and 47,115 by 2035 (City of Lemoore, 2017). The project would accommodate population growth in this area through the development of new residential units. The project is adjacent to existing and planned residential development and is therefore the logical extension of existing urban development.

The City's General Plan goals include encouraging residential developments to meet the future population growth needs. This means that by 2035, 20,858 additional people would need housing in the Lemoore area. This project accommodates this anticipated increase in City's population by providing 148 new residences for existing and future residents. Therefore, the project would not induce substantial population growth in an area, either directly or indirectly.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

Impact #3.4.14b – Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Construction of the project would likely be completed by construction workers residing in the City or the surrounding area; they would not require new housing. The proposed project would not require demolition of any housing, as the project site is currently undeveloped. Therefore, there would be no need to construct replacement housing elsewhere. There would be no impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

There would be ***no impact***.

		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 closest station to the project site is located at 210 Fox Street, approximately 1 mile south of the project site. The project will not result in significant environmental impacts related to acceptable service ratios, response times, or to other performance objectives fire protection services.

The proposed project will comply with Title 24 of the California Building Code and local development standards. Prior to 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 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.

Fire hydrants would also be located and installed per the City fire standards. The project would install the required infrastructure to meet water supply demands for fire protection services. These design standards coupled with existing fire protection infrastructure would provide the proper fire suppression services onsite. 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. By incorporating the fire standards and the required design features in the project design additional fire protection services will be required to provide coverage for the project. 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, which would reduce impacts to fire protection to less than significant levels.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant***.

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's police station is located at 657 Fox Street, approximately a half mile south of the project site. The proposed project would be located adjacent to residential subdivisions that are served by the City police station. The project may result in significant environmental impacts related to acceptable service ratios, response times, or to other performance objectives specific to police protection services and expanded police coverage may be required. The project proposes additional residential development in a previously undeveloped location, which will increase the need for police services. However, 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. Impacts would be *less than significant*.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

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

Buildout of the General Plan will result in the addition of 148 single family households. Student generation factors by household type, shown in Table 3.4.15-3, are used to calculate future enrollment. School size assumptions for households in the Planning Area are as follows:

- K–6: 51 students
- 7–8: 13 students
- 9–12: 26 students

Table 3.4.15-2
Student Generation Factors

	Household Type	
Type	**Single Family**	**Multi-family**
Elementary School (K-6)	0.354	0.320
Middle School (7-8)	0.088	0.070
High School (9-12)	0.183	0.117
Total	**0.625**	**0.507**

Source: Lemoore Union Elementary School District and Lemoore Union High School District, 2006.

The increased population generated by the proposed project would increase the number of students attending local schools and could result in significant impacts to these facilities by requiring new facilities. The proposed project would require the payment of developer fees of $3.79 per square foot of new residential construction to offset the school district's student classroom capacity. The developer will pay appropriate impact fees at 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."

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

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 Lemoore 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 7 parks. The nearest park to the site is Lions Park approximately half a mile south. Park and recreation fees (Quimby) are collected for new residential developments. The project review and approval process will ensure that all park related fees are paid by the applicant. These requirements will ensure that the proposed Project does not significantly affect park and recreation facilities. Impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

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?

Community facilities are the network of public and private institutions that support the civic and social needs of the population. They offer a variety of recreational, artistic, and educational programs and special events. New community facilities are not specifically sited on the General Plan Land Use Diagram. Small-scale facilities are appropriately sited as integral parts of neighborhoods and communities, while existing larger-scale facilities are generally depicted as public/semi-public land use, as appropriate (City of Lemoore , 2008).

Other public facilities include libraries, refuse pick up, and other services. All jurisdictions collect planning and building fees as well as impact fees for new development, as necessary. Property owners would also pay property taxes, some of which are used to pay for improvements to other City services and facilities. Therefore, the project would not 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.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

	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.

Although the proposed project does include uses that would increase the use of park and recreation facilities in the area, the proposed project will not result in the physical deterioration of existing parks or recreational facilities. With the payment of the development impact fees, there would be a less than significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

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?

See Impact #3.4.15a, above.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

		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

A Traffic Study was prepared for this project (Peters Engineering Group, 2022) and is included in Appendix E.

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?

Transit

The Kings Area Rural Transit (KART) operates two transit routes in Lemoore. Route 12, KART Transit Center to Skyline and Union, has stops at Bush and Belle Haven and West Hills College (WHC). The route operates Monday through Friday with three a.m. and two p.m. stops starting around 8:10 a.m. and stopping at 5:00 p.m. Route 20, KART Transit Center to WHC, likewise has stops at Bush and Belle Haven and WHC. This route operates Monday through Friday from approximately 6:10 a.m. to 10:40 a.m. with 30-minute headways. The project construction and operation will not create any delays or closures to the transit system.

Bike

The nearest existing bike path is located along Hanford-Armona Road 0.25 miles south of the project site. The construction and operation of the project would not interfere with the bike lane.

Roadways

The City of Lemoore does not have an adopted level of service standard, however, per the General Plan most traffic studies use a LOS "D" as their standard for traffic impact study purposes. Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities.

The project trip generation and design hour volumes shown in Table 3.4.17-1 were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

Table 3.4.17-1
Project Estimated Trips

Land Use	Units	Daily		A.M. Peak Hour					P.M. Peak Hour				
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Single Family Detached Housing (210)	148	9.43	1,396	0.70	26:74	27	77	104	0.94	63:37	88	52	140

(Peters Engineering Group, 2022)

As shown in Table 3.4.17-2, the intersections within the scope of the study are anticipated to operate at an acceptable level of service prior to and with the addition of project traffic.

Table 3.4.17-2
Traffic Conditions Analysis

Intersection	Control	Existing				Existing Plus Project			
		A.M.		P.M.		A.M.		P.M.	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Intersection LOS Summary - Existing and Existing-Plus-Project Conditions									
SR 41/Hanford-Armona	Signals	21.9	C	19.0	B	22.7	C	19.9	B
19th Ave/Hanford-Armona	OWS	22.3	C	21.1	C	23.8	C	22.6	C
19th Ave/Cinnamon	AWS	19.1	C	10.8	B	19.5	C	10.9	B
Liberty/Hanford-Armona	TWS	**67.5**	**F**	23.0	C	**104.6**	**F**	27.6	D
Fox-Antelope/Hanford-Armona	Signals	17.1	B	15.8	B	17.2	B	15.9	B
Lemoore/Glendale	TWS	14.2	B	12.7	B	14.6	B	13.1	B

Lemoore/Hanford-Armona	Signals	23.6	C	21.8	C	24.0	C	22.0	C
Intersection LOS Summary - Existing and Near-Term With-Project Conditions									
SR 41/Hanford-Armona	Signals	21.9	C	19.0	B	30.6	C	25.9	C
19th Ave/Hanford-Armona	OWS	22.3	C	21.1	C	**72.7**	**F**	**55.4**	**F**
19th Ave/Cinnamon	AWS	19.1	C	10.8	B	22.6	C	11.4	B
Liberty/Hanford-Armona	TWS	**67.5**	**F**	23.0	C	**>300**	**F**	**119.2**	**F**
Fox-Antelope/Hanford-Armona	Signals	17.1	B	15.8	B	20.1	C	16.9	B
Lemoore/Glendale	TWS	14.2	B	12.7	B	23.8	C	25.9	D
Lemoore/Hanford-Armona	Signals	23.6	C	21.8	C	30.5	C	24.8	C
Intersection LOS Summary - Existing and Year 2042 Conditions									
SR 41/Hanford-Armona	Signals	21.9	C	19.0	B	43.4	D	39.1	D
19th Ave/Hanford-Armona	OWS	22.3	C	21.1	C	**76.0**	**F**	**76.8**	**F**
19th Ave/Cinnamon	AWS	19.1	C	10.8	B	**38.6**	**E**	12.7	B
Liberty/Hanford-Armona	TWS	**67.5**	**F**	23.0	C	**>300**	**F**	**>300**	**F**
Fox-Antelope/Hanford-Armona	Signals	17.1	B	15.8	B	21.6	C	17.8	B
Lemoore/Glendale	TWS	14.2	B	12.7	B	31.5	D	33.9	D
Lemoore/Hanford-Armona	Signals	23.6	C	21.8	C	32.3	C	27.3	C

Note: DNE: does not exist OWS: one-way stop TWS: two-way stop AWS: all-way stop

As shown in Table 3.4.17-2, with the development of near-term projects and the proposed project, the intersections at 19th Avenue and Hanford-Armona Road, and the intersection at Liberty Drive and Hanford-Armona Road would operate below an acceptable level of service. It is anticipated that these intersections would also operate below LOS D at year 2042. The remaining intersections within the scope of study are anticipated to operate at acceptable levels of service during the peak hour.

To mitigate the intersections that are projected to operate below the appropriate adopted level of service standard, MM TRA-1 should be implemented.

MITIGATION MEASURE(S)

MM TRA-1: Prior to the issuance of building permits, the developer shall pay it's pro rata share for signalization of the following intersections:

- 19th Avenue and Hanford-Armona Road
- Liberty Drive & Hanford-Armona Road

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant with mitigation incorporated.***

Impact #3.4.17b – Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The State of California Governor's Office of Planning and Research document entitled *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) provides guidance for determining a project's transportation impacts based on VMT.

For residential projects, the Technical Advisory states: "*A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita.*" The Technical Advisory indicates screening maps can be used to screen out projects from a requirement to prepare a detailed VMT analysis (Peters Engineering Group, 2022).

The project site is located in an area that is expected to generate VMT at a rate less than 15 percent below the Countywide average per capita (Kings County Association of Governments, 2022). Therefore, the project would have less-than-significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant.***

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 current standards and safety regulations. All intersections will be constructed as to comply with the City and Caltrans regulations, and design and safety standards of Chapter 33 of the California Building Codes (CBC) and the guidelines of Title 24 in order 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, with the incorporated design features and all applicable rules and regulations, the project will have a less-than-significant impact.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

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 establishes 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, impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

	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)?

Please see Impacts #3.4.5a, #3.4.5b, and #3.4.5d, above.

On December 2, 2021 the Native American Heritage Commission (NAHC) was asked to conduct a search of its Sacred Lands File 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. Letters were mailed to tribes listed in Appendix B. The letters included a brief project description and location maps (Appendix B).

A Sacred Lands File Request was also completed by the Native American Heritage Commission (NAHC) on December 2, 2021. The results of the search was deemed positive, and it was recommended that the City consult with Santa Rosa Rancheria Tachi Yokut Tribe. Outreach letters were sent to the tribal organizations on the NAHC-provided contact list, with follow-up emails sent. The Santa Rosa Rancheria responded by phone call and email and expressed concerns that the project may adversely affect cultural resources. No other tribal groups expressed concerns. Based on the consultation with the Tribe, it is determined with implementation of Mitigation Measures MM CUL-1 through MM CUL-3, the project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.

MITIGATION MEASURE(S)

Implement MM CUL-1 through MM CUL-3.

LEVEL OF SIGNIFICANCE

Impact would be ***less than significant with mitigation incorporated***.

Impact #3.15.17a(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?

Please see Impacts #3.4.5a, #3.4.5b, and #3.4.5d, above.

With implementation of Mitigation Measures MM CUL-1 through MM CUL-3, 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.

MITIGATION MEASURE(S)

Implement MM CUL-1 through MM CUL-3.

LEVEL OF SIGNIFICANCE

Impact would be *less than significant with mitigation incorporated*.

	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 storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could 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 storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The project would be constructed on land that has pre-zoning of Low-Density Residential. The project is located within the planned future growth and service area for the City services.

The proposed project will require construction of new infrastructure to connect to the existing utility infrastructure. This will include water, wastewater, and storm water drainage connections, all of which would be constructed to meet City development standards. 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 existing infrastructure that is adjacent to the project site. Electrical, natural gas, and telecommunications facilities would be placed by the individual serving utilities; these entities already have in place safety and siting protocols to ensure that placement of new utilities to serve new construction would not have a significant effect on the environment.

See Section #3.4.10- *Hydrology and Water Quality* for a discussion of wastewater 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 which is compliant with the Lemoore standards, specifications, and policies. All applicable local, State, and federal requirements and best management practices will be incorporated into construction and operation of the project. Impacts would be considered less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant.***

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?

See Impact #3.4.10b.

According to the City's UWMP, actual water used in 2015 for single families was 128 gallons per capita per day (gpcd). Therefore, once constructed, the proposed project would result in an estimated water demand of 61,272 gallons per day (444 people x 128 gallons/day = 61,272 gallons/day). The City's anticipated groundwater supplies were determined to be sufficient to meet all demands through the year 2040, even under multiple dry year drought conditions (City of Lemoore, 2017). Therefore, the project will have a less than significant impact related to groundwater demand.

Water would be used for purposes of dust control during grading and construction as well as for minor activities such as washing of 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 and full buildout would not deplete groundwater supplies and impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

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?

The project will connect to the existing City sewer system. The generation of wastewater and water would be consistent with the City requirements. The proposed increase in water and wastewater usage at the project site is minimal and is not anticipated to require the construction of new water or wastewater treatment facilities or the expansion of existing facilities. Impacts would be less than significant.

The project will connect to the existing storm drain lines. The site engineering and design plans for the proposed project would be required to implement BMPs, comply with requirements of the City Building and Development Standards and comply with the NPDES General Permit during construction. Implementation of MM GEO-1 would reduce impacts to less than significant.

Therefore, the project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities.

MITIGATION MEASURE(S)

Implementation of MM GEO-1.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant.*

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?

Implementation of the proposed project would result in the generation of solid waste on the site, which would increase the demand for solid waste disposal. During construction these materials, which are not anticipated to contain hazardous materials, would be collected and transported away from the site to an appropriate disposal facility.

Solid waste disposal for Lemoore is managed by Kings Waste and Recycling Authority (KWRA). The City's PWD Refuse Division is responsible for solid waste collection services. The majority of the City's solid waste is taken to the Kettleman Hills non-hazardous landfill facility, owned by Chemical Waste Management (CWMI). The facility is located south of Lemoore and has an available capacity of 15.6 million cubic yards as of 2020 (Cal Recycle , 2020). KWRA is currently studying the future needs of solid waste services including building a new landfill to be operated by CWMI near the existing site. The County has a 25-year contract with CWMI to handle its solid waste until 2023 (City of Lemoore , 2008).

The project, in compliance with federal, State, and local statutes and regulations related to solid waste, would dispose of all waste generated onsite at an approved solid waste facility. The project does not, and would not conflict with federal, State, or local regulations related to solid waste. The proposed project would be served by a landfill with 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.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

Impact #3.4.19e – Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

See discussion for Impact #3.4.19d.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant***.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
3.4.20 - WILDFIRE				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or	☐	☐	☒	☐
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 #3.4.9g regarding emergency response.

The project is located on the edge of an urbanized area to the east and south, and rural agriculture to the west and north. Access for emergency vehicles to the site would be maintained throughout the construction period. The project would not interfere with any local or regional emergency response or evacuation plans because the project would not result in substantial alteration to the adjacent and area circulation system.

The City has established emergency response and evacuation plans based on the Lemoore Emergency Operations Plan. Impacts related to fire hazards and emergency response plans would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be ***less than significant***.

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?

Wildfire hazard data for the Lemoore Planning Area, which includes the project, is provided by the California Department of Forestry and Fire Protection, as summarized in Table 3.4.20-1. The majority of the City is considered to have either little or no threat or a moderate threat of wildfire. Only one percent of the Planning Area currently has a high threat of wildfire. Wildfire hazard present in the Planning Area should decrease as vacant parcels become developed.

Table 3.4.20-1
Existing Wildfire Hazards

Fire Hazards	Acreage	Percent of City Area
Little or No Threat	5,648	46
Moderate	6,494	53
High	85	1
Very High	0	0
Total	**12,227**	**100**

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). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. 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.

The project site and surrounding area is relatively flat and without steep slopes. The site is located in an area that is predominately urban with some ongoing agricultural activities,

which is not considered at a significant risk of wildlife. There are no other factors of the project or the surrounding area that would exacerbate wildfire risks, and thereby expose project occupants to pollutant concentration from a wildfire or the uncontrolled spread of a wildfire. Therefore, impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

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?

See Impacts #3.4.20a and b, above.

The project includes 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 the installation or maintenance of 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, State and federal 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 impacts to the environment and impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

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 near the ocean or a steep topographic feature (i.e., mountain, hill, bluff, etc.). Additionally, there is no body of water within the vicinity of the project site. As shown in Figure 3.4.10-1, the project is not located within a FEMA 100-year floodplain.

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. The Project site is relatively flat; therefore, the potential for a landslide in the project site is essentially non-existent. Impacts would be less than significant.

Therefore, the project will not expose people or structures to risks of flooding, landslides, runoff, slope instability, or drainage changes.

MITIGATION MEASURE(S)

No mitigation is required.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant*.

	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 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/MND, the proposed 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. Mitigation measures have been included to lessen the significance of potential impacts. Similar mitigation measures would be expected of other projects in the surrounding area, most of which share a similar cultural paleontological and biological resources. Consequently, the incremental effects of the proposed project, after mitigation, would not contribute to an adverse cumulative impact on these resources. Therefore, the project would have a less-than-significant impact with mitigation incorporated.

MITIGATION MEASURE(S)

Implement MM BIO-1 through MM BIO-8; MM CUL-1 through MM CUL-3.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with mitigation incorporated.*

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)?

As described in the impact analyses in Sections 3.4.1 through 3.4.20 of this IS/MND, any potentially significant impacts of the proposed project would be reduced to a less-than-significant level following incorporation of the mitigation measures. All planned projects in the vicinity of the proposed project would be subject to review in separate environmental documents and required to conform to the City of Lemoore General Plan, zoning, mitigate for project-specific impacts, and provide appropriate engineering to ensure the development meets are applicable federal, State and local regulations and codes. As currently designed, and with compliance of the recommended mitigation measures, the proposed project would not contribute to a cumulative impact. Thus, the cumulative impacts of past, present, and reasonably foreseeable future projects would be less than cumulatively considerable.

MITIGATION MEASURE(S)

Implement MM AG-1, MM BIO-1 through MM BIO-8, MM CUL-1 through MM CUL-3, MM GEO-1, MM GEO-2, MM NSE-1, and MM TRA-1.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with mitigation incorporated.*

Impact #3.4.21c - Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

All of the project's impacts, both direct and indirect, that are attributable to the project were identified and mitigated to a less-than-significant level. The project will have the appropriate engineering to ensure the development meets are applicable federal, State and local regulations and codes. Thus, the cumulative impacts of past, present, and reasonably foreseeable future projects would be less than cumulatively considerable. Therefore, the proposed project would not either directly or indirectly cause substantial adverse effects on human beings because all potentially adverse direct impacts of the proposed project are identified as having no impact, less-than-significant impact, or less-than-significant impact with mitigation incorporated.

MITIGATION MEASURE(S)

Implement MM AG-1, MM BIO-1 through MM BIO-8, MM CUL-1 through MM CUL-3, MM GEO-1 through MM GEO-2, MM NSE-1, and MM TRA-1.

LEVEL OF SIGNIFICANCE

Impacts would be *less than significant with mitigation incorporated*.

SECTION 4 - REFERENCES

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SECTION 5 - LIST OF PREPARERS

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APPENDIX A

SMALL PROJECT ANALYSIS LEVEL ASSESSMENT

APPENDIX B

CULTURAL MEMORANDUM

APPENDIX C

APPENDIX D

TRAFFIC STUDY

SMALL PROJECT ANALYSIS LEVEL ASSESSMENT

Lennar TTM 935 Single-Family Residential Project
Lemoore, CA

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Project 210505.0222

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1. EXECUTIVE SUMMARY

1.1 Executive Summary

Trinity Consultants has completed a limited air quality assessment for single-family residential community at the southeast corner of the intersection Liberty Drive and West Glendale Avenue in Lemoore, California. The Project includes the construction of 148 single-family residences on approximately 30 acres.

This limited air quality assessment uses the San Joaquin Valley Air Pollution Control District's (SJVAPCD) screening tool, Small Project Analysis Level (SPAL) (SJVAPCD 2020). This SPAL assessment was prepared pursuant to the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) (SJVAPCD 2015), the California Environmental Quality Act (CEQA) (Public Resources Code 21000 to 21189) and the CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 – 15387).

1.2 Statement of Finding

Based on the SPAL established by the SJVAPCD's GAMAQI, the emissions estimates prepared pursuant to this SPAL assessment do not exceed the SJVAPCD's established emissions thresholds and significance thresholds for all CEQA air quality determinations; this Project would therefore not pose a significant impact to the San Joaquin Valley Air Basin and would have a less than significant air quality impact.

2. PROJECT INFORMATION

2.1 Introduction

The Project site is located in the City of Lemoore on the southeast corner of the intersection of Liberty Drive and West Glendale Avenue. The Project includes the construction of 148 single family residences on approximately 30 acres. The Project was assessed in 7 phases. This assessment examines the projected gross impacts to air quality posed by this Project to the San Joaquin Valley Air Basin to determine whether or not the Project remains below established air quality thresholds of significance.

2.2 Project Location

The Project is located within the City of Lemoore, on the southeast corner of the intersection of Liberty Drive and West Glendale Avenue. **Figure 2-1** depicts the Project location.

Figure 2-1. Project Location

3. SMALL PROJECT ANALYSIS LEVEL QUALIFICATION

This assessment was prepared pursuant to the SJVAPCD's GAMAQI (SJVAPCD 2015), the CEQA (Public Resources Code 21000 to 21189) and CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3, Sections 15000 – 15387). The SJVAPCD created the SPAL screening tool to streamline air quality assessments of commonly encountered projects. According to GAMAQI, the SJVAPCD "pre-calculated the emissions on a large number and types of projects to identify the level at which they have no possibility of exceeding the emissions thresholds"[1].

The SJVAPCD SPAL process established review parameters to determine whether a project qualifies as a "small project." A project that is found to be "less than" the established parameters has "no possibility of exceeding criteria pollutant emissions thresholds." **Table 3-1** presents the SPAL size parameters for residential projects.

Table 3-1. Small Project Analysis Level in Units for Residential

Land Use Category – Residential	Project Size (dwelling unit)*
Single Family	155
Apartment, Low Rise	224
Apartment, Mid Rise	225
Apartment, High Rise	340
Condominiums/Townhouse	256
Condominiums, High Rise	352
Mobile Home Park	292
Retirement Community	580
Congregate Care Assisted Living	536
Proposed Project – Single Family	**148**
SPAL Exceeded?	No
*Project size based on SPAL Table 1, as posted on SJVAPCD webpage: http://www.valleyair.org/transportation/CEQA Rules/GAMAQI-SPAL.pdf	

As shown in **Table 3-1**, the proposed Project would not exceed the established SPAL limits for a "Single Family" residential project. The Project would construct 148 single family residences compared to the allowable project size for an "Single Family" project which is 155 units. Based on the above information, this Project qualifies for a limited air quality analysis applying the SPAL guidance to determine air quality impacts.

[1] SJVAPCD GAMAQI, Section 8.3.4, Page 85.

4. AIR QUALITY IMPACTS THRESHOLDS AND EVALUATION METHODOLOGY

Significance thresholds are based on the CEQA Appendix G Environmental Checklist Form (not included herein) and SJVAPCD air quality thresholds (SJVAPCD 2015). A potentially significant impact to air quality, as defined by the CEQA Checklist, would occur if the project caused one or more of the following to occur:

- Conflict with or obstruct implementation of the applicable air quality plan;
- 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;
- Expose sensitive receptors to substantial pollutant concentrations; and/or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The SJVAPCD has identified quantitative emission thresholds to determine whether the potential air quality impacts of a project require analysis in the form of an Environmental Impact Report. The SJVAPCD air quality thresholds from the GAMAQI are presented in **Table 4-1** (SJVAPCD 2015). The SJVAPCD separates construction emissions from operational emissions, and further separates permitted operational emissions from non-permitted operational emissions, for determining significance thresholds for air pollutant emissions.

Table 4-1. SJVAPCD Air Quality Thresholds of Significance - Criteria Pollutants

Pollutant/ Precursor	Construction Emissions	Operational Emissions	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
	Emissions (tpy)	Emissions (tpy)	Emissions (tpy)
CO	100	100	100
NOx	10	10	10
ROG	10	10	10
SOx	27	27	27
PM_{10}	15	15	15
$PM_{2.5}$	15	15	15

Source: SJVAPCD 2015

Criteria pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2020.4.0 (California Air Pollution Control Officers Association (CAPCOA) 2021). This project would generate short-term construction emissions and long-term operational emissions.

An air quality evaluation also considers: 1) exposure of sensitive receptors to substantial pollutant concentrations; and 2) the creation of other emissions (such as those leading to odors) adversely affecting a substantial number of people. The criteria for this evaluation are based on the Lead Agency's determination of the proximity of the proposed Project to sensitive receptors. A sensitive receptor is a location where human populations, especially children, senior citizens and sick persons, are present, and where there is a reasonable expectation of continuous human exposure to pollutants, according to the averaging period for ambient air quality standards, i.e. the 24-hour, 8-hour or 1-hour standards. Commercial and industrial sources are not considered sensitive receptors.

5. PROJECT-RELATED EMISSIONS

This document was prepared pursuant to the SJVAPCD's GAMAQI and SPAL guidelines and provides a cursory review of the Project emissions to demonstrate that it would not exceed established air quality emissions thresholds.

5.1 Short-Term Emissions

Table 5-1 shows the construction emission levels using default CalEEMod factors for construction of a 148 single-family residential project (see Attachment A) except for the following:

- Project site acres was changed from the default to the actual acreage of the Project site.

Construction emission estimates also included the following SJVAPCD's required measures for all projects:

- Water exposed area 3 times per day; and
- Reduce vehicle speed to less than 15 miles per hour.

Based on these anticipated activity levels, the Project construction activities would not exceed construction thresholds (**Table 4-1**). Therefore, construction emissions were found to be less than significant, and no further evaluation is required.

Table 5-1. Project Construction Emissions

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
	(tons/year)					
2023 Construction Emissions	0.04	0.32	0.35	0.00	0.03	0.02
2024 Construction Emissions	1.53	1.66	1.97	0.00	0.13	0.09
2025 Construction Emissions	1.17	1.38	1.74	0.00	0.11	0.08
SJVAPCD Construction Emissions Thresholds	10	10	100	27	15	15
Is Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

5.2 Long-Term Emissions

Table 5-2 presents the Project's long-term operations emissions generated from mobile, energy, and area sources as well as from water use and waste generation emissions. Most of these emissions impacts are from mobile sources traveling to and from the Project area. The following changes to default values were incorporated during the CalEEMod analysis:

- Construction schedule was changes from the default to match the anticipated construction schedule of the Project (24 months); and
- Fleet mix was changed from the default to match the SJVAPCD's residential fleet mix for year 2024 & 2025.

Operational emission estimates also included the following mitigation measures even though the project was less than significant before mitigation:

- Improved Transit Accessibility;

- Improved Destination Accessibility;
- Improved Pedestrian Network;
- No Hearths; and
- Use electric lawnmower, leaf blower, and chainsaw (3% per SJVAPCD).

Table 5-2. Total Project Operational Emissions

Emissions Source	Pollutant					
	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
	(tons/year)					
Unmitigated						
Operational Emissions	2.29	1.08	11.54	0.03	2.42	1.33
SJVAPCD Operational Emissions Thresholds	10	10	100	27	15	15
Is Threshold Exceeded Before Mitigation?	**No**	**No**	**No**	**No**	**No**	**No**
Mitigated						
Operational Emissions	1.66	0.87	5.54	0.01	1.33	0.38
SJVAPCD Operational Emissions Thresholds	10	10	100	27	15	15
Is Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

As calculated (see **Attachment A**), the long-term operational emissions associated with the proposed Project would be less than SJVAPCD significance threshold levels and would, therefore, not pose a significant impact to criteria air pollutants. This finding is consistent with the SPAL screening thresholds.

5.3 Greenhouse Gas Emissions

The Project's greenhouse gas (GHG) emissions are primarily from mobile source activities. Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified as carbon dioxide equivalents (CO_2e) (**see Attachment A**). The proposed Project's operational CO_2e emissions were estimated using CalEEMod. These emissions are summarized in **Table 5-3**.

Table 5-3. Estimated Annual Greenhouse Gas Emissions

	CO_2 Emissions metric tons	CH_4 Emissions metric tons	N_2O Emissions metric tons	CO_2e Emissions metric tons
Project Operations	1,397.64	2.11	0.07	1,470.52
2005 BAU	2,539.71	3.00	0.24	2,686.85
BAU less Project emissions				45.3%

The current inventory and forecast for GHG emissions in the California Air Resources Board's 2008 Climate Change Scoping Plan supports the 2011 IPPC estimates. The 2008 Climate Change Scoping Plan also indicates that GHG emissions will increase to 596.41 million metric tons of CO_2e by 2020. It is widely understood that climate change is a "global" issue and, as such, GHG emissions are a cumulative problem and can only be evaluated as such.

The amount of CO_2 that would be generated by the Project is so small in relation to the California CO_2 equivalent estimates for 2020 (596 million metric tons CO_2e) that it's not possible for the contribution of the project to be cumulatively considerable. Additionally, the Project's GHG emissions are less than the 2005 business as usual emissions for the Project by 1,216.33 metric tons CO_2e, which is a 45.3% reduction. Therefore, the Project would not generate a cumulatively considerable GHG impact, nor would it conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The

Project will also not conflict with any elements of the California Air Resources Board's 2008 Climate Change Scoping Plan. Therefore, this potential impact is less than significant.

5.4 Potential Impact on Sensitive Receptors

The proposed Project is located on the southeast corner of the intersection of Liberty Drive and West Glendale Avenue. 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. Schools, hospitals, nursing homes and daycare centers are locations where sensitive receptors would likely reside. There are residential receptors bordering the Project site to the south and the east. The closest schools are Liberty Middle School at 0.44 miles to the south, Meadow Lane Elementary School at 0.63 miles to the east, Freedom Elementary School at 0.71 miles to the southwest, Mary Immaculate Queen School at 0.69 miles to the southeast, Lemoore Head Start at 0.73 miles to the southwest, and Ruiz Family Child Care at 0.89 miles to the east. There are no other known schools, hospitals, or nursing homes within a one-mile radius of the Project.

Based on the predicted operational emissions and activity types, the proposed Project is not expected to affect any sensitive receptors and is *not expected to have any adverse impacts on any known sensitive receptor*.

5.5 Potential Impacts to Visibility to Nearby Class 1 Areas

It should be noted that visibility impact analyses are not usually conducted for area sources. The recommended analysis methodology was initially intended for stationary sources of emissions which were subject to the Prevention of Significant Deterioration (PSD) requirements in 40 CFR Part 60. Since the Project's emissions are predicted to be significantly less than the PSD threshold levels, an impact at either the Dome Land Wilderness or the Sequoia National Park Areas (the two nearest Class 1 areas to the Project) is extremely unlikely. Therefore, based on the Project's predicted emissions, the Project is not expected to have any adverse impact to visibility at any Class 1 Area.

5.6 Potential Odor Impacts

The proposed Project is a residential community located near other residential neighborhoods and commercial land uses. Expected uses are not known to be a source of nuisance odors and are not listed in Table 6 of the SJVAPCD's GAMAQI. The Project is therefore not anticipated to have substantial odor impacts. The Project is therefore anticipated to have a less than significant odor impact.

5.7 Ambient Air Quality Impacts

As stated in the of GAMAQI (2015, p 96-97), SJVAPCD has developed screening levels for requiring an Ambient Air Quality Analysis (AAQA). The SJVAPCD recommends that an AAQA be performed for all criteria pollutants when emissions of any criteria pollutant resulting from project construction or operational activities exceed the 100 pounds per day screening level, after compliance with Rule 9510 requirements and implementation of all enforceable mitigation measures.

As shown above in **Table 5-1** and **Table 5-2**, average daily emissions for construction and operational activities associated with this Project would not exceed 100 pounds per day. Therefore, an AAQA is not required for this Project.

5.8 Toxic Air Contaminant (TAC) Impacts

TACs, as defined by the California Health & Safety Code (CH&SC) §44321, are listed in Appendices AI and AII in AB 2588 Air Toxic "Hot Spots" and Assessment Act's Emissions Inventory Criteria and Guideline Regulation document. SJVAPCD's risk management objectives for permitting and CEQA are as follows:

- Minimize health risks from new and modified sources of air pollution.
- Health risks from new and modified sources shall not be significant relative to the background risk levels and other risk levels that are typically accepted throughout the community.
- Avoid unreasonable restrictions on permitting.

The proposed Project would result in emissions of Hazardous Air Pollutants (HAPs) during construction and would be located near existing residents; therefore, an assessment of the potential risk to the population attributable to emissions of hazardous air pollutants from the proposed Project is required. To predict the potential health risk to the population attributable to emissions of HAPs from the proposed Project, ambient air concentrations were predicted with dispersion modeling to arrive at a conservative estimate of increased individual carcinogenic risk that might occur as a result of continuous exposure over the construction period for construction emissions. Similarly, predicted concentrations were used to calculate non-cancer chronic and acute hazard indices (HIs), which are the ratio of expected exposure to acceptable exposure. The basis for evaluating potential health risk is the identification of sources with increased HAPs. HAP emissions from anticipated on-site construction activities were evaluated.

Health risk is determined using the Hotspots Analysis and Reporting Program (HARP2) software distributed by the CARB; HARP2 requires peak 1-hour emission rates and annual-averaged emission rates for all pollutants for each modeling source. Assumptions used to calculate the emission rates for the proposed Project are outlined below.

The most recent version of EPA's AMS/EPA Regulatory Model - AERMOD was used to predict the dispersion of emissions from the proposed Project. The analysis employed all of the regulatory default AERMOD model keyword parameters, including elevated terrain options.

Diesel combustion emissions from diesel on-site construction equipment were modeled as an area source for on-site construction activity on the property. Diesel particulate matter was calculated using CalEEMod for onsite construction equipment. A unit emission rate of 1 grams/second (g/sec) was input to AERMOD for each source. The time-of-day variable emissions rates were applied in AERMOD since construction emissions are expected to be limited to specific work hours provided by the project proponent. This scenario places the highest level of activity and impact in the closest proximity to potential receptors to determine if, at the Project's highest potential impact, it would present adverse health risks to nearby receptors. Operational emissions from the single family residences would not generate HAP emissions.

Discrete receptor grids were used over the areas of dense residential neighborhoods surrounding the Project site as well as individual discrete receptors for scattered agricultural residences. A total of 4,133 discrete off-site receptors were analyzed. Elevated terrain options were employed even though there is not complex terrain in the Project area.

SJVAPCD-provided, AERMET processed meteorological data sets for the Lemoore monitoring station, calendar years 2012 through 2016 was input to AERMOD (SJVAPCD 2018). This was the most recent available dataset available at the time the modeling was conducted. Rural dispersion parameters were used because the operation and the majority of the land surrounding the facility is considered "rural" under the Auer land use classification method (Auer 1978).

Plot files generated by AERMOD were uploaded to the Air Dispersion Modeling and Risk Assessment Tool (ADMRT v21081) program in the Hotspots Analysis and Reporting Program Version 2 (HARP 2) (CARB 2021). ADMRT post-processing was used to assess the potential for excess cancer risk and chronic and acute noncancer effects using the most recent health effects data from the California EPA Office of Environmental Health Hazard Assessment (OEHHA). HARP2 site parameters were set for the mandatory minimum pathways of inhalation, soil ingestion, dermal, and mother's milk for residential receptors and inhalation, soil ingestion, and dermal for worker receptors. Risk reports were generated using the derived OEHHA analysis method for carcinogenic risk and non-carcinogenic chronic and acute risk. Site parameters are included in the HARP2 output files. Total cancer risk was predicted for each receptor. A hazard index was computed for chronic non-cancer health effects for each applicable endpoint and each receptor. A hazard index for acute non-cancer health effects was not computed since DPM does not have a risk exposure level for acute risk.

SJVAPCD has set the level of significance for carcinogenic risk at twenty 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 non-cancer risk is a hazard index of 1.0. All receptors were modeled with a 2-year exposure for the construction activities.

The carcinogenic risk and the health hazard index (HI) for chronic non-cancer risk at the maximum exposed individual receptor (MEIR) does not exceed the significance levels of twenty in one million (20E-06) and 1.0, respectively for the proposed Project. The MEIR is identified by receptor location and risk and is provided in **Table 5-4**. The electronic AERMOD and HARP2 output files are provided in Appendix B.

Table 5-4. Potential Maximum Health Risk Impacts

	Value	UTM East	UTM N
Excess Cancer Risk	1.27E-05	249560.10	4022894.02
Chronic Hazard Index	7.43E-03	249560.10	4022894.02

As shown above in **Table 5-4**, the maximum predicted cancer risk for the proposed Project is 1.27E-05. The maximum chronic non-cancer hazard index for the proposed Project is 7.43E-03. Since the MEIR remained below the significance threshold for cancer and chronic risk, this Project would not have an adverse effect to any of the surrounding communities.

The potential health risk attributable to the proposed Project is determined to be less than significant based on the following conclusions:

1. Potential carcinogenic risk from the proposed Project is below the significance level of twenty in a million at each of the modeled receptors; and
2. The hazard index for the potential chronic non-cancer risk from the proposed Project is below the significance level of 1.0 at each of the modeled receptors.
3. The hazard index for the potential acute non-cancer risk was not calculated since there is no acute risk associated with DPM emission; therefore, the proposed Project is considered below the significance level.

Therefore, potential risk to the population attributable to emissions of HAPs from the proposed Project would be less than significant.

5.9 Cumulative Impacts

Cumulative impacts were also evaluated; however, cumulative emissions were not quantified because no other tentative projects were found within a one-mile radius of the Proposed Project that provided enough

project detail information to accurately estimate emissions. Owing to the inherently cumulative nature of air quality impacts, the threshold for whether a project would make a cumulatively considerable contribution to a significant cumulative impact is currently based on whether the proposed Project would exceed established project-level thresholds. As such, a qualitative evaluation of the cumulative projects supports a finding that the Project's contribution would not be cumulatively considerable because the proposed Project's incremental emissions increase would be less than significant.

6. CONCLUSIONS

Based on the criteria established by the SJVAPCD's GAMAQI and SPAL guidelines, the proposed Project does not meet the minimum standards to require a full Air Quality Impact Analysis. Furthermore, the Project as proposed would not exceed the SJVAPCD's criteria air pollutant emission levels and would generate *less than significant air quality impacts*.

7. REFERENCES

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APPENDIX A. CALEEMOD EMISSIONS ESTIMATES OUTPUT FILES

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Lennar TTM 935 SPAL Phase 1

Kings County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	22.00	Dwelling Unit	4.29	36,000.00	57

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	37
Climate Zone	3			**Operational Year**	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project specified 30 acres, 7 phases. 4.29 acres per phase.

Construction Phase - Phase 1 = approx. 75 days

Grading - 30 acres for 148 homes, 7 phases with construction of 20 homes.

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Fleet Mix - Fleet Mix Operational Year 2024

Woodstoves -

Lennar TTM 935 SPAL Phase 1 - Kings County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	5.00	1.00
tblConstructionPhase	NumDays	8.00	2.00
tblConstructionPhase	NumDays	230.00	62.00
tblConstructionPhase	NumDays	18.00	5.00
tblConstructionPhase	NumDays	18.00	5.00
tblFleetMix	HHD	0.04	0.02
tblFleetMix	LDA	0.50	0.53
tblFleetMix	LDT1	0.05	0.21
tblFleetMix	LDT2	0.17	0.17
tblFleetMix	LHD1	0.03	9.0000e-004
tblFleetMix	LHD2	6.7450e-003	9.0000e-004
tblFleetMix	MCY	0.02	2.5000e-003
tblFleetMix	MDV	0.16	0.06
tblFleetMix	MH	3.5200e-003	2.0000e-003
tblFleetMix	MHD	8.2690e-003	8.0000e-003
tblFleetMix	OBUS	6.2000e-004	0.00
tblFleetMix	SBUS	1.1520e-003	2.0000e-004
tblFleetMix	UBUS	1.8900e-004	4.3000e-003
tblGrading	AcresOfGrading	2.00	8.00
tblGrading	AcresOfGrading	1.50	7.50
tblLandUse	LandUseSquareFeet	39,600.00	36,000.00
tblLandUse	LotAcreage	7.14	4.29
tblLandUse	Population	63.00	57.00
tblTripsAndVMT	WorkerTripNumber	8.00	7.00
tblTripsAndVMT	WorkerTripNumber	2.00	1.00
tblWater	IndoorWaterUseRate	1,433,388.56	1,303,080.51
tblWater	OutdoorWaterUseRate	903,658.01	821,507.28

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0350	0.3215	0.3534	6.1000e-004	0.0249	0.0154	0.0403	9.5900e-003	0.0145	0.0241	0.0000	52.4687	52.4687	0.0125	1.4000e-004	52.8231
2024	0.3571	0.1728	0.2162	3.6000e-004	1.1900e-003	7.9100e-003	9.0900e-003	3.2000e-004	7.4300e-003	7.7500e-003	0.0000	31.4588	31.4588	7.3800e-003	8.0000e-005	31.6683
Maximum	**0.3571**	**0.3215**	**0.3534**	**6.1000e-004**	**0.0249**	**0.0154**	**0.0403**	**9.5900e-003**	**0.0145**	**0.0241**	**0.0000**	**52.4687**	**52.4687**	**0.0125**	**1.4000e-004**	**52.8231**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0350	0.3215	0.3534	6.1000e-004	0.0107	0.0154	0.0261	4.0000e-003	0.0145	0.0185	0.0000	52.4687	52.4687	0.0125	1.4000e-004	52.8230
2024	0.3571	0.1728	0.2162	3.6000e-004	1.1900e-003	7.9100e-003	9.0900e-003	3.2000e-004	7.4300e-003	7.7500e-003	0.0000	31.4587	31.4587	7.3800e-003	8.0000e-005	31.6682
Maximum	**0.3571**	**0.3215**	**0.3534**	**6.1000e-004**	**0.0107**	**0.0154**	**0.0261**	**4.0000e-003**	**0.0145**	**0.0185**	**0.0000**	**52.4687**	**52.4687**	**0.0125**	**1.4000e-004**	**52.8230**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**54.51**	**0.00**	**28.76**	**56.41**	**0.00**	**17.57**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**11-1-2023**	**1-31-2024**	0.5227	0.5227
2	**2-1-2024**	**4-30-2024**	0.3612	0.3612
		Highest	0.5227	0.5227

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2677	0.0231	0.9608	2.6500e-003		0.1311	0.1311		0.1311	0.1311	17.3433	9.7974	27.1407	0.0815	1.7000e-004	29.2306
Energy	2.8500e-003	0.0244	0.0104	1.6000e-004		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	44.4514	44.4514	3.1700e-003	8.4000e-004	44.7796
Mobile	0.0607	0.1152	0.7312	2.0400e-003	0.2199	1.5400e-003	0.2214	0.0586	1.4400e-003	0.0600	0.0000	190.6093	190.6093	0.0127	9.3400e-003	193.7089
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.3313**	**0.1627**	**1.7024**	**4.8500e-003**	**0.2199**	**0.1346**	**0.3545**	**0.0586**	**0.1345**	**0.1931**	**21.9221**	**245.7765**	**267.6986**	**0.3861**	**0.0114**	**280.7398**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1792	1.8700e-003	0.1621	1.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	0.2644	0.2644	2.5000e-004	0.0000	0.2707
Energy	2.8500e-003	0.0244	0.0104	1.6000e-004		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	35.5691	35.5691	1.7300e-003	6.6000e-004	35.8094
Mobile	0.0593	0.1055	0.6679	1.8100e-003	0.1939	1.3800e-003	0.1953	0.0517	1.2900e-003	0.0530	0.0000	168.8441	168.8441	0.0116	8.5000e-003	171.6673
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.2414**	**0.1318**	**0.8403**	**1.9800e-003**	**0.1939**	**4.2500e-003**	**0.1982**	**0.0517**	**4.1600e-003**	**0.0558**	**4.5788**	**205.5960**	**210.1748**	**0.3024**	**0.0102**	**220.7682**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**27.12**	**19.00**	**50.64**	**59.18**	**11.80**	**96.84**	**44.09**	**11.79**	**96.91**	**71.09**	**79.11**	**16.35**	**21.49**	**21.69**	**10.47**	**21.36**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	11/1/2023	11/1/2023	5	1	
2	Grading	Grading	11/2/2023	11/3/2023	5	2	
3	Building Construction	Building Construction	11/4/2023	1/30/2024	5	62	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	1/31/2024	2/6/2024	5	5	
5	Architectural Coating	Architectural Coating	2/7/2024	2/13/2024	5	5	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 0

Residential Indoor: 72,900; Residential Outdoor: 24,300; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0130	0.0000	0.0130	5.3900e-003	0.0000	5.3900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3300e-003	0.0138	9.1200e-003	2.0000e-005		6.3000e-004	6.3000e-004		5.8000e-004	5.8000e-004	0.0000	1.6725	1.6725	5.4000e-004	0.0000	1.6861
Total	**1.3300e-003**	**0.0138**	**9.1200e-003**	**2.0000e-005**	**0.0130**	**6.3000e-004**	**0.0136**	**5.3900e-003**	**5.8000e-004**	**5.9700e-003**	**0.0000**	**1.6725**	**1.6725**	**5.4000e-004**	**0.0000**	**1.6861**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.2000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0569	0.0569	0.0000	0.0000	0.0574
Total	**3.0000e-005**	**2.0000e-005**	**2.2000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0569**	**0.0569**	**0.0000**	**0.0000**	**0.0574**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.0700e-003	0.0000	5.0700e-003	2.1000e-003	0.0000	2.1000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3300e-003	0.0138	9.1200e-003	2.0000e-005		6.3000e-004	6.3000e-004		5.8000e-004	5.8000e-004	0.0000	1.6725	1.6725	5.4000e-004	0.0000	1.6861
Total	**1.3300e-003**	**0.0138**	**9.1200e-003**	**2.0000e-005**	**5.0700e-003**	**6.3000e-004**	**5.7000e-003**	**2.1000e-003**	**5.8000e-004**	**2.6800e-003**	**0.0000**	**1.6725**	**1.6725**	**5.4000e-004**	**0.0000**	**1.6861**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.2000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0569	0.0569	0.0000	0.0000	0.0574
Total	**3.0000e-005**	**2.0000e-005**	**2.2000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0569**	**0.0569**	**0.0000**	**0.0000**	**0.0574**

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0103	0.0000	0.0103	3.7700e-003	0.0000	3.7700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0179	0.0148	3.0000e-005		7.7000e-004	7.7000e-004		7.1000e-004	7.1000e-004	0.0000	2.6061	2.6061	8.4000e-004	0.0000	2.6271
Total	**1.7100e-003**	**0.0179**	**0.0148**	**3.0000e-005**	**0.0103**	**7.7000e-004**	**0.0110**	**3.7700e-003**	**7.1000e-004**	**4.4800e-003**	**0.0000**	**2.6061**	**2.6061**	**8.4000e-004**	**0.0000**	**2.6271**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.7000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0948	0.0948	0.0000	0.0000	0.0957
Total	**5.0000e-005**	**3.0000e-005**	**3.7000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0948**	**0.0948**	**0.0000**	**0.0000**	**0.0957**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.0000e-003	0.0000	4.0000e-003	1.4700e-003	0.0000	1.4700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7100e-003	0.0179	0.0148	3.0000e-005		7.7000e-004	7.7000e-004		7.1000e-004	7.1000e-004	0.0000	2.6061	2.6061	8.4000e-004	0.0000	2.6271
Total	**1.7100e-003**	**0.0179**	**0.0148**	**3.0000e-005**	**4.0000e-003**	**7.7000e-004**	**4.7700e-003**	**1.4700e-003**	**7.1000e-004**	**2.1800e-003**	**0.0000**	**2.6061**	**2.6061**	**8.4000e-004**	**0.0000**	**2.6271**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.7000e-004	0.0000	1.2000e-004	0.0000	1.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0948	0.0948	0.0000	0.0000	0.0957
Total	**5.0000e-005**	**3.0000e-005**	**3.7000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0948**	**0.0948**	**0.0000**	**0.0000**	**0.0957**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0315	0.2877	0.3249	5.4000e-004		0.0140	0.0140		0.0132	0.0132	0.0000	46.3610	46.3610	0.0110	0.0000	46.6367
Total	**0.0315**	**0.2877**	**0.3249**	**5.4000e-004**		**0.0140**	**0.0140**		**0.0132**	**0.0132**	**0.0000**	**46.3610**	**46.3610**	**0.0110**	**0.0000**	**46.6367**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-005	1.7900e-003	5.9000e-004	1.0000e-005	2.7000e-004	1.0000e-005	2.8000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	0.7927	0.7927	0.0000	1.1000e-004	0.8269
Worker	4.2000e-004	2.9000e-004	3.4600e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.0000e-004	0.0000	0.8848	0.8848	3.0000e-005	3.0000e-005	0.8932
Total	**4.7000e-004**	**2.0800e-003**	**4.0500e-003**	**2.0000e-005**	**1.3900e-003**	**2.0000e-005**	**1.4100e-003**	**3.8000e-004**	**2.0000e-005**	**3.9000e-004**	**0.0000**	**1.6775**	**1.6775**	**3.0000e-005**	**1.4000e-004**	**1.7201**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0315	0.2877	0.3249	5.4000e-004		0.0140	0.0140		0.0132	0.0132	0.0000	46.3609	46.3609	0.0110	0.0000	46.6366
Total	**0.0315**	**0.2877**	**0.3249**	**5.4000e-004**		**0.0140**	**0.0140**		**0.0132**	**0.0132**	**0.0000**	**46.3609**	**46.3609**	**0.0110**	**0.0000**	**46.6366**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-005	1.7900e-003	5.9000e-004	1.0000e-005	2.7000e-004	1.0000e-005	2.8000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	0.7927	0.7927	0.0000	1.1000e-004	0.8269
Worker	4.2000e-004	2.9000e-004	3.4600e-003	1.0000e-005	1.1200e-003	1.0000e-005	1.1300e-003	3.0000e-004	1.0000e-005	3.0000e-004	0.0000	0.8848	0.8848	3.0000e-005	3.0000e-005	0.8932
Total	**4.7000e-004**	**2.0800e-003**	**4.0500e-003**	**2.0000e-005**	**1.3900e-003**	**2.0000e-005**	**1.4100e-003**	**3.8000e-004**	**2.0000e-005**	**3.9000e-004**	**0.0000**	**1.6775**	**1.6775**	**3.0000e-005**	**1.4000e-004**	**1.7201**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0162	0.1479	0.1778	3.0000e-004		6.7500e-003	6.7500e-003		6.3500e-003	6.3500e-003	0.0000	25.5034	25.5034	6.0300e-003	0.0000	25.6542
Total	**0.0162**	**0.1479**	**0.1778**	**3.0000e-004**		**6.7500e-003**	**6.7500e-003**		**6.3500e-003**	**6.3500e-003**	**0.0000**	**25.5034**	**25.5034**	**6.0300e-003**	**0.0000**	**25.6542**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	9.9000e-004	3.2000e-004	0.0000	1.5000e-004	1.0000e-005	1.5000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.4296	0.4296	0.0000	6.0000e-005	0.4481
Worker	2.1000e-004	1.4000e-004	1.7600e-003	1.0000e-005	6.2000e-004	0.0000	6.2000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.4711	0.4711	1.0000e-005	1.0000e-005	0.4754
Total	**2.4000e-004**	**1.1300e-003**	**2.0800e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.9007**	**0.9007**	**1.0000e-005**	**7.0000e-005**	**0.9235**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0162	0.1479	0.1778	3.0000e-004		6.7500e-003	6.7500e-003		6.3500e-003	6.3500e-003	0.0000	25.5034	25.5034	6.0300e-003	0.0000	25.6541
Total	**0.0162**	**0.1479**	**0.1778**	**3.0000e-004**		**6.7500e-003**	**6.7500e-003**		**6.3500e-003**	**6.3500e-003**	**0.0000**	**25.5034**	**25.5034**	**6.0300e-003**	**0.0000**	**25.6541**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	9.9000e-004	3.2000e-004	0.0000	1.5000e-004	1.0000e-005	1.5000e-004	4.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.4296	0.4296	0.0000	6.0000e-005	0.4481
Worker	2.1000e-004	1.4000e-004	1.7600e-003	1.0000e-005	6.2000e-004	0.0000	6.2000e-004	1.6000e-004	0.0000	1.7000e-004	0.0000	0.4711	0.4711	1.0000e-005	1.0000e-005	0.4754
Total	**2.4000e-004**	**1.1300e-003**	**2.0800e-003**	**1.0000e-005**	**7.7000e-004**	**1.0000e-005**	**7.7000e-004**	**2.0000e-004**	**1.0000e-005**	**2.2000e-004**	**0.0000**	**0.9007**	**0.9007**	**1.0000e-005**	**7.0000e-005**	**0.9235**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.2000e-003	0.0207	0.0306	5.0000e-005		1.0000e-003	1.0000e-003		9.2000e-004	9.2000e-004	0.0000	4.0951	4.0951	1.2900e-003	0.0000	4.1273
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.2000e-003**	**0.0207**	**0.0306**	**5.0000e-005**		**1.0000e-003**	**1.0000e-003**		**9.2000e-004**	**9.2000e-004**	**0.0000**	**4.0951**	**4.0951**	**1.2900e-003**	**0.0000**	**4.1273**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	9.0000e-005	1.1400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3059	0.3059	1.0000e-005	1.0000e-005	0.3087
Total	**1.4000e-004**	**9.0000e-005**	**1.1400e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3059**	**0.3059**	**1.0000e-005**	**1.0000e-005**	**0.3087**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.2000e-003	0.0207	0.0306	5.0000e-005		1.0000e-003	1.0000e-003		9.2000e-004	9.2000e-004	0.0000	4.0951	4.0951	1.2900e-003	0.0000	4.1272
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.2000e-003**	**0.0207**	**0.0306**	**5.0000e-005**		**1.0000e-003**	**1.0000e-003**		**9.2000e-004**	**9.2000e-004**	**0.0000**	**4.0951**	**4.0951**	**1.2900e-003**	**0.0000**	**4.1272**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	9.0000e-005	1.1400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3059	0.3059	1.0000e-005	1.0000e-005	0.3087
Total	**1.4000e-004**	**9.0000e-005**	**1.1400e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3059**	**0.3059**	**1.0000e-005**	**1.0000e-005**	**0.3087**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	**0.3383**	**3.0500e-003**	**4.5300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0153	0.0153	0.0000	0.0000	0.0154
Total	**1.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0153**	**0.0153**	**0.0000**	**0.0000**	**0.0154**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	**0.3383**	**3.0500e-003**	**4.5300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0153	0.0153	0.0000	0.0000	0.0154
Total	**1.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0153**	**0.0153**	**0.0000**	**0.0000**	**0.0154**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

Lennar TTM 935 SPAL Phase 1 - Kings County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0593	0.1055	0.6679	1.8100e-003	0.1939	1.3800e-003	0.1953	0.0517	1.2900e-003	0.0530	0.0000	168.8441	168.8441	0.0116	8.5000e-003	171.6673
Unmitigated	0.0607	0.1152	0.7312	2.0400e-003	0.2199	1.5400e-003	0.2214	0.0586	1.4400e-003	0.0600	0.0000	190.6093	190.6093	0.0127	9.3400e-003	193.7089

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	207.68	209.88	188.10	587,325	518,021
Total	207.68	209.88	188.10	587,325	518,021

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.527700	0.209000	0.167500	0.055600	0.000900	0.000900	0.008000	0.021400	0.000000	0.004300	0.002500	0.000200	0.002000

5.0 Energy Detail

Historical Energy Use: N

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7.3489	7.3489	1.1900e-003	1.4000e-004	7.4216
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	16.2312	16.2312	2.6300e-003	3.2000e-004	16.3917
NaturalGas Mitigated	2.8500e-003	0.0244	0.0104	1.6000e-004		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	28.2202	28.2202	5.4000e-004	5.2000e-004	28.3879
NaturalGas Unmitigated	2.8500e-003	0.0244	0.0104	1.6000e-004		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	28.2202	28.2202	5.4000e-004	5.2000e-004	28.3879

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	528826	2.8500e-003	0.0244	0.0104	1.6000e-004		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	28.2202	28.2202	5.4000e-004	5.2000e-004	28.3879
Total		**2.8500e-003**	**0.0244**	**0.0104**	**1.6000e-004**		**1.9700e-003**	**1.9700e-003**		**1.9700e-003**	**1.9700e-003**	**0.0000**	**28.2202**	**28.2202**	**5.4000e-004**	**5.2000e-004**	**28.3879**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	528826	2.8500e-003	0.0244	0.0104	1.6000e-004		1.9700e-003	1.9700e-003		1.9700e-003	1.9700e-003	0.0000	28.2202	28.2202	5.4000e-004	5.2000e-004	28.3879
Total		**2.8500e-003**	**0.0244**	**0.0104**	**1.6000e-004**		**1.9700e-003**	**1.9700e-003**		**1.9700e-003**	**1.9700e-003**	**0.0000**	**28.2202**	**28.2202**	**5.4000e-004**	**5.2000e-004**	**28.3879**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	175427	16.2312	2.6300e-003	3.2000e-004	16.3917
Total		**16.2312**	**2.6300e-003**	**3.2000e-004**	**16.3917**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	79427.1	7.3489	1.1900e-003	1.4000e-004	7.4216
Total		**7.3489**	**1.1900e-003**	**1.4000e-004**	**7.4216**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

No Hearths Installed

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1792	1.8700e-003	0.1621	1.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	0.2644	0.2644	2.5000e-004	0.0000	0.2707
Unmitigated	0.2677	0.0231	0.9608	2.6500e-003		0.1311	0.1311		0.1311	0.1311	17.3433	9.7974	27.1407	0.0815	1.7000e-004	29.2306

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0884	0.0212	0.7975	2.6400e-003		0.1302	0.1302		0.1302	0.1302	17.3433	9.5306	26.8738	0.0813	1.7000e-004	28.9574
Landscaping	4.9100e-003	1.8800e-003	0.1633	1.0000e-005		9.1000e-004	9.1000e-004		9.1000e-004	9.1000e-004	0.0000	0.2668	0.2668	2.6000e-004	0.0000	0.2732
Total	**0.2677**	**0.0231**	**0.9608**	**2.6500e-003**		**0.1311**	**0.1311**		**0.1311**	**0.1311**	**17.3433**	**9.7974**	**27.1407**	**0.0815**	**1.7000e-004**	**29.2306**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.8400e-003	1.8700e-003	0.1621	1.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	0.2644	0.2644	2.5000e-004	0.0000	0.2707
Total	**0.1792**	**1.8700e-003**	**0.1621**	**1.0000e-005**		**9.0000e-004**	**9.0000e-004**		**9.0000e-004**	**9.0000e-004**	**0.0000**	**0.2644**	**0.2644**	**2.5000e-004**	**0.0000**	**0.2707**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.3318	0.0426	1.0200e-003	2.7012
Unmitigated	1.3318	0.0426	1.0200e-003	2.7012

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.1654	0.2462	0.0000	10.3195
Unmitigated	4.1654	0.2462	0.0000	10.3195

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Lennar TTM 935 SPAL - Phase 2

Kings County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	21.00	Dwelling Unit	4.29	36,000.00	57

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	37
Climate Zone	3			**Operational Year**	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project specified 30 acres, 7 phases. 4.29 acres per phase.

Construction Phase - Phase 2 = approx. 75 days

Grading - Project specified 30 acres, 7 phases. 4.29 acres per phase.

Woodstoves -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Fleet Mix - Fleet Mix Operational Year 2024

Lennar TTM 935 SPAL - Phase 2 - Kings County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	5.00	2.00
tblConstructionPhase	NumDays	8.00	3.00
tblConstructionPhase	NumDays	230.00	62.00
tblConstructionPhase	NumDays	18.00	5.00
tblConstructionPhase	NumDays	18.00	5.00
tblFleetMix	HHD	0.04	0.02
tblFleetMix	LDA	0.50	0.53
tblFleetMix	LDT1	0.05	0.21
tblFleetMix	LDT2	0.17	0.17
tblFleetMix	LHD1	0.03	9.0000e-004
tblFleetMix	LHD2	6.7450e-003	9.0000e-004
tblFleetMix	MCY	0.02	2.5000e-003
tblFleetMix	MDV	0.16	0.06
tblFleetMix	MH	3.5200e-003	2.0000e-003
tblFleetMix	MHD	8.2690e-003	8.0000e-003
tblFleetMix	OBUS	6.2000e-004	0.00
tblFleetMix	SBUS	1.1520e-003	2.0000e-004
tblFleetMix	UBUS	1.8900e-004	4.3000e-003
tblGrading	AcresOfGrading	3.00	8.00
tblGrading	AcresOfGrading	3.00	7.50
tblLandUse	LandUseSquareFeet	37,800.00	36,000.00
tblLandUse	LotAcreage	6.82	4.29
tblLandUse	Population	60.00	57.00
tblTripsAndVMT	WorkerTripNumber	8.00	7.00
tblTripsAndVMT	WorkerTripNumber	2.00	1.00
tblWater	IndoorWaterUseRate	1,368,234.54	1,303,080.51
tblWater	OutdoorWaterUseRate	862,582.64	821,507.28

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.3923	0.4966	0.5847	1.0100e-003	0.0382	0.0225	0.0607	0.0166	0.0211	0.0377	0.0000	86.9694	86.9694	0.0207	2.3000e-004	87.5553
Maximum	**0.3923**	**0.4966**	**0.5847**	**1.0100e-003**	**0.0382**	**0.0225**	**0.0607**	**0.0166**	**0.0211**	**0.0377**	**0.0000**	**86.9694**	**86.9694**	**0.0207**	**2.3000e-004**	**87.5553**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.3923	0.4966	0.5847	1.0100e-003	0.0167	0.0225	0.0392	6.9400e-003	0.0211	0.0281	0.0000	86.9693	86.9693	0.0207	2.3000e-004	87.5552
Maximum	**0.3923**	**0.4966**	**0.5847**	**1.0100e-003**	**0.0167**	**0.0225**	**0.0392**	**6.9400e-003**	**0.0211**	**0.0281**	**0.0000**	**86.9693**	**86.9693**	**0.0207**	**2.3000e-004**	**87.5552**

Lennar TTM 935 SPAL - Phase 2 - Kings County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**56.36**	**0.00**	**35.47**	**58.09**	**0.00**	**25.56**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**2-15-2024**	**5-14-2024**	0.4820	0.4820
2	**5-15-2024**	**8-14-2024**	0.3968	0.3968
		Highest	0.4820	0.4820

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2674	0.0226	0.9532	2.6500e-003		0.1310	0.1310		0.1310	0.1310	17.3433	9.3521	26.6953	0.0815	1.7000e-004	28.7824
Energy	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	42.4308	42.4308	3.0200e-003	8.0000e-004	42.7441
Mobile	0.0580	0.1100	0.6980	1.9500e-003	0.2099	1.4700e-003	0.2114	0.0559	1.3700e-003	0.0573	0.0000	181.9453	181.9453	0.0121	8.9100e-003	184.9039
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.3281**	**0.1559**	**1.6611**	**4.7500e-003**	**0.2099**	**0.1344**	**0.3443**	**0.0559**	**0.1343**	**0.1902**	**21.9221**	**234.6466**	**256.5687**	**0.3854**	**0.0109**	**269.4512**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1790	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Energy	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	33.5486	33.5486	1.5900e-003	6.2000e-004	33.7740
Mobile	0.0566	0.1007	0.6375	1.7200e-003	0.1851	1.3200e-003	0.1865	0.0493	1.2300e-003	0.0506	0.0000	161.1694	161.1694	0.0111	8.1100e-003	163.8643
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.2384**	**0.1258**	**0.8021**	**1.8800e-003**	**0.1851**	**4.0600e-003**	**0.1892**	**0.0493**	**3.9700e-003**	**0.0533**	**4.5788**	**195.8888**	**200.4676**	**0.3017**	**9.7500e-003**	**210.9174**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**27.35**	**19.31**	**51.71**	**60.42**	**11.80**	**96.98**	**45.05**	**11.80**	**97.04**	**71.98**	**79.11**	**16.52**	**21.87**	**21.71**	**10.55**	**21.72**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	2/15/2024	2/16/2024	5	2	
2	Grading	Grading	2/19/2024	2/21/2024	5	3	
3	Building Construction	Building Construction	2/23/2024	5/20/2024	5	62	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	5/21/2024	5/27/2024	5	5	
5	Architectural Coating	Architectural Coating	5/28/2024	6/3/2024	5	5	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 0

Residential Indoor: 72,900; Residential Outdoor: 24,300; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0220	0.0000	0.0220	0.0104	0.0000	0.0104	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0272	0.0183	4.0000e-005		1.2300e-003	1.2300e-003		1.1300e-003	1.1300e-003	0.0000	3.3457	3.3457	1.0800e-003	0.0000	3.3728
Total	**2.6600e-003**	**0.0272**	**0.0183**	**4.0000e-005**	**0.0220**	**1.2300e-003**	**0.0233**	**0.0104**	**1.1300e-003**	**0.0115**	**0.0000**	**3.3457**	**3.3457**	**1.0800e-003**	**0.0000**	**3.3728**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.1000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1101	0.1101	0.0000	0.0000	0.1111
Total	**5.0000e-005**	**3.0000e-005**	**4.1000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1101**	**0.1101**	**0.0000**	**0.0000**	**0.1111**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.6000e-003	0.0000	8.6000e-003	4.0400e-003	0.0000	4.0400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0272	0.0183	4.0000e-005		1.2300e-003	1.2300e-003		1.1300e-003	1.1300e-003	0.0000	3.3457	3.3457	1.0800e-003	0.0000	3.3728
Total	**2.6600e-003**	**0.0272**	**0.0183**	**4.0000e-005**	**8.6000e-003**	**1.2300e-003**	**9.8300e-003**	**4.0400e-003**	**1.1300e-003**	**5.1700e-003**	**0.0000**	**3.3457**	**3.3457**	**1.0800e-003**	**0.0000**	**3.3728**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.1000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1101	0.1101	0.0000	0.0000	0.1111
Total	**5.0000e-005**	**3.0000e-005**	**4.1000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1101**	**0.1101**	**0.0000**	**0.0000**	**0.1111**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0133	0.0000	0.0133	5.4200e-003	0.0000	5.4200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4900e-003	0.0256	0.0221	4.0000e-005		1.0900e-003	1.0900e-003		1.0000e-003	1.0000e-003	0.0000	3.9096	3.9096	1.2600e-003	0.0000	3.9412
Total	**2.4900e-003**	**0.0256**	**0.0221**	**4.0000e-005**	**0.0133**	**1.0900e-003**	**0.0144**	**5.4200e-003**	**1.0000e-003**	**6.4200e-003**	**0.0000**	**3.9096**	**3.9096**	**1.2600e-003**	**0.0000**	**3.9412**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	5.1000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1377	0.1377	0.0000	0.0000	0.1389
Total	**6.0000e-005**	**4.0000e-005**	**5.1000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1377**	**0.1377**	**0.0000**	**0.0000**	**0.1389**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.1800e-003	0.0000	5.1800e-003	2.1200e-003	0.0000	2.1200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4900e-003	0.0256	0.0221	4.0000e-005		1.0900e-003	1.0900e-003		1.0000e-003	1.0000e-003	0.0000	3.9096	3.9096	1.2600e-003	0.0000	3.9412
Total	**2.4900e-003**	**0.0256**	**0.0221**	**4.0000e-005**	**5.1800e-003**	**1.0900e-003**	**6.2700e-003**	**2.1200e-003**	**1.0000e-003**	**3.1200e-003**	**0.0000**	**3.9096**	**3.9096**	**1.2600e-003**	**0.0000**	**3.9412**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	5.1000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1377	0.1377	0.0000	0.0000	0.1389
Total	**6.0000e-005**	**4.0000e-005**	**5.1000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1377**	**0.1377**	**0.0000**	**0.0000**	**0.1389**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0456	0.4168	0.5012	8.4000e-004		0.0190	0.0190		0.0179	0.0179	0.0000	71.8732	71.8732	0.0170	0.0000	72.2981
Total	**0.0456**	**0.4168**	**0.5012**	**8.4000e-004**		**0.0190**	**0.0190**		**0.0179**	**0.0179**	**0.0000**	**71.8732**	**71.8732**	**0.0170**	**0.0000**	**72.2981**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.7800e-003	8.9000e-004	1.0000e-005	4.1000e-004	2.0000e-005	4.3000e-004	1.2000e-004	2.0000e-005	1.4000e-004	0.0000	1.2107	1.2107	0.0000	1.7000e-004	1.2628
Worker	6.1000e-004	4.0000e-004	4.9500e-003	1.0000e-005	1.7400e-003	1.0000e-005	1.7500e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.3278	1.3278	4.0000e-005	4.0000e-005	1.3398
Total	**6.8000e-004**	**3.1800e-003**	**5.8400e-003**	**2.0000e-005**	**2.1500e-003**	**3.0000e-005**	**2.1800e-003**	**5.8000e-004**	**3.0000e-005**	**6.1000e-004**	**0.0000**	**2.5384**	**2.5384**	**4.0000e-005**	**2.1000e-004**	**2.6026**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0456	0.4168	0.5012	8.4000e-004		0.0190	0.0190		0.0179	0.0179	0.0000	71.8731	71.8731	0.0170	0.0000	72.2980
Total	**0.0456**	**0.4168**	**0.5012**	**8.4000e-004**		**0.0190**	**0.0190**		**0.0179**	**0.0179**	**0.0000**	**71.8731**	**71.8731**	**0.0170**	**0.0000**	**72.2980**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.7800e-003	8.9000e-004	1.0000e-005	4.1000e-004	2.0000e-005	4.3000e-004	1.2000e-004	2.0000e-005	1.4000e-004	0.0000	1.2107	1.2107	0.0000	1.7000e-004	1.2628
Worker	6.1000e-004	4.0000e-004	4.9500e-003	1.0000e-005	1.7400e-003	1.0000e-005	1.7500e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.3278	1.3278	4.0000e-005	4.0000e-005	1.3398
Total	**6.8000e-004**	**3.1800e-003**	**5.8400e-003**	**2.0000e-005**	**2.1500e-003**	**3.0000e-005**	**2.1800e-003**	**5.8000e-004**	**3.0000e-005**	**6.1000e-004**	**0.0000**	**2.5384**	**2.5384**	**4.0000e-005**	**2.1000e-004**	**2.6026**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.2000e-003	0.0207	0.0306	5.0000e-005		1.0000e-003	1.0000e-003		9.2000e-004	9.2000e-004	0.0000	4.0951	4.0951	1.2900e-003	0.0000	4.1273
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.2000e-003**	**0.0207**	**0.0306**	**5.0000e-005**		**1.0000e-003**	**1.0000e-003**		**9.2000e-004**	**9.2000e-004**	**0.0000**	**4.0951**	**4.0951**	**1.2900e-003**	**0.0000**	**4.1273**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	9.0000e-005	1.1400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3059	0.3059	1.0000e-005	1.0000e-005	0.3087
Total	**1.4000e-004**	**9.0000e-005**	**1.1400e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3059**	**0.3059**	**1.0000e-005**	**1.0000e-005**	**0.3087**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.2000e-003	0.0207	0.0306	5.0000e-005		1.0000e-003	1.0000e-003		9.2000e-004	9.2000e-004	0.0000	4.0951	4.0951	1.2900e-003	0.0000	4.1272
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.2000e-003**	**0.0207**	**0.0306**	**5.0000e-005**		**1.0000e-003**	**1.0000e-003**		**9.2000e-004**	**9.2000e-004**	**0.0000**	**4.0951**	**4.0951**	**1.2900e-003**	**0.0000**	**4.1272**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	9.0000e-005	1.1400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3059	0.3059	1.0000e-005	1.0000e-005	0.3087
Total	**1.4000e-004**	**9.0000e-005**	**1.1400e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3059**	**0.3059**	**1.0000e-005**	**1.0000e-005**	**0.3087**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	**0.3383**	**3.0500e-003**	**4.5300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0153	0.0153	0.0000	0.0000	0.0154
Total	**1.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0153**	**0.0153**	**0.0000**	**0.0000**	**0.0154**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	**0.3383**	**3.0500e-003**	**4.5300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0153	0.0153	0.0000	0.0000	0.0154
Total	**1.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0153**	**0.0153**	**0.0000**	**0.0000**	**0.0154**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

Lennar TTM 935 SPAL - Phase 2 - Kings County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0566	0.1007	0.6375	1.7200e-003	0.1851	1.3200e-003	0.1865	0.0493	1.2300e-003	0.0506	0.0000	161.1694	161.1694	0.0111	8.1100e-003	163.8643
Unmitigated	0.0580	0.1100	0.6980	1.9500e-003	0.2099	1.4700e-003	0.2114	0.0559	1.3700e-003	0.0573	0.0000	181.9453	181.9453	0.0121	8.9100e-003	184.9039

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	198.24	200.34	179.55	560,629	494,475
Total	198.24	200.34	179.55	560,629	494,475

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.527700	0.209000	0.167500	0.055600	0.000900	0.000900	0.008000	0.021400	0.000000	0.004300	0.002500	0.000200	0.002000

5.0 Energy Detail

Historical Energy Use: N

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	6.6111	6.6111	1.0700e-003	1.3000e-004	6.6765
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15.4934	15.4934	2.5100e-003	3.0000e-004	15.6466
NaturalGas Mitigated	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
NaturalGas Unmitigated	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	504789	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
Total		**2.7200e-003**	**0.0233**	**9.9000e-003**	**1.5000e-004**		**1.8800e-003**	**1.8800e-003**		**1.8800e-003**	**1.8800e-003**	**0.0000**	**26.9374**	**26.9374**	**5.2000e-004**	**4.9000e-004**	**27.0975**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	504789	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
Total		**2.7200e-003**	**0.0233**	**9.9000e-003**	**1.5000e-004**		**1.8800e-003**	**1.8800e-003**		**1.8800e-003**	**1.8800e-003**	**0.0000**	**26.9374**	**26.9374**	**5.2000e-004**	**4.9000e-004**	**27.0975**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	167453	15.4934	2.5100e-003	3.0000e-004	15.6466
Total		**15.4934**	**2.5100e-003**	**3.0000e-004**	**15.6466**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	71453.2	6.6111	1.0700e-003	1.3000e-004	6.6765
Total		**6.6111**	**1.0700e-003**	**1.3000e-004**	**6.6765**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

No Hearths Installed

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1790	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Unmitigated	0.2674	0.0226	0.9532	2.6500e-003		0.1310	0.1310		0.1310	0.1310	17.3433	9.3521	26.6953	0.0815	1.7000e-004	28.7824

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0884	0.0208	0.7973	2.6400e-003		0.1302	0.1302		0.1302	0.1302	17.3433	9.0974	26.4406	0.0813	1.7000e-004	28.5216
Landscaping	4.6900e-003	1.8000e-003	0.1559	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2547	0.2547	2.4000e-004	0.0000	0.2608
Total	**0.2674**	**0.0226**	**0.9532**	**2.6500e-003**		**0.1310**	**0.1310**		**0.1310**	**0.1310**	**17.3433**	**9.3521**	**26.6953**	**0.0815**	**1.7000e-004**	**28.7824**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.6200e-003	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Total	**0.1790**	**1.7800e-003**	**0.1547**	**1.0000e-005**		**8.6000e-004**	**8.6000e-004**		**8.6000e-004**	**8.6000e-004**	**0.0000**	**0.2524**	**0.2524**	**2.4000e-004**	**0.0000**	**0.2584**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.3318	0.0426	1.0200e-003	2.7012
Unmitigated	1.3318	0.0426	1.0200e-003	2.7012

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.1654	0.2462	0.0000	10.3195
Unmitigated	4.1654	0.2462	0.0000	10.3195

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	21.00	Dwelling Unit	4.29	36,000.00	57

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	37
Climate Zone	3			**Operational Year**	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project specified 30 acres, 7 phases. 4.29 acres per phase.

Construction Phase - Phase 3 = approx. 74 days

Grading - Project specified 30 acres, 7 phases. 4.29 acres per phase.

Woodstoves -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Fleet Mix - Fleet Mix Operational Year 2024

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	5.00	2.00
tblConstructionPhase	NumDays	8.00	3.00
tblConstructionPhase	NumDays	230.00	62.00
tblConstructionPhase	NumDays	18.00	5.00
tblConstructionPhase	NumDays	18.00	5.00
tblFleetMix	HHD	0.04	0.02
tblFleetMix	LDA	0.50	0.53
tblFleetMix	LDT1	0.05	0.21
tblFleetMix	LDT2	0.17	0.17
tblFleetMix	LHD1	0.03	9.0000e-004
tblFleetMix	LHD2	6.7450e-003	9.0000e-004
tblFleetMix	MCY	0.02	2.5000e-003
tblFleetMix	MDV	0.16	0.06
tblFleetMix	MH	3.5200e-003	2.0000e-003
tblFleetMix	MHD	8.2690e-003	8.0000e-003
tblFleetMix	OBUS	6.2000e-004	0.00
tblFleetMix	SBUS	1.1520e-003	2.0000e-004
tblFleetMix	UBUS	1.8900e-004	4.3000e-003
tblGrading	AcresOfGrading	3.00	8.00
tblGrading	AcresOfGrading	3.00	7.50
tblLandUse	LandUseSquareFeet	37,800.00	36,000.00
tblLandUse	LotAcreage	6.82	4.29
tblLandUse	Population	60.00	57.00
tblTripsAndVMT	WorkerTripNumber	8.00	7.00
tblTripsAndVMT	WorkerTripNumber	2.00	1.00
tblWater	IndoorWaterUseRate	1,368,234.54	1,303,080.51
tblWater	OutdoorWaterUseRate	862,582.64	821,507.28

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.3923	0.4966	0.5847	1.0100e-003	0.0382	0.0225	0.0607	0.0166	0.0211	0.0377	0.0000	86.9694	86.9694	0.0207	2.3000e-004	87.5553
Maximum	**0.3923**	**0.4966**	**0.5847**	**1.0100e-003**	**0.0382**	**0.0225**	**0.0607**	**0.0166**	**0.0211**	**0.0377**	**0.0000**	**86.9694**	**86.9694**	**0.0207**	**2.3000e-004**	**87.5553**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.3923	0.4966	0.5847	1.0100e-003	0.0167	0.0225	0.0392	6.9400e-003	0.0211	0.0281	0.0000	86.9693	86.9693	0.0207	2.3000e-004	87.5552
Maximum	**0.3923**	**0.4966**	**0.5847**	**1.0100e-003**	**0.0167**	**0.0225**	**0.0392**	**6.9400e-003**	**0.0211**	**0.0281**	**0.0000**	**86.9693**	**86.9693**	**0.0207**	**2.3000e-004**	**87.5552**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**56.36**	**0.00**	**35.47**	**58.09**	**0.00**	**25.56**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**5-31-2024**	**8-30-2024**	0.5194	0.5194
2	**8-31-2024**	**9-30-2024**	0.3806	0.3806
		Highest	0.5194	0.5194

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2674	0.0226	0.9532	2.6500e-003		0.1310	0.1310		0.1310	0.1310	17.3433	9.3521	26.6953	0.0815	1.7000e-004	28.7824
Energy	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	42.4308	42.4308	3.0200e-003	8.0000e-004	42.7441
Mobile	0.0580	0.1100	0.6980	1.9500e-003	0.2099	1.4700e-003	0.2114	0.0559	1.3700e-003	0.0573	0.0000	181.9453	181.9453	0.0121	8.9100e-003	184.9039
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.3281**	**0.1559**	**1.6611**	**4.7500e-003**	**0.2099**	**0.1344**	**0.3443**	**0.0559**	**0.1343**	**0.1902**	**21.9221**	**234.6466**	**256.5687**	**0.3854**	**0.0109**	**269.4512**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1790	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Energy	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	33.5486	33.5486	1.5900e-003	6.2000e-004	33.7740
Mobile	0.0566	0.1007	0.6375	1.7200e-003	0.1851	1.3200e-003	0.1865	0.0493	1.2300e-003	0.0506	0.0000	161.1694	161.1694	0.0111	8.1100e-003	163.8643
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.2384**	**0.1258**	**0.8021**	**1.8800e-003**	**0.1851**	**4.0600e-003**	**0.1892**	**0.0493**	**3.9700e-003**	**0.0533**	**4.5788**	**195.8888**	**200.4676**	**0.3017**	**9.7500e-003**	**210.9174**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**27.35**	**19.31**	**51.71**	**60.42**	**11.80**	**96.98**	**45.05**	**11.80**	**97.04**	**71.98**	**79.11**	**16.52**	**21.87**	**21.71**	**10.55**	**21.72**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	5/31/2024	6/3/2024	5	2	
2	Grading	Grading	6/4/2024	6/6/2024	5	3	
3	Building Construction	Building Construction	6/7/2024	9/2/2024387	5	62	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	9/3/2024	9/9/2024	5	5	
5	Architectural Coating	Architectural Coating	9/10/2024	9/16/2024	5	5	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 0

Residential Indoor: 72,900; Residential Outdoor: 24,300; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0220	0.0000	0.0220	0.0104	0.0000	0.0104	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0272	0.0183	4.0000e-005		1.2300e-003	1.2300e-003		1.1300e-003	1.1300e-003	0.0000	3.3457	3.3457	1.0800e-003	0.0000	3.3728
Total	**2.6600e-003**	**0.0272**	**0.0183**	**4.0000e-005**	**0.0220**	**1.2300e-003**	**0.0233**	**0.0104**	**1.1300e-003**	**0.0115**	**0.0000**	**3.3457**	**3.3457**	**1.0800e-003**	**0.0000**	**3.3728**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.1000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1101	0.1101	0.0000	0.0000	0.1111
Total	**5.0000e-005**	**3.0000e-005**	**4.1000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1101**	**0.1101**	**0.0000**	**0.0000**	**0.1111**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.6000e-003	0.0000	8.6000e-003	4.0400e-003	0.0000	4.0400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0272	0.0183	4.0000e-005		1.2300e-003	1.2300e-003		1.1300e-003	1.1300e-003	0.0000	3.3457	3.3457	1.0800e-003	0.0000	3.3728
Total	**2.6600e-003**	**0.0272**	**0.0183**	**4.0000e-005**	**8.6000e-003**	**1.2300e-003**	**9.8300e-003**	**4.0400e-003**	**1.1300e-003**	**5.1700e-003**	**0.0000**	**3.3457**	**3.3457**	**1.0800e-003**	**0.0000**	**3.3728**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.1000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1101	0.1101	0.0000	0.0000	0.1111
Total	**5.0000e-005**	**3.0000e-005**	**4.1000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1101**	**0.1101**	**0.0000**	**0.0000**	**0.1111**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0133	0.0000	0.0133	5.4200e-003	0.0000	5.4200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4900e-003	0.0256	0.0221	4.0000e-005		1.0900e-003	1.0900e-003		1.0000e-003	1.0000e-003	0.0000	3.9096	3.9096	1.2600e-003	0.0000	3.9412
Total	**2.4900e-003**	**0.0256**	**0.0221**	**4.0000e-005**	**0.0133**	**1.0900e-003**	**0.0144**	**5.4200e-003**	**1.0000e-003**	**6.4200e-003**	**0.0000**	**3.9096**	**3.9096**	**1.2600e-003**	**0.0000**	**3.9412**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	5.1000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1377	0.1377	0.0000	0.0000	0.1389
Total	**6.0000e-005**	**4.0000e-005**	**5.1000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1377**	**0.1377**	**0.0000**	**0.0000**	**0.1389**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.1800e-003	0.0000	5.1800e-003	2.1200e-003	0.0000	2.1200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4900e-003	0.0256	0.0221	4.0000e-005		1.0900e-003	1.0900e-003		1.0000e-003	1.0000e-003	0.0000	3.9096	3.9096	1.2600e-003	0.0000	3.9412
Total	**2.4900e-003**	**0.0256**	**0.0221**	**4.0000e-005**	**5.1800e-003**	**1.0900e-003**	**6.2700e-003**	**2.1200e-003**	**1.0000e-003**	**3.1200e-003**	**0.0000**	**3.9096**	**3.9096**	**1.2600e-003**	**0.0000**	**3.9412**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	5.1000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1377	0.1377	0.0000	0.0000	0.1389
Total	**6.0000e-005**	**4.0000e-005**	**5.1000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1377**	**0.1377**	**0.0000**	**0.0000**	**0.1389**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0456	0.4168	0.5012	8.4000e-004		0.0190	0.0190		0.0179	0.0179	0.0000	71.8732	71.8732	0.0170	0.0000	72.2981
Total	**0.0456**	**0.4168**	**0.5012**	**8.4000e-004**		**0.0190**	**0.0190**		**0.0179**	**0.0179**	**0.0000**	**71.8732**	**71.8732**	**0.0170**	**0.0000**	**72.2981**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.7800e-003	8.9000e-004	1.0000e-005	4.1000e-004	2.0000e-005	4.3000e-004	1.2000e-004	2.0000e-005	1.4000e-004	0.0000	1.2107	1.2107	0.0000	1.7000e-004	1.2628
Worker	6.1000e-004	4.0000e-004	4.9500e-003	1.0000e-005	1.7400e-003	1.0000e-005	1.7500e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.3278	1.3278	4.0000e-005	4.0000e-005	1.3398
Total	**6.8000e-004**	**3.1800e-003**	**5.8400e-003**	**2.0000e-005**	**2.1500e-003**	**3.0000e-005**	**2.1800e-003**	**5.8000e-004**	**3.0000e-005**	**6.1000e-004**	**0.0000**	**2.5384**	**2.5384**	**4.0000e-005**	**2.1000e-004**	**2.6026**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0456	0.4168	0.5012	8.4000e-004		0.0190	0.0190		0.0179	0.0179	0.0000	71.8731	71.8731	0.0170	0.0000	72.2980
Total	**0.0456**	**0.4168**	**0.5012**	**8.4000e-004**		**0.0190**	**0.0190**		**0.0179**	**0.0179**	**0.0000**	**71.8731**	**71.8731**	**0.0170**	**0.0000**	**72.2980**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.7800e-003	8.9000e-004	1.0000e-005	4.1000e-004	2.0000e-005	4.3000e-004	1.2000e-004	2.0000e-005	1.4000e-004	0.0000	1.2107	1.2107	0.0000	1.7000e-004	1.2628
Worker	6.1000e-004	4.0000e-004	4.9500e-003	1.0000e-005	1.7400e-003	1.0000e-005	1.7500e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.3278	1.3278	4.0000e-005	4.0000e-005	1.3398
Total	**6.8000e-004**	**3.1800e-003**	**5.8400e-003**	**2.0000e-005**	**2.1500e-003**	**3.0000e-005**	**2.1800e-003**	**5.8000e-004**	**3.0000e-005**	**6.1000e-004**	**0.0000**	**2.5384**	**2.5384**	**4.0000e-005**	**2.1000e-004**	**2.6026**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.2000e-003	0.0207	0.0306	5.0000e-005		1.0000e-003	1.0000e-003		9.2000e-004	9.2000e-004	0.0000	4.0951	4.0951	1.2900e-003	0.0000	4.1273
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.2000e-003**	**0.0207**	**0.0306**	**5.0000e-005**		**1.0000e-003**	**1.0000e-003**		**9.2000e-004**	**9.2000e-004**	**0.0000**	**4.0951**	**4.0951**	**1.2900e-003**	**0.0000**	**4.1273**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	9.0000e-005	1.1400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3059	0.3059	1.0000e-005	1.0000e-005	0.3087
Total	**1.4000e-004**	**9.0000e-005**	**1.1400e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3059**	**0.3059**	**1.0000e-005**	**1.0000e-005**	**0.3087**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.2000e-003	0.0207	0.0306	5.0000e-005		1.0000e-003	1.0000e-003		9.2000e-004	9.2000e-004	0.0000	4.0951	4.0951	1.2900e-003	0.0000	4.1272
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.2000e-003**	**0.0207**	**0.0306**	**5.0000e-005**		**1.0000e-003**	**1.0000e-003**		**9.2000e-004**	**9.2000e-004**	**0.0000**	**4.0951**	**4.0951**	**1.2900e-003**	**0.0000**	**4.1272**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	9.0000e-005	1.1400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3059	0.3059	1.0000e-005	1.0000e-005	0.3087
Total	**1.4000e-004**	**9.0000e-005**	**1.1400e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3059**	**0.3059**	**1.0000e-005**	**1.0000e-005**	**0.3087**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	**0.3383**	**3.0500e-003**	**4.5300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0153	0.0153	0.0000	0.0000	0.0154
Total	**1.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0153**	**0.0153**	**0.0000**	**0.0000**	**0.0154**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	**0.3383**	**3.0500e-003**	**4.5300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0153	0.0153	0.0000	0.0000	0.0154
Total	**1.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0153**	**0.0153**	**0.0000**	**0.0000**	**0.0154**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0566	0.1007	0.6375	1.7200e-003	0.1851	1.3200e-003	0.1865	0.0493	1.2300e-003	0.0506	0.0000	161.1694	161.1694	0.0111	8.1100e-003	163.8643
Unmitigated	0.0580	0.1100	0.6980	1.9500e-003	0.2099	1.4700e-003	0.2114	0.0559	1.3700e-003	0.0573	0.0000	181.9453	181.9453	0.0121	8.9100e-003	184.9039

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	198.24	200.34	179.55	560,629	494,475
Total	198.24	200.34	179.55	560,629	494,475

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.527700	0.209000	0.167500	0.055600	0.000900	0.000900	0.008000	0.021400	0.000000	0.004300	0.002500	0.000200	0.002000

5.0 Energy Detail

Historical Energy Use: N

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	6.6111	6.6111	1.0700e-003	1.3000e-004	6.6765
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15.4934	15.4934	2.5100e-003	3.0000e-004	15.6466
NaturalGas Mitigated	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
NaturalGas Unmitigated	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	504789	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
Total		**2.7200e-003**	**0.0233**	**9.9000e-003**	**1.5000e-004**		**1.8800e-003**	**1.8800e-003**		**1.8800e-003**	**1.8800e-003**	**0.0000**	**26.9374**	**26.9374**	**5.2000e-004**	**4.9000e-004**	**27.0975**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	504789	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
Total		**2.7200e-003**	**0.0233**	**9.9000e-003**	**1.5000e-004**		**1.8800e-003**	**1.8800e-003**		**1.8800e-003**	**1.8800e-003**	**0.0000**	**26.9374**	**26.9374**	**5.2000e-004**	**4.9000e-004**	**27.0975**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	167453	15.4934	2.5100e-003	3.0000e-004	15.6466
Total		**15.4934**	**2.5100e-003**	**3.0000e-004**	**15.6466**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	71453.2	6.6111	1.0700e-003	1.3000e-004	6.6765
Total		**6.6111**	**1.0700e-003**	**1.3000e-004**	**6.6765**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

No Hearths Installed

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1790	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Unmitigated	0.2674	0.0226	0.9532	2.6500e-003		0.1310	0.1310		0.1310	0.1310	17.3433	9.3521	26.6953	0.0815	1.7000e-004	28.7824

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0884	0.0208	0.7973	2.6400e-003		0.1302	0.1302		0.1302	0.1302	17.3433	9.0974	26.4406	0.0813	1.7000e-004	28.5216
Landscaping	4.6900e-003	1.8000e-003	0.1559	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2547	0.2547	2.4000e-004	0.0000	0.2608
Total	**0.2674**	**0.0226**	**0.9532**	**2.6500e-003**		**0.1310**	**0.1310**		**0.1310**	**0.1310**	**17.3433**	**9.3521**	**26.6953**	**0.0815**	**1.7000e-004**	**28.7824**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.6200e-003	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Total	**0.1790**	**1.7800e-003**	**0.1547**	**1.0000e-005**		**8.6000e-004**	**8.6000e-004**		**8.6000e-004**	**8.6000e-004**	**0.0000**	**0.2524**	**0.2524**	**2.4000e-004**	**0.0000**	**0.2584**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.3318	0.0426	1.0200e-003	2.7012
Unmitigated	1.3318	0.0426	1.0200e-003	2.7012

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.1654	0.2462	0.0000	10.3195
Unmitigated	4.1654	0.2462	0.0000	10.3195

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Lennar TTM 935 SPAL - Phase 4

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	21.00	Dwelling Unit	4.29	36,000.00	57

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	37
Climate Zone	3			**Operational Year**	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project specified 30 acres, 7 phases. 4.29 acres per phase.

Construction Phase - Phase 4 = approx. 74 days

Grading - Project specified 30 acres, 7 phases. 4.29 acres per phase.

Woodstoves -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Fleet Mix - Fleet Mix Operational Year 2024

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	5.00	2.00
tblConstructionPhase	NumDays	8.00	3.00
tblConstructionPhase	NumDays	230.00	62.00
tblConstructionPhase	NumDays	18.00	5.00
tblConstructionPhase	NumDays	18.00	5.00
tblFleetMix	HHD	0.04	0.02
tblFleetMix	LDA	0.50	0.53
tblFleetMix	LDT1	0.05	0.21
tblFleetMix	LDT2	0.17	0.17
tblFleetMix	LHD1	0.03	9.0000e-004
tblFleetMix	LHD2	6.7450e-003	9.0000e-004
tblFleetMix	MCY	0.02	2.5000e-003
tblFleetMix	MDV	0.16	0.06
tblFleetMix	MH	3.5200e-003	2.0000e-003
tblFleetMix	MHD	8.2690e-003	8.0000e-003
tblFleetMix	OBUS	6.2000e-004	0.00
tblFleetMix	SBUS	1.1520e-003	2.0000e-004
tblFleetMix	UBUS	1.8900e-004	4.3000e-003
tblGrading	AcresOfGrading	3.00	8.00
tblGrading	AcresOfGrading	3.00	7.50
tblLandUse	LandUseSquareFeet	37,800.00	36,000.00
tblLandUse	LotAcreage	6.82	4.29
tblLandUse	Population	60.00	57.00
tblTripsAndVMT	WorkerTripNumber	8.00	7.00
tblTripsAndVMT	WorkerTripNumber	2.00	1.00
tblWater	IndoorWaterUseRate	1,368,234.54	1,303,080.51
tblWater	OutdoorWaterUseRate	862,582.64	821,507.28

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.3923	0.4966	0.5847	1.0100e-003	0.0382	0.0225	0.0607	0.0166	0.0211	0.0377	0.0000	86.9694	86.9694	0.0207	2.3000e-004	87.5553
Maximum	**0.3923**	**0.4966**	**0.5847**	**1.0100e-003**	**0.0382**	**0.0225**	**0.0607**	**0.0166**	**0.0211**	**0.0377**	**0.0000**	**86.9694**	**86.9694**	**0.0207**	**2.3000e-004**	**87.5553**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.3923	0.4966	0.5847	1.0100e-003	0.0167	0.0225	0.0392	6.9400e-003	0.0211	0.0281	0.0000	86.9693	86.9693	0.0207	2.3000e-004	87.5552
Maximum	**0.3923**	**0.4966**	**0.5847**	**1.0100e-003**	**0.0167**	**0.0225**	**0.0392**	**6.9400e-003**	**0.0211**	**0.0281**	**0.0000**	**86.9693**	**86.9693**	**0.0207**	**2.3000e-004**	**87.5552**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**56.36**	**0.00**	**35.47**	**58.09**	**0.00**	**25.56**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**9-16-2024**	**9-30-2024**	0.0844	0.0844
		Highest	0.0844	0.0844

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2674	0.0226	0.9532	2.6500e-003		0.1310	0.1310		0.1310	0.1310	17.3433	9.3521	26.6953	0.0815	1.7000e-004	28.7824
Energy	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	42.4308	42.4308	3.0200e-003	8.0000e-004	42.7441
Mobile	0.0580	0.1100	0.6980	1.9500e-003	0.2099	1.4700e-003	0.2114	0.0559	1.3700e-003	0.0573	0.0000	181.9453	181.9453	0.0121	8.9100e-003	184.9039
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.3281**	**0.1559**	**1.6611**	**4.7500e-003**	**0.2099**	**0.1344**	**0.3443**	**0.0559**	**0.1343**	**0.1902**	**21.9221**	**234.6466**	**256.5687**	**0.3854**	**0.0109**	**269.4512**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1790	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Energy	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	33.5486	33.5486	1.5900e-003	6.2000e-004	33.7740
Mobile	0.0566	0.1007	0.6375	1.7200e-003	0.1851	1.3200e-003	0.1865	0.0493	1.2300e-003	0.0506	0.0000	161.1694	161.1694	0.0111	8.1100e-003	163.8643
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.2384**	**0.1258**	**0.8021**	**1.8800e-003**	**0.1851**	**4.0600e-003**	**0.1892**	**0.0493**	**3.9700e-003**	**0.0533**	**4.5788**	**195.8888**	**200.4676**	**0.3017**	**9.7500e-003**	**210.9174**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**27.35**	**19.31**	**51.71**	**60.42**	**11.80**	**96.98**	**45.05**	**11.80**	**97.04**	**71.98**	**79.11**	**16.52**	**21.87**	**21.71**	**10.55**	**21.72**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/16/2024	9/17/2024	5	2	
2	Grading	Grading	9/18/2024	9/20/2024	5	3	
3	Building Construction	Building Construction	9/23/2024	12/17/2024	5	62	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	12/18/2024	12/24/2024	5	5	
5	Architectural Coating	Architectural Coating	12/25/2024	12/31/2024	5	5	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 0

Residential Indoor: 72,900; Residential Outdoor: 24,300; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0220	0.0000	0.0220	0.0104	0.0000	0.0104	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0272	0.0183	4.0000e-005		1.2300e-003	1.2300e-003		1.1300e-003	1.1300e-003	0.0000	3.3457	3.3457	1.0800e-003	0.0000	3.3728
Total	**2.6600e-003**	**0.0272**	**0.0183**	**4.0000e-005**	**0.0220**	**1.2300e-003**	**0.0233**	**0.0104**	**1.1300e-003**	**0.0115**	**0.0000**	**3.3457**	**3.3457**	**1.0800e-003**	**0.0000**	**3.3728**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.1000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1101	0.1101	0.0000	0.0000	0.1111
Total	**5.0000e-005**	**3.0000e-005**	**4.1000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1101**	**0.1101**	**0.0000**	**0.0000**	**0.1111**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.6000e-003	0.0000	8.6000e-003	4.0400e-003	0.0000	4.0400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6600e-003	0.0272	0.0183	4.0000e-005		1.2300e-003	1.2300e-003		1.1300e-003	1.1300e-003	0.0000	3.3457	3.3457	1.0800e-003	0.0000	3.3728
Total	**2.6600e-003**	**0.0272**	**0.0183**	**4.0000e-005**	**8.6000e-003**	**1.2300e-003**	**9.8300e-003**	**4.0400e-003**	**1.1300e-003**	**5.1700e-003**	**0.0000**	**3.3457**	**3.3457**	**1.0800e-003**	**0.0000**	**3.3728**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	4.1000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1101	0.1101	0.0000	0.0000	0.1111
Total	**5.0000e-005**	**3.0000e-005**	**4.1000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1101**	**0.1101**	**0.0000**	**0.0000**	**0.1111**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0133	0.0000	0.0133	5.4200e-003	0.0000	5.4200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4900e-003	0.0256	0.0221	4.0000e-005		1.0900e-003	1.0900e-003		1.0000e-003	1.0000e-003	0.0000	3.9096	3.9096	1.2600e-003	0.0000	3.9412
Total	**2.4900e-003**	**0.0256**	**0.0221**	**4.0000e-005**	**0.0133**	**1.0900e-003**	**0.0144**	**5.4200e-003**	**1.0000e-003**	**6.4200e-003**	**0.0000**	**3.9096**	**3.9096**	**1.2600e-003**	**0.0000**	**3.9412**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	5.1000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1377	0.1377	0.0000	0.0000	0.1389
Total	**6.0000e-005**	**4.0000e-005**	**5.1000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1377**	**0.1377**	**0.0000**	**0.0000**	**0.1389**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.1800e-003	0.0000	5.1800e-003	2.1200e-003	0.0000	2.1200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4900e-003	0.0256	0.0221	4.0000e-005		1.0900e-003	1.0900e-003		1.0000e-003	1.0000e-003	0.0000	3.9096	3.9096	1.2600e-003	0.0000	3.9412
Total	**2.4900e-003**	**0.0256**	**0.0221**	**4.0000e-005**	**5.1800e-003**	**1.0900e-003**	**6.2700e-003**	**2.1200e-003**	**1.0000e-003**	**3.1200e-003**	**0.0000**	**3.9096**	**3.9096**	**1.2600e-003**	**0.0000**	**3.9412**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	5.1000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1377	0.1377	0.0000	0.0000	0.1389
Total	**6.0000e-005**	**4.0000e-005**	**5.1000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1377**	**0.1377**	**0.0000**	**0.0000**	**0.1389**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0456	0.4168	0.5012	8.4000e-004		0.0190	0.0190		0.0179	0.0179	0.0000	71.8732	71.8732	0.0170	0.0000	72.2981
Total	**0.0456**	**0.4168**	**0.5012**	**8.4000e-004**		**0.0190**	**0.0190**		**0.0179**	**0.0179**	**0.0000**	**71.8732**	**71.8732**	**0.0170**	**0.0000**	**72.2981**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.7800e-003	8.9000e-004	1.0000e-005	4.1000e-004	2.0000e-005	4.3000e-004	1.2000e-004	2.0000e-005	1.4000e-004	0.0000	1.2107	1.2107	0.0000	1.7000e-004	1.2628
Worker	6.1000e-004	4.0000e-004	4.9500e-003	1.0000e-005	1.7400e-003	1.0000e-005	1.7500e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.3278	1.3278	4.0000e-005	4.0000e-005	1.3398
Total	**6.8000e-004**	**3.1800e-003**	**5.8400e-003**	**2.0000e-005**	**2.1500e-003**	**3.0000e-005**	**2.1800e-003**	**5.8000e-004**	**3.0000e-005**	**6.1000e-004**	**0.0000**	**2.5384**	**2.5384**	**4.0000e-005**	**2.1000e-004**	**2.6026**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0456	0.4168	0.5012	8.4000e-004		0.0190	0.0190		0.0179	0.0179	0.0000	71.8731	71.8731	0.0170	0.0000	72.2980
Total	**0.0456**	**0.4168**	**0.5012**	**8.4000e-004**		**0.0190**	**0.0190**		**0.0179**	**0.0179**	**0.0000**	**71.8731**	**71.8731**	**0.0170**	**0.0000**	**72.2980**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.7800e-003	8.9000e-004	1.0000e-005	4.1000e-004	2.0000e-005	4.3000e-004	1.2000e-004	2.0000e-005	1.4000e-004	0.0000	1.2107	1.2107	0.0000	1.7000e-004	1.2628
Worker	6.1000e-004	4.0000e-004	4.9500e-003	1.0000e-005	1.7400e-003	1.0000e-005	1.7500e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.3278	1.3278	4.0000e-005	4.0000e-005	1.3398
Total	**6.8000e-004**	**3.1800e-003**	**5.8400e-003**	**2.0000e-005**	**2.1500e-003**	**3.0000e-005**	**2.1800e-003**	**5.8000e-004**	**3.0000e-005**	**6.1000e-004**	**0.0000**	**2.5384**	**2.5384**	**4.0000e-005**	**2.1000e-004**	**2.6026**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.2000e-003	0.0207	0.0306	5.0000e-005		1.0000e-003	1.0000e-003		9.2000e-004	9.2000e-004	0.0000	4.0951	4.0951	1.2900e-003	0.0000	4.1273
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.2000e-003**	**0.0207**	**0.0306**	**5.0000e-005**		**1.0000e-003**	**1.0000e-003**		**9.2000e-004**	**9.2000e-004**	**0.0000**	**4.0951**	**4.0951**	**1.2900e-003**	**0.0000**	**4.1273**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	9.0000e-005	1.1400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3059	0.3059	1.0000e-005	1.0000e-005	0.3087
Total	**1.4000e-004**	**9.0000e-005**	**1.1400e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3059**	**0.3059**	**1.0000e-005**	**1.0000e-005**	**0.3087**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.2000e-003	0.0207	0.0306	5.0000e-005		1.0000e-003	1.0000e-003		9.2000e-004	9.2000e-004	0.0000	4.0951	4.0951	1.2900e-003	0.0000	4.1272
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.2000e-003**	**0.0207**	**0.0306**	**5.0000e-005**		**1.0000e-003**	**1.0000e-003**		**9.2000e-004**	**9.2000e-004**	**0.0000**	**4.0951**	**4.0951**	**1.2900e-003**	**0.0000**	**4.1272**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	9.0000e-005	1.1400e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3059	0.3059	1.0000e-005	1.0000e-005	0.3087
Total	**1.4000e-004**	**9.0000e-005**	**1.1400e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3059**	**0.3059**	**1.0000e-005**	**1.0000e-005**	**0.3087**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	**0.3383**	**3.0500e-003**	**4.5300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0153	0.0153	0.0000	0.0000	0.0154
Total	**1.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0153**	**0.0153**	**0.0000**	**0.0000**	**0.0154**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.5000e-004	3.0500e-003	4.5300e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6392
Total	**0.3383**	**3.0500e-003**	**4.5300e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0153	0.0153	0.0000	0.0000	0.0154
Total	**1.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0153**	**0.0153**	**0.0000**	**0.0000**	**0.0154**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0566	0.1007	0.6375	1.7200e-003	0.1851	1.3200e-003	0.1865	0.0493	1.2300e-003	0.0506	0.0000	161.1694	161.1694	0.0111	8.1100e-003	163.8643
Unmitigated	0.0580	0.1100	0.6980	1.9500e-003	0.2099	1.4700e-003	0.2114	0.0559	1.3700e-003	0.0573	0.0000	181.9453	181.9453	0.0121	8.9100e-003	184.9039

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	198.24	200.34	179.55	560,629	494,475
Total	198.24	200.34	179.55	560,629	494,475

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.527700	0.209000	0.167500	0.055600	0.000900	0.000900	0.008000	0.021400	0.000000	0.004300	0.002500	0.000200	0.002000

5.0 Energy Detail

Historical Energy Use: N

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	6.6111	6.6111	1.0700e-003	1.3000e-004	6.6765
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15.4934	15.4934	2.5100e-003	3.0000e-004	15.6466
NaturalGas Mitigated	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
NaturalGas Unmitigated	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	504789	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
Total		**2.7200e-003**	**0.0233**	**9.9000e-003**	**1.5000e-004**		**1.8800e-003**	**1.8800e-003**		**1.8800e-003**	**1.8800e-003**	**0.0000**	**26.9374**	**26.9374**	**5.2000e-004**	**4.9000e-004**	**27.0975**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	504789	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
Total		**2.7200e-003**	**0.0233**	**9.9000e-003**	**1.5000e-004**		**1.8800e-003**	**1.8800e-003**		**1.8800e-003**	**1.8800e-003**	**0.0000**	**26.9374**	**26.9374**	**5.2000e-004**	**4.9000e-004**	**27.0975**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	167453	15.4934	2.5100e-003	3.0000e-004	15.6466
Total		**15.4934**	**2.5100e-003**	**3.0000e-004**	**15.6466**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	71453.2	6.6111	1.0700e-003	1.3000e-004	6.6765
Total		**6.6111**	**1.0700e-003**	**1.3000e-004**	**6.6765**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

No Hearths Installed

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1790	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Unmitigated	0.2674	0.0226	0.9532	2.6500e-003		0.1310	0.1310		0.1310	0.1310	17.3433	9.3521	26.6953	0.0815	1.7000e-004	28.7824

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0884	0.0208	0.7973	2.6400e-003		0.1302	0.1302		0.1302	0.1302	17.3433	9.0974	26.4406	0.0813	1.7000e-004	28.5216
Landscaping	4.6900e-003	1.8000e-003	0.1559	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2547	0.2547	2.4000e-004	0.0000	0.2608
Total	**0.2674**	**0.0226**	**0.9532**	**2.6500e-003**		**0.1310**	**0.1310**		**0.1310**	**0.1310**	**17.3433**	**9.3521**	**26.6953**	**0.0815**	**1.7000e-004**	**28.7824**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.6200e-003	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Total	**0.1790**	**1.7800e-003**	**0.1547**	**1.0000e-005**		**8.6000e-004**	**8.6000e-004**		**8.6000e-004**	**8.6000e-004**	**0.0000**	**0.2524**	**0.2524**	**2.4000e-004**	**0.0000**	**0.2584**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.3318	0.0426	1.0200e-003	2.7012
Unmitigated	1.3318	0.0426	1.0200e-003	2.7012

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.1654	0.2462	0.0000	10.3195
Unmitigated	4.1654	0.2462	0.0000	10.3195

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	21.00	Dwelling Unit	4.29	36,000.00	57

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	37
Climate Zone	3			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project specified 30 acres, 7 phases. 4.29 acres per phase.

Construction Phase - Phase 5 = approx. 74 days

Grading - Project specified 30 acres, 7 phases. 4.29 acres per phase.

Woodstoves -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Fleet Mix - Fleet Mix Operational Year 2025

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	5.00	2.00
tblConstructionPhase	NumDays	8.00	3.00
tblConstructionPhase	NumDays	230.00	62.00
tblConstructionPhase	NumDays	18.00	5.00
tblConstructionPhase	NumDays	18.00	5.00
tblFleetMix	HHD	0.04	0.02
tblFleetMix	LDA	0.51	0.52
tblFleetMix	LDT1	0.05	0.21
tblFleetMix	LDT2	0.17	0.17
tblFleetMix	LHD1	0.03	8.0000e-004
tblFleetMix	LHD2	6.6260e-003	9.0000e-004
tblFleetMix	MCY	0.02	2.5000e-003
tblFleetMix	MDV	0.16	0.06
tblFleetMix	MH	3.3810e-003	2.2000e-003
tblFleetMix	MHD	8.2810e-003	7.6000e-003
tblFleetMix	OBUS	6.0300e-004	0.00
tblFleetMix	SBUS	1.1230e-003	1.0000e-004
tblFleetMix	UBUS	1.8800e-004	4.3000e-003
tblGrading	AcresOfGrading	3.00	8.00
tblGrading	AcresOfGrading	3.00	7.50
tblLandUse	LandUseSquareFeet	37,800.00	36,000.00
tblLandUse	LotAcreage	6.82	4.29
tblLandUse	Population	60.00	57.00
tblTripsAndVMT	WorkerTripNumber	8.00	7.00
tblTripsAndVMT	WorkerTripNumber	2.00	1.00
tblWater	IndoorWaterUseRate	1,368,234.54	1,303,080.51
tblWater	OutdoorWaterUseRate	862,582.64	821,507.28

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.3884	0.4597	0.5808	1.0100e-003	0.0382	0.0194	0.0576	0.0166	0.0182	0.0348	0.0000	86.9085	86.9085	0.0206	2.2000e-004	87.4898
Maximum	**0.3884**	**0.4597**	**0.5808**	**1.0100e-003**	**0.0382**	**0.0194**	**0.0576**	**0.0166**	**0.0182**	**0.0348**	**0.0000**	**86.9085**	**86.9085**	**0.0206**	**2.2000e-004**	**87.4898**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.3884	0.4597	0.5808	1.0100e-003	0.0167	0.0194	0.0361	6.9400e-003	0.0182	0.0252	0.0000	86.9084	86.9084	0.0206	2.2000e-004	87.4897
Maximum	**0.3884**	**0.4597**	**0.5808**	**1.0100e-003**	**0.0167**	**0.0194**	**0.0361**	**6.9400e-003**	**0.0182**	**0.0252**	**0.0000**	**86.9084**	**86.9084**	**0.0206**	**2.2000e-004**	**87.4897**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**56.36**	**0.00**	**37.39**	**58.09**	**0.00**	**27.69**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-1-2025**	**3-31-2025**	0.4639	0.4639
2	**4-1-2025**	**6-30-2025**	0.3773	0.3773
		Highest	0.4639	0.4639

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2674	0.0226	0.9531	2.6500e-003		0.1310	0.1310		0.1310	0.1310	17.3433	9.3521	26.6953	0.0815	1.7000e-004	28.7824
Energy	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	42.4308	42.4308	3.0200e-003	8.0000e-004	42.7441
Mobile	0.0538	0.1035	0.6549	1.8800e-003	0.2098	1.4200e-003	0.2113	0.0559	1.3200e-003	0.0572	0.0000	176.1742	176.1742	0.0112	8.4700e-003	178.9788
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.3239**	**0.1493**	**1.6179**	**4.6800e-003**	**0.2098**	**0.1343**	**0.3442**	**0.0559**	**0.1342**	**0.1901**	**21.9221**	**228.8756**	**250.7976**	**0.3845**	**0.0105**	**263.5261**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1790	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Energy	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	33.5486	33.5486	1.5900e-003	6.2000e-004	33.7740
Mobile	0.0526	0.0948	0.5987	1.6700e-003	0.1851	1.2700e-003	0.1863	0.0493	1.1800e-003	0.0505	0.0000	156.0569	156.0569	0.0103	7.7100e-003	158.6117
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.2343**	**0.1198**	**0.7632**	**1.8300e-003**	**0.1851**	**4.0100e-003**	**0.1891**	**0.0493**	**3.9200e-003**	**0.0532**	**4.5788**	**190.7763**	**195.3551**	**0.3009**	**9.3500e-003**	**205.6649**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**27.67**	**19.75**	**52.82**	**60.90**	**11.80**	**97.01**	**45.06**	**11.81**	**97.08**	**72.00**	**79.11**	**16.65**	**22.11**	**21.74**	**10.61**	**21.96**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2025	1/2/2025	5	2	
2	Grading	Grading	1/3/2025	1/7/2025	5	3	
3	Building Construction	Building Construction	1/8/2025	4/3/2025441	5	62	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	4/4/2025	4/10/2025	5	5	
5	Architectural Coating	Architectural Coating	4/11/2025	4/17/2025	5	5	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 0

Residential Indoor: 72,900; Residential Outdoor: 24,300; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0220	0.0000	0.0220	0.0104	0.0000	0.0104	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4700e-003	0.0252	0.0179	4.0000e-005		1.0900e-003	1.0900e-003		1.0000e-003	1.0000e-003	0.0000	3.3467	3.3467	1.0800e-003	0.0000	3.3738
Total	**2.4700e-003**	**0.0252**	**0.0179**	**4.0000e-005**	**0.0220**	**1.0900e-003**	**0.0231**	**0.0104**	**1.0000e-003**	**0.0114**	**0.0000**	**3.3467**	**3.3467**	**1.0800e-003**	**0.0000**	**3.3738**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.8000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1064	0.1064	0.0000	0.0000	0.1074
Total	**5.0000e-005**	**3.0000e-005**	**3.8000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1064**	**0.1064**	**0.0000**	**0.0000**	**0.1074**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.6000e-003	0.0000	8.6000e-003	4.0400e-003	0.0000	4.0400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4700e-003	0.0252	0.0179	4.0000e-005		1.0900e-003	1.0900e-003		1.0000e-003	1.0000e-003	0.0000	3.3467	3.3467	1.0800e-003	0.0000	3.3738
Total	**2.4700e-003**	**0.0252**	**0.0179**	**4.0000e-005**	**8.6000e-003**	**1.0900e-003**	**9.6900e-003**	**4.0400e-003**	**1.0000e-003**	**5.0400e-003**	**0.0000**	**3.3467**	**3.3467**	**1.0800e-003**	**0.0000**	**3.3738**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.8000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1064	0.1064	0.0000	0.0000	0.1074
Total	**5.0000e-005**	**3.0000e-005**	**3.8000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1064**	**0.1064**	**0.0000**	**0.0000**	**0.1074**

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0133	0.0000	0.0133	5.4200e-003	0.0000	5.4200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2800e-003	0.0230	0.0218	4.0000e-005		9.4000e-004	9.4000e-004		8.6000e-004	8.6000e-004	0.0000	3.9105	3.9105	1.2600e-003	0.0000	3.9421
Total	**2.2800e-003**	**0.0230**	**0.0218**	**4.0000e-005**	**0.0133**	**9.4000e-004**	**0.0142**	**5.4200e-003**	**8.6000e-004**	**6.2800e-003**	**0.0000**	**3.9105**	**3.9105**	**1.2600e-003**	**0.0000**	**3.9421**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.8000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1330	0.1330	0.0000	0.0000	0.1342
Total	**6.0000e-005**	**4.0000e-005**	**4.8000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1330**	**0.1330**	**0.0000**	**0.0000**	**0.1342**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.1800e-003	0.0000	5.1800e-003	2.1200e-003	0.0000	2.1200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2800e-003	0.0230	0.0218	4.0000e-005		9.4000e-004	9.4000e-004		8.6000e-004	8.6000e-004	0.0000	3.9105	3.9105	1.2600e-003	0.0000	3.9421
Total	**2.2800e-003**	**0.0230**	**0.0218**	**4.0000e-005**	**5.1800e-003**	**9.4000e-004**	**6.1200e-003**	**2.1200e-003**	**8.6000e-004**	**2.9800e-003**	**0.0000**	**3.9105**	**3.9105**	**1.2600e-003**	**0.0000**	**3.9421**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.8000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1330	0.1330	0.0000	0.0000	0.1342
Total	**6.0000e-005**	**4.0000e-005**	**4.8000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1330**	**0.1330**	**0.0000**	**0.0000**	**0.1342**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0424	0.3866	0.4986	8.4000e-004		0.0164	0.0164		0.0154	0.0154	0.0000	71.8950	71.8950	0.0169	0.0000	72.3175
Total	**0.0424**	**0.3866**	**0.4986**	**8.4000e-004**		**0.0164**	**0.0164**		**0.0154**	**0.0154**	**0.0000**	**71.8950**	**71.8950**	**0.0169**	**0.0000**	**72.3175**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.7600e-003	8.7000e-004	1.0000e-005	4.1000e-004	2.0000e-005	4.3000e-004	1.2000e-004	2.0000e-005	1.4000e-004	0.0000	1.1905	1.1905	0.0000	1.7000e-004	1.2417
Worker	5.6000e-004	3.5000e-004	4.6000e-003	1.0000e-005	1.7400e-003	1.0000e-005	1.7500e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.2830	1.2830	3.0000e-005	3.0000e-005	1.2942
Total	**6.3000e-004**	**3.1100e-003**	**5.4700e-003**	**2.0000e-005**	**2.1500e-003**	**3.0000e-005**	**2.1800e-003**	**5.8000e-004**	**3.0000e-005**	**6.1000e-004**	**0.0000**	**2.4736**	**2.4736**	**3.0000e-005**	**2.0000e-004**	**2.5359**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0424	0.3866	0.4986	8.4000e-004		0.0164	0.0164		0.0154	0.0154	0.0000	71.8949	71.8949	0.0169	0.0000	72.3175
Total	**0.0424**	**0.3866**	**0.4986**	**8.4000e-004**		**0.0164**	**0.0164**		**0.0154**	**0.0154**	**0.0000**	**71.8949**	**71.8949**	**0.0169**	**0.0000**	**72.3175**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.7600e-003	8.7000e-004	1.0000e-005	4.1000e-004	2.0000e-005	4.3000e-004	1.2000e-004	2.0000e-005	1.4000e-004	0.0000	1.1905	1.1905	0.0000	1.7000e-004	1.2417
Worker	5.6000e-004	3.5000e-004	4.6000e-003	1.0000e-005	1.7400e-003	1.0000e-005	1.7500e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.2830	1.2830	3.0000e-005	3.0000e-005	1.2942
Total	**6.3000e-004**	**3.1100e-003**	**5.4700e-003**	**2.0000e-005**	**2.1500e-003**	**3.0000e-005**	**2.1800e-003**	**5.8000e-004**	**3.0000e-005**	**6.1000e-004**	**0.0000**	**2.4736**	**2.4736**	**3.0000e-005**	**2.0000e-004**	**2.5359**

3.5 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.0500e-003	0.0188	0.0304	5.0000e-005		8.8000e-004	8.8000e-004		8.1000e-004	8.1000e-004	0.0000	4.0946	4.0946	1.2900e-003	0.0000	4.1267
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.0500e-003**	**0.0188**	**0.0304**	**5.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.1000e-004**	**8.1000e-004**	**0.0000**	**4.0946**	**4.0946**	**1.2900e-003**	**0.0000**	**4.1267**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	8.0000e-005	1.0600e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2956	0.2956	1.0000e-005	1.0000e-005	0.2982
Total	**1.3000e-004**	**8.0000e-005**	**1.0600e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.2956**	**0.2956**	**1.0000e-005**	**1.0000e-005**	**0.2982**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.0500e-003	0.0188	0.0304	5.0000e-005		8.8000e-004	8.8000e-004		8.1000e-004	8.1000e-004	0.0000	4.0946	4.0946	1.2900e-003	0.0000	4.1267
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.0500e-003**	**0.0188**	**0.0304**	**5.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.1000e-004**	**8.1000e-004**	**0.0000**	**4.0946**	**4.0946**	**1.2900e-003**	**0.0000**	**4.1267**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	8.0000e-005	1.0600e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2956	0.2956	1.0000e-005	1.0000e-005	0.2982
Total	**1.3000e-004**	**8.0000e-005**	**1.0600e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.2956**	**0.2956**	**1.0000e-005**	**1.0000e-005**	**0.2982**

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-004	2.8600e-003	4.5200e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.6383	0.6383	3.0000e-005	0.0000	0.6392
Total	**0.3383**	**2.8600e-003**	**4.5200e-003**	**1.0000e-005**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**	**0.0000**	**0.6383**	**0.6383**	**3.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0148	0.0148	0.0000	0.0000	0.0149
Total	**1.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0148**	**0.0148**	**0.0000**	**0.0000**	**0.0149**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-004	2.8600e-003	4.5200e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.6383	0.6383	3.0000e-005	0.0000	0.6392
Total	**0.3383**	**2.8600e-003**	**4.5200e-003**	**1.0000e-005**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**	**0.0000**	**0.6383**	**0.6383**	**3.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0148	0.0148	0.0000	0.0000	0.0149
Total	**1.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0148**	**0.0148**	**0.0000**	**0.0000**	**0.0149**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0526	0.0948	0.5987	1.6700e-003	0.1851	1.2700e-003	0.1863	0.0493	1.1800e-003	0.0505	0.0000	156.0569	156.0569	0.0103	7.7100e-003	158.6117
Unmitigated	0.0538	0.1035	0.6549	1.8800e-003	0.2098	1.4200e-003	0.2113	0.0559	1.3200e-003	0.0572	0.0000	176.1742	176.1742	0.0112	8.4700e-003	178.9788

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	198.24	200.34	179.55	560,629	494,475
Total	198.24	200.34	179.55	560,629	494,475

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.524400	0.212000	0.167700	0.056300	0.000800	0.000900	0.007600	0.021200	0.000000	0.004300	0.002500	0.000100	0.002200

5.0 Energy Detail

Historical Energy Use: N

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	6.6111	6.6111	1.0700e-003	1.3000e-004	6.6765
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15.4934	15.4934	2.5100e-003	3.0000e-004	15.6466
NaturalGas Mitigated	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
NaturalGas Unmitigated	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	504789	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
Total		**2.7200e-003**	**0.0233**	**9.9000e-003**	**1.5000e-004**		**1.8800e-003**	**1.8800e-003**		**1.8800e-003**	**1.8800e-003**	**0.0000**	**26.9374**	**26.9374**	**5.2000e-004**	**4.9000e-004**	**27.0975**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	504789	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
Total		**2.7200e-003**	**0.0233**	**9.9000e-003**	**1.5000e-004**		**1.8800e-003**	**1.8800e-003**		**1.8800e-003**	**1.8800e-003**	**0.0000**	**26.9374**	**26.9374**	**5.2000e-004**	**4.9000e-004**	**27.0975**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	167453	15.4934	2.5100e-003	3.0000e-004	15.6466
Total		**15.4934**	**2.5100e-003**	**3.0000e-004**	**15.6466**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	71453.2	6.6111	1.0700e-003	1.3000e-004	6.6765
Total		**6.6111**	**1.0700e-003**	**1.3000e-004**	**6.6765**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

No Hearths Installed

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1790	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Unmitigated	0.2674	0.0226	0.9531	2.6500e-003		0.1310	0.1310		0.1310	0.1310	17.3433	9.3521	26.6953	0.0815	1.7000e-004	28.7824

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0884	0.0208	0.7973	2.6400e-003		0.1302	0.1302		0.1302	0.1302	17.3433	9.0974	26.4406	0.0813	1.7000e-004	28.5216
Landscaping	4.6800e-003	1.7900e-003	0.1558	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2547	0.2547	2.4000e-004	0.0000	0.2608
Total	**0.2674**	**0.0226**	**0.9531**	**2.6500e-003**		**0.1310**	**0.1310**		**0.1310**	**0.1310**	**17.3433**	**9.3521**	**26.6953**	**0.0815**	**1.7000e-004**	**28.7824**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.6100e-003	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Total	**0.1790**	**1.7800e-003**	**0.1547**	**1.0000e-005**		**8.6000e-004**	**8.6000e-004**		**8.6000e-004**	**8.6000e-004**	**0.0000**	**0.2524**	**0.2524**	**2.4000e-004**	**0.0000**	**0.2584**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.3318	0.0426	1.0200e-003	2.7012
Unmitigated	1.3318	0.0426	1.0200e-003	2.7012

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.1654	0.2462	0.0000	10.3195
Unmitigated	4.1654	0.2462	0.0000	10.3195

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Lennar TTM 935 SPAL - Phase 6

Kings County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	21.00	Dwelling Unit	4.29	36,000.00	57

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	37
Climate Zone	3			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project specified 30 acres, 7 phases. 4.29 acres per phase.

Construction Phase - Phase 1 = approx. 74 days

Grading - Project specified 30 acres, 7 phases. 4.29 acres per phase.

Woodstoves -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Fleet Mix - Fleet Mix Operational Year 2025

Lennar TTM 935 SPAL - Phase 6 - Kings County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	5.00	2.00
tblConstructionPhase	NumDays	8.00	3.00
tblConstructionPhase	NumDays	230.00	62.00
tblConstructionPhase	NumDays	18.00	5.00
tblConstructionPhase	NumDays	18.00	5.00
tblFleetMix	HHD	0.04	0.02
tblFleetMix	LDA	0.51	0.52
tblFleetMix	LDT1	0.05	0.21
tblFleetMix	LDT2	0.17	0.17
tblFleetMix	LHD1	0.03	8.0000e-004
tblFleetMix	LHD2	6.6260e-003	9.0000e-004
tblFleetMix	MCY	0.02	2.5000e-003
tblFleetMix	MDV	0.16	0.06
tblFleetMix	MH	3.3810e-003	2.2000e-003
tblFleetMix	MHD	8.2810e-003	7.6000e-003
tblFleetMix	OBUS	6.0300e-004	0.00
tblFleetMix	SBUS	1.1230e-003	1.0000e-004
tblFleetMix	UBUS	1.8800e-004	4.3000e-003
tblGrading	AcresOfGrading	3.00	8.00
tblGrading	AcresOfGrading	3.00	7.50
tblLandUse	LandUseSquareFeet	37,800.00	36,000.00
tblLandUse	LotAcreage	6.82	4.29
tblLandUse	Population	60.00	57.00
tblTripsAndVMT	WorkerTripNumber	8.00	7.00
tblTripsAndVMT	WorkerTripNumber	2.00	1.00
tblWater	IndoorWaterUseRate	1,368,234.54	1,303,080.51
tblWater	OutdoorWaterUseRate	862,582.64	821,507.28

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.3884	0.4597	0.5808	1.0100e-003	0.0382	0.0194	0.0576	0.0166	0.0182	0.0348	0.0000	86.9085	86.9085	0.0206	2.2000e-004	87.4898
Maximum	**0.3884**	**0.4597**	**0.5808**	**1.0100e-003**	**0.0382**	**0.0194**	**0.0576**	**0.0166**	**0.0182**	**0.0348**	**0.0000**	**86.9085**	**86.9085**	**0.0206**	**2.2000e-004**	**87.4898**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.3884	0.4597	0.5808	1.0100e-003	0.0167	0.0194	0.0361	6.9400e-003	0.0182	0.0252	0.0000	86.9084	86.9084	0.0206	2.2000e-004	87.4897
Maximum	**0.3884**	**0.4597**	**0.5808**	**1.0100e-003**	**0.0167**	**0.0194**	**0.0361**	**6.9400e-003**	**0.0182**	**0.0252**	**0.0000**	**86.9084**	**86.9084**	**0.0206**	**2.2000e-004**	**87.4897**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**56.36**	**0.00**	**37.39**	**58.09**	**0.00**	**27.69**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**4-17-2025**	**7-16-2025**	0.4687	0.4687
2	**7-17-2025**	**9-30-2025**	0.3723	0.3723
		Highest	0.4687	0.4687

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2674	0.0226	0.9531	2.6500e-003		0.1310	0.1310		0.1310	0.1310	17.3433	9.3521	26.6953	0.0815	1.7000e-004	28.7824
Energy	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	42.4308	42.4308	3.0200e-003	8.0000e-004	42.7441
Mobile	0.0538	0.1035	0.6549	1.8800e-003	0.2098	1.4200e-003	0.2113	0.0559	1.3200e-003	0.0572	0.0000	176.1742	176.1742	0.0112	8.4700e-003	178.9788
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.3239**	**0.1493**	**1.6179**	**4.6800e-003**	**0.2098**	**0.1343**	**0.3442**	**0.0559**	**0.1342**	**0.1901**	**21.9221**	**228.8756**	**250.7976**	**0.3845**	**0.0105**	**263.5261**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1790	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Energy	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	33.5486	33.5486	1.5900e-003	6.2000e-004	33.7740
Mobile	0.0526	0.0948	0.5987	1.6700e-003	0.1851	1.2700e-003	0.1863	0.0493	1.1800e-003	0.0505	0.0000	156.0569	156.0569	0.0103	7.7100e-003	158.6117
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.2343**	**0.1198**	**0.7632**	**1.8300e-003**	**0.1851**	**4.0100e-003**	**0.1891**	**0.0493**	**3.9200e-003**	**0.0532**	**4.5788**	**190.7763**	**195.3551**	**0.3009**	**9.3500e-003**	**205.6649**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**27.67**	**19.75**	**52.82**	**60.90**	**11.80**	**97.01**	**45.06**	**11.81**	**97.08**	**72.00**	**79.11**	**16.65**	**22.11**	**21.74**	**10.61**	**21.96**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	4/17/2025	4/18/2025	5	2	
2	Grading	Grading	4/19/2025	4/23/2025	5	3	
3	Building Construction	Building Construction	4/24/2025	7/18/2025	5	62	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	7/19/2025	7/25/2025	5	5	
5	Architectural Coating	Architectural Coating	7/26/2025	8/1/2025	5	5	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 0

Residential Indoor: 72,900; Residential Outdoor: 24,300; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0220	0.0000	0.0220	0.0104	0.0000	0.0104	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4700e-003	0.0252	0.0179	4.0000e-005		1.0900e-003	1.0900e-003		1.0000e-003	1.0000e-003	0.0000	3.3467	3.3467	1.0800e-003	0.0000	3.3738
Total	**2.4700e-003**	**0.0252**	**0.0179**	**4.0000e-005**	**0.0220**	**1.0900e-003**	**0.0231**	**0.0104**	**1.0000e-003**	**0.0114**	**0.0000**	**3.3467**	**3.3467**	**1.0800e-003**	**0.0000**	**3.3738**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.8000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1064	0.1064	0.0000	0.0000	0.1074
Total	**5.0000e-005**	**3.0000e-005**	**3.8000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1064**	**0.1064**	**0.0000**	**0.0000**	**0.1074**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.6000e-003	0.0000	8.6000e-003	4.0400e-003	0.0000	4.0400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4700e-003	0.0252	0.0179	4.0000e-005		1.0900e-003	1.0900e-003		1.0000e-003	1.0000e-003	0.0000	3.3467	3.3467	1.0800e-003	0.0000	3.3738
Total	**2.4700e-003**	**0.0252**	**0.0179**	**4.0000e-005**	**8.6000e-003**	**1.0900e-003**	**9.6900e-003**	**4.0400e-003**	**1.0000e-003**	**5.0400e-003**	**0.0000**	**3.3467**	**3.3467**	**1.0800e-003**	**0.0000**	**3.3738**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	3.0000e-005	3.8000e-004	0.0000	1.4000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1064	0.1064	0.0000	0.0000	0.1074
Total	**5.0000e-005**	**3.0000e-005**	**3.8000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**1.5000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1064**	**0.1064**	**0.0000**	**0.0000**	**0.1074**

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0133	0.0000	0.0133	5.4200e-003	0.0000	5.4200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2800e-003	0.0230	0.0218	4.0000e-005		9.4000e-004	9.4000e-004		8.6000e-004	8.6000e-004	0.0000	3.9105	3.9105	1.2600e-003	0.0000	3.9421
Total	**2.2800e-003**	**0.0230**	**0.0218**	**4.0000e-005**	**0.0133**	**9.4000e-004**	**0.0142**	**5.4200e-003**	**8.6000e-004**	**6.2800e-003**	**0.0000**	**3.9105**	**3.9105**	**1.2600e-003**	**0.0000**	**3.9421**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.8000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1330	0.1330	0.0000	0.0000	0.1342
Total	**6.0000e-005**	**4.0000e-005**	**4.8000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1330**	**0.1330**	**0.0000**	**0.0000**	**0.1342**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.1800e-003	0.0000	5.1800e-003	2.1200e-003	0.0000	2.1200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2800e-003	0.0230	0.0218	4.0000e-005		9.4000e-004	9.4000e-004		8.6000e-004	8.6000e-004	0.0000	3.9105	3.9105	1.2600e-003	0.0000	3.9421
Total	**2.2800e-003**	**0.0230**	**0.0218**	**4.0000e-005**	**5.1800e-003**	**9.4000e-004**	**6.1200e-003**	**2.1200e-003**	**8.6000e-004**	**2.9800e-003**	**0.0000**	**3.9105**	**3.9105**	**1.2600e-003**	**0.0000**	**3.9421**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.8000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1330	0.1330	0.0000	0.0000	0.1342
Total	**6.0000e-005**	**4.0000e-005**	**4.8000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1330**	**0.1330**	**0.0000**	**0.0000**	**0.1342**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0424	0.3866	0.4986	8.4000e-004		0.0164	0.0164		0.0154	0.0154	0.0000	71.8950	71.8950	0.0169	0.0000	72.3175
Total	**0.0424**	**0.3866**	**0.4986**	**8.4000e-004**		**0.0164**	**0.0164**		**0.0154**	**0.0154**	**0.0000**	**71.8950**	**71.8950**	**0.0169**	**0.0000**	**72.3175**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.7600e-003	8.7000e-004	1.0000e-005	4.1000e-004	2.0000e-005	4.3000e-004	1.2000e-004	2.0000e-005	1.4000e-004	0.0000	1.1905	1.1905	0.0000	1.7000e-004	1.2417
Worker	5.6000e-004	3.5000e-004	4.6000e-003	1.0000e-005	1.7400e-003	1.0000e-005	1.7500e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.2830	1.2830	3.0000e-005	3.0000e-005	1.2942
Total	**6.3000e-004**	**3.1100e-003**	**5.4700e-003**	**2.0000e-005**	**2.1500e-003**	**3.0000e-005**	**2.1800e-003**	**5.8000e-004**	**3.0000e-005**	**6.1000e-004**	**0.0000**	**2.4736**	**2.4736**	**3.0000e-005**	**2.0000e-004**	**2.5359**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0424	0.3866	0.4986	8.4000e-004		0.0164	0.0164		0.0154	0.0154	0.0000	71.8949	71.8949	0.0169	0.0000	72.3175
Total	**0.0424**	**0.3866**	**0.4986**	**8.4000e-004**		**0.0164**	**0.0164**		**0.0154**	**0.0154**	**0.0000**	**71.8949**	**71.8949**	**0.0169**	**0.0000**	**72.3175**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.0000e-005	2.7600e-003	8.7000e-004	1.0000e-005	4.1000e-004	2.0000e-005	4.3000e-004	1.2000e-004	2.0000e-005	1.4000e-004	0.0000	1.1905	1.1905	0.0000	1.7000e-004	1.2417
Worker	5.6000e-004	3.5000e-004	4.6000e-003	1.0000e-005	1.7400e-003	1.0000e-005	1.7500e-003	4.6000e-004	1.0000e-005	4.7000e-004	0.0000	1.2830	1.2830	3.0000e-005	3.0000e-005	1.2942
Total	**6.3000e-004**	**3.1100e-003**	**5.4700e-003**	**2.0000e-005**	**2.1500e-003**	**3.0000e-005**	**2.1800e-003**	**5.8000e-004**	**3.0000e-005**	**6.1000e-004**	**0.0000**	**2.4736**	**2.4736**	**3.0000e-005**	**2.0000e-004**	**2.5359**

3.5 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.0500e-003	0.0188	0.0304	5.0000e-005		8.8000e-004	8.8000e-004		8.1000e-004	8.1000e-004	0.0000	4.0946	4.0946	1.2900e-003	0.0000	4.1267
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.0500e-003**	**0.0188**	**0.0304**	**5.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.1000e-004**	**8.1000e-004**	**0.0000**	**4.0946**	**4.0946**	**1.2900e-003**	**0.0000**	**4.1267**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	8.0000e-005	1.0600e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2956	0.2956	1.0000e-005	1.0000e-005	0.2982
Total	**1.3000e-004**	**8.0000e-005**	**1.0600e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.2956**	**0.2956**	**1.0000e-005**	**1.0000e-005**	**0.2982**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.0500e-003	0.0188	0.0304	5.0000e-005		8.8000e-004	8.8000e-004		8.1000e-004	8.1000e-004	0.0000	4.0946	4.0946	1.2900e-003	0.0000	4.1267
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.0500e-003**	**0.0188**	**0.0304**	**5.0000e-005**		**8.8000e-004**	**8.8000e-004**		**8.1000e-004**	**8.1000e-004**	**0.0000**	**4.0946**	**4.0946**	**1.2900e-003**	**0.0000**	**4.1267**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	8.0000e-005	1.0600e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2956	0.2956	1.0000e-005	1.0000e-005	0.2982
Total	**1.3000e-004**	**8.0000e-005**	**1.0600e-003**	**0.0000**	**4.0000e-004**	**0.0000**	**4.0000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.2956**	**0.2956**	**1.0000e-005**	**1.0000e-005**	**0.2982**

3.6 Architectural Coating - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-004	2.8600e-003	4.5200e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.6383	0.6383	3.0000e-005	0.0000	0.6392
Total	**0.3383**	**2.8600e-003**	**4.5200e-003**	**1.0000e-005**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**	**0.0000**	**0.6383**	**0.6383**	**3.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0148	0.0148	0.0000	0.0000	0.0149
Total	**1.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0148**	**0.0148**	**0.0000**	**0.0000**	**0.0149**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.3000e-004	2.8600e-003	4.5200e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	0.6383	0.6383	3.0000e-005	0.0000	0.6392
Total	**0.3383**	**2.8600e-003**	**4.5200e-003**	**1.0000e-005**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**	**0.0000**	**0.6383**	**0.6383**	**3.0000e-005**	**0.0000**	**0.6392**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0148	0.0148	0.0000	0.0000	0.0149
Total	**1.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0148**	**0.0148**	**0.0000**	**0.0000**	**0.0149**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0526	0.0948	0.5987	1.6700e-003	0.1851	1.2700e-003	0.1863	0.0493	1.1800e-003	0.0505	0.0000	156.0569	156.0569	0.0103	7.7100e-003	158.6117
Unmitigated	0.0538	0.1035	0.6549	1.8800e-003	0.2098	1.4200e-003	0.2113	0.0559	1.3200e-003	0.0572	0.0000	176.1742	176.1742	0.0112	8.4700e-003	178.9788

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	198.24	200.34	179.55	560,629	494,475
Total	198.24	200.34	179.55	560,629	494,475

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.524400	0.212000	0.167700	0.056300	0.000800	0.000900	0.007600	0.021200	0.000000	0.004300	0.002500	0.000100	0.002200

5.0 Energy Detail

Historical Energy Use: N

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	6.6111	6.6111	1.0700e-003	1.3000e-004	6.6765
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15.4934	15.4934	2.5100e-003	3.0000e-004	15.6466
NaturalGas Mitigated	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
NaturalGas Unmitigated	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	504789	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
Total		**2.7200e-003**	**0.0233**	**9.9000e-003**	**1.5000e-004**		**1.8800e-003**	**1.8800e-003**		**1.8800e-003**	**1.8800e-003**	**0.0000**	**26.9374**	**26.9374**	**5.2000e-004**	**4.9000e-004**	**27.0975**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	504789	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
Total		**2.7200e-003**	**0.0233**	**9.9000e-003**	**1.5000e-004**		**1.8800e-003**	**1.8800e-003**		**1.8800e-003**	**1.8800e-003**	**0.0000**	**26.9374**	**26.9374**	**5.2000e-004**	**4.9000e-004**	**27.0975**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	167453	15.4934	2.5100e-003	3.0000e-004	15.6466
Total		**15.4934**	**2.5100e-003**	**3.0000e-004**	**15.6466**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	71453.2	6.6111	1.0700e-003	1.3000e-004	6.6765
Total		**6.6111**	**1.0700e-003**	**1.3000e-004**	**6.6765**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

No Hearths Installed

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1790	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Unmitigated	0.2674	0.0226	0.9531	2.6500e-003		0.1310	0.1310		0.1310	0.1310	17.3433	9.3521	26.6953	0.0815	1.7000e-004	28.7824

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0884	0.0208	0.7973	2.6400e-003		0.1302	0.1302		0.1302	0.1302	17.3433	9.0974	26.4406	0.0813	1.7000e-004	28.5216
Landscaping	4.6800e-003	1.7900e-003	0.1558	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2547	0.2547	2.4000e-004	0.0000	0.2608
Total	**0.2674**	**0.0226**	**0.9531**	**2.6500e-003**		**0.1310**	**0.1310**		**0.1310**	**0.1310**	**17.3433**	**9.3521**	**26.6953**	**0.0815**	**1.7000e-004**	**28.7824**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.6100e-003	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Total	**0.1790**	**1.7800e-003**	**0.1547**	**1.0000e-005**		**8.6000e-004**	**8.6000e-004**		**8.6000e-004**	**8.6000e-004**	**0.0000**	**0.2524**	**0.2524**	**2.4000e-004**	**0.0000**	**0.2584**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.3318	0.0426	1.0200e-003	2.7012
Unmitigated	1.3318	0.0426	1.0200e-003	2.7012

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.1654	0.2462	0.0000	10.3195
Unmitigated	4.1654	0.2462	0.0000	10.3195

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Lennar TTM 935 SPAL - Phase 7

Kings County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	21.00	Dwelling Unit	4.29	36,000.00	57

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	37
Climate Zone	3			**Operational Year**	2025
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project specified 30 acres, 7 phases. 4.29 acres per phase.

Construction Phase - Phase 1 = approx. 74 days

Grading - Project specified 30 acres, 7 phases. 4.29 acres per phase.

Woodstoves -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Fleet Mix - Fleet Mix Operational Year 2025

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblFleetMix	HHD	0.04	0.02
tblFleetMix	LDA	0.51	0.52
tblFleetMix	LDT1	0.05	0.21
tblFleetMix	LDT2	0.17	0.17
tblFleetMix	LHD1	0.03	8.0000e-004
tblFleetMix	LHD2	6.6260e-003	9.0000e-004
tblFleetMix	MCY	0.02	2.5000e-003
tblFleetMix	MDV	0.16	0.06
tblFleetMix	MH	3.3810e-003	2.2000e-003
tblFleetMix	MHD	8.2810e-003	7.6000e-003
tblFleetMix	OBUS	6.0300e-004	0.00
tblFleetMix	SBUS	1.1230e-003	1.0000e-004
tblFleetMix	UBUS	1.8800e-004	4.3000e-003
tblLandUse	LandUseSquareFeet	37,800.00	36,000.00
tblLandUse	LotAcreage	6.82	4.29
tblLandUse	Population	60.00	57.00
tblTripsAndVMT	WorkerTripNumber	8.00	7.00
tblTripsAndVMT	WorkerTripNumber	2.00	1.00
tblWater	IndoorWaterUseRate	1,368,234.54	1,303,080.51
tblWater	OutdoorWaterUseRate	862,582.64	821,507.28

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0792	0.7279	0.8857	1.5600e-003	0.0817	0.0306	0.1122	0.0401	0.0287	0.0687	0.0000	134.5669	134.5669	0.0323	3.4000e-004	135.4749
2026	0.4402	0.9205	1.2186	2.0700e-003	6.1800e-003	0.0390	0.0452	1.6600e-003	0.0367	0.0384	0.0000	178.7371	178.7371	0.0414	4.6000e-004	179.9092
Maximum	**0.4402**	**0.9205**	**1.2186**	**2.0700e-003**	**0.0817**	**0.0390**	**0.1122**	**0.0401**	**0.0367**	**0.0687**	**0.0000**	**178.7371**	**178.7371**	**0.0414**	**4.6000e-004**	**179.9092**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0792	0.7279	0.8857	1.5600e-003	0.0344	0.0306	0.0650	0.0163	0.0287	0.0450	0.0000	134.5667	134.5667	0.0323	3.4000e-004	135.4747
2026	0.4402	0.9205	1.2186	2.0700e-003	6.1800e-003	0.0390	0.0452	1.6600e-003	0.0367	0.0384	0.0000	178.7369	178.7369	0.0414	4.6000e-004	179.9089
Maximum	**0.4402**	**0.9205**	**1.2186**	**2.0700e-003**	**0.0344**	**0.0390**	**0.0650**	**0.0163**	**0.0367**	**0.0450**	**0.0000**	**178.7369**	**178.7369**	**0.0414**	**4.6000e-004**	**179.9089**

Lennar TTM 935 SPAL - Phase 7 - Kings County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**53.80**	**0.00**	**30.01**	**56.92**	**0.00**	**22.18**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**8-1-2025**	**10-31-2025**	0.5058	0.5058
2	**11-1-2025**	**1-31-2026**	0.4587	0.4587
3	**2-1-2026**	**4-30-2026**	0.4436	0.4436
4	**5-1-2026**	**7-31-2026**	0.4112	0.4112
5	**8-1-2026**	**9-30-2026**	0.3609	0.3609
		Highest	0.5058	0.5058

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2674	0.0226	0.9531	2.6500e-003		0.1310	0.1310		0.1310	0.1310	17.3433	9.3521	26.6953	0.0815	1.7000e-004	28.7824
Energy	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	42.4308	42.4308	3.0200e-003	8.0000e-004	42.7441
Mobile	0.0538	0.1035	0.6549	1.8800e-003	0.2098	1.4200e-003	0.2113	0.0559	1.3200e-003	0.0572	0.0000	176.1742	176.1742	0.0112	8.4700e-003	178.9788
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.3239**	**0.1493**	**1.6179**	**4.6800e-003**	**0.2098**	**0.1343**	**0.3442**	**0.0559**	**0.1342**	**0.1901**	**21.9221**	**228.8756**	**250.7976**	**0.3845**	**0.0105**	**263.5261**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1790	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Energy	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	33.5486	33.5486	1.5900e-003	6.2000e-004	33.7740
Mobile	0.0526	0.0948	0.5987	1.6700e-003	0.1851	1.2700e-003	0.1863	0.0493	1.1800e-003	0.0505	0.0000	156.0569	156.0569	0.0103	7.7100e-003	158.6117
Waste						0.0000	0.0000		0.0000	0.0000	4.1654	0.0000	4.1654	0.2462	0.0000	10.3195
Water						0.0000	0.0000		0.0000	0.0000	0.4134	0.9184	1.3318	0.0426	1.0200e-003	2.7012
Total	**0.2343**	**0.1198**	**0.7632**	**1.8300e-003**	**0.1851**	**4.0100e-003**	**0.1891**	**0.0493**	**3.9200e-003**	**0.0532**	**4.5788**	**190.7763**	**195.3551**	**0.3009**	**9.3500e-003**	**205.6649**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**27.67**	**19.75**	**52.82**	**60.90**	**11.80**	**97.01**	**45.06**	**11.81**	**97.08**	**72.00**	**79.11**	**16.65**	**22.11**	**21.74**	**10.61**	**21.96**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	8/1/2025	8/7/2025	5	5	
2	Grading	Grading	8/8/2025	8/19/2025	5	8	
3	Building Construction	Building Construction	8/20/2025	7/7/2026495	5	230	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Paving	Paving	7/8/2026	7/31/2026	5	18	
5	Architectural Coating	Architectural Coating	8/1/2026	8/26/2026	5	18	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 0

Residential Indoor: 72,900; Residential Outdoor: 24,300; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	7.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1800e-003	0.0631	0.0448	1.0000e-004		2.7200e-003	2.7200e-003		2.5000e-003	2.5000e-003	0.0000	8.3668	8.3668	2.7100e-003	0.0000	8.4344
Total	**6.1800e-003**	**0.0631**	**0.0448**	**1.0000e-004**	**0.0491**	**2.7200e-003**	**0.0519**	**0.0253**	**2.5000e-003**	**0.0278**	**0.0000**	**8.3668**	**8.3668**	**2.7100e-003**	**0.0000**	**8.4344**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	7.0000e-005	9.5000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2661	0.2661	1.0000e-005	1.0000e-005	0.2684
Total	**1.2000e-004**	**7.0000e-005**	**9.5000e-004**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2661**	**0.2661**	**1.0000e-005**	**1.0000e-005**	**0.2684**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0192	0.0000	0.0192	9.8500e-003	0.0000	9.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1800e-003	0.0631	0.0448	1.0000e-004		2.7200e-003	2.7200e-003		2.5000e-003	2.5000e-003	0.0000	8.3667	8.3667	2.7100e-003	0.0000	8.4344
Total	**6.1800e-003**	**0.0631**	**0.0448**	**1.0000e-004**	**0.0192**	**2.7200e-003**	**0.0219**	**9.8500e-003**	**2.5000e-003**	**0.0124**	**0.0000**	**8.3667**	**8.3667**	**2.7100e-003**	**0.0000**	**8.4344**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	7.0000e-005	9.5000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2661	0.2661	1.0000e-005	1.0000e-005	0.2684
Total	**1.2000e-004**	**7.0000e-005**	**9.5000e-004**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.2661**	**0.2661**	**1.0000e-005**	**1.0000e-005**	**0.2684**

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0283	0.0000	0.0283	0.0137	0.0000	0.0137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0900e-003	0.0613	0.0582	1.2000e-004		2.4900e-003	2.4900e-003		2.2900e-003	2.2900e-003	0.0000	10.4279	10.4279	3.3700e-003	0.0000	10.5122
Total	**6.0900e-003**	**0.0613**	**0.0582**	**1.2000e-004**	**0.0283**	**2.4900e-003**	**0.0308**	**0.0137**	**2.2900e-003**	**0.0160**	**0.0000**	**10.4279**	**10.4279**	**3.3700e-003**	**0.0000**	**10.5122**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.2700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3548	0.3548	1.0000e-005	1.0000e-005	0.3578
Total	**1.6000e-004**	**1.0000e-004**	**1.2700e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3548**	**0.3548**	**1.0000e-005**	**1.0000e-005**	**0.3578**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0111	0.0000	0.0111	5.3400e-003	0.0000	5.3400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0900e-003	0.0613	0.0582	1.2000e-004		2.4900e-003	2.4900e-003		2.2900e-003	2.2900e-003	0.0000	10.4279	10.4279	3.3700e-003	0.0000	10.5122
Total	**6.0900e-003**	**0.0613**	**0.0582**	**1.2000e-004**	**0.0111**	**2.4900e-003**	**0.0135**	**5.3400e-003**	**2.2900e-003**	**7.6300e-003**	**0.0000**	**10.4279**	**10.4279**	**3.3700e-003**	**0.0000**	**10.5122**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	1.0000e-004	1.2700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3548	0.3548	1.0000e-005	1.0000e-005	0.3578
Total	**1.6000e-004**	**1.0000e-004**	**1.2700e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3548**	**0.3548**	**1.0000e-005**	**1.0000e-005**	**0.3578**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0656	0.5985	0.7721	1.2900e-003		0.0253	0.0253		0.0238	0.0238	0.0000	111.3213	111.3213	0.0262	0.0000	111.9755
Total	**0.0656**	**0.5985**	**0.7721**	**1.2900e-003**		**0.0253**	**0.0253**		**0.0238**	**0.0238**	**0.0000**	**111.3213**	**111.3213**	**0.0262**	**0.0000**	**111.9755**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	4.2800e-003	1.3500e-003	2.0000e-005	6.4000e-004	3.0000e-005	6.7000e-004	1.8000e-004	3.0000e-005	2.1000e-004	0.0000	1.8434	1.8434	1.0000e-005	2.7000e-004	1.9226
Worker	8.7000e-004	5.5000e-004	7.1200e-003	2.0000e-005	2.7000e-003	1.0000e-005	2.7100e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.9867	1.9867	5.0000e-005	5.0000e-005	2.0039
Total	**9.8000e-004**	**4.8300e-003**	**8.4700e-003**	**4.0000e-005**	**3.3400e-003**	**4.0000e-005**	**3.3800e-003**	**9.0000e-004**	**4.0000e-005**	**9.4000e-004**	**0.0000**	**3.8300**	**3.8300**	**6.0000e-005**	**3.2000e-004**	**3.9265**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0656	0.5985	0.7721	1.2900e-003		0.0253	0.0253		0.0238	0.0238	0.0000	111.3212	111.3212	0.0262	0.0000	111.9754
Total	**0.0656**	**0.5985**	**0.7721**	**1.2900e-003**		**0.0253**	**0.0253**		**0.0238**	**0.0238**	**0.0000**	**111.3212**	**111.3212**	**0.0262**	**0.0000**	**111.9754**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	4.2800e-003	1.3500e-003	2.0000e-005	6.4000e-004	3.0000e-005	6.7000e-004	1.8000e-004	3.0000e-005	2.1000e-004	0.0000	1.8434	1.8434	1.0000e-005	2.7000e-004	1.9226
Worker	8.7000e-004	5.5000e-004	7.1200e-003	2.0000e-005	2.7000e-003	1.0000e-005	2.7100e-003	7.2000e-004	1.0000e-005	7.3000e-004	0.0000	1.9867	1.9867	5.0000e-005	5.0000e-005	2.0039
Total	**9.8000e-004**	**4.8300e-003**	**8.4700e-003**	**4.0000e-005**	**3.3400e-003**	**4.0000e-005**	**3.3800e-003**	**9.0000e-004**	**4.0000e-005**	**9.4000e-004**	**0.0000**	**3.8300**	**3.8300**	**6.0000e-005**	**3.2000e-004**	**3.9265**

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0916	0.8355	1.0777	1.8100e-003		0.0354	0.0354		0.0333	0.0333	0.0000	155.3860	155.3860	0.0365	0.0000	156.2992
Total	**0.0916**	**0.8355**	**1.0777**	**1.8100e-003**		**0.0354**	**0.0354**		**0.0333**	**0.0333**	**0.0000**	**155.3860**	**155.3860**	**0.0365**	**0.0000**	**156.2992**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5000e-004	5.9400e-003	1.8400e-003	3.0000e-005	8.9000e-004	4.0000e-005	9.3000e-004	2.6000e-004	4.0000e-005	3.0000e-004	0.0000	2.5292	2.5292	1.0000e-005	3.6000e-004	2.6374
Worker	1.1400e-003	6.9000e-004	9.4100e-003	3.0000e-005	3.7700e-003	2.0000e-005	3.7800e-003	1.0000e-003	2.0000e-005	1.0200e-003	0.0000	2.6968	2.6968	7.0000e-005	7.0000e-005	2.7194
Total	**1.2900e-003**	**6.6300e-003**	**0.0113**	**6.0000e-005**	**4.6600e-003**	**6.0000e-005**	**4.7100e-003**	**1.2600e-003**	**6.0000e-005**	**1.3200e-003**	**0.0000**	**5.2259**	**5.2259**	**8.0000e-005**	**4.3000e-004**	**5.3568**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0916	0.8355	1.0777	1.8100e-003		0.0354	0.0354		0.0333	0.0333	0.0000	155.3859	155.3859	0.0365	0.0000	156.2990
Total	**0.0916**	**0.8355**	**1.0777**	**1.8100e-003**		**0.0354**	**0.0354**		**0.0333**	**0.0333**	**0.0000**	**155.3859**	**155.3859**	**0.0365**	**0.0000**	**156.2990**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5000e-004	5.9400e-003	1.8400e-003	3.0000e-005	8.9000e-004	4.0000e-005	9.3000e-004	2.6000e-004	4.0000e-005	3.0000e-004	0.0000	2.5292	2.5292	1.0000e-005	3.6000e-004	2.6374
Worker	1.1400e-003	6.9000e-004	9.4100e-003	3.0000e-005	3.7700e-003	2.0000e-005	3.7800e-003	1.0000e-003	2.0000e-005	1.0200e-003	0.0000	2.6968	2.6968	7.0000e-005	7.0000e-005	2.7194
Total	**1.2900e-003**	**6.6300e-003**	**0.0113**	**6.0000e-005**	**4.6600e-003**	**6.0000e-005**	**4.7100e-003**	**1.2600e-003**	**6.0000e-005**	**1.3200e-003**	**0.0000**	**5.2259**	**5.2259**	**8.0000e-005**	**4.3000e-004**	**5.3568**

3.5 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.3800e-003	0.0678	0.1096	1.7000e-004		3.1700e-003	3.1700e-003		2.9300e-003	2.9300e-003	0.0000	14.7404	14.7404	4.6300e-003	0.0000	14.8562
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.3800e-003**	**0.0678**	**0.1096**	**1.7000e-004**		**3.1700e-003**	**3.1700e-003**		**2.9300e-003**	**2.9300e-003**	**0.0000**	**14.7404**	**14.7404**	**4.6300e-003**	**0.0000**	**14.8562**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.6000e-004	3.6100e-003	1.0000e-005	1.4500e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0350	1.0350	3.0000e-005	3.0000e-005	1.0437
Total	**4.4000e-004**	**2.6000e-004**	**3.6100e-003**	**1.0000e-005**	**1.4500e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.0350**	**1.0350**	**3.0000e-005**	**3.0000e-005**	**1.0437**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.3800e-003	0.0678	0.1096	1.7000e-004		3.1700e-003	3.1700e-003		2.9300e-003	2.9300e-003	0.0000	14.7404	14.7404	4.6300e-003	0.0000	14.8562
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.3800e-003**	**0.0678**	**0.1096**	**1.7000e-004**		**3.1700e-003**	**3.1700e-003**		**2.9300e-003**	**2.9300e-003**	**0.0000**	**14.7404**	**14.7404**	**4.6300e-003**	**0.0000**	**14.8562**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	2.6000e-004	3.6100e-003	1.0000e-005	1.4500e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.0350	1.0350	3.0000e-005	3.0000e-005	1.0437
Total	**4.4000e-004**	**2.6000e-004**	**3.6100e-003**	**1.0000e-005**	**1.4500e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.0350**	**1.0350**	**3.0000e-005**	**3.0000e-005**	**1.0437**

3.6 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5400e-003	0.0103	0.0163	3.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3011
Total	**0.3394**	**0.0103**	**0.0163**	**3.0000e-005**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.3000e-004**	**0.0000**	**2.3011**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0518	0.0518	0.0000	0.0000	0.0522
Total	**2.0000e-005**	**1.0000e-005**	**1.8000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0518**	**0.0518**	**0.0000**	**0.0000**	**0.0522**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3379					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.5400e-003	0.0103	0.0163	3.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3011
Total	**0.3394**	**0.0103**	**0.0163**	**3.0000e-005**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.3000e-004**	**0.0000**	**2.3011**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.8000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0518	0.0518	0.0000	0.0000	0.0522
Total	**2.0000e-005**	**1.0000e-005**	**1.8000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0518**	**0.0518**	**0.0000**	**0.0000**	**0.0522**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Increase Transit Accessibility

Improve Pedestrian Network

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0526	0.0948	0.5987	1.6700e-003	0.1851	1.2700e-003	0.1863	0.0493	1.1800e-003	0.0505	0.0000	156.0569	156.0569	0.0103	7.7100e-003	158.6117
Unmitigated	0.0538	0.1035	0.6549	1.8800e-003	0.2098	1.4200e-003	0.2113	0.0559	1.3200e-003	0.0572	0.0000	176.1742	176.1742	0.0112	8.4700e-003	178.9788

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	198.24	200.34	179.55	560,629	494,475
Total	198.24	200.34	179.55	560,629	494,475

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.524400	0.212000	0.167700	0.056300	0.000800	0.000900	0.007600	0.021200	0.000000	0.004300	0.002500	0.000100	0.002200

5.0 Energy Detail

Historical Energy Use: N

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.1 Mitigation Measures Energy

Kilowatt Hours of Renewable Electricity Generated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	6.6111	6.6111	1.0700e-003	1.3000e-004	6.6765
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15.4934	15.4934	2.5100e-003	3.0000e-004	15.6466
NaturalGas Mitigated	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
NaturalGas Unmitigated	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	504789	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
Total		**2.7200e-003**	**0.0233**	**9.9000e-003**	**1.5000e-004**		**1.8800e-003**	**1.8800e-003**		**1.8800e-003**	**1.8800e-003**	**0.0000**	**26.9374**	**26.9374**	**5.2000e-004**	**4.9000e-004**	**27.0975**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	504789	2.7200e-003	0.0233	9.9000e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	26.9374	26.9374	5.2000e-004	4.9000e-004	27.0975
Total		**2.7200e-003**	**0.0233**	**9.9000e-003**	**1.5000e-004**		**1.8800e-003**	**1.8800e-003**		**1.8800e-003**	**1.8800e-003**	**0.0000**	**26.9374**	**26.9374**	**5.2000e-004**	**4.9000e-004**	**27.0975**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	167453	15.4934	2.5100e-003	3.0000e-004	15.6466
Total		**15.4934**	**2.5100e-003**	**3.0000e-004**	**15.6466**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	71453.2	6.6111	1.0700e-003	1.3000e-004	6.6765
Total		**6.6111**	**1.0700e-003**	**1.3000e-004**	**6.6765**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Electric Lawnmower

Use Electric Leafblower

Use Electric Chainsaw

No Hearths Installed

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1790	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Unmitigated	0.2674	0.0226	0.9531	2.6500e-003		0.1310	0.1310		0.1310	0.1310	17.3433	9.3521	26.6953	0.0815	1.7000e-004	28.7824

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0884	0.0208	0.7973	2.6400e-003		0.1302	0.1302		0.1302	0.1302	17.3433	9.0974	26.4406	0.0813	1.7000e-004	28.5216
Landscaping	4.6800e-003	1.7900e-003	0.1558	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2547	0.2547	2.4000e-004	0.0000	0.2608
Total	**0.2674**	**0.0226**	**0.9531**	**2.6500e-003**		**0.1310**	**0.1310**		**0.1310**	**0.1310**	**17.3433**	**9.3521**	**26.6953**	**0.0815**	**1.7000e-004**	**28.7824**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0338					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1406					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.6100e-003	1.7800e-003	0.1547	1.0000e-005		8.6000e-004	8.6000e-004		8.6000e-004	8.6000e-004	0.0000	0.2524	0.2524	2.4000e-004	0.0000	0.2584
Total	**0.1790**	**1.7800e-003**	**0.1547**	**1.0000e-005**		**8.6000e-004**	**8.6000e-004**		**8.6000e-004**	**8.6000e-004**	**0.0000**	**0.2524**	**0.2524**	**2.4000e-004**	**0.0000**	**0.2584**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.3318	0.0426	1.0200e-003	2.7012
Unmitigated	1.3318	0.0426	1.0200e-003	2.7012

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	1.30308 / 0.821507	1.3318	0.0426	1.0200e-003	2.7012
Total		**1.3318**	**0.0426**	**1.0200e-003**	**2.7012**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.1654	0.2462	0.0000	10.3195
Unmitigated	4.1654	0.2462	0.0000	10.3195

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	20.52	4.1654	0.2462	0.0000	10.3195
Total		**4.1654**	**0.2462**	**0.0000**	**10.3195**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Lennar TTM 935 SPAL - BAU - Kings County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Lennar TTM 935 SPAL - BAU

Kings County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	148.00	Dwelling Unit	30.00	266,400.00	423

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	37
Climate Zone	3			**Operational Year**	2005
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project acreage: 30

Construction Phase - Notee: Operational Run Only

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	440.00	0.00
tblLandUse	LotAcreage	48.05	30.00

2.0 Emissions Summary

Lennar TTM 935 SPAL - BAU - Kings County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2004											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2004											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum											**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											121.2817	65.9098	187.1914	0.5711	1.1800e-003	201.8185
Energy											0.0000	299.0364	299.0364	0.0213	5.6200e-003	301.2442
Mobile											0.0000	2,012.7119	2,012.7119	0.2699	0.2274	2,087.2208
Waste											30.9115	0.0000	30.9115	1.8268	0.0000	76.5818
Water											3.0592	6.7963	9.8555	0.3153	7.5500e-003	19.9889
Total											**155.2524**	**2,384.4543**	**2,539.7067**	**3.0044**	**0.2417**	**2,686.8542**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area											121.2817	65.9098	187.1914	0.5711	1.1800e-003	201.8185
Energy											0.0000	299.0364	299.0364	0.0213	5.6200e-003	301.2442
Mobile											0.0000	2,012.7119	2,012.7119	0.2699	0.2274	2,087.2208
Waste											30.9115	0.0000	30.9115	1.8268	0.0000	76.5818
Water											3.0592	6.7963	9.8555	0.3153	7.5500e-003	19.9889
Total											**155.2524**	**2,384.4543**	**2,539.7067**	**3.0044**	**0.2417**	**2,686.8542**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	5/13/2004	5/12/2004	5	0	

Acres of Grading (Site Preparation Phase): 0

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	9	53.00	16.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Building Construction - 2004

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Building Construction - 2004

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											0.0000	2,012.7119	2,012.7119	0.2699	0.2274	2,087.2208
Unmitigated											0.0000	2,012.7119	2,012.7119	0.2699	0.2274	2,087.2208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	1,397.12	1,411.92	1265.40	3,951,097	3,951,097
Total	1,397.12	1,411.92	1,265.40	3,951,097	3,951,097

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	42.30	19.60	38.10	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.469644	0.076968	0.160836	0.173619	0.042235	0.005594527	0.011165	0.028022	0.000693	0.000053	0.021206	0.001062	0.008904

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated											0.0000	109.1916	109.1916	0.0177	2.1400e-003	110.2713
Electricity Unmitigated											0.0000	109.1916	109.1916	0.0177	2.1400e-003	110.2713
NaturalGas Mitigated											0.0000	189.8448	189.8448	3.6400e-003	3.4800e-003	190.9730
NaturalGas Unmitigated											0.0000	189.8448	189.8448	3.6400e-003	3.4800e-003	190.9730

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	3.55756e+006											0.0000	189.8448	189.8448	3.6400e-003	3.4800e-003	190.9730
Total												**0.0000**	**189.8448**	**189.8448**	**3.6400e-003**	**3.4800e-003**	**190.9730**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	3.55756e+006											0.0000	189.8448	189.8448	3.6400e-003	3.4800e-003	190.9730
Total												**0.0000**	**189.8448**	**189.8448**	**3.6400e-003**	**3.4800e-003**	**190.9730**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	1.18015e+006	109.1916	0.0177	2.1400e-003	110.2713
Total		**109.1916**	**0.0177**	**2.1400e-003**	**110.2713**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	1.18015e+006	109.1916	0.0177	2.1400e-003	110.2713
Total		**109.1916**	**0.0177**	**2.1400e-003**	**110.2713**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated											121.2817	65.9098	187.1914	0.5711	1.1800e-003	201.8185
Unmitigated											121.2817	65.9098	187.1914	0.5711	1.1800e-003	201.8185

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											121.2817	64.1147	185.3964	0.5682	1.1800e-003	199.9516
Landscaping											0.0000	1.7951	1.7951	2.8700e-003	0.0000	1.8669
Total											**121.2817**	**65.9098**	**187.1914**	**0.5711**	**1.1800e-003**	**201.8185**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products											0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth											121.2817	64.1147	185.3964	0.5682	1.1800e-003	199.9516
Landscaping											0.0000	1.7951	1.7951	2.8700e-003	0.0000	1.8669
Total											**121.2817**	**65.9098**	**187.1914**	**0.5711**	**1.1800e-003**	**201.8185**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	9.8555	0.3153	7.5500e-003	19.9889
Unmitigated	9.8555	0.3153	7.5500e-003	19.9889

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	9.6428 / 6.07915	9.8555	0.3153	7.5500e-003	19.9889
Total		**9.8555**	**0.3153**	**7.5500e-003**	**19.9889**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	9.6428 / 6.07915	9.8555	0.3153	7.5500e-003	19.9889
Total		**9.8555**	**0.3153**	**7.5500e-003**	**19.9889**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	30.9115	1.8268	0.0000	76.5818
Unmitigated	30.9115	1.8268	0.0000	76.5818

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	152.28	30.9115	1.8268	0.0000	76.5818
Total		**30.9115**	**1.8268**	**0.0000**	**76.5818**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	152.28	30.9115	1.8268	0.0000	76.5818
Total		**30.9115**	**1.8268**	**0.0000**	**76.5818**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B. HEALTH RISK ASSESSMENT MODELING FILES

(Electronic Files)

TECHNICAL MEMORANDUM

Date: February 16, 2022

Project: Cultural resources records search- Tentative Tract 935 Project, Lemoore, CA

To: Jaymie Brauer, Principal Planner

From: Robert Parr, MS, RPA, Senior Archaeologist

Subject: Cultural Resources Records Search Results (RS#21-473)

Background

A cultural resources records search (RS #21-473) was conducted at the Southern San Joaquin Valley Information Center, CSU Bakersfield for the above referenced Project in the City of Lemoore, Kings County to determine whether the proposed project would impact cultural resources.

Project Location

The Project is located in Kings County, California (Attachment A: Figures 1-4). The Project site is within the northeast ¼ of the southwest ¼ of Section 34, T.18S, R.21E (MDB&M) (Figures 1-4).

Project Description

The applicant proposes the construction of a 148 single-family single family residences, internal roads and a drainage basin on an approximately 30 acre site (APNs 021-550-001, 021-550-002, and 021-550-003) (Project). Access to the proposed subdivision will be from Liberty Drive and West Glendale Avenue. In order for the Project to be constructed, the following actions are required: Annexation into the City of Lemoore, Prezoning, Tentative Tract Map, Planned Unit Development (PUD) and a Major Site Plan Review. Additionally, the applicant also proposes to annex APN 021-550-004 and 021-550-005 to the City's jurisdiction, however, no development is planned for this parcel at this time.

Results

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 there. Three cultural resource studies have been

conducted within a half mile of the project (Wren 1989; Bissonnette 1992; Girado and Orfila 2009).

One prehistoric cultural resource (P-16-000013) has been recorded within a half mile of the property. This is described as a "burial and occupational mound" in a site record by Hewes Massey in June of 1939 and as a "large burial and habitation site" in a site record by S. Ceniceros dated 14 August 1977. The Project will not impact these cultural resources.

No additional cultural resources have been identified or recorded within a half mile of the project.

A Sacred Lands File request was also submitted to the Native American Heritage Commission. A response dated January 27, 2022, indicates positive results (see Attachment C). The Santa Rosa Rancheria Tachi Yokut tribe has consulted by the City and the measures below are recommended to reduce impacts to less than significant levels.

Conclusions

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 following measures are recommended to be included as Conditions of Approval. With implementation of CUL-1 through CUL-C, the Project would have a less than significant impact related to cultural resources.

Recommended Avoidance Measures

MM CUL-1: If prehistoric or historic-era cultural materials are encountered during construction activities, all work in the immediate vicinity of the find shall halt until a qualified archaeologist can evaluate the find and make recommendations. Cultural resource materials may include prehistoric resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock as well as historic resources such as glass, metal, wood, brick, or structural remnants. If the qualified archaeologist determines that the discovery represents a potentially significant cultural resource, additional investigations may be required to mitigate adverse impacts from project implementation. These additional studies may include avoidance, testing, and

evaluation or data recovery excavation. Implementation of the mitigation measure below would ensure that the proposed project would not cause a substantial adverse change in the significance of a historical resource.

MM CUL-2: Prior to the issuance of grading permits, the developer shall enter into an agreement with the Santa Rosa Rancheria Tachi Yokut tribe. If requested, the developer shall:

a) Retain a qualified native American monitor to be on site during initial ground disturbance activities.
b) Have a Burial Treatment Plan developed for the project
c) Retain a qualified tribal member to conduct a Cultural Resources Sensitivity training session with the construction crew prior to ground disturbance activities.

Evidence of the agreement with the Santa Rosa Rancheria Tachi Yokut tribe shall be submitted to the lead agency as evidence of compliance.

MM CUL-3: If human remains are discovered during construction or operational activities, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission, 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), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. Section 7050.5(c) shall guide the potential Native American involvement, in the event of discovery of human remains, at the direction of the county coroner.

Robert E. Parr, MS, RPA
Senior Archaeologist

Attachment A- Figures
Attachment B- Sacred Lands File Response by the Native American Heritage Commission

References

(all reports on file at the Southern San Joaquin Valley Information Center, California State University, Bakersfield)

Bissonnette, Linda Dick
1992 Cultural Resource Assessment West Hills Community College Lemoore Campus (Kings County). (KI-00007)

Girado, Amy and Rebecca S. Orfila
2009 A Cultural Resources Assessment of Approximately 70 Acres of Land for the City of Lemoore Arsenic Mitigation Program, Kings County, California. (KI-00191)

Wren, Donald G.
1989 Lemoore Union Elementary School District. (KI-00066)

Attachment A-
Figures

TECHNICAL MEMORANDUM

Attachment B-
Sacred Lands File Response by the
Native American Heritage Commission

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

January 27, 2022

Jaymie Brauer
Quad Knopf, Inc.

Via Email to: Jaymie.brauer@qkinc.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Tentative Tract Map 935 (210447) Project, Kings County

Dear Ms. Brauer:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

    - Any report that may contain site forms, site significance, and suggested mitigation measures.

      All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was positive. Please contact the Santa Rosa Rancheria Tachi Yokut Tribe on the attached list for more information.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED RESIDENTIAL DEVELOPMENT - SCHLICKHEISER
18¾ AVENUE AND WEST GLENDALE AVENUE
LEMOORE, CALIFORNIA

PROJECT NO. 012-21056
MARCH 30, 2021

Prepared for:

MS. WENDY ERICKSON
LENNAR CENTRAL VALLEY
8080 NORTH PALM AVENUE, SUITE 110
FRESNO, CALIFORNIA 93711

Prepared by:

KRAZAN & ASSOCIATES, INC.
GEOTECHNICAL ENGINEERING DIVISION
215 WEST DAKOTA AVENUE
CLOVIS, CALIFORNIA 93612
(559) 348-2200

March 30, 2021

KA No. 012-21056

Ms. Wendy Erickson
Lennar Central Valley
8080 North Palm Avenue, Suite 110
Fresno, California 93711

RE: Geotechnical Engineering Investigation
Proposed Residential Development - Schlickheiser
18¾ Avenue and West Glendale Avenue
Lemoore, California

Dear Ms. Erickson:

In accordance with your request, we have completed a Geotechnical Engineering Investigation for the above-referenced site. The results of our investigation are presented in the attached report.

If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office at (559) 348-2200.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER
DAVID R. JAROSZ III
2698
GEOTECHNICAL
STATE OF CALIFORNIA

David R. Jarosz, II
Managing Engineer
RGE No. 2698/RCE No. 60185

DRJ:ht

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March 30, 2021 KA Project No. 012-21056

GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED RESIDENTIAL DEVELOPMENT - SCHLICKHEISER
18¾ AVENUE AND WEST GLENDALE AVENUE
LEMOORE, CALIFORNIA

INTRODUCTION

This report presents the results of our Geotechnical Engineering Investigation for the proposed residential development to be located on the southeast corner of 18¾ Avenue and West Glendale Avenue in Lemoore, California. Discussions regarding site conditions are presented herein, together with conclusions and recommendations pertaining to site preparation, Engineered Fill, utility trench backfill, drainage and landscaping, foundations, concrete floor slabs and exterior flatwork, retaining walls, soil cement reactivity and pavement design.

A site plan showing the approximate boring locations is presented following the text of this report. A description of the field investigation, boring logs and the boring log legend are presented in Appendix A. Appendix A contains a description of laboratory testing phase of this study; along with laboratory test results. Appendices B and C contain guides to earthwork and pavement specifications. When conflicts in the text of the report occur with the general specifications in the appendices, the recommendations in the text of the report have precedence.

PURPOSE AND SCOPE

This investigation was conducted to evaluate the soil and groundwater conditions at the site, to make geotechnical engineering recommendations for use in design of specific construction elements and to provide criteria for site preparation and Engineered Fill construction.

Our scope of services was outlined in our proposal dated January 29, 2021 (KA Proposal No. P115-21) and included the following:

- A site reconnaissance by a member of our engineering staff to evaluate the surface conditions at the project site.
- A field investigation consisting of drilling 9 borings to depths ranging from approximately 10 to 20 feet for evaluation of the subsurface conditions at the project site.
- Performing laboratory tests on representative soil samples obtained from the borings to evaluate the physical and index properties of the subsurface soils.

- Evaluation of the data obtained from the investigation and an engineering analysis to provide recommendations for use in the project design and preparation of construction specifications.

- Preparation of this report summarizing the results, conclusions, recommendations, and findings of our investigation.

PROPOSED CONSTRUCTION

We understand that design of the proposed development is currently underway; structural load information and other final details pertaining to the structures are unavailable. On a preliminary basis, it is understood the development will consist of single-family residential units and a drainage basin. It is anticipated the buildings will be single- or two-story wood-framed structures utilizing concrete slab-on-grade. Footing loads are anticipated to be light to moderate. On-site paved areas and landscaping are also planned for the development of the project.

In the event these structural or grading details are inconsistent with the final design criteria, the Soils Engineer should be notified so that we may update this writing as applicable.

SITE LOCATION, SITE HISTORY AND SITE DESCRIPTION

The site is rectangular in shape and encompasses approximately 30 acres. The site is located on the east side of Avenue 18¾, approximately ½ mile north of Hanford Armona Road in Lemoore, California. The site is identified by Kings County Assessor's Parcel Numbers (APN) 021-550-01, -02, and -03. The site is surrounded agricultural land, rural residences, a residential development, and a mobile home park.

Site history was obtained by reviewing historical aerial photographs taken in 1994, 2003, 2007, 2012, 2016, and 2018. Review of the 1994 aerial photograph indicates that the project site was predominately vacant. A grove of trees and an access road loop were located in the northwestern region of the site. The site was surrounded by vacant and residential land, rural residences, a residential development, and a mobile home park. The site was bordered by Avenue 18¾ to the west and an access road to the north.

Review of the 2003 aerial photograph indicates that the project site conditions appeared to be relatively similar to that noted in the 1994 aerial photograph.

Review of the 2007 aerial photograph indicates that the majority of the project site consisted of agricultural land. The grove of trees in the northwestern region and the access road loop still remained.

Review of the 2012 aerial photograph indicates that the project site conditions appeared to be relatively similar to that noted in the 2007 aerial photograph. The grove of trees had been cleared and was vacant.

Review of the 2016 and 2018 aerial photographs indicate that the project site conditions appeared to be relatively similar to that noted in the 2012 aerial photograph.

Presently, the site predominately utilized as agricultural land consisting of a rice paddy field. An irregularly shaped area in the northwestern region of the site is vacant. Irrigation ditches and berms are located around the project site perimeter and throughout the site. Wood and chain link fencing border the site to the east. Buried utility and irrigation lines associated with the existing and surrounding developments may be located within the site. Overhead electrical lines are located along the eastern edge of the site. The site is relatively level with no major changes in grade.

GEOLOGIC SETTING

The San Joaquin Valley, which includes the Lemoore area, is a topographic and structural basin that is bounded on the east by the Sierra Nevada and on the west by the Coast Ranges. The Sierra Nevada, a fault block dipping gently southwestward, is made up of igneous and metamorphic rocks of pre-Tertiary age that comprise the basement complex beneath the Valley. The Coast Ranges contain folded and faulted sedimentary rocks of Mesozoic and Cenozoic age, which are similar to those rocks that underlie the Valley at depth and non-conformably overlie the basement complex; gently dipping to nearly horizontal sedimentary rocks of Tertiary and Quaternary age overlie the older rocks. These younger rocks are mostly of continental origin and in the Lemoore area, they were derived from the Sierra Nevada.

The San Joaquin River is the principal river in the area. Alluvial fans formed by this river are the largest geomorphic features in the Lemoore area. The formation of the fans has resulted in rather flat regional topography.

The Coast Ranges evolved as a result of folding, faulting and accretion of diverse geologic terrains. They are composed chiefly of sedimentary and metamorphic rocks that are sharply deformed into complex structures. They are broken by numerous faults, the San Andreas Fault being the most notable structural feature.

Both the Sierra Nevada and Coast Range are geologically young mountain ranges and possess active and potentially active fault zones. Major active faults and fault Zones occur at some distance to the east, west and south of the Lemoore area. The Owens Valley Fault Zone bounds the eastern edge of the Sierra Nevada block and contains both active and potentially active faults.

Portions of the Ortigalita, Calaveras, Hayward and Rinconada Faults, which are to the west, are considered potentially active. The San Andreas Fault is possibly the best-known fault and is located about 60 to 70 miles to the west.

There are no active fault traces in the project vicinity. Accordingly, the project area is not within an Earthquake Fault Zone (Special Studies Zone) and will not require a special site investigation by an Engineering Geologist.

Lemoore residents could feel the effects of a large seismic event on one of the nearby active or potentially active fault zones. Lemoore has experienced groundshaking from earthquakes in the historical past. According to the Five County Seismic Safety Element, groundshaking of VII intensity (Modified Mercali Scale) was felt in Lemoore from the 1872 Owens Valley Earthquake. This is the largest known earthquake event affecting the Lemoore area.

Secondary hazards from earthquakes include rupture, seiche, landslides, liquefaction, and subsidence. Since there are no known faults within the immediate area, ground rupture from surface faulting should not be a potential problem. Seiche and landslides are not hazards in the area either. Liquefaction potential (sudden loss of shear strength in a saturated cohesionless soil) should be low since groundwater occurs below 90 feet. Lastly, deep subsidence problems may be low to moderate according to the conclusions of the Five County Seismic Safety Element. However, there are no known occurrences of structural or architectural damage due to deep subsidence in the Lemoore area.

FIELD AND LABORATORY INVESTIGATIONS

Subsurface soil conditions were explored by drilling 9 borings to depths ranging from approximately 10 to 20 feet below existing site grade, using a truck-mounted drill rig. In addition, 3 bulk subgrade samples were obtained from the site for laboratory R-value testing. The approximate boring and bulk sample locations are shown on the site plan. During drilling operations, penetration tests were performed at regular intervals to evaluate the soil consistency, obtain information regarding the engineering properties of the subsoils and to retain soil samples for laboratory testing. The soils encountered were continuously examined and visually classified in accordance with the Unified Soil Classification System. A more detailed description of the field investigation is presented in Appendix A.

Laboratory tests were performed on selected soil samples to evaluate their physical characteristics and engineering properties. The laboratory-testing program was formulated with emphasis on the evaluation of natural moisture, density, gradation, shear strength, consolidation potential, expansion potential and R-value of the materials encountered. In addition, chemical tests were performed to evaluate the soil-cement reactivity. Details of the laboratory test program and the results of laboratory test are summarized in Appendix A. This information, along with the field observations, was used to prepare the final boring logs in Appendix A.

SOIL PROFILE AND SUBSURFACE CONDITIONS

Based on our findings, the subsurface conditions encountered appear typical of those found in the geologic region of the site. In general, the upper soils predominately consisted of approximately 6 to 12 inches of very loose silty sand. These soils are disturbed, have moderate strength characteristics, and are slightly compressible when saturated.

Below the loose surface soils, loose to medium dense silty sand, sandy silt, sand, and clayey silt were encountered. Field and laboratory tests suggest that these soils are moderately strong and slightly compressible. Penetration resistance ranged from 5 to 20 blows per foot. Dry densities ranged from 79 to 120 pcf. Representative soil samples consolidated approximately 2½ to 3 percent under a 2 ksf load

when saturated. A representative soil sample had an angle of internal friction of 38 degrees. A representative sample of the clayey soil had an expansion index of 23. These soils extended to the termination depth of our borings.

For additional information about the soils encountered, please refer to the logs of borings in Appendix A.

GROUNDWATER

Test boring locations were checked for the presence of groundwater during and immediately following the drilling operations. Free groundwater was encountered at depths of 16½ feet below existing site grade in one of the borings. Groundwater was not encountered in the other borings.

It should be recognized that water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use and climatic conditions as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered during the construction phase of the project. The evaluation of such factors is beyond the scope of this report.

CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of our field and laboratory investigations, along with previous geotechnical experience in the project area, the following is a summary of our evaluations, conclusions, and recommendations.

Administrative Summary

In brief, the subject site and soil conditions, with the exception of the loose surface soils and existing developments, appear to be conducive to the development of the project. The surface soils have a very loose consistency. These soils are disturbed, have low strength characteristics and are highly compressible when saturated. Accordingly, it is recommended that the surface soils be recompacted. This compaction effort should stabilize the surface soils and locate any unsuitable or pliant areas not found during our field investigation.

Presently, the site is utilized as agricultural land consisting of a rice paddy field. Irrigation ditches and berms are located throughout the site. Associated with these developments may be buried structures, such as utility lines, irrigation lines, drainage lines, septic systems and possible water wells that may extend into the project site. Demolition activities should include proper removal all buried structures. Water wells should be abandoned in accordance with county standards. The resulting excavations should be backfilled with Engineered Fill. It is suspected that demolition activities of the existing structures will disturb the upper soils. Following demolition activities, it is recommended that the disturbed soils be removed and/or recompacted. Any buried structures or loosely backfilled excavations encountered during construction should be properly removed and the resulting excavations backfilled with Engineered Fill. Disturbed areas caused by demolition activities should be recompacted.

Trees were previously located within the site. Tree or root removal operations should include roots greater than 1 inch in diameter. The resulting excavations should be backfilled with Engineered Fill compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

All deleterious materials and loose soils should be removed from the ditches and the resulting excavations should be cleaned to firm native soil, and backfilled with Engineered Fill compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Relatively clean sands were encountered at various locations throughout the site. The possibility exists that site grading operations could expose these soils in areas of proposed buildings, pavements, and/or retaining walls. The Contractor should note that these soils lack the cohesion necessary to stand vertically, even in shallow excavations such as footing trenches. If these conditions are encountered, it will be necessary to over-excavate the affected area(s) to a minimum of 12 inches below the proposed bearing surface. These areas may be backfilled using a mix of the silty sand and sand soils that contains at least 20 percent fines and meeting the requirements for Engineered Fill. This material may be obtained from elsewhere at the site, imported to the site from an approved off-site source, or manufactured through blending of the excavated clean sand with other suitable material containing a higher percentage of fines to result in material meeting the requirements for Engineered Fill.

After completion of the recommended site preparation, the site should be suitable for shallow footing support. The proposed structure footings may be designed utilizing an allowable bearing pressure of 2,000 psf for dead-plus-live loads. Footings should have a minimum embedment of 12 inches.

Groundwater Influence on Structures/Construction

During our field investigation groundwater was encountered as shallow as 16½ feet below existing site grade. Therefore, dewatering and/or waterproofing may be required should structures or excavations extend below this depth. If groundwater is encountered, our firm should be consulted prior to dewatering the site. Installation of a standpipe piezometer is suggested prior to construction should groundwater levels be a concern.

In addition to the groundwater level, if earthwork is performed during or soon after periods of precipitation, the subgrade soils may become saturated, "pump," or not respond to densification techniques. Typical remedial measures include: discing and aerating the soil during dry weather; mixing the soil with dryer materials; removing and replacing the soil with an approved fill material; or mixing the soil with an approved lime or cement product. Our firm should be consulted prior to implementing remedial measures to observe the unstable subgrade conditions and provide appropriate recommendations.

Site Preparation

General site clearing should include removal of vegetation; existing utilities; concrete structures including foundations; basement walls and floors; existing stockpiled soil; trees and associated root systems; rubble; rubbish; and any loose and/or saturated materials. Site stripping should extend to a minimum depth of 2 to 4 inches, or until all organics in excess of 3 percent by volume are removed.

Deeper stripping may be required in localized areas. These materials will not be suitable for use as Engineered Fill. However, stripped topsoil may be stockpiled and reused in landscape or non-structural areas.

Fill material was not encountered in our borings. However, fill may be located between and beyond our borings. It is anticipated fill soils will consist of silty sands, sandy silts or sands. The thickness and extent of fill material was determined based on limited test borings and visual observation. Verification of the extent of fill should be determined during site grading. It is recommended that fill soils that have not been properly compacted and certified be excavated and recompacted. Prior to backfilling, the bottom of the excavation should be observed by Krazan & Associates, Inc. to verify no additional removal is required.

Presently, the site is utilized as agricultural land consisting of a rice paddy field. Irrigation ditches and berms are located throughout the site. Associated with this development may be buried structures, such as utility lines, irrigation lines, septic systems, and water wells. Demolition activities should include proper removal of any buried structures. Any buried structures or loosely backfilled excavations encountered during construction should be properly removed and the resulting excavations backfilled. Excavations, depressions, or soft and pliant areas extending below planned finish subgrade level should be cleaned to firm undisturbed soil, and backfilled with Engineered Fill. In general, any septic tanks, debris pits, cesspools, or similar structures should be entirely removed. Concrete footings should be removed to an equivalent depth of at least 3 feet below proposed footing elevations or as recommended by the Soils Engineer. Water wells should be abandoned in accordance with county standards. Any other buried structures should be removed in accordance with the recommendations of the Soils Engineer. Resulting excavations should be backfilled with Engineered Fill.

Trees were previously located within the site. Tree or root removal operations should include roots greater than 1 inch in diameter. The resulting excavations should be backfilled with Engineered Fill compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Following stripping, fill removal, tree or root removal, and demolition activities, the exposed subgrade within proposed building areas should be excavated to a depth of at least 12 inches, worked until uniform and free from large clods, moisture-conditioned as necessary and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. Limits of recompaction should extend 5 feet beyond structural elements. Prior to backfilling, the bottom of the excavation should be proof-rolled and observed by Krazan & Associates, Inc. to verify stability. Soft or pliant areas should be excavated to firm native ground.

Following stripping, fill removal operations demolition activities, the exposed subgrade in exterior flatwork and pavement areas should be excavated/scarified to a depth of at least 12 inches, worked until uniform and free from large clods, moisture-conditioned as necessary, and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. Limits of recompaction should extend 2 feet beyond the edge of pavements or sidewalks. This compaction effort should stabilize the surface soils and locate any unsuitable or pliant areas not found during our field investigation.

All deleterious materials and loose soils should be removed from the ditches and the resulting excavations should be cleaned to firm native soil, and backfilled with Engineered Fill compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

The upper soils, during wet winter months, become very moist due to the absorptive characteristics of the soil. Earthwork operations performed during winter months may encounter very moist unstable soils, which may require removal to grade a stable building foundation. Project site winterization consisting of placement of aggregate base and protecting exposed soils during the construction phase should be performed.

A representative of our firm should be present during all site clearing and grading operations to test and observe earthwork construction. This testing and observation is an integral part of our service as acceptance of earthwork construction is dependent upon compaction of the material and the stability of the material. The Soils Engineer may reject any material that does not meet compaction and stability requirements. Further recommendations of this report are predicated upon the assumption that earthwork construction will conform to recommendations set forth in this section and the Engineered Fill section.

Engineered Fill

The on-site, upper native soils are predominately silty sands, sandy silts, sands, and clayey silts. The clayey silt was encountered in the southeastern region of the site. These soils will be suitable for reuse as Engineered Fill, provided they are cleansed of excessive organics and debris. Clayey soils with an expansion index of greater than 15 should not be used in the upper 12 inches of soil supporting slabs-on-grade or exterior flatwork.

The preferred materials specified for Engineered Fill are suitable for most applications with the exception of exposure to erosion. Project site winterization and protection of exposed soils during the construction phase should be the sole responsibility of the Contractor, since he has complete control of the project site at that time.

Imported Fill should consist of a well-graded, slightly cohesive, fine silty sand or sandy silt soil, with relatively impervious characteristics when compacted. This material should be approved by the Soils Engineer prior to use and should typically possess the following characteristics:

Percent Passing No. 200 Sieve	20 to 50
Plasticity Index	10 maximum
UBC Standard 29-2 Expansion Index	15 maximum

Fill soils should be placed in lifts approximately 6 inches thick, moisture-conditioned as necessary, and compacted to achieve at least 90 percent of maximum density based on ASTM D1557. Clayey soils should be moisture-conditioned to a minimum of 2 percent above optimum moisture content. Additional lifts should not be placed if the previous lift did not meet the required dry density or if soil conditions are not stable.

Drainage and Landscaping

The ground surface should slope away from building pad and pavement areas toward appropriate drop inlets or other surface drainage devices. In accordance with Section 1804 of the 2019 California Building Code, it is recommended that the ground surface adjacent to foundations be sloped a minimum of 5 percent for a minimum distance of 10 feet away from structures, or to an approved alternative means of drainage conveyance. Swales used for conveyance of drainage and located within 10 feet of foundations should be sloped a minimum of 2 percent. Impervious surfaces, such as pavement and exterior concrete flatwork, within 10 feet of building foundations should be sloped a minimum of 1 percent away from the structure. Drainage gradients should be maintained to carry all surface water to collection facilities and off-site. These grades should be maintained for the life of the project.

Utility Trench Backfill

Utility trenches should be excavated according to accepted engineering practice following OSHA (Occupational Safety and Health Administration) standards by a Contractor experienced in such work. The responsibility for the safety of open trenches should be borne by the Contractor. Traffic and vibration adjacent to trench walls should be reduced and cyclic wetting and drying of excavation side slopes should be avoided. Depending upon the location and depth of some utility trenches, groundwater flow into open excavations could be experienced, especially during or shortly following periods of precipitation.

Sandy soil conditions were encountered at the site. These cohesionless soils have a tendency to cave in trench wall excavations. Shoring or sloping back trench sidewalls may be required within these sandy soils.

Utility trench backfill placed in or adjacent to buildings and exterior slabs should be compacted to at least 90 percent of maximum density based on ASTM Test Method D1557. The utility trench backfill placed in pavement areas should be compacted to at least 90 percent of maximum density based on ASTM Test Method D1557. Pipe bedding should be in accordance with pipe manufacturer's recommendations.

The Contractor is responsible for removing all water sensitive soils from the trench regardless of the backfill location and compaction requirements. The Contractor should use appropriate equipment and methods to avoid damage to the utilities and/or structures during fill placement and compaction.

Foundations

The proposed structures may be supported on a shallow foundation system bearing on undisturbed native soil or on Engineered Fill. Spread and continuous footings can be designed for the following maximum allowable soil bearing pressures:

Load	Allowable Loading
Dead Load Only	1,500 psf
Dead-Plus-Live Load	2,000 psf
Total Load, including wind or seismic loads	2,650 psf

The footings should have a minimum depth of 12 inches below pad subgrade (soil grade) or adjacent exterior grade, whichever is lower. Footings should have a minimum width of 12 inches, regardless of load.

The total movement is not expected to exceed 1 inch. Differential movement should be less than 1 inch. Most of the settlement is expected to occur during construction as the loads are applied. However, additional post-construction settlement may occur if the foundation soils are flooded or saturated.

Resistance to lateral footing displacement can be computed using an allowable friction factor of 0.4 acting between the base of foundations and the supporting subgrade. Lateral resistance for footings can alternatively be developed using an allowable equivalent fluid passive pressure of 325 pounds per cubic foot acting against the appropriate vertical footing faces. The frictional and passive resistance of the soil may be combined without reduction in determining the total lateral resistance. A ⅓ increase in the above value may be used for short duration, wind, or seismic loads.

Floor Slabs and Exterior Flatwork

In areas that will utilize moisture-sensitive floor coverings, concrete slab-on-grade floors should be underlain by a water vapor retarder. The water vapor retarder should be installed in accordance with accepted engineering practice. The water vapor retarder should consist of a vapor retarder sheeting underlain by a minimum of 3 inches of compacted, clean, gravel of ¾-inch maximum size. To aide in concrete curing an optional 2 to 4 inches of granular fill may be placed on top of the vapor retarder. The granular fill should consist of damp clean sand with at least 10 to 30 percent of the sand passing the 100 sieve. The sand should be free of clay, silt, or organic material. Rock dust which is manufactured sand from rock crushing operations is typically suitable for the granular fill. This granular fill material should be compacted.

The exterior floors should be poured separately in order to act independently of the walls and foundation system. All fills required to bring the building pads to grade should be Engineered Fills.

Moisture within the structure may be derived from water vapors, which were transformed from the moisture within the soils. This moisture vapor can travel through the vapor membrane and penetrate the slab-on-grade. This moisture vapor penetration can affect floor coverings and produce mold and mildew in the structure. To reduce moisture vapor intrusion, it is recommended that a vapor retarder be installed. It is recommended that the utility trenches within the structure be compacted, as specified in our report, to reduce the transmission of moisture through the utility trench backfill. Special attention to the immediate drainage and irrigation around the building is recommended. Positive drainage should be established away from the structure and should be maintained throughout the life of the structure. Ponding of water should not be allowed adjacent to the structure. Over-irrigation within landscaped areas adjacent to the structure should not be performed. In addition, ventilation of the structure (i.e. ventilation fans) is recommended to reduce the accumulation of interior moisture.

Lateral Earth Pressures and Retaining Walls

Walls retaining horizontal backfill and capable of deflecting a minimum of 0.1 percent of its height at the top may be designed using an equivalent fluid active pressure of 31 pounds per square foot per foot of depth. Walls incapable of this deflection or are fully constrained walls against deflection may be designed for an equivalent fluid at-rest pressure of 52 pounds per square foot per foot of depth. Expansive soils should not be used for backfill against walls. The wedge of non-expansive backfill material should extend from the bottom of each retaining wall outward and upward at a slope of 2:1 (horizontal to vertical) or flatter. The stated lateral earth pressures do not include the effects of hydrostatic water pressures generated by infiltrating surface water that may accumulate behind the retaining walls; or loads imposed by construction equipment, foundations, or roadways.

During grading and backfilling operations adjacent to any walls, heavy equipment should not be allowed to operate within a lateral distance of 5 feet from the wall, or within a lateral distance equal to the wall height, whichever is greater, to avoid developing excessive lateral pressures. Within this zone, only hand-operated equipment ("whackers," vibratory plates, or pneumatic compactors) should be used to compact the backfill soils.

R-Value Test Results and Pavement Design

Three subgrade soil samples were obtained from the project site for R-value testing at the locations shown on the attached site plan. The samples were tested in accordance with the State of California Materials Manual Test Designation 301. Results of the tests are as follows:

Sample	Depth	Description	R-Value at Equilibrium
1	12-24"	Silty Sand (SM)	59
2	12-24"	Silty Sand (SM)	58
3	12-24"	Silty Sand (SM)	60

The test results are moderate and indicate good subgrade support characteristics under dynamic traffic loads. The following table shows the recommended pavement sections for various traffic indices.

Traffic Index	Asphaltic Concrete	Class II Aggregate Base*	Compacted Subgrade**
4.0	2.0"	4.0"	12.0"
4.5	2.5"	4.0"	12.0"
5.0	2.5"	4.0"	12.0"
5.5	3.0"	4.0"	12.0"
6.0	3.0"	4.0"	12.0"
6.5	3.5"	4.0"	12.0"
7.0	4.0"	4.0"	12.0"
7.5	4.0"	4.0"	12.0"

** 95% compaction based on ASTM Test Method D1557 or CAL 216*
*** 90% compaction based on ASTM Test Method D1557 or CAL 216*

If traffic indices are not available, an estimated (typical value) index of 4.5 may be used for light automobile traffic, and an index of 7.0 may be used for light truck traffic.

The following recommendations are for light-duty and heavy-duty Portland Cement Concrete Pavement Sections based on the design procedures developed by the Portland Cement Association.

PORTLAND CEMENT PAVEMENT
LIGHT DUTY

Traffic Index	Portland Cement Concrete***	Class II Aggregate Base*	Compacted Subgrade**
4.5	5.0"	--	12.0"

HEAVY DUTY

Traffic Index	Portland Cement Concrete***	Class II Aggregate Base*	Compacted Subgrade**
7.0	6.5"	--	12.0"

** 95% compaction based on ASTM Test Method D1557 or CAL 216*
*** 90% compaction based on ASTM Test Method D1557 or CAL 216*
****Minimum compressive strength of 3000 psi*

It is recommended that any uncertified fill material encountered within pavement areas be removed and/or recompacted. The fill materials should be moisture-conditioned to near optimum moisture and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. As an alternative, the Owner may elect not to recompact the existing fill within paved areas. However, the Owner should be aware that the paved areas may settle which may require annual maintenance. At a minimum, it is recommended that the upper 12 inches of subgrade soil be moisture-conditioned to a minimum of 2 percent above optimum moisture content and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Seismic Parameters – 2019 California Building Code

The Site Class per Section 1613 of the 2019 California Building Code (2019 CBC) and ASCE 7-16, Chapter 20 is based upon the site soil conditions. It is our opinion that a Site Class D is most consistent with the subject site soil conditions. For seismic design of the structures based on the seismic provisions of the 2019 CBC, we recommend the following parameters:

Seismic Item	Value	CBC Reference
Site Class	D	Section 1613.2.2
Site Coefficient F_a	1.158	Table 1613.2.3 (1)
S_s	0.856	Section 1613.2.1
S_{MS}	0.991	Section 1613.2.3
S_{DS}	0.660	Section 1613.2.4
Site Coefficient F_v	2.000	Table 1613.2.3 (2)
S_1	0.300	Section 1613.2.1
S_{M1}	0.600	Section 1613.2.3
S_{D1}	0.400	Section 1613.2.4
T_S	0.606	Section 1613.2

* Based on Equivalent Lateral Force (ELF) Design Procedure being used.

Soil Cement Reactivity

Excessive sulfate in either the soil or native water may result in an adverse reaction between the cement in concrete (or stucco) and the soil. HUD/FHA and UBC have developed criteria for evaluation of sulfate levels and how they relate to cement reactivity with soil and/or water.

Soil samples were obtained from the site and tested in accordance with State of California Materials Manual Test Designation 417. The sulfate concentrations detected from these soil samples were less than 150 ppm and are below the maximum allowable values established by HUD/FHA and UBC. Therefore, no special design requirements are necessary to compensate for sulfate reactivity with the cement.

Compacted Material Acceptance

Compaction specifications are not the only criteria for acceptance of the site grading or other such activities. However, the compaction test is the most universally recognized test method for assessing the performance of the Grading Contractor. The numerical test results from the compaction test cannot be used to predict the engineering performance of the compacted material. Therefore, the acceptance of compacted materials will also be dependent on the stability of that material. The Soils Engineer has the option of rejecting any compacted material regardless of the degree of compaction if that material is considered to be unstable or if future instability is suspected. A specific example of rejection of fill

material passing the required percent compaction is a fill which has been compacted with an in-situ moisture content significantly less than optimum moisture. This type of dry fill (brittle fill) is susceptible to future settlement if it becomes saturated or flooded.

Testing and Inspection

A representative of Krazan & Associates, Inc. should be present at the site during the earthwork activities to confirm that actual subsurface conditions are consistent with the exploratory fieldwork. This activity is an integral part of our service, as acceptance of earthwork construction is dependent upon compaction testing and stability of the material. This representative can also verify that the intent of these recommendations is incorporated into the project design and construction. Krazan & Associates, Inc. will not be responsible for grades or staking, since this is the responsibility of the Prime Contractor.

LIMITATIONS

Soils Engineering is one of the newest divisions of Civil Engineering. This branch of Civil Engineering is constantly improving as new technologies and understanding of earth sciences advance. Although your site was analyzed using the most appropriate and most current techniques and methods, undoubtedly there will be substantial future improvements in this branch of engineering. In addition to advancements in the field of Soils Engineering, physical changes in the site, either due to excavation or fill placement, new agency regulations, or possible changes in the proposed structure after the soils report is completed may require the soils report to be professionally reviewed. In light of this, the Owner should be aware that there is a practical limit to the usefulness of this report without critical review. Although the time limit for this review is strictly arbitrary, it is suggested that 2 years be considered a reasonable time for the usefulness of this report.

Foundation and earthwork construction is characterized by the presence of a calculated risk that soil and groundwater conditions have been fully revealed by the original foundation investigation. This risk is derived from the practical necessity of basing interpretations and design conclusions on limited sampling of the earth. The recommendations made in this report are based on the assumption that soil conditions do not vary significantly from those disclosed during our field investigation. If any variations or undesirable conditions are encountered during construction, the Soils Engineer should be notified so that supplemental recommendations may be made.

The conclusions of this report are based on the information provided regarding the proposed construction. If the proposed construction is relocated or redesigned, the conclusions in this report may not be valid. The Soils Engineer should be notified of any changes so the recommendations may be reviewed and re-evaluated.

This report is a Geotechnical Engineering Investigation with the purpose of evaluating the soil conditions in terms of foundation design. The scope of our services did not include any Environmental Site Assessment for the presence or absence of hazardous and/or toxic materials in the soil, groundwater, or atmosphere; or the presence of wetlands. Any statements, or absence of statements, in this report or

on any boring log regarding odors, unusual or suspicious items, or conditions observed, are strictly for descriptive purposes and are not intended to convey engineering judgment regarding potential hazardous and/or toxic assessment.

The geotechnical engineering information presented herein is based upon professional interpretation utilizing standard engineering practices and a degree of conservatism deemed proper for this project. It is not warranted that such information and interpretation cannot be superseded by future geotechnical engineering developments. We emphasize that this report is valid for the project outlined above and should not be used for any other sites.

If you have any questions or if we may be of further assistance, please do not hesitate to contact our office at (559) 348-2200.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.

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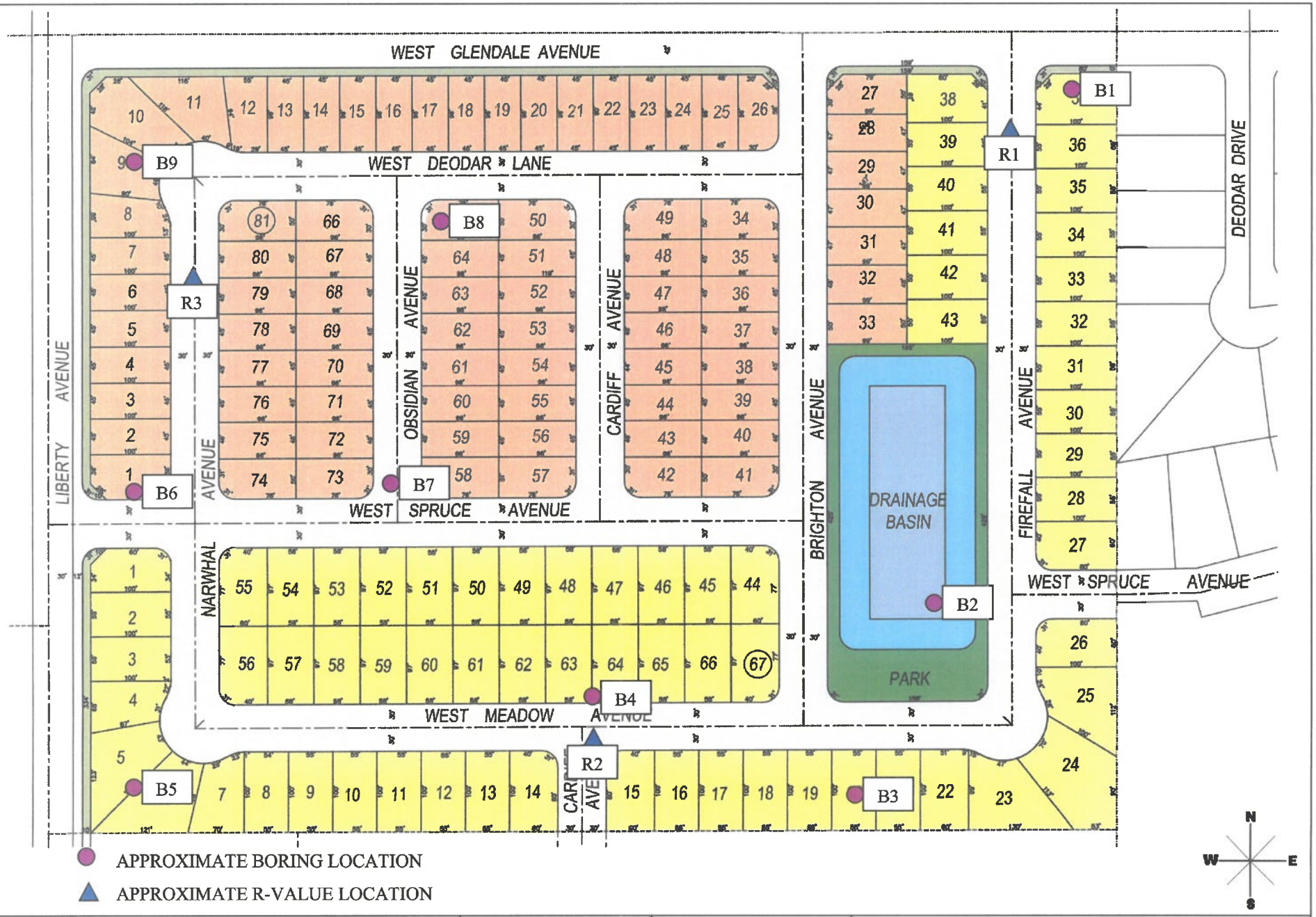

SITE MAP	**Scale:** NTS	**Date:** March 2021
Schlickheiser Residential Development **18¾ Avenue and Glendale Avenue** **Lemoore, California**	**Drawn by:** HT	**Approved by:** DJ
	Project No. 012-21056	**Figure No.** 1

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APPENDIX A

FIELD AND LABORATORY INVESTIGATIONS

Field Investigation

The field investigation consisted of a surface reconnaissance and a subsurface exploratory program. Nine 4½-inch exploratory borings were advanced. The boring locations are shown on the site plan.

The soils encountered were logged in the field during the exploration and, with supplementary laboratory test data, are described in accordance with the Unified Soil Classification System.

Modified standard penetration tests were performed at selected depths. This test represents the resistance to driving a 2½-inch diameter core barrel sampler. The driving energy was provided by a hammer weighing 140 pounds falling 30 inches. Relatively undisturbed soil samples were obtained while performing this test. Bag samples of the disturbed soil were obtained from the auger cuttings. All samples were returned to our Clovis laboratory for evaluation.

Laboratory Investigation

The laboratory investigation was programmed to determine the physical and mechanical properties of the foundation soil underlying the site. Test results were used as criteria for determining the engineering suitability of the surface and subsurface materials encountered.

In-situ moisture content, dry density, consolidation, direct shear and sieve analysis tests were determined for the undisturbed samples representative of the subsurface material. Expansion index and R-value tests were completed for select bag samples obtained from the auger cuttings. These tests, supplemented by visual observation, comprised the basis for our evaluation of the site material.

The logs of the exploratory borings and laboratory determinations are presented in this Appendix.

UNIFIED SOIL CLASSIFICATION SYSTEM

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART

COARSE-GRAINED SOILS (more than 50% of material is larger than No. 200 sieve size.)			
GRAVELS More than 50% of coarse fraction larger than No. 4 sieve size	Clean Gravels (Less than 5% fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines
	Gravels with fines (More than 12% fines)	GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
SANDS 50% or more of coarse fraction smaller than No. 4 sieve size	Clean Sands (Less than 5% fines)	SW	Well-graded sands, gravelly sands, little or no fines
		SP	Poorly graded sands, gravelly sands, little or no fines
	Sands with fines (More than 12% fines)	SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
FINE-GRAINED SOILS (50% or more of material is smaller than No. 200 sieve size.)			
SILTS AND CLAYS Liquid limit less than 50%		ML	Inorganic silts and very fine sands, rock flour, silty of clayey fine sands or clayey silts with slight plasticity
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
		OL	Organic silts and organic silty clays of low plasticity
SILTS AND CLAYS Liquid limit 50% or greater		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS		PT	Peat and other highly organic soils

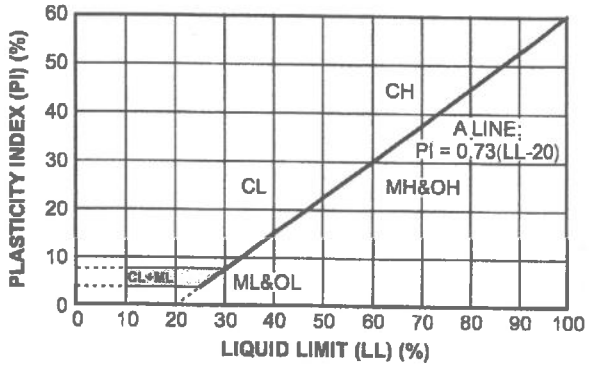
CONSISTENCY CLASSIFICATION

Description	Blows per Foot
Granular Soils	
Very Loose	< 5
Loose	5 – 15
Medium Dense	16 – 40
Dense	41 – 65
Very Dense	> 65
Cohesive Soils	
Very Soft	< 3
Soft	3 – 5
Firm	6 – 10
Stiff	11 – 20
Very Stiff	21 – 40
Hard	> 40

GRAIN SIZE CLASSIFICATION

Grain Type	*Standard Sieve Size*	*Grain Size in Millimeters*
Boulders	Above 12 inches	Above 305
Cobbles	12 to 13 inches	305 to 76.2
Gravel	3 inches to No. 4	76.2 to 4.76
Coarse-grained	3 to ¾ inches	76.2 to 19.1
Fine-grained	¾ inches to No. 4	19.1 to 4.76
Sand	No. 4 to No. 200	4.76 to 0.074
Coarse-grained	No. 4 to No. 10	4.76 to 2.00
Medium-grained	No. 10 to No. 40	2.00 to 0.042
Fine-grained	No. 40 to No. 200	0.042 to 0.074
Silt and Clay	Below No. 200	Below 0.074

PLASTICITY CHART



Log of Boring B1

Project: Schlickheiser Residential Development

Project No: 012-21056

Client: Lennar Central Valley

Figure No.: A-1

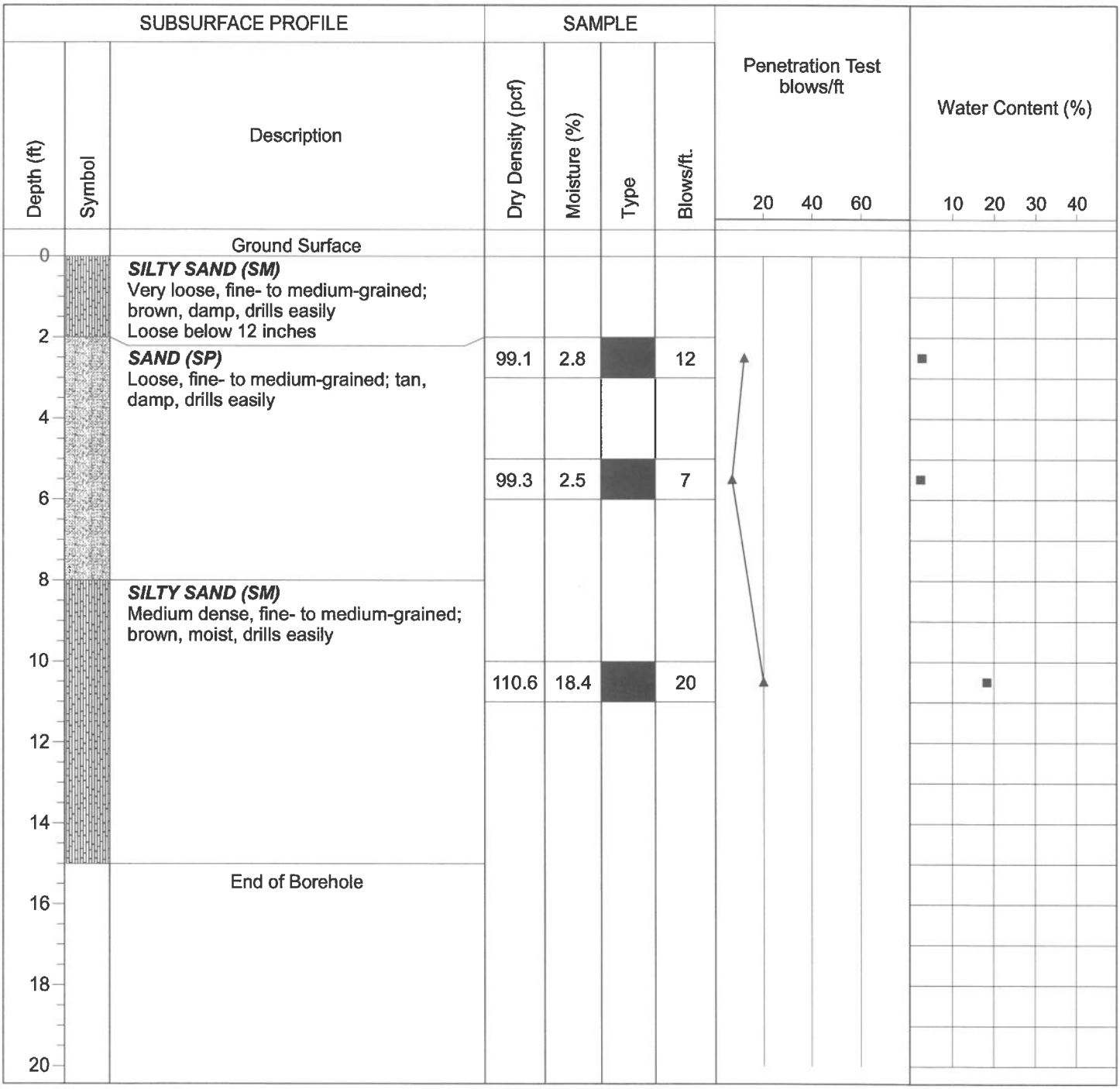
Location: 18¾ Avenue and Glendale Avenue, Lemoore, California

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None



Drill Method: Solid Flight

Drill Date: 3-5-21

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 15 Feet

Sheet: 1 of 1

Log of Boring B2

Project: Schlickheiser Residential Development

Project No: 012-21056

Client: Lennar Central Valley

Figure No.: A-2

Location: 18¾ Avenue and Glendale Avenue, Lemoore, California

Logged By: R. Alexander

Depth to Water> **Initial:** 16½ Feet **At Completion:** 16½ Feet

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft	Water Content (%)
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	20 40 60	10 20 30 40
0		Ground Surface						
0		***SILTY SAND (SM)*** Very loose, fine- to medium-grained; brown, moist, drills easily						
2		Loose below 12 inches	83.6	31.8	■	8		
4		Medium dense and light brown below 4 feet						
6			112.4	8.8	■	16		
8								
8		***SANDY SILT (ML)*** Medium dense, fine-grained; light grayish-brown, moist, drills easily						
10			112.0	17.9	■	19		
12								
14		***SAND (SP)*** Medium dense, fine- to medium-grained; tan/light brown, moist, drills easily		21.9	■	18		
16		▽ Saturated below 16½ feet						
18								
20		Loose below 20 feet			■			

Drill Method: Solid Flight

Drill Date: 3-5-21

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 21 Feet

Log of Boring B2

Project: Schlickheiser Residential Development

Project No: 012-21056

Client: Lennar Central Valley

Figure No.: A-2

Location: 18¾ Avenue and Glendale Avenue, Lemoore, California

Logged By: R. Alexander

Depth to Water> **Initial:** 16½ Feet **At Completion:** 16½ Feet

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft	Water Content (%)
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	20 40 60	10 20 30 40
			107.2	21.4		13		
		End of Borehole						
22								
24								
26								
28								
30								
32								
34								
36								
38								
40								

Drill Method: Solid Flight

Drill Date: 3-5-21

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 21 Feet

Log of Boring B3

Project: Schlickheiser Residential Development

Project No: 012-21056

Client: Lennar Central Valley

Figure No.: A-3

Location: 18¾ Avenue and Glendale Avenue, Lemoore, California

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***SILTY SAND (SM)*** Very loose, fine- to medium-grained; brown, moist, drills easily Loose below 12 inches				
2			90.3	14.9		5
4		***CLAYEY SILT (ML)*** Loose; brown, moist, drills easily				
6		***SILTY SAND (SM)*** Loose, fine- to medium-grained; light brown, moist, drills easily	113.5	14.0		12
10		End of Borehole				

Penetration Test blows/ft: 20, 40, 60

Water Content (%): 10, 20, 30, 40

Drill Method: Solid Flight

Drill Date: 3-5-21

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 10 Feet

Sheet: 1 of 1

Log of Boring B4

Project: Schlickheiser Residential Development

Project No: 012-21056

Client: Lennar Central Valley

Figure No.: A-4

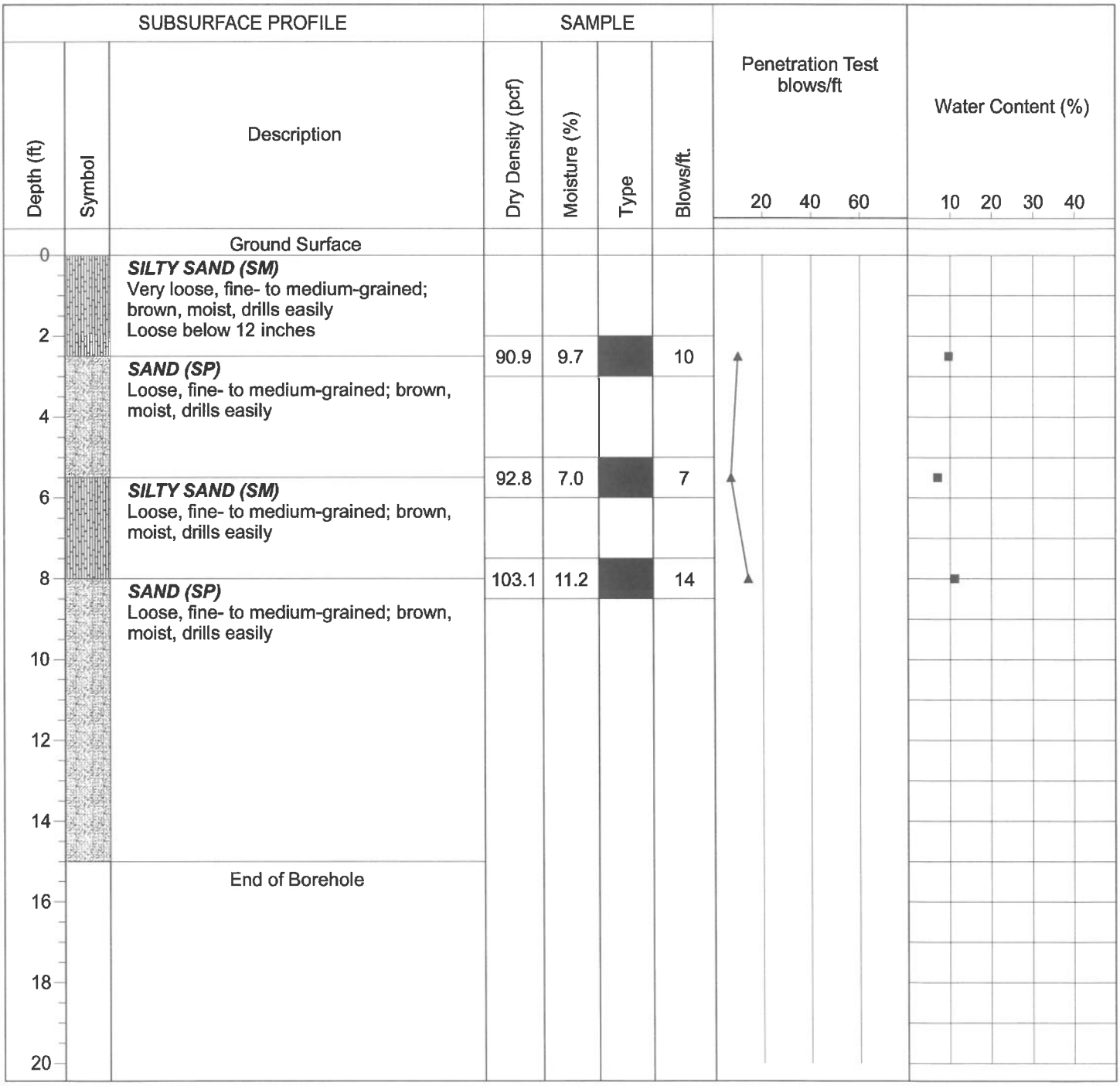
Location: 18¾ Avenue and Glendale Avenue, Lemoore, California

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None



Drill Method: Solid Flight

Drill Date: 3-5-21

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 15 Feet

Log of Boring B5

Project: Schlickheiser Residential Development
Project No: 012-21056

Client: Lennar Central Valley
Figure No.: A-5

Location: 18¾ Avenue and Glendale Avenue, Lemoore, California
Logged By: R. Alexander

Depth to Water>
Initial: None
At Completion: None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Penetration Test blows/ft (20 40 60)	Water Content (%) (10 20 30 40)
0		Ground Surface						
0		***SILTY SAND (SM)*** Very loose, fine-grained; brown, moist, drills easily						
2		Loose below 12 inches	93.5	17.9		10		
4		Fine- to medium-grained below 4½ feet						
6			92.7	13.6		8		
8								
10		End of Borehole						
12								
14								
16								
18								
20								

Drill Method: Solid Flight
Drill Date: 3-5-21

Drill Rig: CME 45B
Hole Size: 4½ Inches

Driller: Brent Snyder
Elevation: 10 Feet

Krazan and Associates

Sheet: 1 of 1

Log of Boring B6

Project: Schlickheiser Residential Development

Project No: 012-21056

Client: Lennar Central Valley

Figure No.: A-6

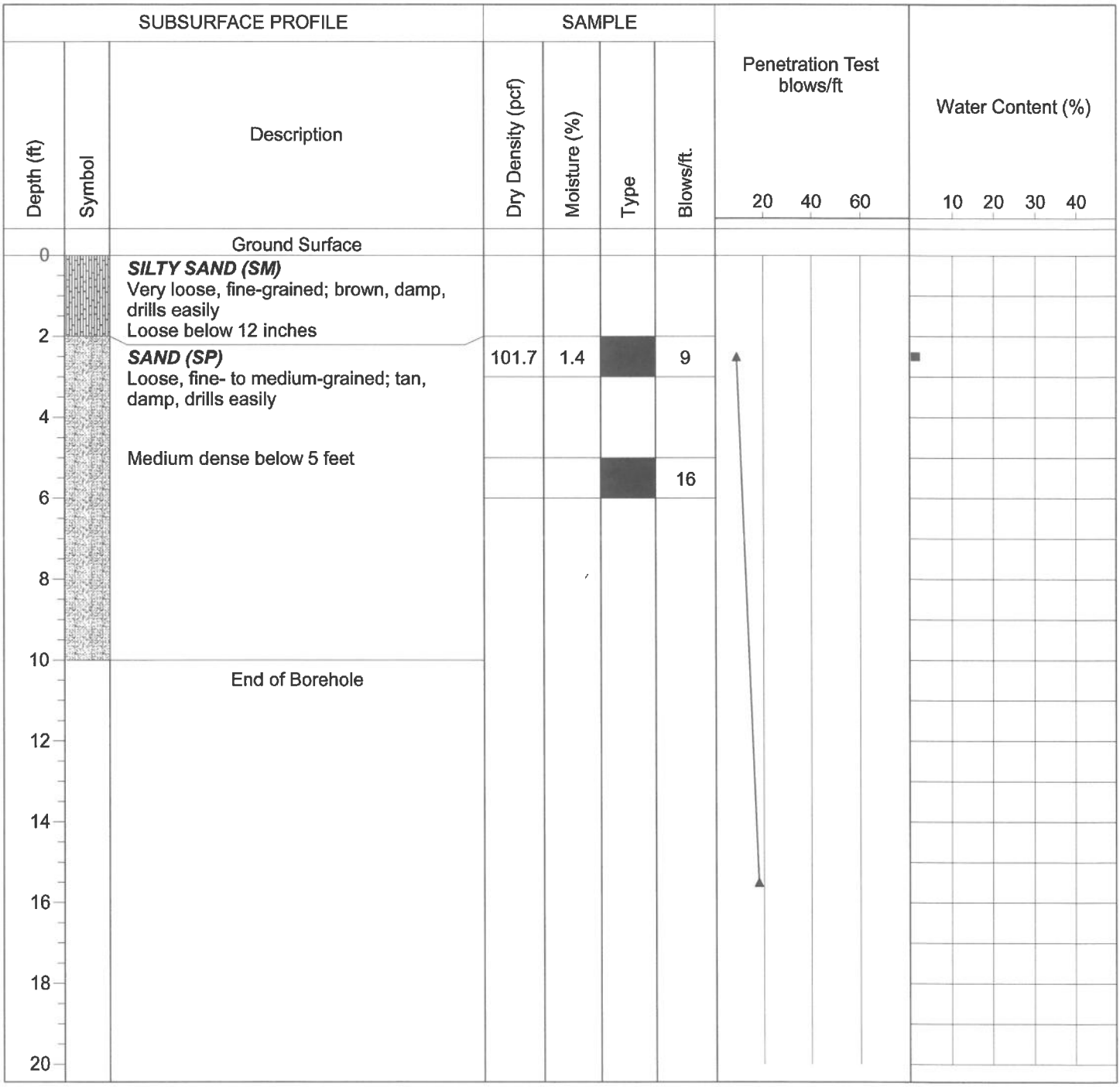
Location: 18¾ Avenue and Glendale Avenue, Lemoore, California

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None



Drill Method: Solid Flight

Drill Date: 3-5-21

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 10 Feet

Sheet: 1 of 1

Log of Boring B7

Project: Schlickheiser Residential Development

Project No: 012-21056

Client: Lennar Central Valley

Figure No.: A-7

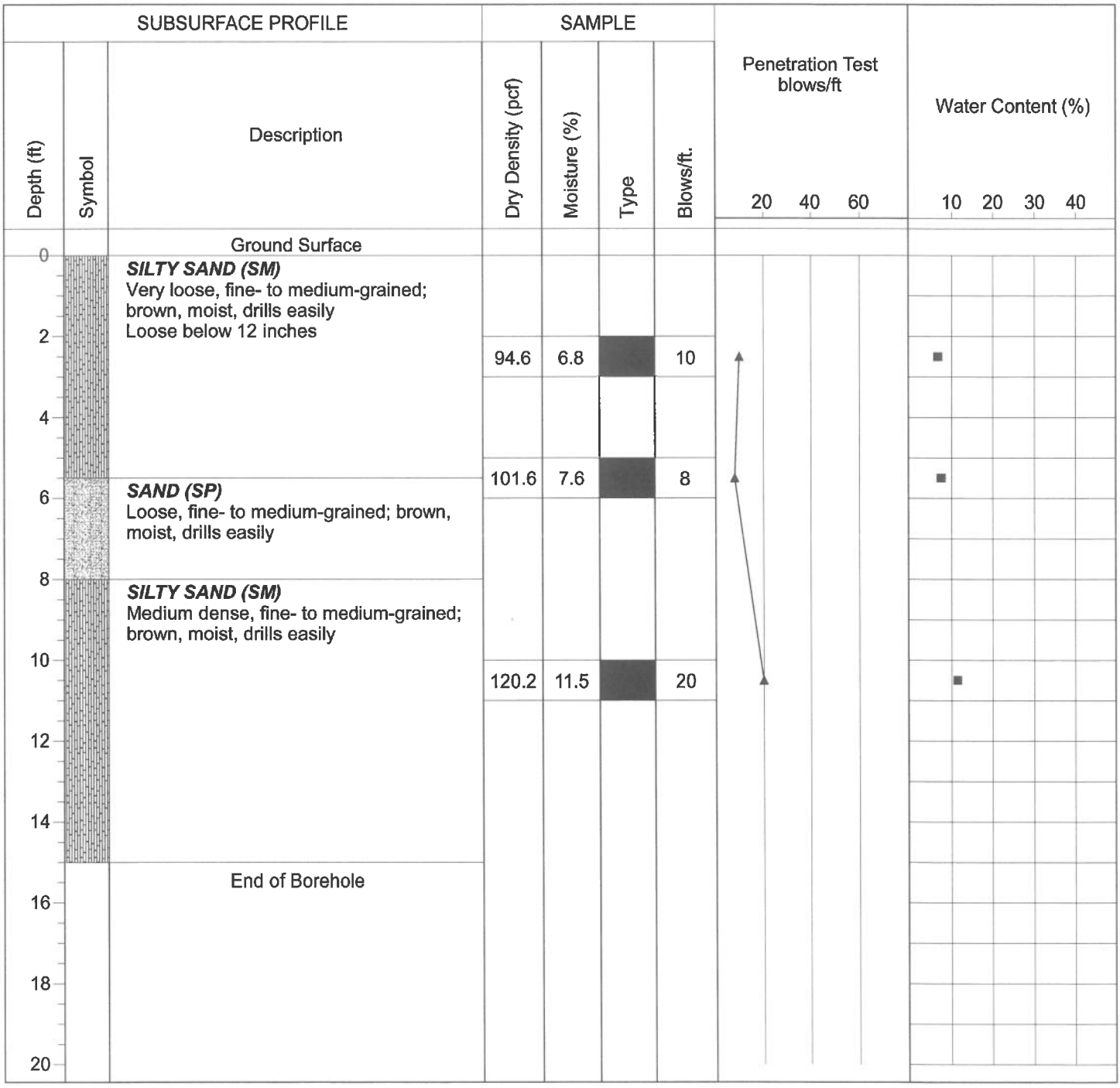
Location: 18¾ Avenue and Glendale Avenue, Lemoore, California

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None



Drill Method: Solid Flight

Drill Date: 3-5-21

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 15 Feet

Sheet: 1 of 1

Log of Boring B8

Project: Schlickheiser Residential Development

Project No: 012-21056

Client: Lennar Central Valley

Figure No.: A-8

Location: 18¾ Avenue and Glendale Avenue, Lemoore, California

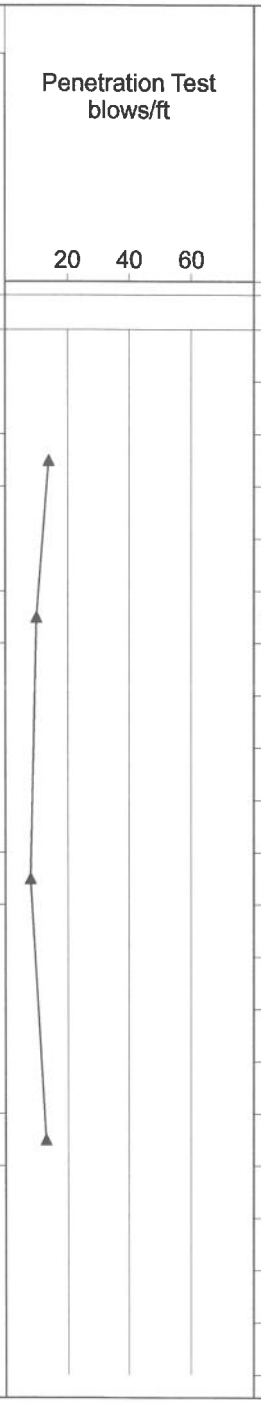
Logged By: R. Alexander

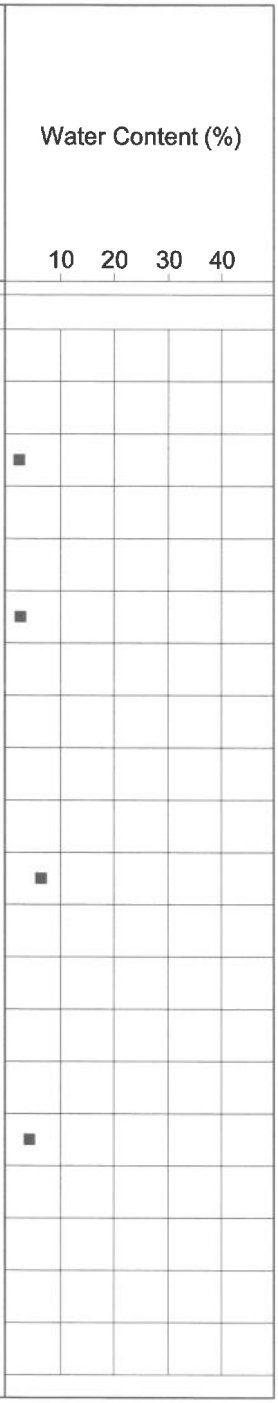
Depth to Water>

Initial: None

At Completion: None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***SILTY SAND (SM)*** Very loose, fine- to medium-grained; brown, damp, drills easily Loose below 12 inches				
2		***SAND (SP)*** Loose, fine- to medium-grained; tan, damp, drills easily	95.8	2.6		14
4						
6			95.4	2.8		10
8		***SILTY SAND (SM)*** Loose, fine- to medium-grained; brown, damp, drills easily				
10		***SAND (SP)*** Loose, fine- to medium-grained; tan, damp, drills easily	104.3	6.6		8
12						
14						
16			97.2	4.5		13
18						
20						





Drill Method: Solid Flight

Drill Date: 3-5-21

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

Driller: Brent Snyder

Elevation: 20 Feet

Log of Boring B9

Project: Schlickheiser Residential Development

Project No: 012-21056

Client: Lennar Central Valley

Figure No.: A-9

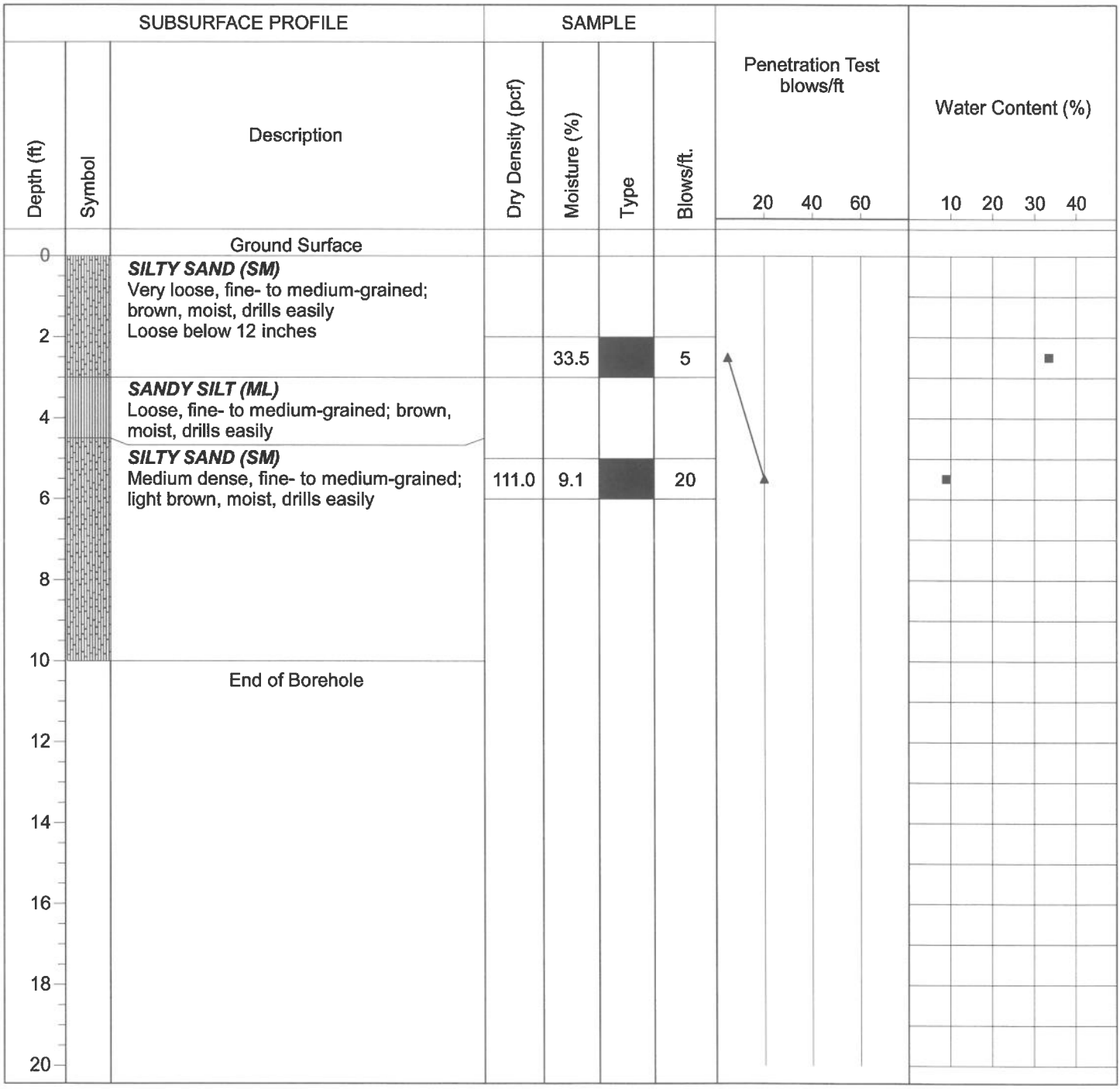
Location: 18¾ Avenue and Glendale Avenue, Lemoore, California

Logged By: R. Alexander

Depth to Water>

Initial: None

At Completion: None



Drill Method: Solid Flight

Drill Date: 3-5-21

Drill Rig: CME 45B

Krazan and Associates

Hole Size: 4½ Inches

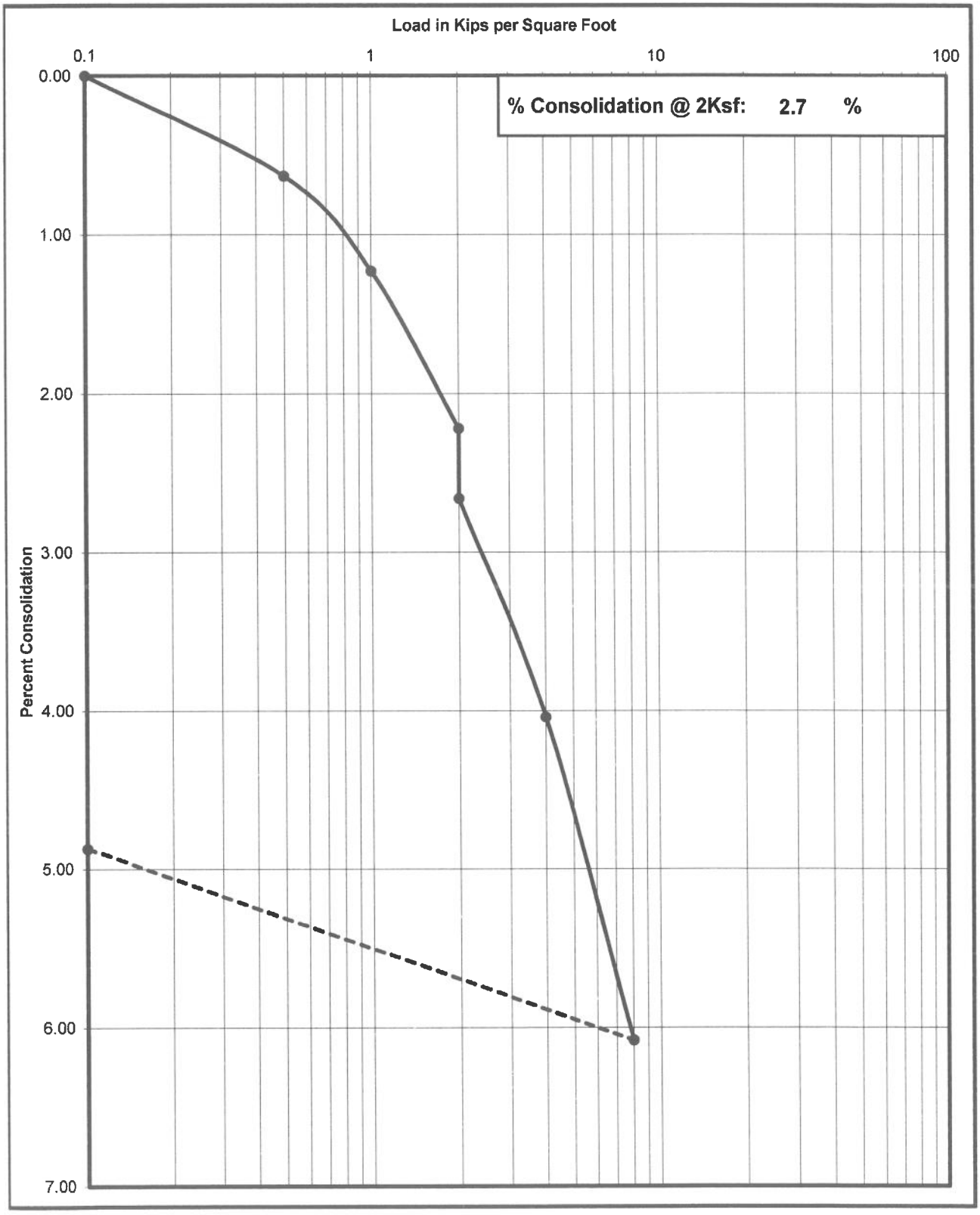
Driller: Brent Snyder

Elevation: 10 Feet

Sheet: 1 of 1

Consolidation Test

Project No	Boring No. & Depth	Date	Soil Classification
022-21056	B3 @ 2-3'	3/22/2021	SM



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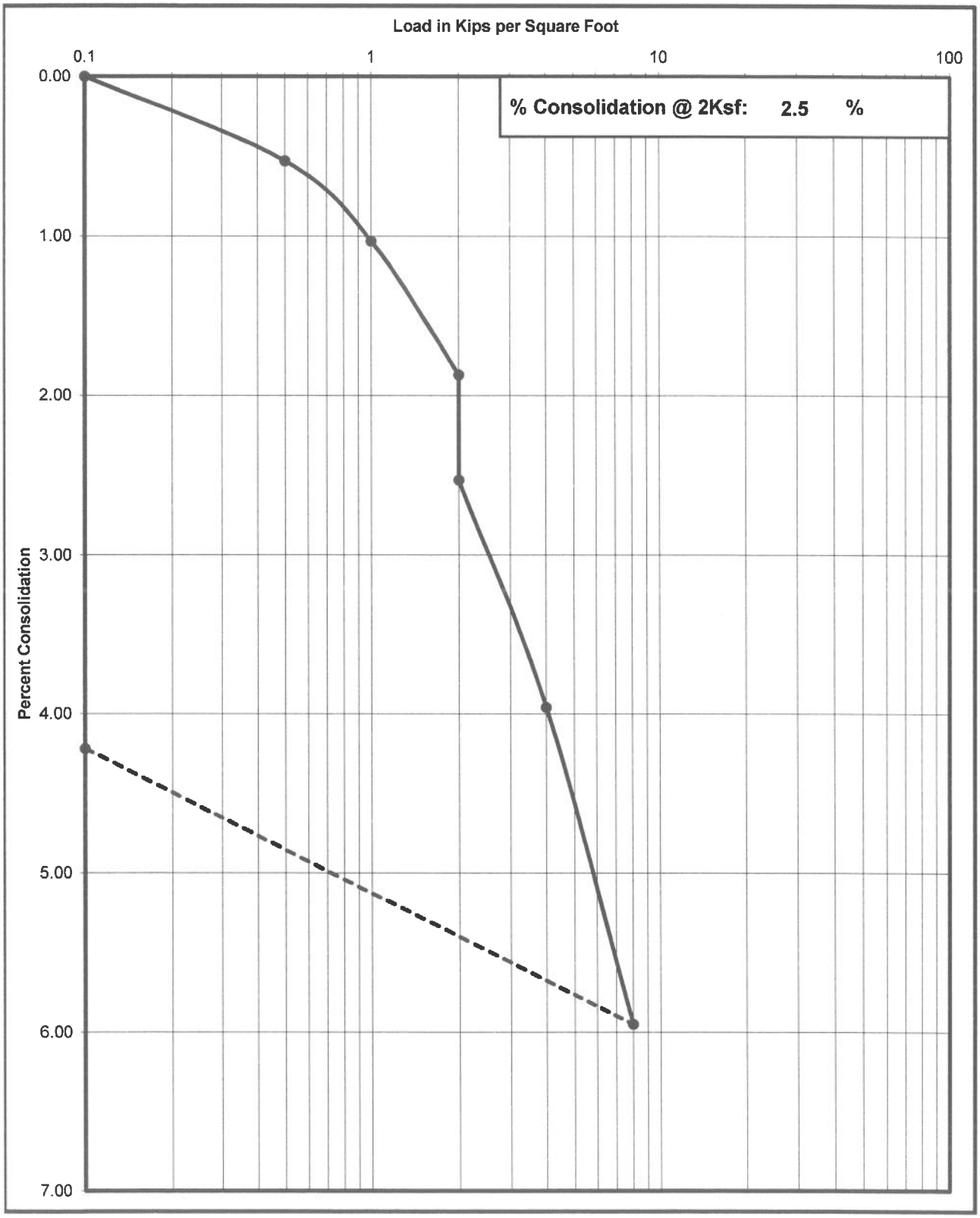
Consolidation Test

Project No	Boring No. & Depth	Date	Soil Classification
022-21056	B7 @ 2-3'	3/22/2021	SM



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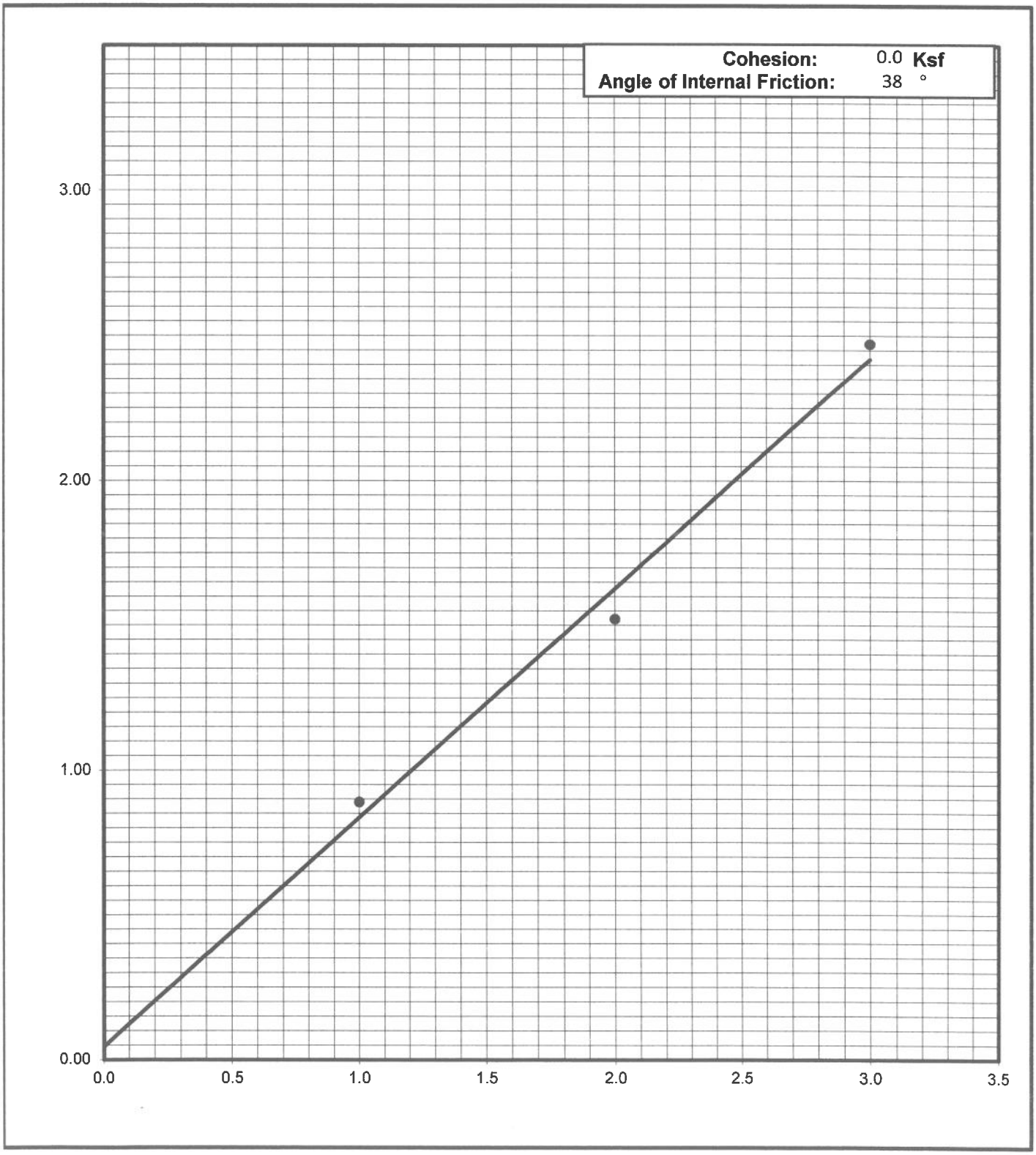
Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

Project Number	Boring No. & Depth	Soil Type	Date
012-21056	B1 @ 2-3'	SP	3/22/2021



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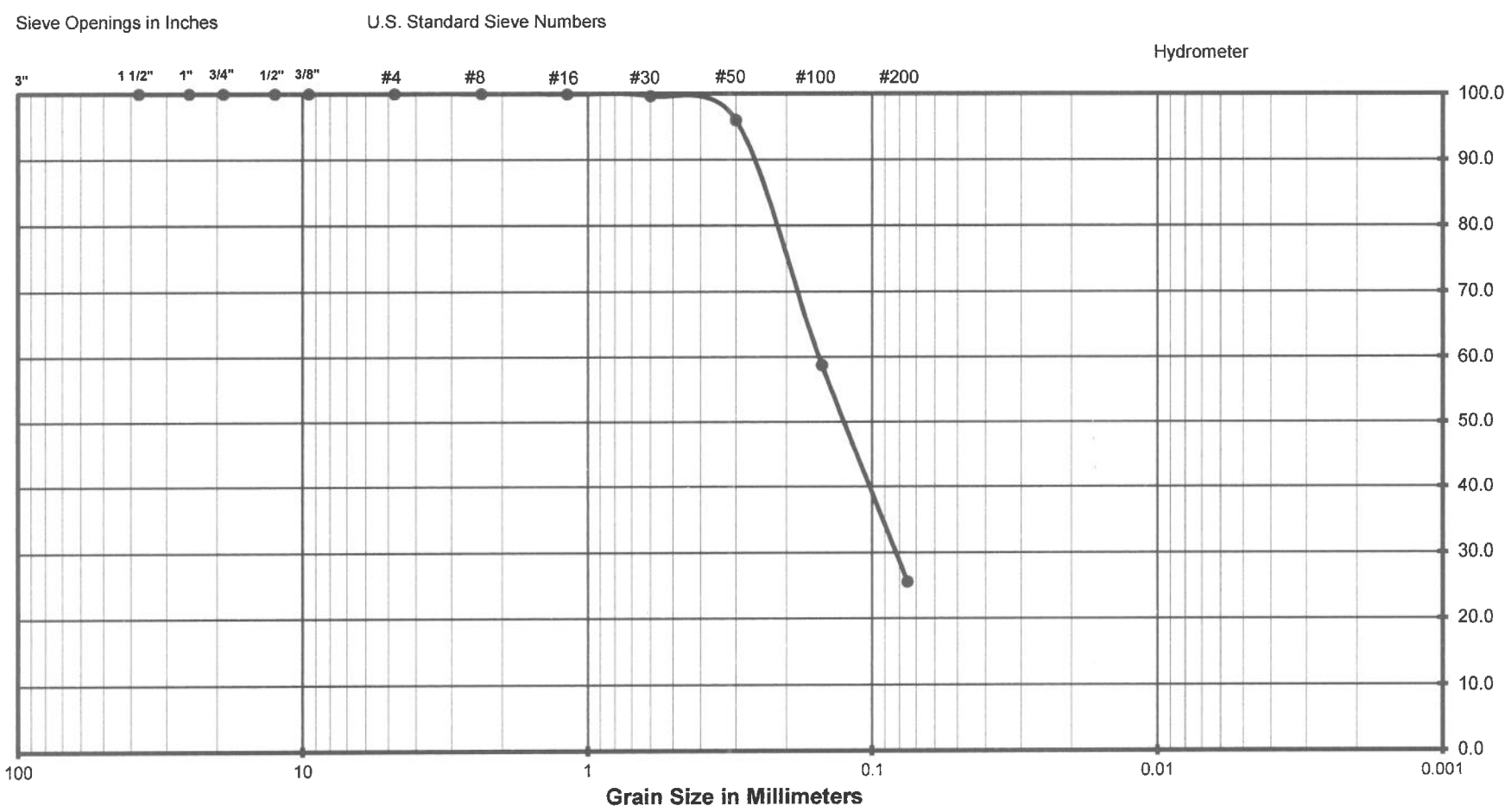
Grain Size Analysis

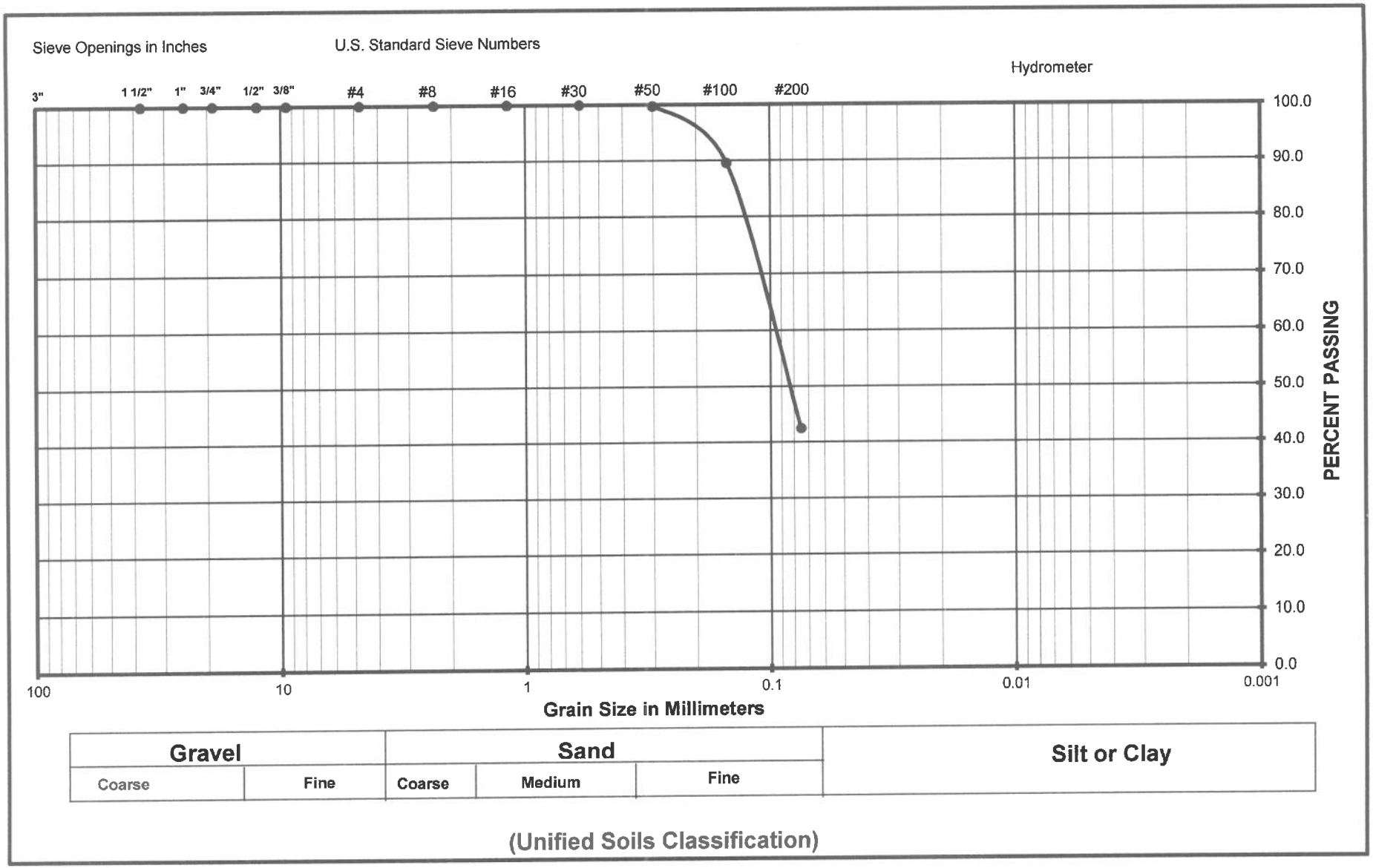


(Unified Soils Classification)

Project Name	Residential Development - Schlickheiser
Project Number	012-21052
Soil Classification	SM
Sample Number	B3 @ 2-3'

Krazan Testing Laboratory

Grain Size Analysis



Project Name	Residential Development - Schlickheiser
Project Number	012-21052
Soil Classification	SM
Sample Number	B7 @ 2-3'

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Expansion Index Test

ASTM D - 4829

Project Number	: 012-21056
Project Name	: Residential Development - Schlickheiser
Date	: 3/22/2021
Sample location/ Depth	: B3 @ 3-4'
Sample Number	: X1
Soil Classification	: ML

Trial #	1	2	3
Weight of Soil & Mold, gms	738.2		
Weight of Mold, gms	369.8		
Weight of Soil, gms	368.4		
Wet Density, Lbs/cu.ft.	111.1		
Weight of Moisture Sample (Wet), gms	200.0		
Weight of Moisture Sample (Dry), gms	175.5		
Moisture Content, %	14.0		
Dry Density, Lbs/cu.ft.	97.5		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	51.8		

Time	Inital	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	0	--	--	--	--	0.0234

Expansion Index $_{measured}$ = 23.4

Expansion Index = **23**

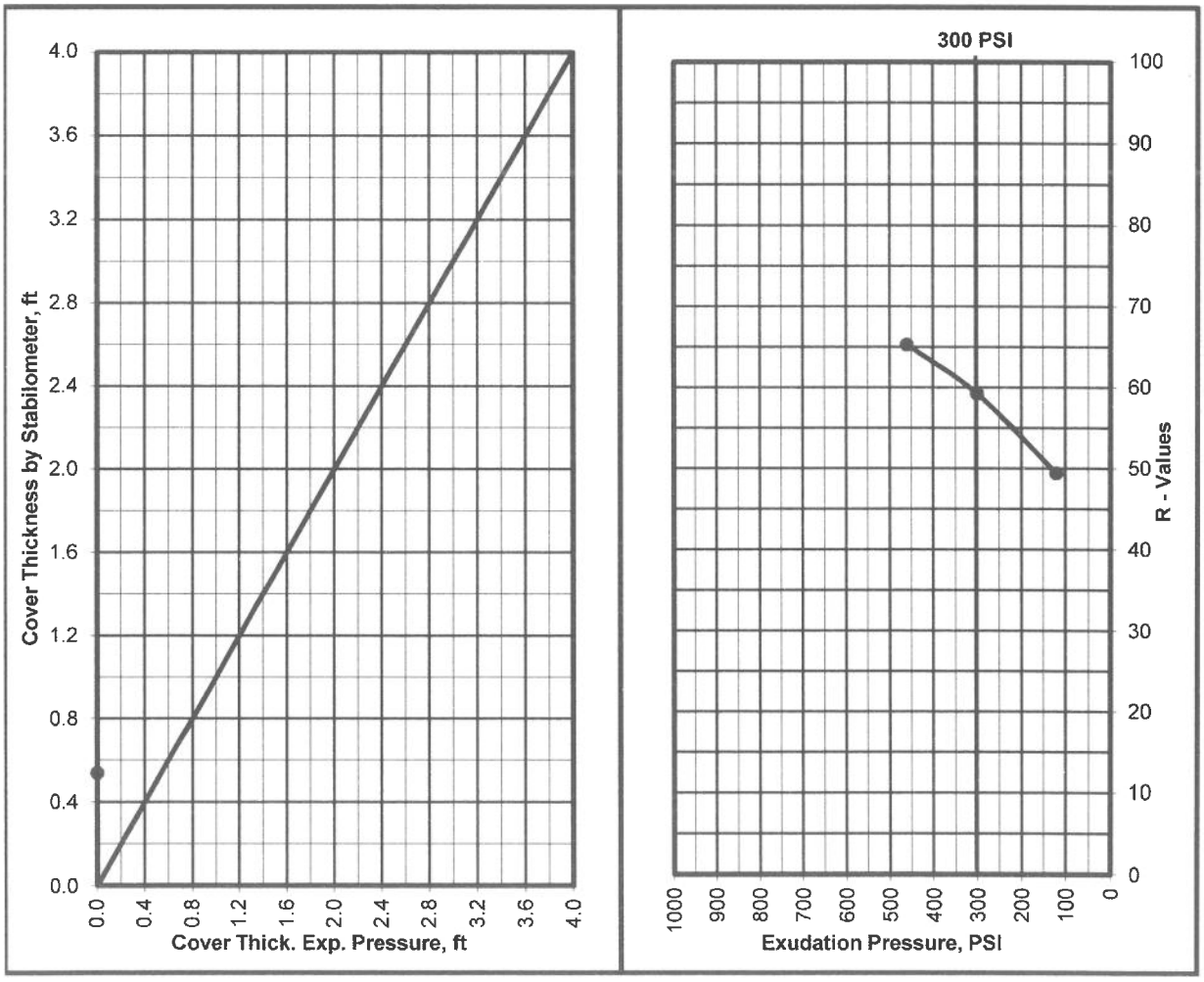
Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

R - VALUE TEST
ASTM D - 2844 / CAL 301

Project Number	:	012-21056
Project Name	:	Residential Development - Schlickheiser
Date	:	3/12/2021
Sample Location/Curve Number	:	RV#1
Soil Classification	:	SM

TEST	A	B	C
Percent Moisture @ Compaction, %	13.3	12.8	12.3
Dry Density, lbm/cu.ft.	117.1	116.2	115.8
Exudation Pressure, psi	120	300	460
Expansion Pressure, (Dial Reading)	0	0	0
Expansion Pressure, psf	0	0	0
Resistance Value R	49	59	65

R Value at 300 PSI Exudation Pressure	**59**
R Value by Expansion Pressure (TI =): 5	**Expansion Pressure nil**



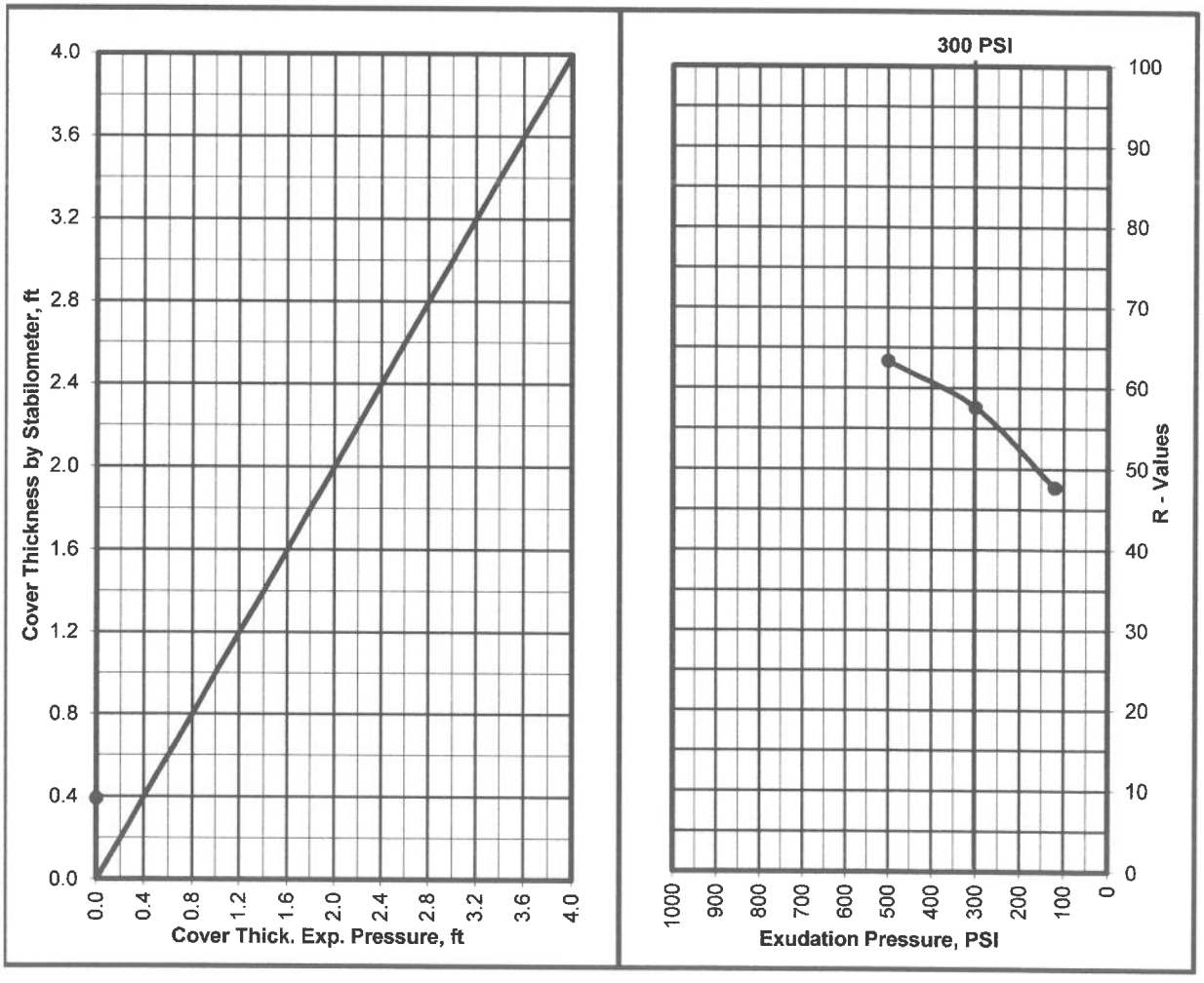
Krazan Testing Laboratory

R - VALUE TEST
ASTM D - 2844 / CAL 301

Project Number	:	012-21056
Project Name	:	Residential Development - Schlickheiser
Date	:	3/12/2021
Sample Location/Curve Number	:	RV#2
Soil Classification	:	SM

TEST	A	B	C
Percent Moisture @ Compaction, %	13.4	13.9	14.4
Dry Density, lbm/cu.ft.	115.9	115.5	114.9
Exudation Pressure, psi	500	300	120
Expansion Pressure, (Dial Reading)	0	0	0
Expansion Pressure, psf	0	0	0
Resistance Value R	63	58	48

R Value at 300 PSI Exudation Pressure	**58**
R Value by Expansion Pressure (TI =): 5	**Expansion Pressure nil**



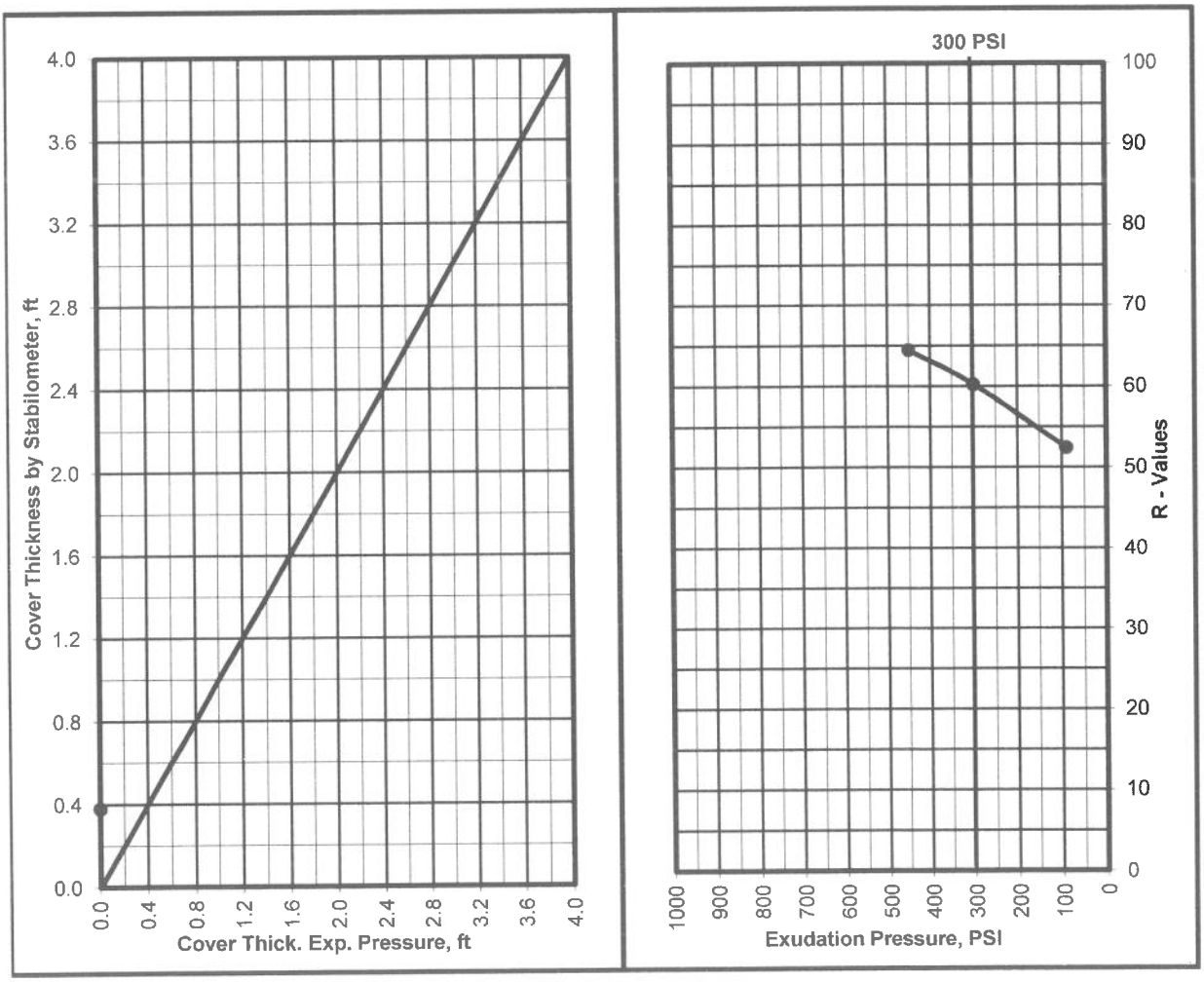
Krazan Testing Laboratory

R - VALUE TEST
ASTM D - 2844 / CAL 301

Project Number	:	012-21056
Project Name	:	Residential Development - Schlickheiser
Date	:	3/12/2021
Sample Location/Curve Number	:	RV#3
Soil Classification	:	SM

TEST	A	B	C
Percent Moisture @ Compaction, %	11.1	11.7	12.4
Dry Density, lbm/cu.ft.	118.0	118.6	119.4
Exudation Pressure, psi	450	300	90
Expansion Pressure, (Dial Reading)	0	0	0
Expansion Pressure, psf	0	0	0
Resistance Value R	64	60	52

R Value at 300 PSI Exudation Pressure	**60**
R Value by Expansion Pressure (TI =): 5	**Expansion Pressure nil**



Krazan Testing Laboratory

APPENDIX B

EARTHWORK SPECIFICATIONS

GENERAL

When the text of the report conflicts with the general specifications in this appendix, the recommendations in the report have precedence.

SCOPE OF WORK: These specifications and applicable plans pertain to and include all earthwork associated with the site rough grading, including but not limited to the furnishing of all labor, tools, and equipment necessary for site clearing and grubbing, stripping, preparation of foundation materials for receiving fill, excavation, processing, placement and compaction of fill and backfill materials to the lines and grades shown on the project grading plans, and disposal of excess materials.

PERFORMANCE: The Contractor shall be responsible for the satisfactory completion of all earthwork in accordance with the project plans and specifications. This work shall be inspected and tested by a representative of Krazan and Associates, Inc., hereinafter known as the Soils Engineer and/or Testing Agency. Attainment of design grades when achieved shall be certified to by the project Civil Engineer. Both the Soils Engineer and the Civil Engineer are the Owner's representatives. If the Contractor should fail to meet the technical or design requirements embodied in this document and on the applicable plans, he shall make the necessary readjustments until all work is deemed satisfactory as determined by both the Soils Engineer and the Civil Engineer. No deviation from these specifications shall be made except upon written approval of the Soils Engineer, Civil Engineer or project Architect.

No earthwork shall be performed without the physical presence or approval of the Soils Engineer. The Contractor shall notify the Soils Engineer at least 2 working days prior to the commencement of any aspect of the site earthwork.

The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the Contractor shall defend, indemnify and hold the Owner and the Engineers harmless from any and all liability, real or alleged, in connection with the performance of work on this project, except for liability arising from the soil negligence of the Owner or the Engineers.

TECHNICAL REQUIREMENTS: All compacted materials shall be densified to a density not less that 90 percent relative compaction based on ASTM Test Method D1557-78, UBC or CAL-216, as specified in the technical portion of the Soil Engineer's report. The location and frequency of field density tests shall be as determined by the Soils Engineer. The results of these tests and compliance with these specifications shall be the basis upon which satisfactory completion of work will be judged by the Soils Engineer.

SOILS AND FOUNDATION CONDITIONS: The Contractor is presumed to have visited the site and to have familiarized himself with existing site conditions and the contents of the data presented in the soil report.

The Contractor shall make his own interpretation of the data contained in said report, and the Contractor shall not be relieved of liability under the Contractor for any loss sustained as a result of any variance between conditions indicated by or deduced from said report and the actual conditions encountered during the progress of the work.

DUST CONTROL: The work includes dust control as required for the alleviation or prevention of any dust nuisance on or about the site or the borrow area, or off-site if caused by the Contractor's operation either during the performance of the earthwork or resulting from the conditions in which the Contractor leaves the site. The Contractor shall assume all liability, including court costs of codefendants, for all claims related to dust or windblown materials attributable to his work.

SITE PREPARATION

Site preparation shall consist of site clearing and grubbing and the preparations of foundation materials for receiving fill.

CLEARING AND GRUBBING: The Contractor shall accept the site in this present condition and shall demolish and/or remove from the area of designated project, earthwork all structures, both surface and subsurface, trees, brush, roots, debris, organic matter, and all other matter determined by the Soils Engineer to be deleterious. Such materials shall become the property of the Contractor and shall be removed from the site.

Tree root systems in proposed building areas should be removed to a minimum depth of 3 feet and to such an extent which would permit removal of all roots larger than 1 inch. Tree root removed in parking areas may be limited to the upper 1½ feet of the ground surface. Backfill or tree root excavation should not be permitted until all exposed surfaces have been inspected and the Soils Engineer is present for the proper control of backfill placement and compaction. Burning in areas which are to receive fill materials shall not be permitted.

SUBGRADE PREPARATION: Surfaces to receive Engineered Fill, building or slab loads shall be prepared as outlined above, scarified to a depth of 6 inches, moisture-conditioned as necessary, and compacted to 90 percent relative compaction.

Loose soil areas, areas of uncertified fill, and/or areas of disturbed soils shall be moisture-conditioned as necessary and recompacted to 90 percent relative compaction. All ruts, hummocks, or other uneven surface features shall be removed by surface grading prior to placement of any fill materials. All areas, which are to receive fill materials, shall be approved by the Soils Engineer prior to the placement of any of the fill material.

EXCAVATION: All excavation shall be accomplished to the tolerance normally defined by the Civil Engineer as shown on the project grading plans. All over excavation below the grades specified shall be backfilled at the Contractor's expense and shall be compacted in accordance with the applicable technical requirements.

FILL AND BACKFILL MATERIAL: No material shall be moved or compacted without the presence of the Soils Engineer. Material from the required site excavation may be utilized for construction site fills provided prior approval is given by the Soils Engineer. All materials utilized for constructing site fills shall be free from vegetation or other deleterious matter as determined by the Soils Engineer.

PLACEMENT, SPREADING AND COMPACTION: The placement and spreading of approved fill materials and the processing and compaction of approved fill and native materials shall be the responsibility of the Contractor. However, compaction of fill materials by flooding, ponding, or jetting shall not be permitted unless specifically approved by local code, as well as the Soils Engineer.

Both cut and fill shall be surface compacted to the satisfaction of the Soils Engineer prior to final acceptance.

SEASONAL LIMITS: No fill material shall be placed, spread, or rolled while it is frozen or thawing or during unfavorable wet weather conditions. When the work is interrupted by heavy rains, fill operations shall not be resumed until the Soils Engineer indicates that the moisture content and density of previously placed fill are as specified.

APPENDIX C

PAVEMENT SPECIFICATIONS

1. DEFINITIONS - The term "pavement" shall include asphaltic concrete surfacing, untreated aggregate base, and aggregate subbase. The term "subgrade" is that portion of the area on which surfacing, base, or subbase is to be placed.

The term "Standard Specifications": hereinafter referred to is the 2018 Standard Specifications of the State of California, Department of Transportation, and the "Materials Manual" is the Materials Manual of Testing and Control Procedures, State of California, Department of Public Works, Division of Highways. The term "relative compaction" refers to the field density expressed as a percentage of the maximum laboratory density as defined in the applicable tests outlined in the Materials Manual.

2. SCOPE OF WORK - This portion of the work shall include all labor, materials, tools, and equipment necessary for, and reasonably incidental to the completion of the pavement shown on the plans and as herein specified, except work specifically notes as "Work Not Included."

3. PREPARATION OF THE SUBGRADE - The Contractor shall prepare the surface of the various subgrades receiving subsequent pavement courses to the lines, grades, and dimensions given on the plans. The upper 12 inches of the soil subgrade beneath the pavement section shall be compacted to a minimum relative compaction of 90 percent. The finished subgrades shall be tested and approved by the Soils Engineer prior to the placement of additional pavement courses.

4. UNTREATED AGGREGATE BASE - The aggregate base material shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate base material shall conform to the requirements of Section 26 of the Standard Specifications for Class 2 material, 1½ inches maximum size. The aggregate base material shall be compacted to a minimum relative compaction of 95 percent. The aggregate base material shall be spread and compacted in accordance with Section 26 of the Standard Specifications. The aggregate base material shall be spread in layers not exceeding 6 inches and each layer of aggregate material course shall be tested and approved by the Soils Engineer prior to the placement of successive layers.

5. AGGREGATE SUBBASE - The aggregate subbase shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate subbase material shall conform to the requirements of Section 25 of the Standard Specifications for Class 2 material. The aggregate subbase material shall be compacted to a minimum relative compaction of 95 percent, and it shall be spread and compacted in accordance with Section 25 of the Standard Specifications. Each layer of aggregate subbase shall be tested and approved by the Soils Engineer prior to the placement of successive layers.

6. ASPHALTIC CONCRETE SURFACING - Asphaltic concrete surfacing shall consist of a mixture of mineral aggregate and paving grade asphalt, mixed at a central mixing plant and spread and compacted on a prepared base in conformity with the lines, grades, and dimensions shown on the plans. The viscosity grade of the asphalt shall be PG 64-10. The mineral aggregate shall be Type B, ½ inch maximum size, medium grading, and shall conform to the requirements set forth in Section 39 of the Standard Specifications. The drying, proportioning, and mixing of the materials shall conform to Section 39.

The prime coat, spreading and compacting equipment, and spreading and compacting the mixture shall conform to the applicable chapters of Section 39, with the exception that no surface course shall be placed when the atmospheric temperature is below 50 degrees F. The surfacing shall be rolled with a combination steel-wheel and pneumatic rollers, as described in Section 39-6. The surface course shall be placed with an approved self-propelled mechanical spreading and finishing machine.

7. FOG SEAL COAT - The fog seal (mixing type asphaltic emulsion) shall conform to and be applied in accordance with the requirements of Section 37.

EXTENDED PHASE I SURVEY, SCHLICKEISER PROPERTY PROJECT, FRESNO COUNTY, CALIFORNIA

Prepared for:

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Lennar Homes, Central Valley Division
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Fresno, CA 93711

Prepared by:

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and

Peter A. Carey, M.A. RPA

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Tehachapi, California 93561

April 2021
PN 36850.00

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MANAGEMENT SUMMARY

An Extended Phase I cultural resources survey was conducted for the Lennar Homes Schlickeiser Property Project (Project). The Project study area totals approximately 30-acres (ac) and consists of Assessor's Parcel Numbers (APN) 021-550-001, 021-550-002, and 021-550-003. The study area is located less than one mile north of the City of Lemoore in Section 34, Township 18 South, Range 20 East, Mount Diablo Base and Meridian (T18S/R20E; MDBM), Kings County, California. The Extended Phase I survey include an intensive pedestrian survey of the Project area and shovel test pit (STP) subsurface testing of a portion of the Project area containing a scatter of artifacts on the ground surface. ASM Affiliates, Inc., conducted this study, with David S. Whitley, Ph.D., RPA, serving as principal investigator. The study was undertaken to assist with compliance with the California Environmental Protection Act.

A records search of site files and maps was conducted on February 8th, 2021 at the Southern San Joaquin Valley Archaeological Information Center, California State University, Bakersfield. The results indicated that the Project area had not been previously surveyed and no cultural resources had been recorded on it. Three previous surveys had been conducted within a half mile radius of the Project area, with one previously recorded resource known to exist in that same radius. The Santa Rosa Rancheria – Tachi Yokut Tribe Cultural and Historical Preservation Department, however, had previously visited the property and reported the presence of an archaeological site on it.

A Sacred Lands File Request was also completed by the Native American Heritage Commission (NAHC) on February 16th, 2021. Outreach letters were sent to the tribal organizations on the NAHC-provided contact list, with follow-up emails sent. The Santa Rosa Rancheria responded by phone call and email and expressed concerns that the project may adversely affect cultural resources. No other contactees expressed concerns.

The Phase I survey fieldwork was conducted on February 25, 2021 with parallel transects spaced at 5 to 10-meter (m) intervals walked along the approximately 30-ac study area. Members of the Santa Rosa Rancheria Cultural and Historical Preservation Department participated in the survey. The cultural resource that they had previously reported was re-identified, mapped and recorded. Artifacts identified consisted of a scatter of Pismo clam and abalone shell fragments mixed with 1970s-era and later debris, primarily within two bulldozer push-piles. No additional cultural resources of any kind were identified on the Project property.

An extended Phase I survey, consisting of the hand-excavation of 22 STPs, was completed in the location of the newly identified archaeological site on March 23, 2021. Subsurface conditions proved to be heavily disturbed with contemporary/modern debris extending to 100-cmbs in some areas. Based on the STP testing results, the newly discovered site consists of a surface scatter of prehistoric/Native American artifacts, primarily shellfish fragments. The site surface has been heavily disturbed by bulldozing with the extant archaeological specimens concentrated in two bulldozer push-piles. No intact subsurface archaeological deposit is present at this location. The site therefore lacks integrity and does not constitute a significant historical resource, and

development of the property will not result in a significant adverse impact to known cultural resources.

It is recommended that, prior to development of this property, a Burial Treatment Plan be signed by the applicant; a cultural sensitivity training session be completed by construction staff prior to grading; and a tribal monitor be present for grading, to ensure that no cultural resources that still may be present are impacted during construction.

1. INTRODUCTION AND REGULATORY CONTEXT

ASM Affiliates, Inc., was retained by Lennar Homes, Central Valley Division to conduct an Extended Phase I cultural resources survey for the Schlickeiser Property Project. The Project is located in Kings County, California (Figure 1). The study was undertaken to assist with compliance with the California Environmental Protection Act (CEQA). The investigation was conducted, specifically, to ensure that significant impacts or adverse effects to historical resources do not occur as a result of project construction.

This current study included:

- A background records search and literature review to determine if any known cultural resources were present in the project zone and/or whether the area had been previously and systematically studied by archaeologists;
- An on-foot, intensive inventory of the study area to identify and record previously undiscovered cultural resources and to examine known sites; and
- A preliminary assessment of a previously unrecorded site found within the subject property, consisting of an STP presence/absence test for a subsurface archaeological deposit.

David S. Whitley, Ph.D., RPA, served as principal investigator. ASM Associate Archaeologist Robert Azpitarte B.A., conducted the fieldwork, with assistance in the field from ASM Assistant Archaeologists Stacey Escamilla, B.A., Maria Silva, B.A., and Maggie Lemos, B.A. The Santa Rosa Rancheria – Tachi Yokut Tribe Cultural and Historical Preservation Department provided tribal monitoring for this study.

This document constitutes a report on the Extended Phase I survey. Subsequent chapters provide background to the investigation, including historic context studies; the findings of the archival records search; Native American consultation; a summary of the field surveying techniques employed; and the results of the fieldwork. We conclude with management recommendations for the study area.

1.1 PROJECT LOCATION

The Project is located a short distance north of the City of Lemoore in Section 34 (T18S/R20E; MDBM), Fresno County, California. This places the Project area on the open flats of the San Joaquin Valley. Elevation within the study area, which is flat, is approximately 212-feet (ft) above mean sea level (amsl).

The study area is currently undeveloped land that is adjacent to existing residential neighborhoods on the east. It is bordered on the west by 18 ¾ Avenue.

1.2 PROJECT AND STUDY AREA DESCRIPTION

Lennar Homes, Central Valley Division proposes the construction of a housing development on APNs 021-550-001, 021-550-002, and 021-550-003. This will include 148 single family residences, roads and a drainage basin. The survey study area totals approximately 30-ac and consists of all construction, staging, and lay-down areas for this Project.

1.3 REGULATORY CONTEXT

1.3.1 California Environmental Quality Act

CEQA is applicable to discretionary actions by state or local lead agencies. Under CEQA, lead agencies must analyze impacts to cultural resources. Significant impacts under CEQA occur when "historically significant" or "unique" cultural resources are adversely affected, which occurs when such resources could be altered or destroyed through project implementation. Historically significant cultural resources are defined by eligibility for or by listing in the California Register of Historical Resources (CRHR). In practice, the federal NRHP criteria (below) for significance applied under Section 106 are generally (although not entirely) consistent with CRHR criteria (see PRC § 5024.1, Title 14 CCR, Section 4852 and § 15064.5(a)(3)).

Significant cultural resources are those archaeological resources and historical properties that:

(A) Are associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

(B) Are associated with the lives of persons important in our past;

(C) Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual, or possess high artistic values; or

(D) Have yielded, or may be likely to yield, information important in prehistory or history.

Unique resources under CEQA, in slight contrast, are those that represent:

An archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

(1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.

(2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.

(3) Is directly associated with a scientifically recognized important prehistoric or historic event or person (PRC § 21083.2(g)).

Preservation in place is the preferred approach under CEQA to mitigating adverse impacts to significant or unique cultural resources.

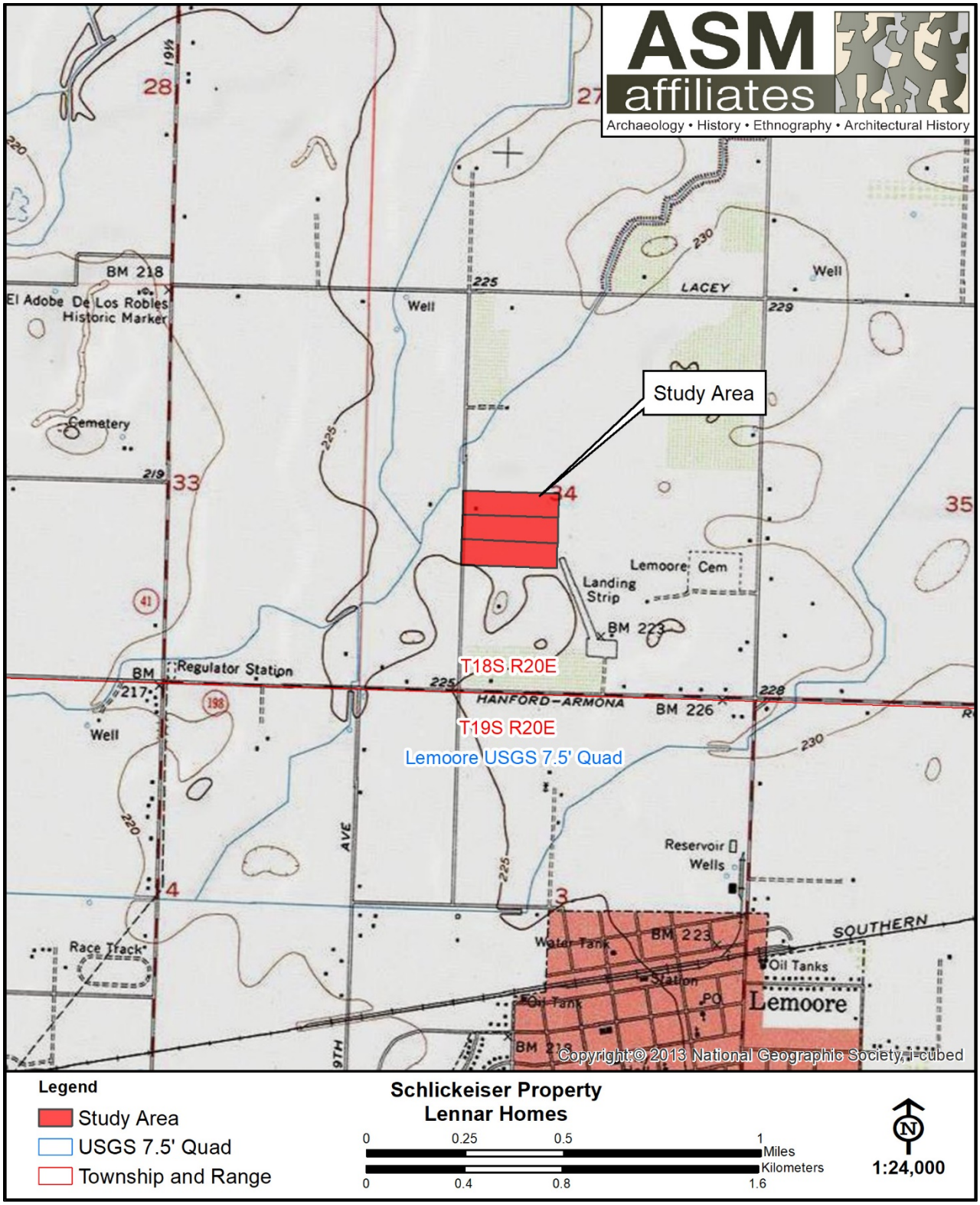

Figure 1. Location of the Lennar Homes Schlikeiser Property Project, Kings County, California.

2. ENVIRONMENTAL AND CULTURAL BACKGROUND

2.1 ENVIRONMENTAL BACKGROUND AND GEOARCHAEOLOGICAL SENSITIVITY

The study area is located at an elevation of 212-ft amsl on the open flats of the San Joaquin Valley north of the City of Lemoore, Kings County, California. Currently this region may be characterized as a dry open valley bottom now utilized for suburban or agricultural uses. The study area is north of the former shoreline of Tulare Lake, at roughly 200-feet amsl. Prior to reclamation and channelization, the region would have been a low lying, water rich area characterized by streams, sloughs, marshes, and swamps. Occasionally inundated by floodwaters, in many years portions of this region would have been swampy during the winter rainy season and marsh land during other parts of the year. Historical and recent land-use has changed the vegetation that was once present within and near the Project area. The immediate Project location historically most likely fell within the Valley Grassland community, however, with Riparian Woodlands present along streams and freshwater marshes common in the area (see Schoenherr 1992).

A Caltrans geoarchaeological study that included the Project area classified this location as having Low to Moderately Low sensitivity for subsurface sites (Meyer et al. 2010). This study involved first determining the location and ages of late Pleistocene (>25,000 years old) landforms in the southern San Joaquin Valley. These were identified by combining a synthesis of 2,400 published paleontological, soils and archaeological chronometric dates with geoarchaeological field testing. The ages of surface landforms were then mapped to provide an assessment for the potential for buried archaeological deposits. These ages were derived primarily from the Soil Survey Geographic Database (SSURGO) and the State Soils Geographic (STATSGO) database. A series of maps were created from this information that ranked locations in 7 ordinal classes for sensitivity for buried soils, from Very Low to Very High. Given its low sensitivity for buried deposits according to this analysis, it is therefore unlikely that the Project study area would contain subsurface archaeological deposits.

2.2 ETHNOGRAPHIC BACKGROUND

Penutian-speaking Yokuts tribal groups occupied the southern San Joaquin Valley region and much of the nearby Sierra Nevada. Ethnographic information about the Yokuts was collected primarily by Powers (1971, 1976 [originally 1877]), Kroeber (1925), Gayton (1930, 1948), Driver (1937), Latta (1977) and Harrington (n.d.). For a variety of historical reasons, existing research information emphasizes the central Yokuts tribes who occupied both the valley and particularly the foothills of the Sierra. The northernmost tribes suffered from the influx of Euro-Americans during the Gold Rush and their populations were in substantial decline by the time ethnographic studies began in the early twentieth century. In contrast, the southernmost tribes were partially removed by the Spanish to missions and eventually absorbed into multi-tribal communities on the Sebastian Indian Reservation (on Tejon Ranch), and later the Tule River Reservation and Santa Rosa Rancheria to the north. The result is an unfortunate scarcity of ethnographic detail on

southern Valley tribes, especially in relation to the rich information collected from the central foothills tribes where native speakers of the Yokuts dialects are still found. Regardless, the general details of indigenous life-ways were similar across the broad expanse of Yokuts territory, particularly in terms of environmentally influenced subsistence and adaptation and with regard to religion and belief, which were similar everywhere.

This scarcity of specific detail is particularly apparent in terms of southern valley tribal group distribution. Latta (1977) places the north shore of Tulare Lake east of Fish Slough in Nutúnutu territory, with the closest village being *Wiu* nearer the Mussel Slough inlet. Kroeber (1925:484), however, indicates that Nutúnutu territory did not include the north shore of Tulare Lake, but that the north shore, including Fish Slough, was Tachi territory. The village of *Wiu* (*Wiau* in Kroeber 1925) remains near the inlet of Cottonwood Creek and Mussel Slough.

The Yokuts settlement pattern was largely consistent, regardless of specific tribe involved. Winter villages were typically located along lakeshores and major stream courses (as these existed circa AD 1800), with dispersal phase family camps located at elevated spots on the valley floor and near gathering areas in the foothills.

Most Yokuts groups, again regardless of specific tribal affiliation, were organized as a recognized and distinct tribelet; a circumstance that almost certainly pertained to the tribal groups noted above. Tribelets were land-owning groups organized around a central village and linked by shared territory and descent from a common ancestor. The population of most tribelets ranged from about 150 to 500 peoples (Kroeber 1925).

Each tribelet was headed by a chief who was assisted by a variety of assistants, the most important of whom was the *winatum*, a herald or messenger and assistant chief. A shaman also served as religious officer. While shamans did not have any direct political authority, as Gayton (1930) has illustrated, they maintained substantial influence within their tribelet.

Shamanism is a religious system common to most Native American tribes. It involves a direct and personal relationship between the individual and the supernatural world enacted by entering a trance or hallucinatory state (usually based on the ingestion of psychotropic plants, such as jimsonweed or more typically native tobacco). Shamans were considered individuals with an unusual degree of supernatural power, serving as healers or curers, diviners, and controllers of natural phenomena (such as rain or thunder). Shamans also produced the rock art of this region, depicting the visions they experienced in vision quests believed to represent their spirit helpers and events in the supernatural realm (Whitley 1992, 2000).

The centrality of shamanism to the religious and spiritual life of the Yokuts was demonstrated by the role of shamans in the yearly ceremonial round. The ritual round, performed the same each year, started in the spring with the jimsonweed ceremony, followed by rattlesnake dance and (where appropriate) first salmon ceremony. After returning from seed camps, fall rituals began in the late summer with the mourning ceremony, followed by first seed and acorn rites and then bear dance (Gayton 1930:379). In each case, shamans served as ceremonial officials responsible for specific dances involving a display of their supernatural powers (Kroeber 1925).

Subsistence practices varied from tribelet to tribelet based on the environment of residence. Throughout Native California, and Yokuts territory in general, the acorn was a primary dietary component, along with a variety of gathered seeds. Valley tribes augmented this resource with lacustrine and riverine foods, especially fish and wildfowl. As with many Native California tribes, the settlement and subsistence rounds included the winter aggregation into a few large villages, where stored resources (like acorns) served as staples, followed by dispersal into smaller camps, often occupied by extended families, where seasonally available resources would be gathered and consumed.

Although population estimates vary and population size was greatly affected by the introduction of Euro-American diseases and social disruption, the Yokuts were one of the largest, most successful groups in Native California. Cook (1978) estimates that the Yokuts region contained 27 percent of the aboriginal population in the state at the time of contact; other estimates are even higher. Many Yokuts people continue to reside in the southern San Joaquin Valley today, including at the nearby Santa Rosa Rancheria.

2.3 PRE-CONTACT ARCHAEOLOGICAL BACKGROUND

The southern San Joaquin Valley region has received minimal archaeological attention compared to other areas of the state. In part, this is because the majority of California archaeological work has concentrated in the Sacramento Delta, Santa Barbara Channel, and central Mojave Desert areas (see Moratto 1984). Although knowledge of the region's prehistory is limited, enough is known to determine that the archaeological record is broadly similar to south-central California as a whole (see Gifford and Schenk 1926; Hewes 1941; Wedel 1941; Fenenga 1952; Elsasser 1962; Fredrickson and Grossman 1977; Schiffman and Garfinkel 1981). Based on these sources, the general prehistory of the region can be outlined as follows.

Initial occupation of the region occurred at least as early as the *Paleoindian Period*, or prior to about 10,000 years before present (YBP). Evidence of early use of the region is indicated by characteristic fluted and stemmed points found around the margin of Tulare Lake, in the foothills of the Sierra, and in the Mojave Desert proper.

Both fluted and stemmed points are particularly common around lake margins, suggesting a terminal Pleistocene/early Holocene lakeshore adaptation similar to that found throughout the far west at the same time; little else is known about these earliest peoples. Over 250 fluted points have been recovered from the Witt Site (CA-KIN-32), located along the western shoreline of ancient Tulare Lake south of the study area, demonstrating the importance of this early occupation in the San Joaquin Valley specifically (see Fenenga 1993). Additional finds consist of a Clovis-like projectile point discovered in a flash-flood cut-bank near White Oak Lodge in 1953 on Tejon Ranch (Glennan 1987a, 1987b). More recently, a similar fluted point was found near Bakersfield (Zimmerman et al. 1989), and a number are known from the Edwards Air Force Base and Boron area of the western Mojave Desert. Although human occupation of the state is well-established during the Late Pleistocene, relatively little can be inferred about the nature and distribution of this occupation with a few exceptions. First, little evidence exists to support the idea that people at that time were big-game hunters, similar to those found on the Great Plains. Second, the western Mojave Desert evidence suggests small, very mobile populations that left a minimal archaeological

signature. The evidence from the ancient Tulare Lake shore, in contrast, suggests much more substantial population and settlements which, instead of relying on big game hunting, were tied to the lacustrine lake edge. Variability in subsistence and settlement patterns is thus apparent in California, in contrast to the Great Plains.

Substantial evidence for human occupation across California, however, first occurs during the middle Holocene, roughly 7500 to 4000 YBP. This period is known as the *Early Horizon*, or alternatively as the Early Millingstone along the Santa Barbara Channel. In the south, populations concentrated along the coast with minimal visible use of inland areas. Adaptation emphasized hard seeds and nuts with tool-kits dominated by mullers and grindstones (manos and metates). Additionally, little evidence for Early Horizon occupation exists in most inland portions of the state, partly due to a severe cold and dry paleoclimatic period occurring at this time, although a site deposit dating to this age has been identified along the ancient Buena Vista shoreline in Kern County to the south (Rosenthal et al. 2007). Regardless of specifics, Early Horizon population density was low with a subsistence adaptation more likely tied to plant food gathering than hunting.

Environmental conditions improved dramatically after about 4000 YBP during the *Middle Horizon* (or Intermediate Period). This period is known climatically as the Holocene Maximum (circa 3,800 YBP) and was characterized by significantly warmer and wetter conditions than previously experienced. It was marked archaeologically by large population increase and radiation into new environments along coastal and interior south-central California and the Mojave Desert (Whitley 2000). In the Delta region to the north, this same period of favorable environmental conditions was characterized by the appearance of the Windmiller culture which exhibited a high degree of ritual elaboration (especially in burial practices) and perhaps even a rudimentary mound-building tradition (Meighan, personal communication, 1985). Along with ritual elaboration, Middle Horizon times experienced increasing subsistence specialization, perhaps correlating with the appearance of acorn processing technology. Penutian speaking peoples (including the Yokuts) are also posited to have entered the state roughly at the beginning of this period and, perhaps to have brought this technology with them (cf. Moratto 1984). Likewise, it appears the so-called "Shoshonean Wedge" in southern California, the Takic speaking groups that include the Gabrielino/Fernandeño, Tataviam and Kitanemuk, may have moved into the region at that time (Sutton 2009, rather than at about 1500 YBP as first suggested by Kroeber (1925).

Evidence for Middle Horizon occupation of interior south-central California is substantial. For example, in northern Los Angeles County along the upper Santa Clara River, to the south of the San Joaquin Valley, the Agua Dulce village complex indicates occupation extending back to the Intermediate Period, when the population of the village may have been 50 or more people (King et al n.d.). Similarly, inhabitation of the Hathaway Ranch region near Lake Piru, and the Newhall Ranch near Valencia, appears to date to the Intermediate Period (W&S Consultants 1994). To the west, little or no evidence exists for pre-Middle Horizon occupation in the upper Sisquoc and Cuyama River drainages; populations first appear there at roughly 3,500 YBP (Horne 1981). The Carrizo Plain, the valley immediately west of the San Joaquin, experienced a major population expansion during the Middle Horizon (W&S Consultants 2004; Whitley et al. 2007), and recently collected data indicates the Tehachapi Mountains region was first significantly occupied during the Middle Horizon (W&S Consultants 2006). A parallel can be drawn to the inland Ventura County region where a similar pattern has been identified (Whitley and Beaudry 1991), as well as

the western Mojave Desert (Sutton 1988a, 1988b), the southern Sierra Nevada (W&S Consultants 1999), and the Coso Range region (Whitley et al. 1988). In all of these areas a major expansion in settlement, the establishment of large site complexes and an increase in the range of environments exploited appear to have occurred sometime roughly around 4,000 years ago. Although most efforts to explain this expansion have focused on local circumstances and events, it is increasingly apparent this was a major southern California-wide occurrence and any explanation must be sought at a larger level of analysis (Whitley 2000). Additionally, evidence from the Carrizo Plain suggests the origins of the tribelet level of political organization developed during this period (W&S Consultants 2004; Whitley et al. 2007). Whether this same demographic process holds for the southern San Joaquin Valley, including the study area, is yet to be determined.

The beginning of the *Late Horizon* is set variously at 1500 and 800 YBP, with a growing archaeological consensus for the shorter chronology. Increasing evidence suggests the importance of the Middle-Late Horizons transition (AD 800 to 1200) in the understanding of south-central California prehistory. This corresponds to the so-called Medieval Climatic Anomaly, followed by the Little Ice Age, and this general period of climatic instability extended to about A.D. 1860. It included major droughts matched by intermittent "mega-floods," and resulted in demographic disturbances across much of the west (Jones et al. 1999). It is believed to have resulted in major population decline and abandonments across south-central California, involving as much as 90% of the interior populations in some regions, including the Carrizo Plain (Whitley et al. 2007). It is not clear whether site abandonment was accompanied by a true reduction in population or an agglomeration of the same numbers of peoples into fewer but larger villages in more favorable locations. Population along the Santa Barbara coast appears to have spiked at about the same time that it collapsed on the Carrizo Plain (ibid). Along Buena Vista Lake, in Kern County, population appears to have been increasingly concentrated towards the later end of the Medieval Climatic Anomaly (Culleton 2006), and population intensification also appears to have occurred in the well-watered Tehachapi Mountains during this same period (W&S Consultants 2006).

What is then clear is that Middle Period villages and settlements were widely dispersed across the south-central California landscape, including in the Sierras and the Mojave Desert. Many of these sites are found at locations that lack existing or known historical fresh water sources. Late Horizon sites, in contrast, are typically concentrated in areas where fresh water was available during the historical period, if not currently.

One extensively studied site that shows evidence of intensive occupation during the Middle-Late Horizons transition (~1500 – 500 YBP) is the Redtfeldt Mound (CA-KIN-66/H), located south of the current study area, near the north shore of ancient Tulare Lake. There, Siefkin (1999) reported on human burials and a host of artifacts and ecofacts excavated from a modest-sized mound. He found that both Middle Horizon and Middle-Late Horizons transition occupations were more intensive than Late Horizon occupations, which were sporadic and less intensive (Siefkin 1999:110-111).

The Late Horizon can then be understood as a period of recovery from a major demographic collapse. One result is the development of regional archaeological cultures as the precursors to ethnographic Native California; suggesting that ethnographic life-ways recorded by anthropologists extend roughly 800 years into the past.

The position of southern San Joaquin Valley prehistory relative to patterns seen in surrounding areas is still somewhat unknown. The presence of large lake systems in the valley bottoms appears to have mediated some of the desiccation seen elsewhere. But, as the reconstruction of Soda Lake in the nearby Carrizo Plain demonstrates (see Whitley et al. 2007) environmental perturbations had serious impacts on lake systems too. Identifying certain of the prehistoric demographic trends for the southern San Joaquin Valley, and determining how these trends (if present) correlate with those seen elsewhere, is a current important research objective.

2.4 HISTORICAL BACKGROUND

Spanish explorers first visited the San Joaquin Valley in 1772, but its lengthy distance from the missions and presidios along the Pacific Coast delayed permanent settlement for many years, including during the Mexican period of control over the Californian region. In the 1840s, Mexican rancho owners along the Pacific Coast allowed their cattle to wander and graze in the San Joaquin Valley (JRP Historical Consulting 2009). The Mexican government granted the first ranchos in the southern part of the San Joaquin Valley in the early 1840s, but these did not result in permanent settlement. It was not until the annexation of California in 1848 that the exploitation of the southern San Joaquin Valley began (Pacific Legacy 2006).

In the 1840s, Mexican rancho owners along the Pacific Coast allowed their cattle to wander and graze in the San Joaquin Valley (JRP Historical Consulting 2009). But the Mexican government did not grant ranchos in the San Joaquin Valley until the early 1840s, and even then these did not result in significant permanent settlement. The *Laguna de Tache Rancho* was granted by Governor Pio Pico in 1846 to Manuel de Jesus Castro, a former captain in the Mexican army. The rancho extended for 26-miles down the north bank of the Kings River from modern Kingsburg to approximately Riverdale. It was sometimes called the "River Ranch." Castro's ownership of the Laguna de Tache Rancho grant was confirmed by the U.S. Public Land Commission in 1866, at which point it was sold to Jeremiah Clark.

The discovery of gold in northern California in 1848 resulted in a dramatic increase of population, consisting in good part of fortune seekers and gold miners, who began to scour other parts of the state. After 1851, when gold was discovered in the Sierra Nevada Mountains in eastern Kern County, the population of the area grew rapidly. Some new immigrants began ranching in the San Joaquin Valley to supply the miners and mining towns. Ranchers grazed cattle and sheep, and farmers dry-farmed or used limited irrigation to grow grain crops, leading to the creation of small agricultural communities throughout the valley (JRP Historical Consulting 2009).

After the American annexation of California, the southern San Joaquin Valley became significant as a center of food production for this new influx of people in California. The expansive unfenced and principally public foothill spaces were well suited for grazing both sheep and cattle (Boyd 1997). As the Sierra Nevada gold rush presented extensive financial opportunities, ranchers introduced new breeds of livestock, consisting of cattle, sheep and pig (Boyd 1997).

With the increase of ranching in the southern San Joaquin came the dramatic change in the landscape, as non-native grasses more beneficial for grazing and pasture replaced native flora

(Preston 1981). After the passing of the Arkansas Act in 1850, efforts were made to reclaim small tracts of land in order to create more usable spaces for ranching. Eventually, as farming supplanted ranching as a more profitable enterprise, large tracts of land began to be reclaimed for agricultural use, aided in part by the extension of the railroad in the 1870s (Pacific Legacy 2006).

Following the passage of state wide 'No-Fence' laws in 1874, ranching practices began to decline, while farming expanded in the San Joaquin Valley in both large land holdings and smaller, subdivided properties. As the farming population grew, so did the demand for irrigation. Settlers began reclamation of swampland in 1866, and built small dams across the Kern River to divert water into the fields. By 1880, 86 different groups were taking water from the Kern River. Ten years later, 15 major canals provided water to thousands of acres in Kern County.

During the period of reclaiming unproductive land in the southern San Joaquin Valley, grants were given to individuals who had both the resources and the finances to undertake the operation alone. One small agricultural settlement, founded by Colonel Thomas Baker in 1861 after procuring one such grant, took advantage of reclaimed swampland along the Kern River. This settlement became the City of Bakersfield in 1869, and quickly became the center of activity in the southern San Joaquin Valley, and in the newly formed Kern County. Located on the main stage road through the San Joaquin Valley, the town became a primary market and transportation hub for stock and crops, as well as a popular stopping point for travelers on the Los Angeles and Stockton Road. The Southern Pacific Railroad reached the Bakersfield area in 1873, connecting it with important market towns elsewhere in the state, dramatically impacting both agriculture and oil production (Pacific Legacy 2006).

Three competing partnerships developed during this period which had a great impact on control of water, land reclamation and ultimately agricultural development in the San Joaquin Valley: Livermore and Chester, Haggin and Carr, and Miller and Lux, perhaps the most famous of the enterprises. Livermore and Chester were responsible, among other things, for developing the large Hollister plow (three feet wide by two feet deep), pulled by a 40-mule team, which was used for ditch digging. Haggin and Carr were largely responsible for reclaiming the beds of the Buena Vista and Kern lakes, and for creating the Calloway Canal, which drained through the Rosedale area in Bakersfield to Goose Lake (Morgan 1914). Miller and Lux ultimately became one of the biggest private property holders in the country, controlling the rights to over 22,000 square miles. Miller and Lux's impact extended beyond Kern County, however. They recognized early-on that control of water would have important economic implications, and they played a major role in the water development of the state. They controlled, for example, over 100 miles of the San Joaquin River with the San Joaquin and Kings River Canal and Irrigation System. They were also embroiled for many years in litigation against Haggin and Carr over control of the water rights to the Kern River. Descendants of Henry Miller continue to play a major role in California water rights, with his great grandson, George Nickel, Jr., the first to develop the concept of water banking, thus creating a system to buy and sell water (http://exiledonline.com/california-class-war-history-meet-the-oligarch-family-thats-been-scamming-taxpayers-for-150-years-and-counting/).

The San Joaquin Valley was dominated by agricultural pursuits until the oil boom of the early 1900s, which saw a shift some parts of the region, as some reclaimed lands previously used for farming were leased to oil companies. Nonetheless, the shift of the San Joaquin Valley towards oil

production did not halt the continued growth of agriculture (Pacific Legacy 2006). The Great Depression of the 1930s brought with it the arrival of great number of migrants from the drought-affected Dust Bowl region, looking for agricultural labor. These migrants established temporary camps in the valley, staying on long past the end of the drought and the Great Depression, eventually settling in towns such as Bakersfield where their descendants live today (Boyd 1997).

In 1877, what is now Kings County received its first SPRR stop in what would become the town of Hanford. This was named after James Madison Hanford, a rail executive, at what was originally a sheep camp. The rail-stop, with the SPRR tracks running east-west, quickly developed into a small community. A post office opened there in 1887. Lemoore is named after Dr. Lovern Lee Moore who came to the area in 1871, near the north shore of Tulare Lake. Moore developed the first subdivision in 1872, sub-dividing 10-acres near Lemoore High School. A post office was built in 1875 with the town originally called "Latache." Eventually it was renamed Lemoore, combining Dr. Moore's first and last names. The town was incorporated in 1900. In 1941 the U.S. Army Air Corps acquired land for an Army Air Force training field. This was eventually converted into Naval Air Station (NAS) Lemoore which is the largest major jet base in the U.S. Navy (https://en.wikipedia.org/wiki/Lemoore,_California). Lemoore today has a population of approximately 28,000 people, many of whom work in direct or indirect support NAS Lemoore. Farming and the Tachi Palace on the Santa Rosa Rancheria are the other major employers in the region.

3. ARCHIVAL RECORDS SEARCH AND TRIBAL COORDINATION

3.1 ARCHIVAL RECORDS SEARCH

In order to determine whether the study area had been previously surveyed for cultural resources, and/or whether any such resources were known to exist on any of them, an archival records search was conducted by the staff of the Southern San Joaquin Valley Information Center (IC), California State University Bakersfield, on February 8, 2021. The records search was completed to determine: (i) if prehistoric or historical archaeological sites had previously been recorded within the study areas; (ii) if the project area had been systematically surveyed by archaeologists prior to the initiation of this field study; and/or (iii) whether the region of the field project was known to contain archaeological sites and to thereby be archaeologically sensitive. Records examined included archaeological site files and maps, the NRHP, Historic Property Data File, California Inventory of Historic Resources, and the California Points of Historic Interest.

According to the IC records search (Confidential Appendix A), the study area had not been previously surveyed, and no resources were known to exist on it. Three previous studies had been conducted within 0.5-mi of the study area (Table 1), and one previously recorded resource was known to exist in that same radius (Table 2).

Table 1. Survey reports within the Study Area.

Report No	Year	Author (s)/Affiliation	Title
KI-00007	1992	Bissonnette, Linda Dick/ Cultural Resources Consulting	Cultural Resources Assessment West Hills Community College Lemoore Campus (Kings County)
KE-00066	1989	Donald G. Wren/ Department of Anthropology at Fresno City College., Fresno, California.	Preliminary Archaeological Survey Report for Irrigation works - Lost Hills Water District
KE-00191	2009	Girado, Amy and Orfila, Rebecca S./ Center for Archaeological Research., California State University, Bakersfield	A Cultural Resources Assessment of Approximately 70 Acres of Land for the City of Lemoore Arsenic Mitigation Program, Kings County, California

Table 2. Resources within 0.5-mi of the Study Area.

Primary #	Type	Description
P-16-000013	Site, Habitation	Large Burial and Habitation Debris partially destroyed.

3.2 TRIBAL COORDINATION

A search of the NAHC sacred lands file was requested and a contact list returned on February 16, 2021 (Confidential Appendix A). According to the NAHC records, no sacred sites or tribal cultural resources are known in or near the study area. Outreach letters were sent to the tribal organizations on the NAHC-provided contact list on 7 February 2020. Follow-up emails were sent on 5 March 2020. The Santa Rosa Santa Rosa Rancheria expressed concerns that the project would adversely affect cultural resources. No other contactees responded or expressed concerns.

The Santa Rosa Rancheria Cultural and Historical Preservation Department had visited the Project area previously, based on concerns over the proximity of the property to P-16-13, a habitation site with human burials located to the south. They had identified an archaeological site on the west side of the Project area. Although the IC did not have this site in their site files, this cultural resource was then known to be present within the Project area based on background information.

4. METHODS AND RESULTS

4.1 FIELD METHODS

An intensive Phase I cultural resources survey for the Lennar Homes Schlickeiser Property Project study area was conducted by ASM Associate Archaeologist Robert Azpitarte, B.A., with the help of ASM Assistant Archaeologist Stacey Escamilla, B.A., on February 25th, 2021. Three members of the Santa Rosa Rancheria – Tachi Yokut Tribe Cultural and Historical Preservation Department also joined the field survey.

The field methods employed included intensive pedestrian examination of the ground surface for evidence of archaeological sites in the form of artifacts, surface features (such as bedrock mortars, historical mining equipment), and archaeological indicators (e.g., organically enriched midden soil, burnt animal bone); the identification and location of any discovered sites, should they be present; tabulation and recording of surface diagnostic artifacts; site sketch mapping; preliminary evaluation of site integrity; and site recording, following the California Office of Historic Preservation Instructions for Recording Historic Resources, using DPR 523 forms.

Figure 2. Overview of Project area from south boundary looking west.

4.2 SURVEY RESULTS

Field conditions for the Schlickeiser Project survey varied from excellent to poor (Figure 2). Introduced grasses and nettles covered large portions of the Project area, making ground surface visibility difficult. Other portions of the survey area had been recently graded or disked, facilitating ground visibility. Because of the ground cover, survey transect spacing was reduced to 5 – 10-m, depending upon visibility, to ensure coverage adequate for an intensive level survey.

One archaeological site was identified within the Project area. This was the site previously discovered by the Santa Rosa Rancheria – Tachi Yokut Tribe Cultural and Historical Preservation Department on the west side of the property, north of known site P-16-13. The newly identified site has been given the temporary designation SCHLIKEISER-SITE-1 (Confidential Appendix B). It was estimated to cover an area roughly 125-m north – south by 50-m east – west located in a heavily disturbed/graded area containing substantial contemporary/modern debris (Figure 3). Seven Pismo clam and one abalone shell fragments were identified on the site, primarily within two bulldozer push-piles.

Figure 3. Archaeological site SCHLICKEISER-SITE-1, looking north. This shows Concentration 1, which contains prehistoric shell fragments mixed with contemporary/modern debris in a bulldozer push-pile.

4.3 EXTENDED PHASE I SURVEY

Based on the presence but disturbed nature of cultural resource SCHLIKEISER-SITE-1, an extended Phase I survey was conducted on March 23, 2021. In light of the heavily disturbed surface component of the site, this constituted a presence/absence test to determine whether a subsurface archaeological deposit occurred at this location and, if so, whether it appeared to be intact. A tribal monitor from the Santa Rosa Rancheria – Tachi Yokut Tribe Cultural and Historical Preservation Department was present during the testing.

Testing involved the hand excavation of 22 STPs, each about 30-cm in diameter, placed across the site area (Confidential Appendix B). These were excavated in approximate 20-cm levels with all spoils screened through 1/8th-in mesh. A 3-in soil auger was used to extend the excavations below 50-cmbs, with all removed spoils again screened through 1/8th-in mesh. The STPs were excavated to 80 to 100-cmbs, depending upon location and conditions. All cultural specimens, including potential prehistoric artifacts and contemporary/modern debris, were tabulated by STP and approximate 20-cm level.

Table 3 provides a tabulation of the STP testing results. As this shows, contemporary/modern debris is present in 12 of the STPs, extending to a depth of 100-cmbs.

Table 3. STP Results

STP No.	Max Depth (CM):	Historic Refuse:		Prehistoric Artifacts:	
Type:		Depth:	Type:	Depth:	
STP-01	80-cmbs	5 glass fragments 2 plastic pieces 1 tin fragments	(0-20-cmbs)	–	
		5 glass fragments 1 tin fragments	(20-40-cmbs)		
		2 plastic pieces	(40-60-cmbs)		
STP-02	80-cmbs	3 glass fragments 3 plastic pieces 2 metal fragments	(0-20-cmbs)	–	
		1 plastic pieces 3 tin fragments	(20-40-cmbs)		
		2 glass fragments 2 plastic pieces	(40-60-cmbs)		
		1 glass fragments 1 metal fragments	(60-80-cmbs)		
STP-03	100-cmbs	6 glass fragments 2 plastic pieces	(0-20-cmbs)	–	
		2 glass fragments 1 metal fragments	(20-40-cmbs)		
		1 metal fragments	(40-60-cmbs)		
		1 glass fragments	(60-80-cmbs)		
		2 glass fragments	(80-100-cmbs)		
STP-04	100-cmbs	1 metal fragments	(0-20-cmbs)		

STP No.	Max Depth (CM):	Historic Refuse:		Prehistoric Artifacts:	
Type:		Depth:	Type:	Depth:	
		3 glass fragments	(20-40-cmbs)	1 Pismo Clam Fragment	(40-60-cmbs)
		1 glass fragments 2 plastic pieces	(40-60-cmbs)		
		2 glass fragments	(60-80-cmbs)		
STP-05	100-cmbs	2 glass fragments	(20-40-cmbs)	–	
		2 plastic pieces	(40-60-cmbs)		
		2 glass fragments 2 tin fragments	(80-100-cmbs)		
STP-06	100-cmbs	–		–	
STP-07	100-cmbs	–		–	
STP-08	100-cmbs	1 glass fragment	(0-20-cmbs)	–	
STP-09	100-cmbs	–		–	
STP-10	100-cmbs	2 glass fragment	(0-20-cmbs)	–	
STP-11	100-cmbs	–		–	
STP-12	100-cmbs	–		–	
STP-13	100-cmbs	–		–	
STP-14	100-cmbs	–		–	
STP-15	100-cmbs	1 glass fragment 2 plastic pieces	(0-20-cmbs)	–	
		1 tin fragments	(20-40-cmbs)		
STP-16	80-cmbs	–		–	
STP-17	100-cmbs	2 glass fragments 1 tin fragments	(0-20-cmbs)	1 Pismo Clam Fragment	(40-60-cmbs)
		1 plastic pieces	(40-60-cmbs)		
		1 glass fragment	(60-80-cmbs)		
STP-18	100-cmbs	–		–	
STP-19	100-cmbs	–		–	
STP-20	100-cmbs	1 glass fragment	(20-40-cmbs)	–	
STP-21	100-cmbs	2 glass fragments	(0-20-cmbs)	–	
		1 glass fragments	(20-40-cmbs)		
		2 glass fragments	(40-60-cmbs)		
STP-22	100-cmbs	2 glass fragments	(0-20-cmbs)	–	
		2 glass fragments 1 metal fragments	(20-40-cmbs)		

Two fragments of Pismo clam shell were identified during the testing, both in STPs that contained contemporary/modern debris. The subsurface presence of the shell fragments is then clearly due to disturbance, and no subsurface archaeological deposit is present at the site.

Both fragments of shell were re-buried in the STPs, and no artifacts or specimens were collected during the extended Phase I survey.

5. SUMMARY AND RECOMMENDATIONS

An extended Phase I cultural resources survey was conducted for the Schlickeiser Property Project, Kings County, California. A records search conducted at the Southern San Joaquin Valley Archaeological Information Center, California State University, Bakersfield indicated that the study area had not been previously surveyed and that no cultural resources were known to exist on it. A search of the NAHC Sacred Lands Files was also conducted and contacts with designated tribal organizations were also completed. The Santa Rosa Rancheria – Tachi Yokut Tribe Cultural and Historical Preservation Department had identified an archaeological site on the property, however, and they expressed concern that this would be adversely impacted by the proposed Project.

The Phase I survey fieldwork was conducted on February 25th, 2021, with parallel transects spaced at 5 to 10-m intervals walked across the entire Project study area. The site identified by the Tachi Yokut Tribe Cultural and Historical Preservation Department was re-identified and found to consist primarily of a scatter of shell fragments within a heavily disturbed portion of the Project area. This cultural resource was given the temporary designation SCHLIKEISER-SITE-1.

Due to this discovery, an extended Phase I survey was conducted in the site area on March 23, 2021. Twenty-two STPs were excavated as a presence/absence test for subsurface archaeological remains. Twelve of the 22 STPs contained intrusive modern debris (glass, metal and plastic fragments) extending to as much as 100-cmbs, indicating that the site area is highly disturbed. Two of these 12 STPs also had single fragments of Pismo shell mixed with the modern debris. Ten of the STPs contained no cultural material of any kind.

Based on the STP testing results, SCHLIKEISER-SITE-1 consists of a low-density surface scatter of prehistoric/Native American artifacts, primarily shellfish fragments. The site surface has been heavily disturbed by grading with the extant archaeological specimens concentrated in two bulldozer push-piles. No intact subsurface archaeological deposit is present at this location. The site therefore consists of a heavily disturbed surface scatter primarily of shellfish fragments. It lacks integrity and does not constitute a significant historical resource, and development of the property will not result in a significant adverse impact to known cultural resources.

5.1 RECOMMENDATIONS

Based on a discussion with Shana Powers, Director of the Santa Rosa Rancheria Cultural and Historical Preservation Department on 26 March 2021, it is recommended that, prior to development of this property, a Burial Treatment Plan be signed by the applicant; a cultural sensitivity training session be completed by construction staff prior to grading; and a tribal monitor be present for grading, to ensure that no cultural resources that still may be present are adversely impacted during construction.

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CONFIDENTIAL APPENDICES

TRAFFIC STUDY

Proposed Tract 935

Southeast of the Intersection of
Liberty Drive and Glendale Avenue

Lemoore, California

Prepared For:

Lennar Homes, Inc.
8080 North Palm Avenue, Suite 110
Fresno, California 93711

Date:

January 14, 2022

Job No.:

21-044.01

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Mr. Walter Diamond
Lennar Homes, Inc.
8080 North Palm Avenue, Suite 110
Fresno, California 93711

January 14, 2022

Subject: Traffic Study
Proposed Tract 935
Southeast of the Intersection of Liberty Drive and Glendale Avenue
Lemoore, California

Dear Mr. Diamond:

1.0 INTRODUCTION

This report presents the results of a traffic study for a single-family residential project in Lemoore, California. This analysis focuses on the anticipated effect of vehicle traffic resulting from the project and traffic operations in the vicinity of the project site. This report also presents the results of traffic modeling estimating the CEQA transportation impacts of the project based on vehicle miles traveled (VMT).

2.0 PROJECT DESCRIPTION

The proposed project is a 148-lot single-family residential subdivision on approximately 30.25 acres located southeast of the intersection of Liberty Drive and Glendale Avenue in Lemoore, California. Site access will be via one local street connecting to Liberty Drive, two local streets connecting to Glendale Avenue, one connection at Spruce Avenue to the east, and one stub street for a future connection to the south. A vicinity map is presented in the attached Figure 1, Site Vicinity Map, and a site plan is presented Figure 2, Site Plan, following the text of this report.

3.0 STUDY AREA AND TIME PERIOD

The study locations were determined in consultation with City of Lemoore staff. This report includes analysis of the following intersections:

1. State Route (SR) 41 / Hanford-Armona Road
2. 19th Avenue / Hanford-Armona Road
3. 19th Avenue / Cinnamon Drive
4. Liberty Drive / Hanford-Armona Road
5. Fox Street (Antelope Drive) / Hanford-Armona Road
6. Lemoore Avenue / Glendale Avenue
7. Lemoore Avenue / Hanford-Armona Road

The study time periods are the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Near-Term With-Project Conditions (includes pending projects), and;
- Cumulative Year 2042 Conditions.

4.0 LANE CONFIGURATIONS AND INTERSECTION CONTROL

The existing lane configurations and intersection control at the study intersections are illustrated in Figure 3, Lane Configurations and Intersection Control. The year 2042 analyses include the assumption that the existing lane configurations and intersection control will be maintained through the year 2042.

5.0 GENERAL PLAN ROADWAY DESIGNATIONS

The City of Lemoore 2030 General Plan designates the major roadways at the study intersections as follows:

Glendale Avenue: local

Hanford-Armona Road: arterial (landscaped median parkway between SR 41 and Liberty Drive)

Cinnamon Drive: collector

SR 41: highway

19th Avenue: arterial south of Hanford-Armona Road, future collector north of Hanford-Armona Road

Liberty Drive: collector south of Hanford-Armona Road, local north of Hanford-Armona Road

Fox Street: collector (landscaped median parkway between Hanford-Armona Road and D Street)

Antelope Drive: local

Lemoore Avenue: arterial

6.0 EXISTING TRAFFIC VOLUMES

Existing traffic volumes were determined by performing manual turning movement counts at the study intersections between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The counts also included determination of truck percentages. The traffic count data sheets are presented in Appendix A and include the dates the counts were performed. The existing peak-hour turning movement volumes are presented in Figure 4, Existing Peak Hour Traffic Volumes.

7.0 PROJECT TRIP GENERATION

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, are typically used to estimate the number of trips anticipated to be generated by proposed projects. Table 1 presents trip generation estimates for the project.

Table 1
Project Trip Generation Estimate

Land Use	Units	Daily		A.M. Peak Hour					P.M. Peak Hour				
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Single Family Detached Housing (210)	148	9.43	1,396	0.70	26:74	27	77	104	0.94	63:37	88	52	140

Reference: *Trip Generation Manual, 11th Edition*, Institute of Transportation Engineers 2021
Rates are reported in trips per dwelling unit.

8.0 PROJECT-SPECIFIC TRAFFIC MODELING

The regional distribution of Project trips can be estimated by performing a select zone analysis using an available travel model. The relevant Project data were provided to Kittelson & Associates, Inc. to perform Project-specific traffic modeling using the Kings County travel model maintained by the Kings County Association of Governments (KCAG). The results of the traffic modeling are presented in Appendix B.

9.0 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The regional distribution of Project traffic based on the traffic modeling is presented in Figure 5, Project Trip Distribution Percentages. Project traffic volumes at the study intersections are presented in Figure 6, Peak-Hour Project Traffic Volumes.

10.0 EXISTING-PLUS-PROJECT TRAFFIC VOLUMES

Peak-hour existing-plus-Project traffic volumes are presented in Figure 7, Existing-Plus-Project Peak-Hour Traffic Volumes.

11.0 PENDING AND APPROVED PROJECTS

The traffic analyses for the near-term and long-term conditions consider the effects of traffic expected to be generated by pending and approved projects in the study area. The City of Lemoore provided a list of projects and the project status that were considered in the near-term and long-term conditions analysis scenarios. The following projects were considered:

1. Tract 920 – Phase 2: 88 single-family homes northeast of the intersection of Liberty Drive and Hanford-Armona Road.
2. Lacey Ranch: 621 single-family homes, 204 multi-family units, and a 9.54-acre public park on the east side of Lemoore Avenue between Lacey Boulevard and Glendale Avenue.
3. Cinnamon Villa II
4. Hanford-Armona Commercial

5. Tract 848
6. Master Storage
7. Silva Estates #11
8. Victory Village

12.0 NEAR-TERM WITH-PROJECT TRAFFIC VOLUMES

The near-term with-Project peak-hour turning movement volumes are presented in Figure 8, Near-Term With-Project Peak-Hour Traffic Volumes. The near-term volumes include the existing traffic volumes, trips expected to be generated by the pending and approved projects, and Project trips.

13.0 CUMULATIVE TRAFFIC VOLUMES (YEAR 2042)

Cumulative traffic volumes for the year 2042 were projected based on information obtained from the Kings County travel model maintained by KCAG. The KCAG travel model output is presented in Appendix B. The future traffic volumes were projected utilizing an Increment Method where possible. The Increment Method is applied by taking the difference between the base year and horizon year traffic volumes obtained from the travel model and adding it to the existing traffic volumes. Where the Increment Method projected less than one percent annual growth, a minimum annual growth rate of one percent was maintained to project future traffic volumes. Where an increment method was used, future turning movements were forecast based on the methods presented in Chapter 8 of the Transportation Research Board National Cooperative Highway Research Program Report 255 entitled *"Highway Traffic Data for Urbanized Area Project Planning and Design."*

The year 2042 cumulative traffic volumes are presented in Figure 9, Cumulative (Year 2042) Peak Hour Traffic Volumes.

14.0 SIGNIFICANCE CRITERIA

14.1 Vehicle Miles Traveled - California Environmental Quality Act (CEQA)

The State of California Governor's Office of Planning and Research document entitled *Technical Advisory on Evaluating Transportation Impacts in CEQA* dated December 2018 (Technical Advisory) provides guidance for determining a project's transportation impacts based on VMT.

For residential projects, the Technical Advisory states: "*A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita.*" The Technical Advisory indicates screening maps can be used to screen out projects from a requirement to prepare a detailed VMT analysis.

14.2 Operational Analyses

The Transportation Research Board *Highway Capacity Manual, 6th Edition*, (HCM) defines level of service (LOS) as, "A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler's perspective and LOS F the

worst." Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 2 and 3.

Table 2
Level of Service Characteristics for Unsignalized Intersections

Level of Service	Average Vehicle Delay (seconds)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Table 3
Level of Service Characteristics for Signalized Intersections

Level of Service	Description	Average Vehicle Delay (seconds)
A	Volume-to-capacity ratio is no greater than 1.0. Progression is exceptionally favorable or the cycle length is very short.	<10
B	Volume-to-capacity ratio is no greater than 1.0. Progression is highly favorable or the cycle length is very short.	>10-20
C	Volume-to-capacity ratio is no greater than 1.0. Progression is favorable or cycle length is moderate.	>20-35
D	Volume-to-capacity ratio is high but no greater than 1.0. Progression is ineffective or cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35-55
E	Volume-to-capacity ratio is high but no greater than 1.0. Progression is unfavorable and cycle length is long. Individual cycle failures are frequent.	>55-80
F	Volume-to-capacity ratio is greater than 1.0. Progression is very poor and cycle length is long. Most cycles fail to clear the queue.	>80

Reference for Tables 4 and 5: *Highway Capacity Manual, 6th Edition*, Transportation Research Board, 2016

The State of California does not recognize traffic congestion and delay as an environmental impact per CEQA. The Lemoore General Plan Circulation Element presents the following applicable policies:

> Policy C-G-9: Maintain acceptable levels of service and ensure that future development and the circulation system are in balance.
>
> Policy C-G-10: Ensure that new development pays its fair share of the costs of transportation facilities.

The Lemoore General Plan Circulation Element presents the following applicable implementing action:

> Implementing Action C-I-7: Develop and manage the roadway system to obtain Level of Service (LOS) D or better for two hour peak periods (a.m. and p.m.) on all major roadways and arterial intersections in the City. This policy does not extend to local residential streets (i.e., streets with direct driveway access to homes) or state highways and their intersections, where Caltrans policies apply. Exceptions to LOS D policy may be allowed by the City Council in areas, such as Downtown, where allowing a lower LOS

would result in clear public benefits, social interaction and economic vitality, and help reduce overall automobile use. No new development will be approved unless it can be shown that required LOS can be maintained on affected roadways either through this General Plan documentation or more specific traffic studies conducted through the City where appropriate.

For purposes of this study, a traffic issue will be recognized at City intersections if the Project will decrease the LOS below D at an intersection. A traffic issue will also be recognized if the Project will exacerbate conditions at an intersection already operating below the target LOS D by increasing the average delay at the intersection by 5.0 seconds or more.

Caltrans does not specifically acknowledge a target LOS. Operational analyses of facilities would generally be performed to identify potential safety and queuing issues.

Queues will be considered in the analysis of signalized intersections, particularly to determine if excessive queues are expected to block adjacent lanes operating on a different traffic signal phase. Blocking typically results in congested conditions that may cause worse conditions at the blocked location than those identified by the LOS analyses alone. Since stop-sign-controlled intersections do not have different phases on adjacent lanes, the LOS analyses provide a good indication of the intersection operations and a separate queuing analysis is not performed.

15.0 VEHICLE MILES TRAVELED (VMT) ANALYSES

The screening map included in Appendix B entitled *Average VMT Per Capita by TAZ, Kings County, CA* was generated using the tool available at the Kings County web site: https://www.arcgis.com/apps/webappviewer/index.html?id=84b4b47b08ac41af88779212180ff36c). The map indicates that the Project site is located in an area that is expected to generate VMT at a rate less than 15 percent below the Countywide average per capita. Therefore, the Project may be presumed to cause a less-than-significant transportation impact.

16.0 INTERSECTION OPERATIONAL ANALYSES

The intersection LOS was determined using the computer program Synchro 11, which is based on HCM procedures for calculating levels of service. The intersection analysis sheets are presented in Appendix C.

Tables 4 through 6 present the results of the intersection analyses. For signalized intersections and all-way stop-controlled intersections the overall intersection level of service and the average delay per vehicle are presented. For one-way and two-way stop-controlled intersections an overall intersection level of service is not defined by HCM. Therefore, for one-way and two-way stop-controlled intersections the level of service and average delay per vehicle for the approach with the greatest delay is reported. Delays and LOS that are worse than the target are identified in bold type and are underlined.

Table 4
Intersection LOS Summary - Existing and Existing-Plus-Project Conditions

Intersection	Control	Existing				Existing Plus Project			
		A.M.		P.M.		A.M.		P.M.	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
SR 41 / Hanford-Armona	Signals	21.9	C	19.0	B	22.7	C	19.9	B
19th Ave / Hanford-Armona	OWS	22.3	C	21.1	C	23.8	C	22.6	C
19th Ave / Cinnamon	AWS	19.1	C	10.8	B	19.5	C	10.9	B
Liberty / Hanford-Armona	TWS	**67.5**	**F**	23.0	C	**104.6**	**F**	27.6	D
Fox-Antelope / Hanford-Armona	Signals	17.1	B	15.8	B	17.2	B	15.9	B
Lemoore / Glendale	TWS	14.2	B	12.7	B	14.6	B	13.1	B
Lemoore / Hanford-Armona	Signals	23.6	C	21.8	C	24.0	C	22.0	C

Table 5
Intersection LOS Summary - Existing and Near-Term With-Project Conditions

Intersection	Control	Existing				Near-Term With Project			
		A.M.		P.M.		A.M.		P.M.	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
SR 41 / Hanford-Armona	Signals	21.9	C	19.0	B	30.6	C	25.9	C
19th Ave / Hanford-Armona	OWS	22.3	C	21.1	C	**72.7**	**F**	**55.4**	**F**
19th Ave / Cinnamon	AWS	19.1	C	10.8	B	22.6	C	11.4	B
Liberty / Hanford-Armona	TWS	**67.5**	**F**	23.0	C	**>300**	**F**	**119.2**	**F**
Fox-Antelope / Hanford-Armona	Signals	17.1	B	15.8	B	20.1	C	16.9	B
Lemoore / Glendale	TWS	14.2	B	12.7	B	23.8	C	25.9	D
Lemoore / Hanford-Armona	Signals	23.6	C	21.8	C	30.5	C	24.8	C

Table 6
Intersection LOS Summary - Existing and Year 2042 Conditions

Intersection	Control	Existing				Cumulative Year 2042			
		A.M.		P.M.		A.M.		P.M.	
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
SR 41 / Hanford-Armona	Signals	21.9	C	19.0	B	43.4	D	39.1	D
19th Ave / Hanford-Armona	OWS	22.3	C	21.1	C	**76.0**	**F**	**76.8**	**F**
19th Ave / Cinnamon	AWS	19.1	C	10.8	B	**38.6**	**E**	12.7	B
Liberty / Hanford-Armona	TWS	**67.5**	**F**	23.0	C	**>300**	**F**	**>300**	**F**
Fox-Antelope / Hanford-Armona	Signals	17.1	B	15.8	B	21.6	C	17.8	B
Lemoore / Glendale	TWS	14.2	B	12.7	B	31.5	D	33.9	D
Lemoore / Hanford-Armona	Signals	23.6	C	21.8	C	32.3	C	27.3	C

Note for Tables 4 through 6:
DNE: does not exist OWS: one-way stop TWS: two-way stop AWS: all-way stop

The results of the intersection operational analyses include an estimate of the 95th-percentile queue lengths at the study intersections.

Queue lengths (95th-percentile) are reported for signalized intersections to reveal possible deficiencies that would not be apparent based only on LOS results. For example, if a left-turn lane is not long enough to contain the queues, then the vehicles waiting to turn left will back up into the through traffic lanes and potentially block through traffic while the through traffic signal phase is being served with green time. This type of deficiency may not be apparent based on LOS calculations alone for signalized intersections. On the other hand, at stop-sign-controlled intersections a queuing analysis would not likely reveal any additional deficiencies that are not already revealed in the LOS analysis. Therefore, queuing analyses are not summarized for stop-sign controlled intersections.

The calculated 95th-percentile queue lengths are presented in Tables 7 and 8. Calculated queues exceeding the available storage length are identified in bold type and are underlined.

Table 7
Intersection Queuing Summary – A.M. Peak Hour

Intersection	Existing Storage Capacity (feet)	95th-Percentile Queue Length (feet)			
Approach		Existing	Existing Plus Project	Near-Term With Project	2042 With Project
SR 41 / Hanford-Armona					
Eastbound	>1,000	71	75	92	101
Westbound	>1,000	463	498	743	759
Northbound L	860	23	22	24	28
Northbound T (2)	>1,000	302	313	358	588
Northbound R	500	55	56	60	54
Southbound L	860	213	224	317	348
Southbound T(2)R(S)	>1,000	320	332	381	492
Fox-Antelope / Hanford-Armona					
Eastbound L	100+	28	28	34	37
Eastbound T(2)R(S)	>1,000	116	122	162	178
Westbound L	100+	73	73	73	92
Westbound TR(S)	>1,000	184	188	255	259
Northbound L	95	40	41	56	53
Northbound T	>1,000	31	31	31	38
Northbound R	95	26	26	26	27
Southbound L	50	28	28	28	37
Southbound T	700	41	41	41	52
Southbound R	50	4	4	6	16
Lemoore / Hanford-Armona					
Eastbound L	155+	146	146	233	223
Eastbound T(2)R(S)	>1,000	119	125	150	175
Westbound L	100	**125**	**125**	**125**	**159**
Westbound T(2)R(S)	>1,000	102	103	110	140
Northbound L	225	102	110	130	141
Northbound T(2)R(S)	>1,000	85	85	93	123
Southbound L	175	47	47	69	74
Southbound T(2)R(S)	>1,000	95	95	118	133

+ Connects to a two-way left-turn lane that provides additional storage capacity beyond the striped turn lane.
The reported storage capacities include deceleration length.
Numbers in parentheses indicate number of lanes if more than one.
S: movement is shared with the through lane.

Table 8
Intersection Queuing Summary – P.M. Peak Hour

Intersection	Existing Storage Capacity (feet)	95th-Percentile Queue Length (feet)			
Approach		Existing	Existing Plus Project	Near-Term With Project	2042 With Project
SR 41 / Hanford-Armona					
Eastbound	>1,000	92	100	125	173
Westbound	>1,000	225	258	388	415
Northbound L	860	12	12	13	18
Northbound T (2)	>1,000	352	372	458	519
Northbound R	500	56	59	66	58
Southbound L	860	280	305	428	408
Southbound T(2)R(S)	>1,000	173	182	218	332
Fox-Antelope / Hanford-Armona					
Eastbound L	100+	35	35	40	41
Eastbound T(2)R(S)	>1,000	94	98	130	132
Westbound L	100+	71	71	71	96
Westbound TR(S)	>1,000	174	188	304	320
Northbound L	95	58	60	65	78
Northbound T	>1,000	34	34	34	39
Northbound R	95	46	46	46	50
Southbound L	50	28	28	28	34
Southbound T	700	22	22	22	25
Southbound R	50	0	0	0	0
Lemoore / Hanford-Armona					
Eastbound L	155+	106	107	168	176
Eastbound T(2)R(S)	>1,000	105	108	134	146
Westbound L	100	**143**	**144**	**161**	**219**
Westbound T(2)R(S)	>1,000	86	91	117	119
Northbound L	225	102	115	149	141
Northbound T(2)R(S)	>1,000	75	76	89	90
Southbound L	175	61	61	80	92
Southbound T(2)R(S)	>1,000	77	77	91	96

+ Connects to a two-way left-turn lane that provides additional storage capacity beyond the striped turn lane.
The reported storage capacities include deceleration length.
Numbers in parentheses indicate number of lanes if more than one.
S: movement is shared with the through lane.

17.0 DISCUSSION OF OPERATIONAL ANALYSES

17.1 Existing Conditions

The results of the intersection operational analyses indicate that the study locations are currently operating at acceptable levels of service, with the exception of the intersection of Liberty Drive and Hanford-Armona Road. The northbound and southbound left-turn

movements at the intersection of Liberty Drive and Hanford-Armona Road are currently operating at LOS F during the a.m. peak hour, but all movements operate at an acceptable LOS C or better during the p.m. peak hour.

The calculated 95th-percentile queues at the signalized study intersections are shorter than the available storage length, with the exception of the westbound-to-northbound left-turn lane at the intersection of Lemoore Avenue and Hanford-Armona Road. At this location the calculated 95th-percentile queues exceed the storage capacity by approximately one to two vehicles during both the a.m. and p.m. peak hours.

17.2 Existing-Plus-Project Conditions

The existing-plus-Project conditions analyses represent conditions that would occur after occupancy of the Project if none of the pending and approved projects were constructed. This scenario isolates the specific effects of the Project.

The analyses indicate that the study locations are expected to continue to operate at levels of service similar to the existing levels of service. Delays at the intersection of Liberty Drive and Hanford-Armona Road, which is currently operating at LOS F during the a.m. peak hour, are expected to be exacerbated by a substantial amount.

The calculated 95th-percentile queues at the signalized study intersections will be similar to the existing conditions, and the Project is not expected to cause queuing issues.

In order to operate at an acceptable LOS, the intersection of Liberty Drive and Hanford-Armona Road would require improvements. All-way stop control was investigated, but the LOS and delay on Hanford-Armona Road (eastbound and westbound approaches) would be worse than LOS D and the traffic issues would essentially be shifted from the minor street to the major street. Therefore, it is anticipated that signalization would be required for the intersection to operate at acceptable LOS. The intersection analysis sheets for the improved conditions are presented in Appendix D.

17.3 Near-Term With-Project Conditions

The near-term with-Project conditions analyses represent conditions that are expected after occupancy of the Project and other the pending and approved projects. This scenario isolates the near-term cumulative effects of the Project and other known projects.

The analyses indicate that the study locations are expected to continue to operate at levels of service similar to the existing levels of service, with the following exceptions:

- Delays at the intersection of Liberty Drive and Hanford-Armona Road, which is currently operating at LOS F during the a.m. peak hour, are expected to be exacerbated by a substantial amount. As indicated by the existing-plus-Project analyses, the Project contributes substantially to the increased delays.
- The LOS at the intersection of 19th Avenue and Hanford-Armona Road is expected to decrease from the existing LOS C or better to LOS F during both the a.m. and p.m. peak hours. As indicated by the existing-plus-Project analyses, the Project does not contribute substantially to the increased delays.

The calculated 95th-percentile queues at the signalized study intersections will be similar to the existing conditions, and the cumulative projects are not expected to cause new queuing issues.

In order to operate at an acceptable LOS, the intersection of Liberty Drive and Hanford-Armona Road would require improvements. All-way stop control was investigated, but the LOS and delay on Hanford-Armona Road (eastbound and westbound approaches) would be worse than LOS D and the traffic issues would essentially be shifted from the minor street to the major street. Therefore, it is anticipated that signalization would be required for the intersection to operate at acceptable LOS. The intersection analysis sheets for the improved conditions are presented in Appendix D.

In order to operate at an acceptable LOS, the intersection of 19th Avenue and Hanford-Armona Road would require improvements. All-way stop control was investigated, but the LOS and delay on Hanford-Armona Road (eastbound and westbound approaches) would be worse than LOS D and the traffic issues would essentially be shifted from the minor street to the major street. Therefore, it is anticipated that signalization would be required for the intersection to operate at acceptable LOS. It is noted that the Project does not contribute substantially to the increased delays. The intersection analysis sheets for the improved conditions are presented in Appendix D.

17.4 Cumulative Year 2042 Conditions

The year 2042 cumulative conditions analyses are based on the assumption that the Project site is developed with the proposed Project, that the approved and pending projects have been completed, and that 20 years of regional growth has occurred as projected in the KCAG travel model. The analyses indicate that the following study intersections, if maintained in their current configurations, are expected to operate worse than the target LOS D:

- Liberty Drive and Hanford-Armona Road (LOS F on the northbound and southbound approaches during both a.m. and p.m. peak hours). In order to operate at an acceptable LOS, the intersection would require signalization as described above for the existing-plus-Project and near-term scenarios.
- 19th Avenue and Cinnamon Drive (LOS E during the a.m. peak hour). In order to operate at an acceptable LOS, the intersection would require signalization.
- 19th Avenue and Hanford-Armona Road (LOS F on the northbound and southbound approaches during both a.m. and p.m. peak hours). In order to operate at an acceptable LOS, the intersection would require signalization as described above for the near-term scenario.

The intersection analysis sheets for the improved conditions are presented in Appendix D.

18.0 CONCLUSIONS

Standard traffic engineering principles and methods were employed to establish the existing conditions, to estimate the number of trips expected to be generated by the Project, and to analyze the traffic conditions that may occur in the future.

The traffic study revealed that the all of the study intersections are currently operating at acceptable levels of service, with the exception of the intersection of Liberty Drive and

Hanford-Armona Road. The calculated 95th-percentile queues at the signalized study intersections are shorter than the available storage length, with the exception of the westbound-to-northbound left-turn lane at the intersection of Lemoore Avenue and Hanford-Armona Road. At this location the calculated 95th-percentile queues exceed the storage capacity by approximately one to two vehicles during both the a.m. and p.m. peak hours.

The Project will not cause any of the study intersections to operate below the target LOS, but will cause additional delays at the intersection of Liberty Drive and Hanford-Armona Road where the left-turn movements from the northbound and southbound approaches operate at LOS F during the a.m. peak hour. The intersection would operate at acceptable LOS with the installation of traffic signals.

The study revealed that the intersection of 19th Avenue and Hanford-Armona Road will operate at LOS F in the near-term condition. As indicated by the existing-plus-Project analyses, the Project does not contribute substantially to the increased delays. The intersection would operate at acceptable LOS with the installation of traffic signals.

By the year 2042, the intersection of 19th Avenue and Cinnamon Drive is expected to operate at LOS E during the a.m. peak hour. The intersection would operate at acceptable LOS with the installation of traffic signals. The traffic signals should not be installed until future traffic volumes cause levels of service to decrease below the target LOS.

The following study intersections are expected to operate at acceptable levels of service through the year 2042:

- State Route (SR) 41 / Hanford-Armona Road
- Fox Street (Antelope Drive) / Hanford-Armona Road
- Lemoore Avenue / Glendale Avenue
- Lemoore Avenue / Hanford-Armona Road

The Project may be presumed to cause a less-than-significant transportation impact based on the Kings County VMT screening map.

Thank you for the opportunity to perform this traffic study. Please feel free to call our office if you have any questions.

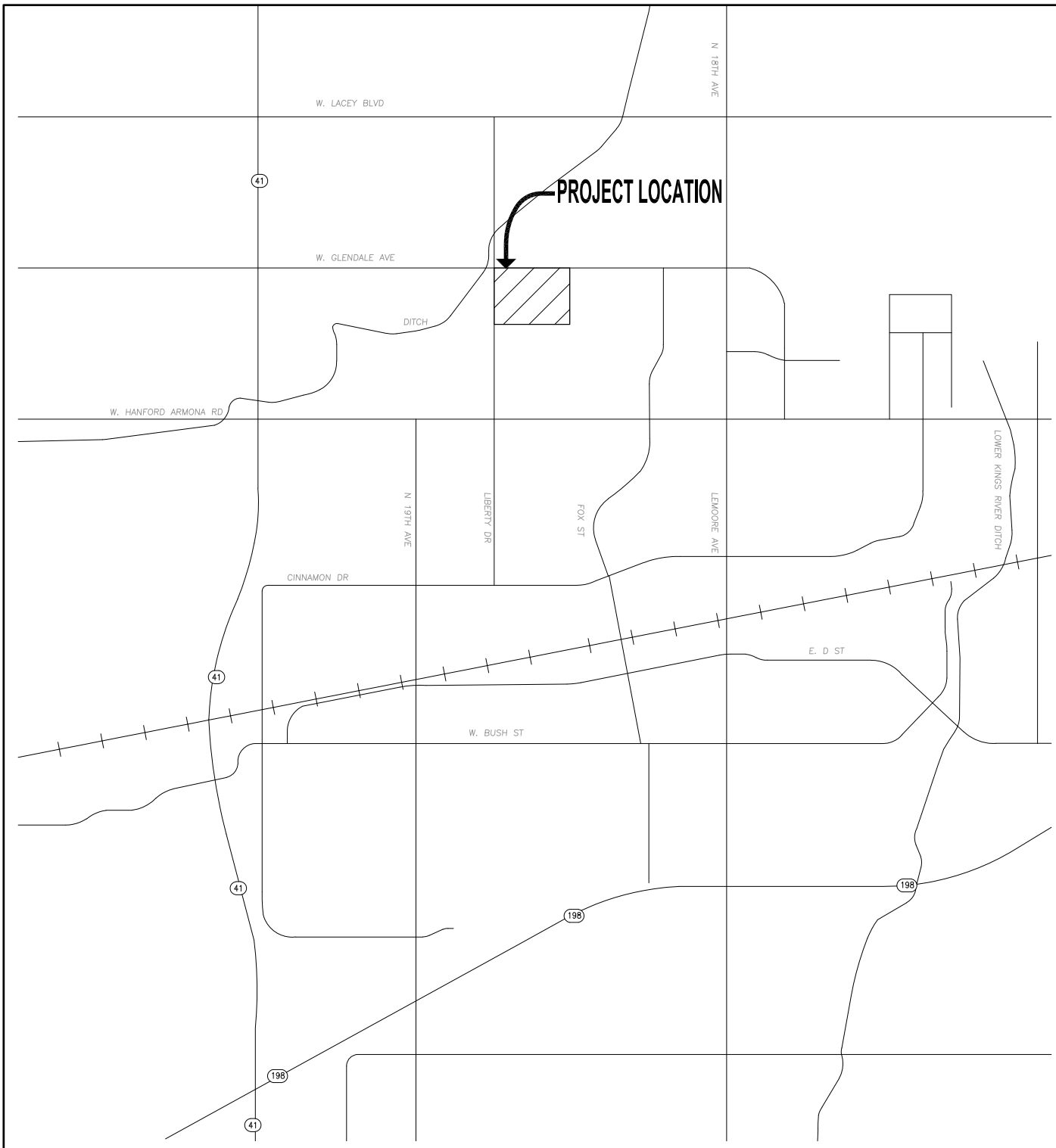
PETERS ENGINEERING GROUP

John Rowland, PE, TE

Attachments: Figures
Appendix A – Traffic Count Data Sheets
Appendix B – Kings County Travel Model Output
Appendix C – Intersection Analyses
Appendix D – Intersection Analyses With Improvements

FIGURES

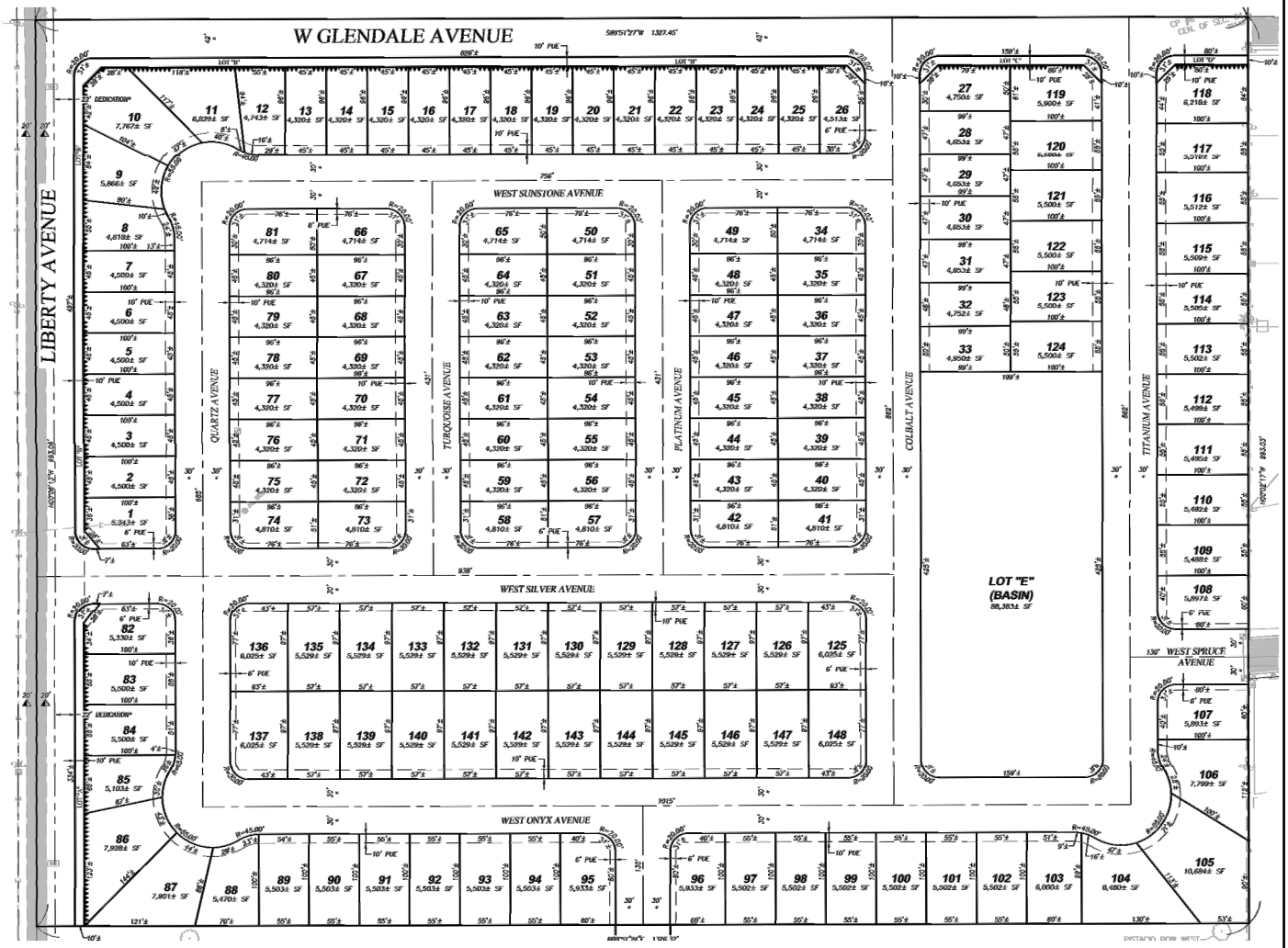
PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION



Not to Scale

Proposed Tract 935
Lemoore, California

SITE VICINITY MAP



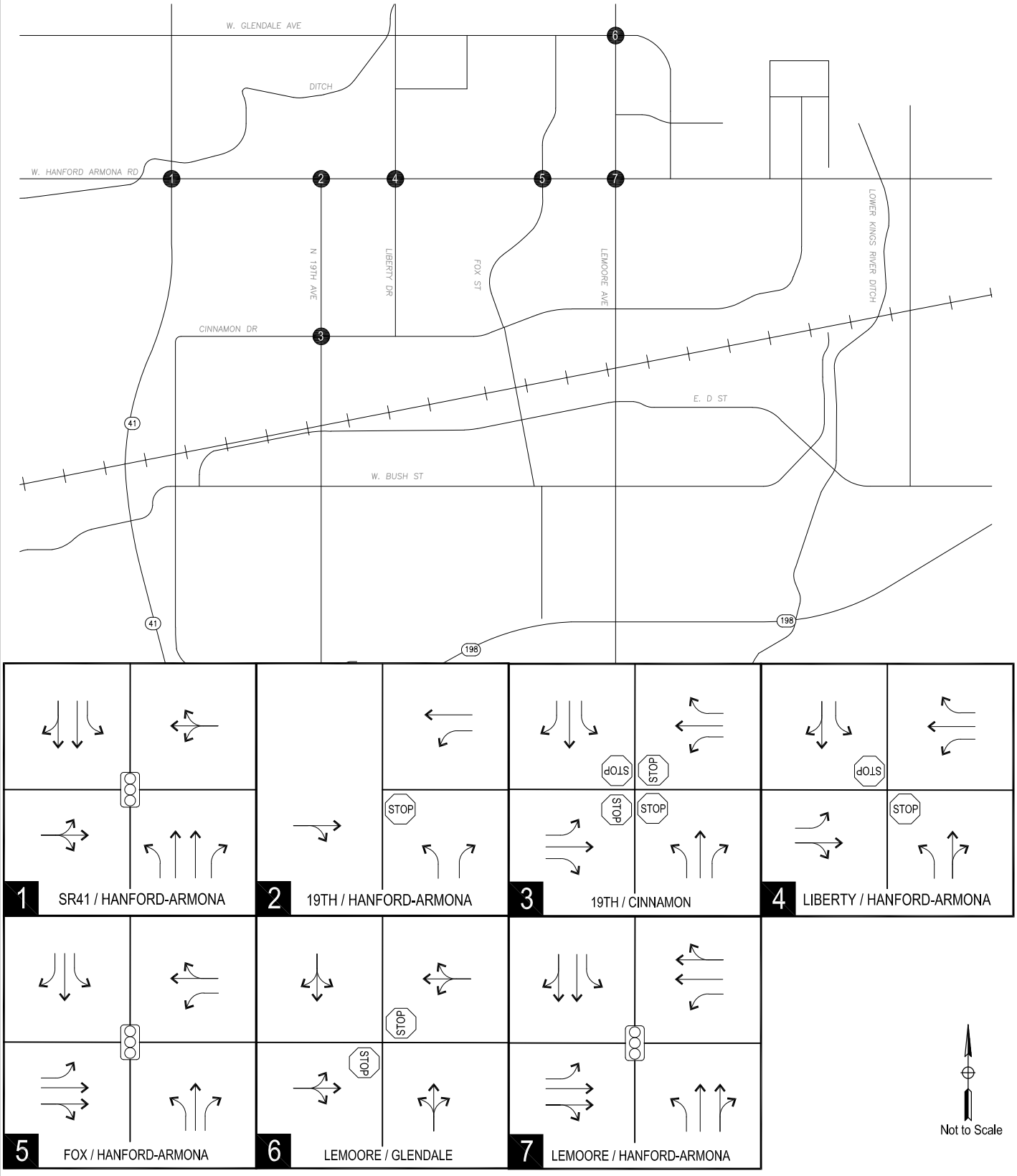
Proposed Tract 935
Lemoore, California

SITE PLAN

Not to Scale

PETERS ENGINEERING GROUP

Figure 2

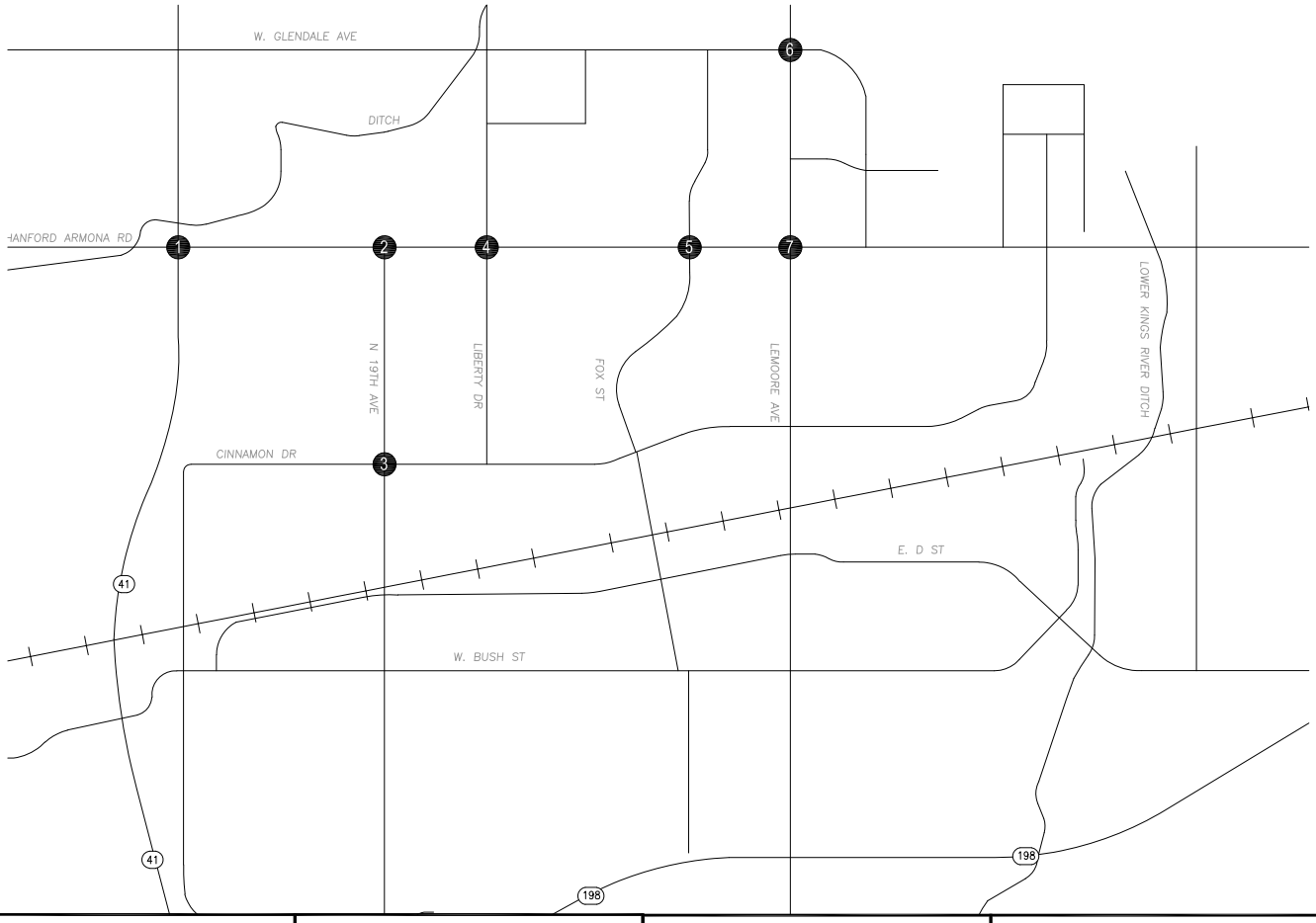


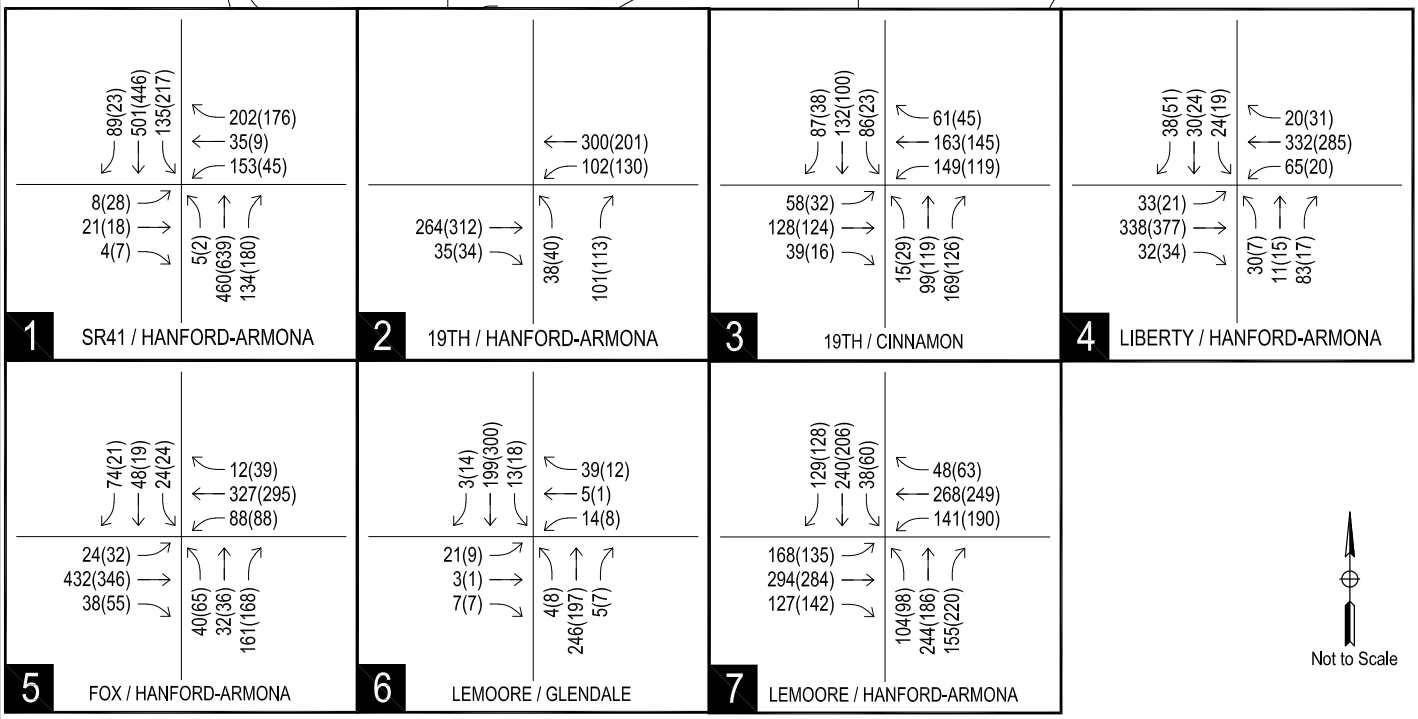
LEGEND

- XX STUDY AREA INTERSECTIONS
- PROJECT SITE
- SIGNALIZED INTERSECTION
- STOP STOP SIGN
- DIRECTION OF TRAVEL

Proposed Tract 935
Lemoore, California

LANE CONFIGURATIONS





LEGEND

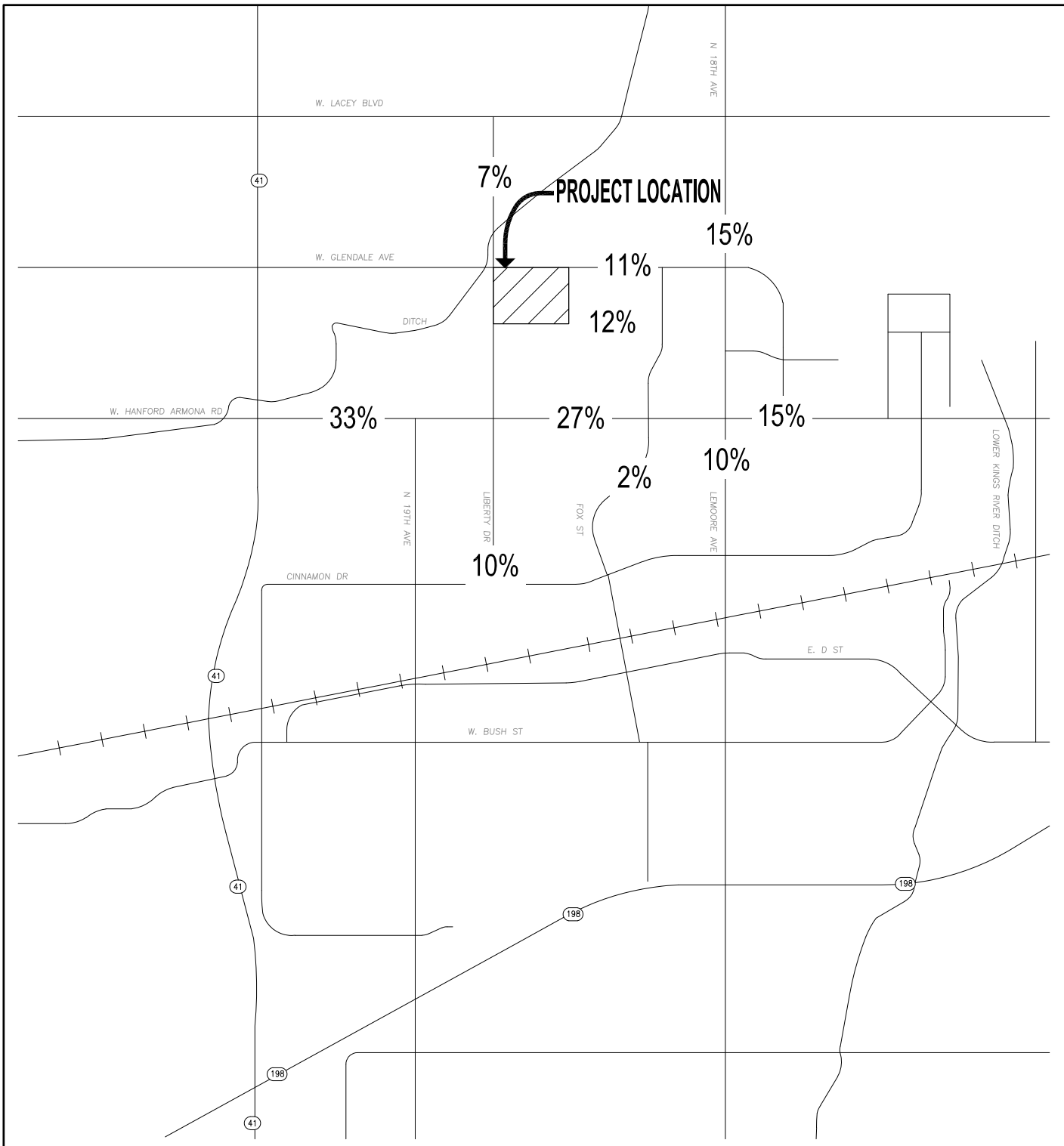
XX STUDY AREA INTERSECTIONS

PROJECT SITE

XX (YY) AM (PM) VOLUMES

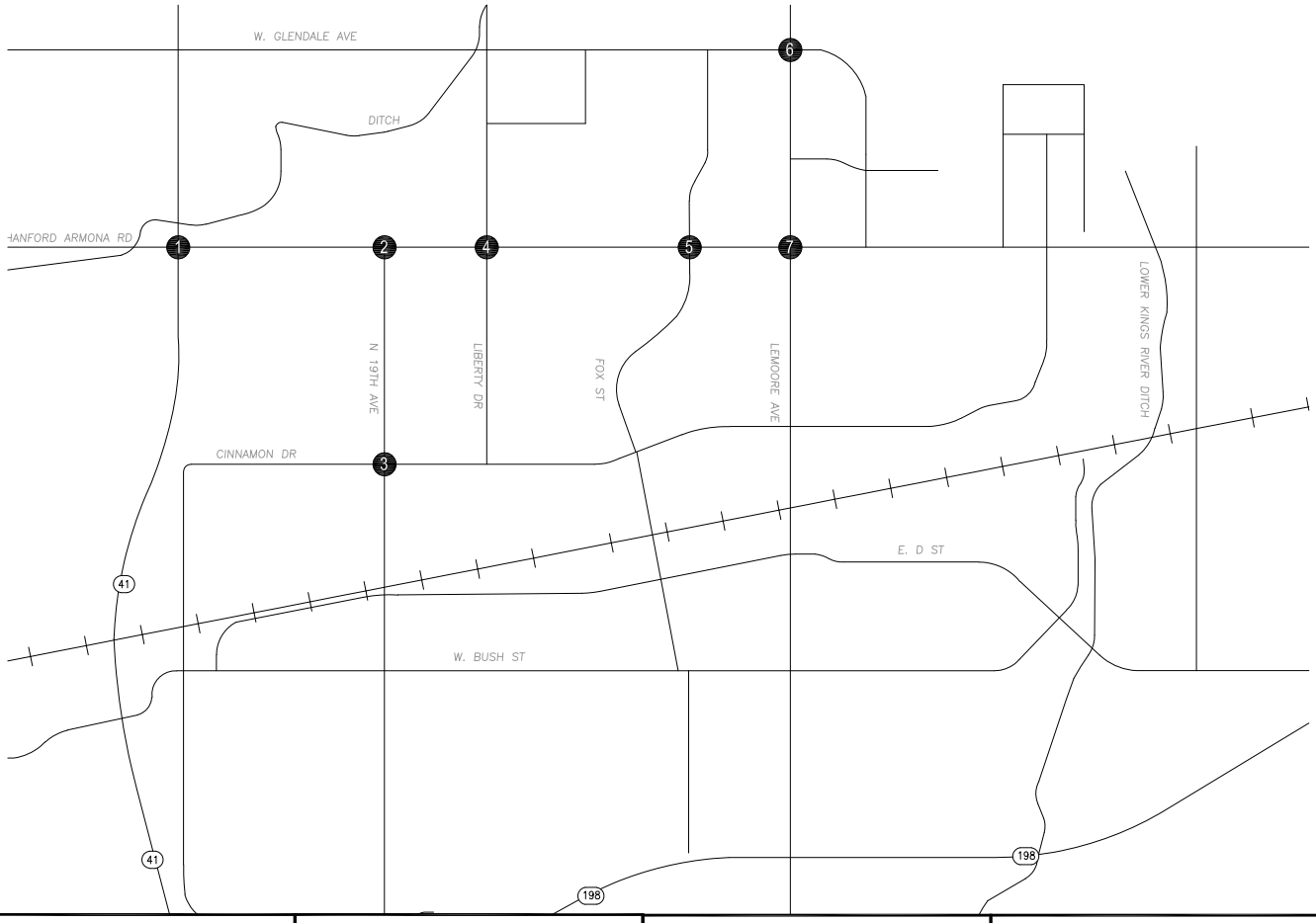
Proposed Tract 935
Lemoore, California

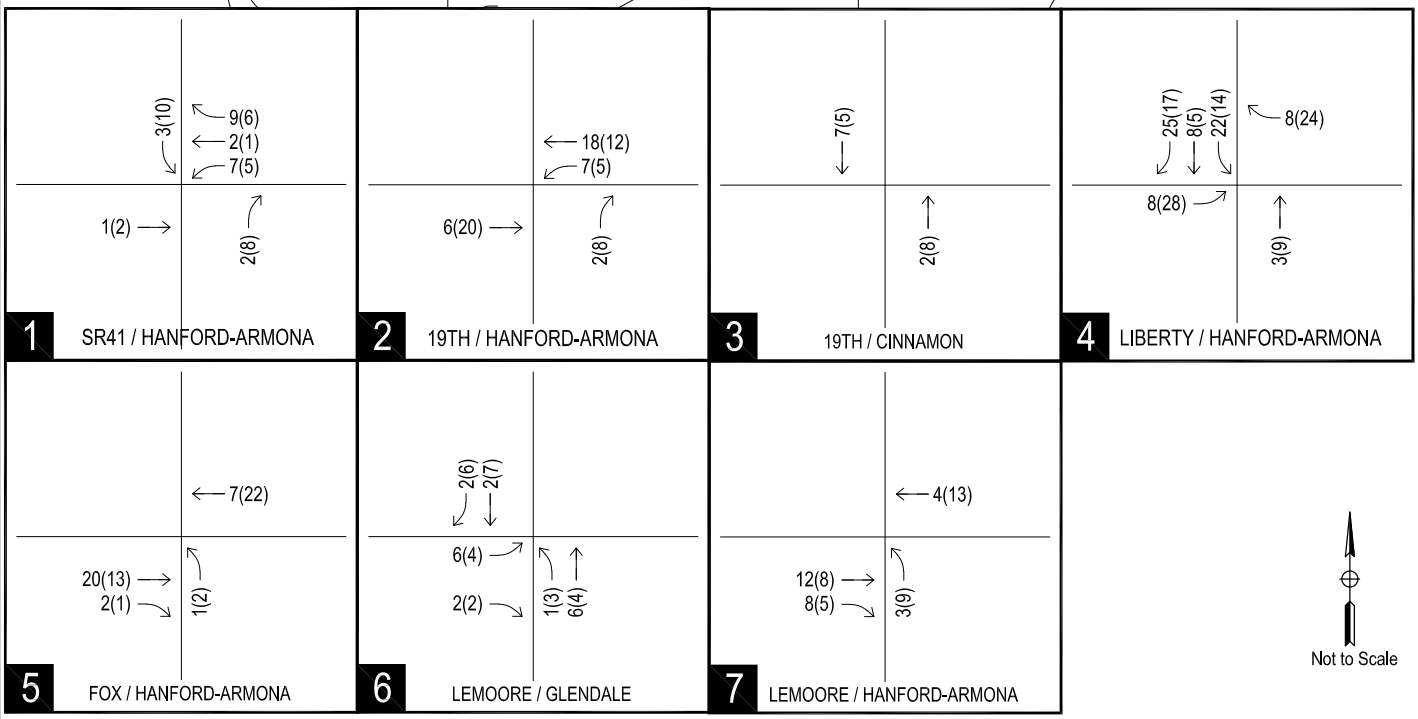
EXISTING PEAK-HOUR TRAFFIC VOLUMES



Proposed Tract 935
Lemoore, California

PROJECT TRIP DISTRIBUTION PERCENTAGES



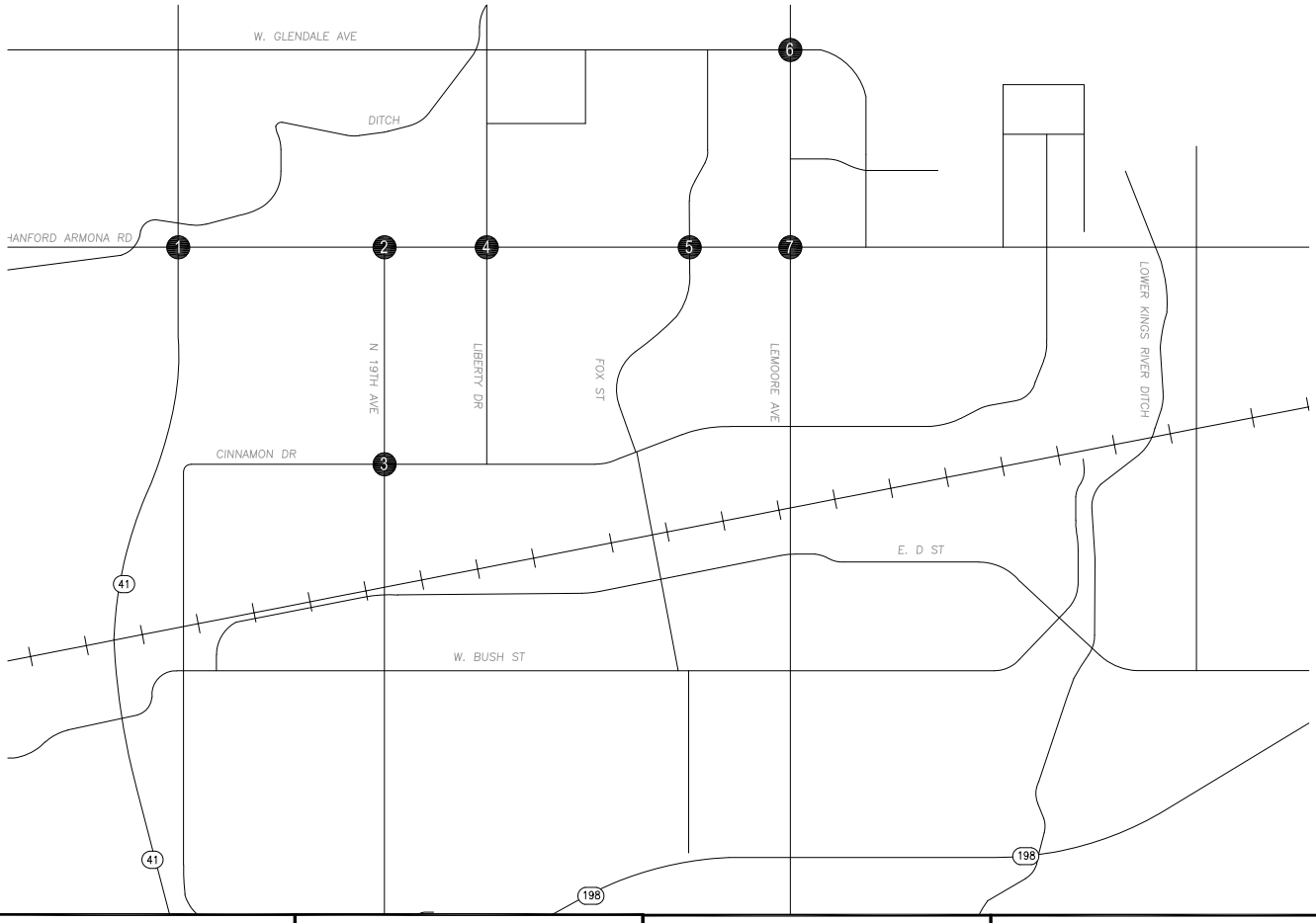


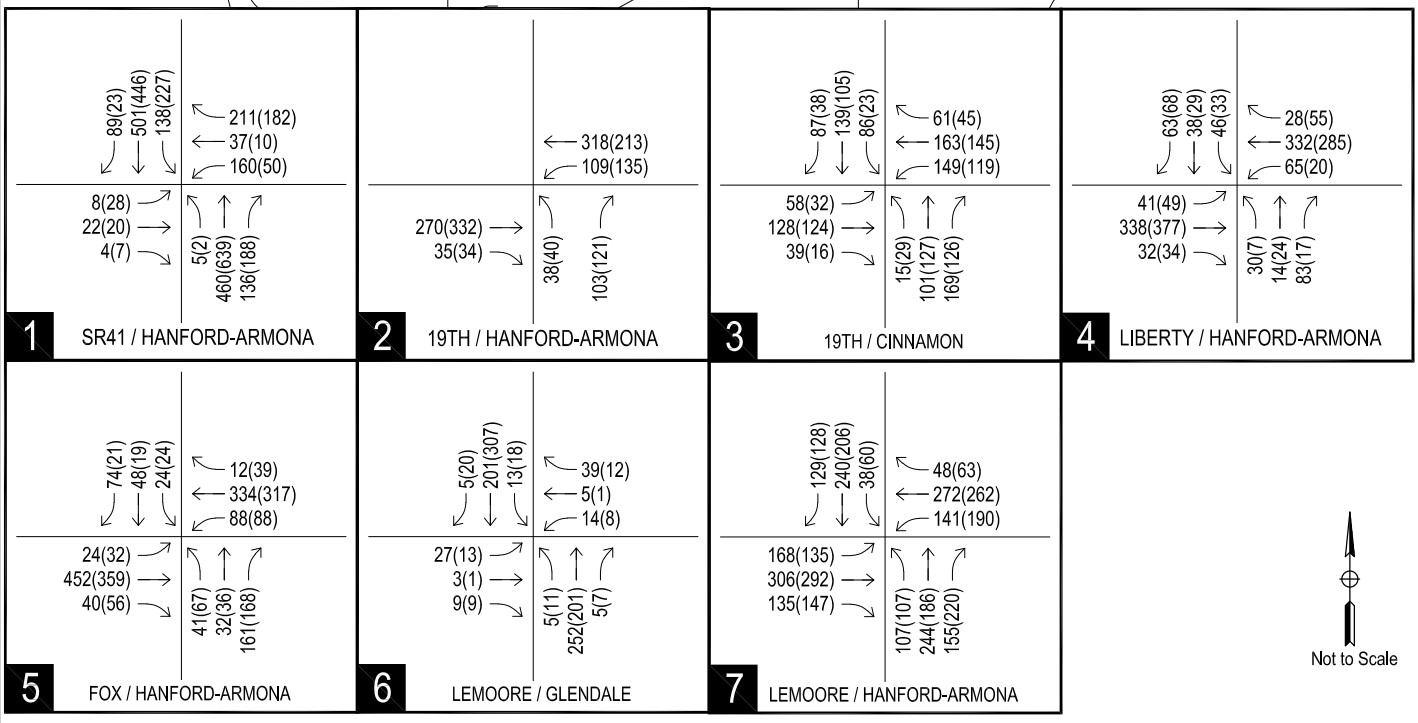
LEGEND

XX	STUDY AREA INTERSECTIONS
	PROJECT SITE
XX (YY)	AM (PM) VOLUMES

Proposed Tract 935
Lemoore, California

PEAK-HOUR TRAFFIC VOLUMES





LEGEND

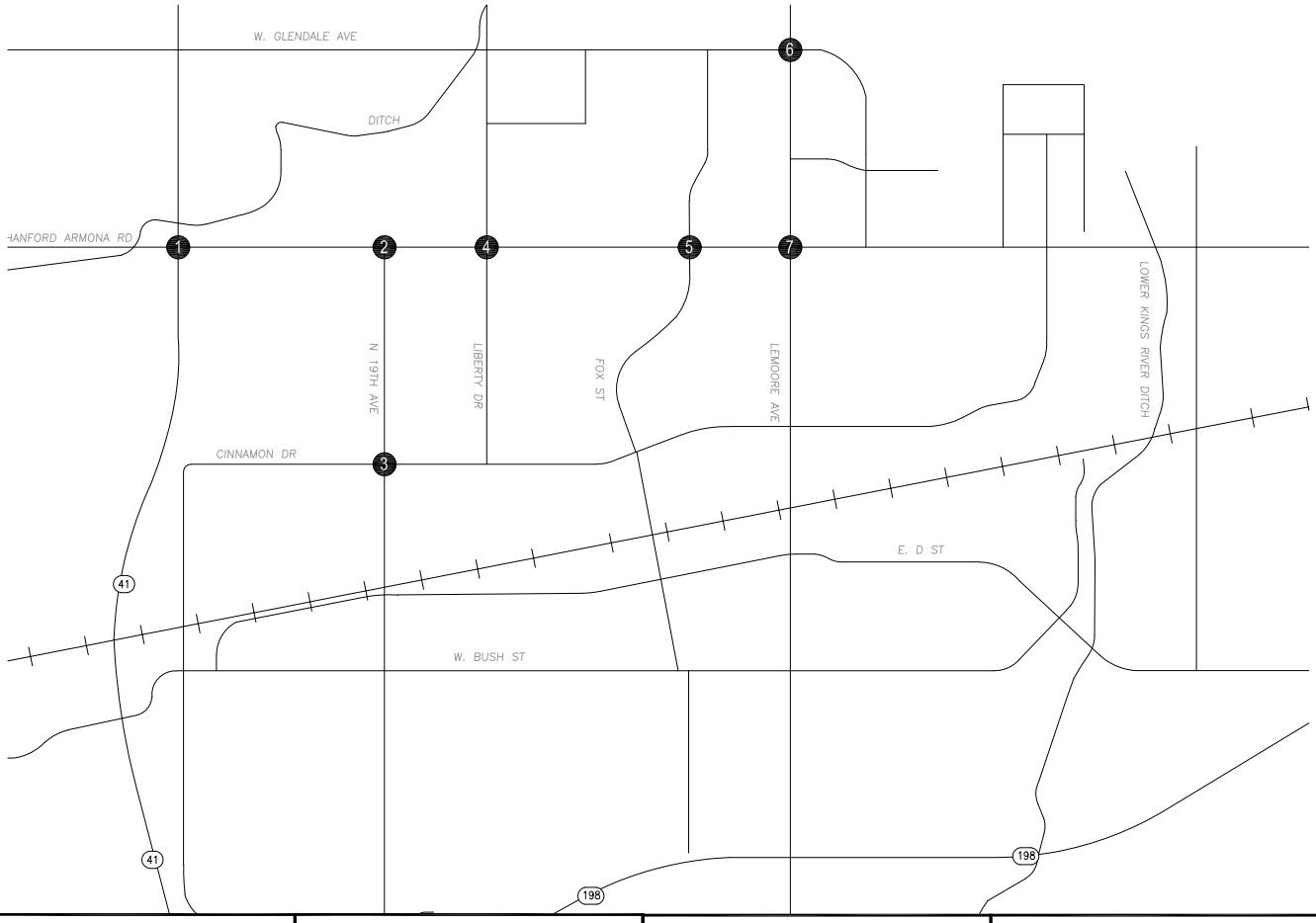
XX STUDY AREA INTERSECTIONS

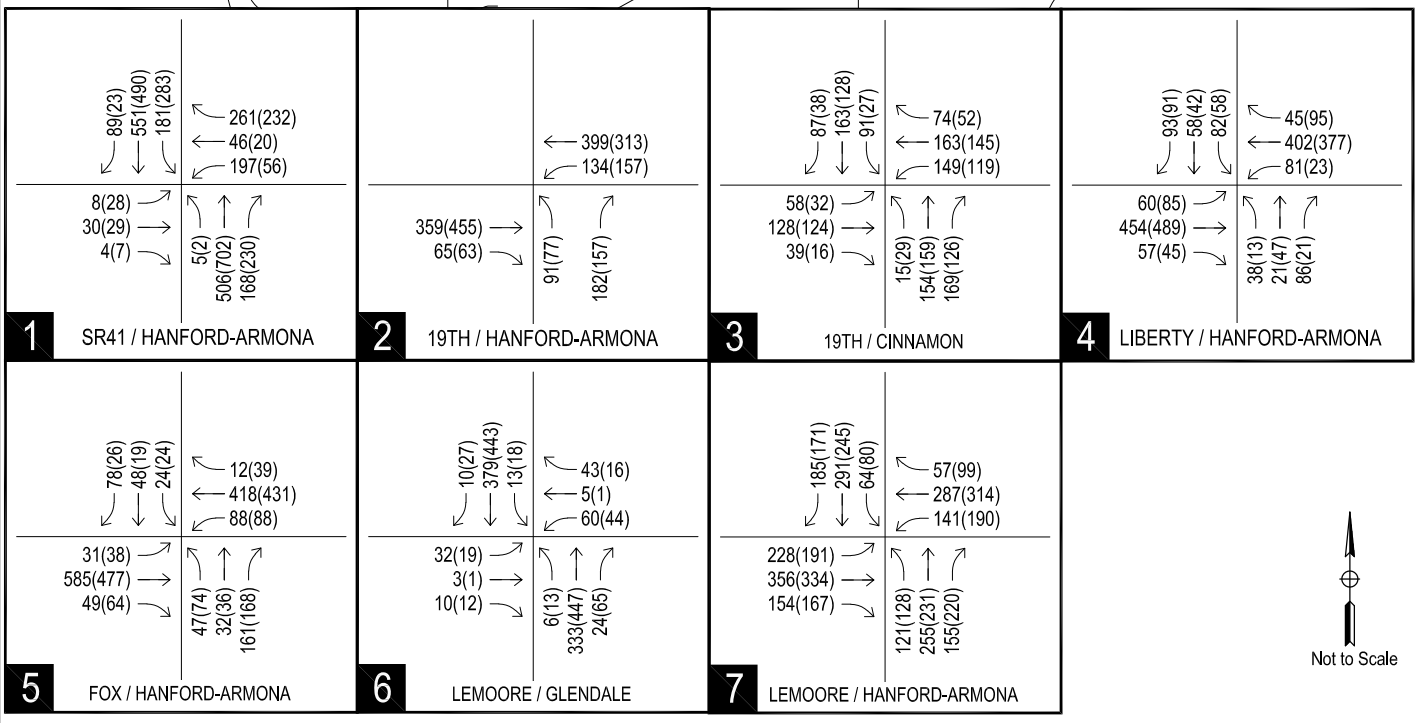
PROJECT SITE

XX (YY) AM (PM) VOLUMES

Proposed Tract 935
Lemoore, California

EXISTING PLUS PROJECT PEAK-HOUR TRAFFIC VOLUMES





LEGEND

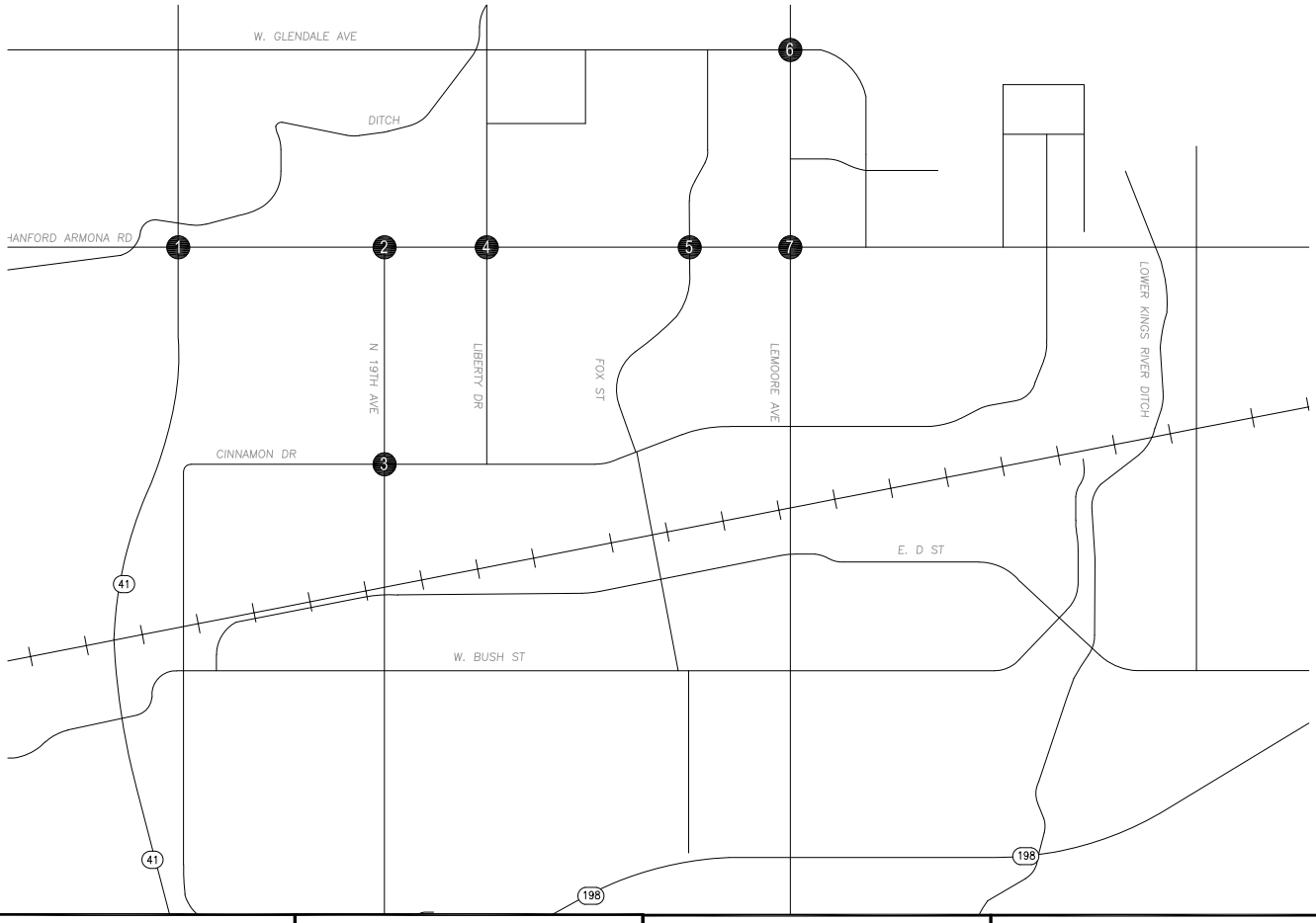
XX STUDY AREA INTERSECTIONS

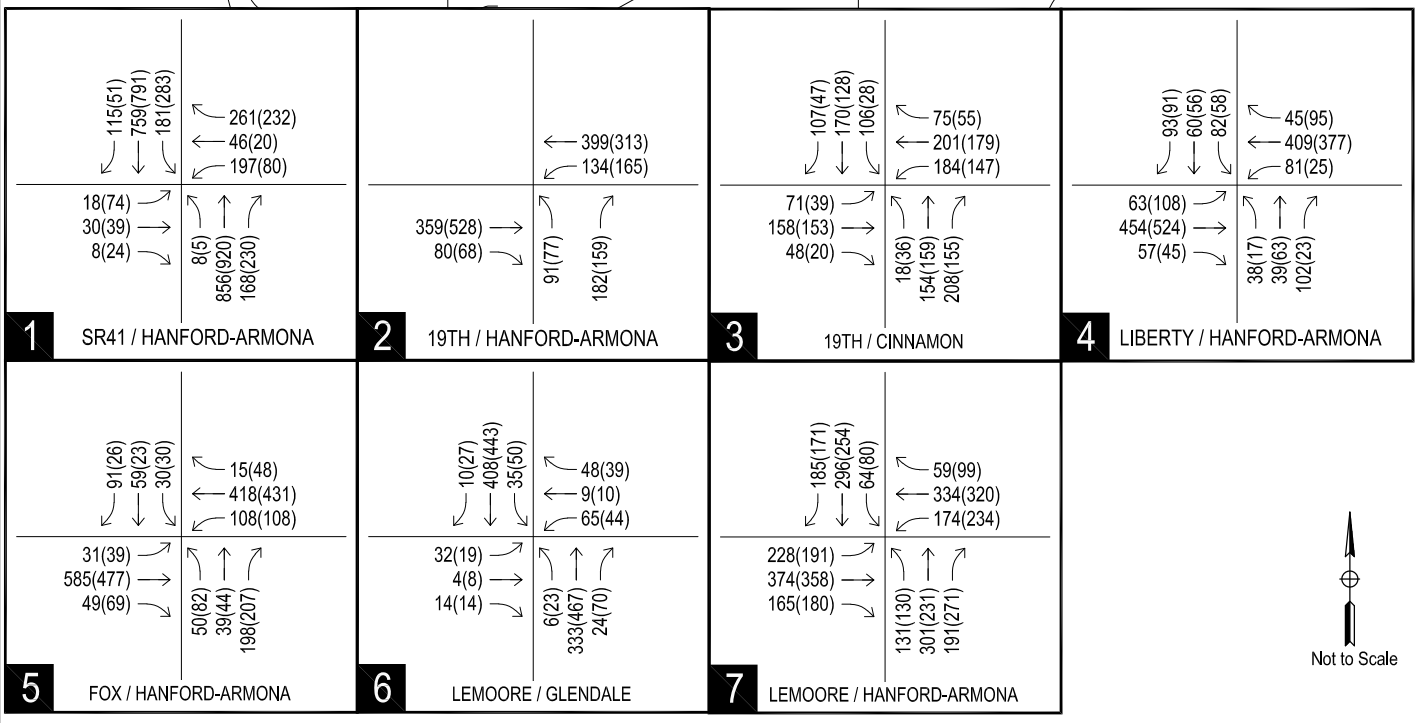
PROJECT SITE

XX (YY) AM (PM) VOLUMES

Proposed Tract 935
Lemoore, California

NEAR-TERM WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES





LEGEND

XX STUDY AREA INTERSECTIONS

PROJECT SITE

XX (YY) AM (PM) VOLUMES

Proposed Tract 935
Lemoore, California

CUMULATIVE (YEAR 2042) WITH PROJECT PEAK-HOUR TRAFFIC VOLUMES

APPENDIX A

TRAFFIC COUNT DATA SHEETS

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

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:
Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION SR 41 @ Hanford-Armona Rd
COUNTY Kings
COLLECTION DATE Tuesday, November 9, 2021

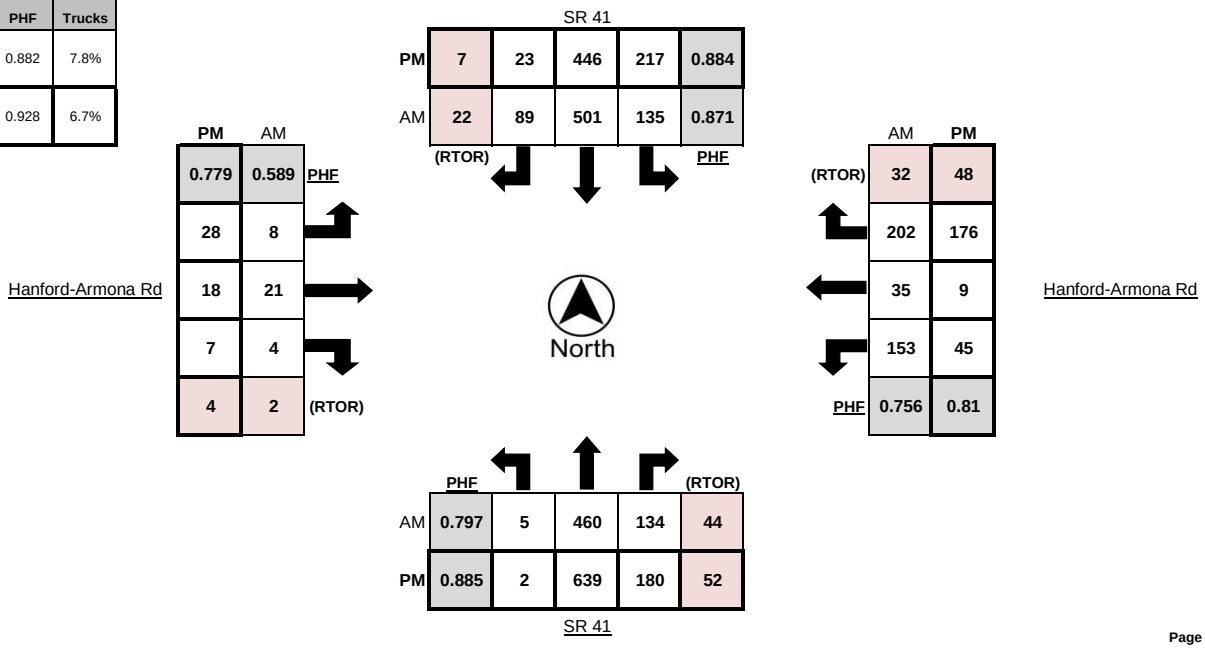
LATITUDE 36.3134
LONGITUDE -119.8079
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**
7:00 AM - 7:15 AM	0	92	7	2	8	14	124	7	1	23	2	0	0	0	2	26	2	50	16	0
7:15 AM - 7:30 AM	1	124	14	3	15	11	130	15	5	22	1	2	0	0	0	49	1	55	8	0
7:30 AM - 7:45 AM	1	109	34	10	10	39	135	34	11	22	5	7	2	1	1	53	15	61	10	0
7:45 AM - 8:00 AM	3	134	51	20	19	47	134	22	3	20	1	6	0	0	1	33	13	37	5	1
8:00 AM - 8:15 AM	0	93	35	11	10	38	102	18	3	14	1	6	2	1	1	18	6	49	9	0
8:15 AM - 8:30 AM	2	80	15	6	17	26	107	4	1	20	8	5	2	1	3	20	3	41	10	0
8:30 AM - 8:45 AM	1	90	8	0	17	26	101	5	1	19	5	3	1	0	4	13	2	38	10	1
8:45 AM - 9:00 AM	2	100	13	3	21	30	87	4	1	18	1	1	2	1	1	6	1	43	15	1
TOTAL	**10**	**822**	**177**	**55**	**117**	**231**	**920**	**109**	**26**	**158**	**24**	**30**	**9**	**4**	**13**	**218**	**43**	**374**	**83**	**3**

	Northbound					Southbound					Eastbound					Westbound				
Time	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**
4:00 PM - 4:15 PM	0	169	63	20	22	55	125	8	2	13	4	5	1	1	0	10	2	40	9	0
4:15 PM - 4:30 PM	0	147	40	13	10	52	94	11	4	16	10	7	0	0	1	13	1	34	9	0
4:30 PM - 4:45 PM	1	173	45	13	11	42	104	1	0	12	7	5	4	2	0	12	4	55	11	4
4:45 PM - 5:00 PM	1	150	32	6	18	68	123	3	1	11	7	1	2	1	2	10	2	47	19	0
5:00 PM - 5:15 PM	0	122	62	22	15	54	123	4	1	7	5	6	2	1	0	11	2	64	19	2
5:15 PM - 5:30 PM	0	155	53	17	14	48	97	3	1	7	1	2	0	0	0	13	4	45	9	2
5:30 PM - 5:45 PM	1	111	50	19	13	58	114	2	0	2	7	4	0	0	1	19	0	50	16	0
5:45 PM - 6:00 PM	0	91	26	7	8	57	81	3	0	10	1	3	0	0	1	14	4	48	19	1
TOTAL	**3**	**1118**	**371**	**117**	**111**	**434**	**861**	**35**	**9**	**78**	**42**	**33**	**9**	**5**	**5**	**102**	**19**	**383**	**111**	**9**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**
7:15 AM - 8:15 AM	5	460	134	44	54	135	501	89	22	78	8	21	4	2	3	153	35	202	32	1
4:00 PM - 5:00 PM	2	639	180	52	61	217	446	23	7	52	28	18	7	4	3	45	9	176	48	4

	PHF	Trucks
AM	0.882	7.8%
PM	0.928	6.7%



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:
Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

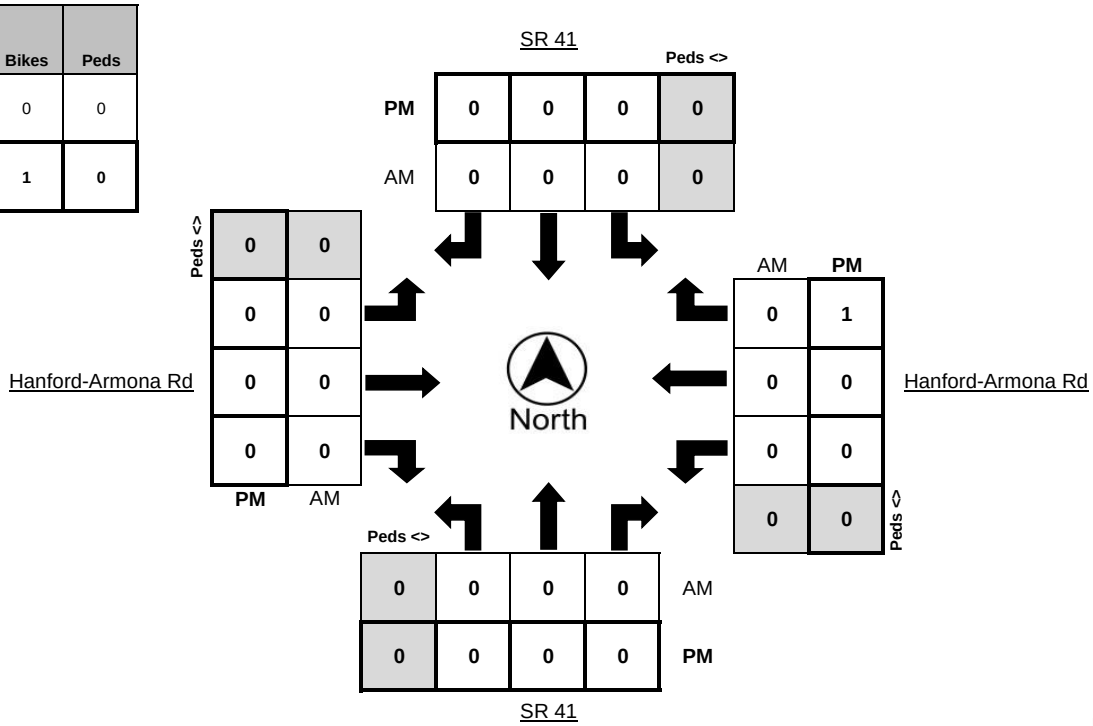
LOCATION SR 41 @ Hanford-Armona Rd
LATITUDE 36.3134
COUNTY Kings
LONGITUDE -119.8079
COLLECTION DATE Tuesday, November 9, 2021
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	**1**	**0**



Metro Traffic Data Inc.
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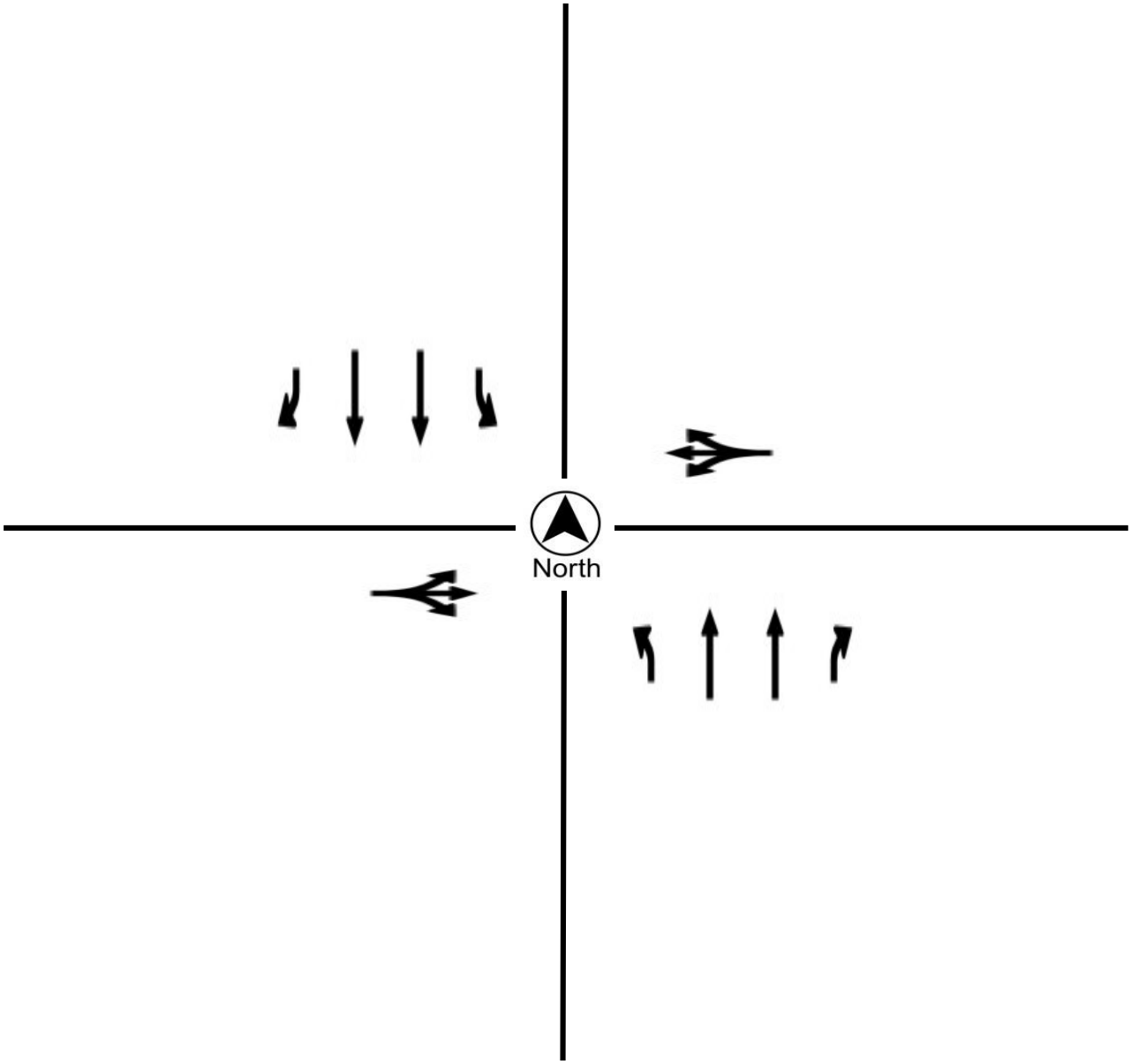
Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION	SR 41 @ Hanford-Armona Rd	**N/S STREET**	SR 41
COUNTY	Kings	**E/W STREET**	Hanford-Armona Rd
COLLECTION DATE	Tuesday, November 9, 2021	**WEATHER**	Clear
CYCLE TIME	171 Seconds	**CONTROL TYPE**	Signal

COMMENTS Northbound/southbound left turns are protected.
Eastbound/westbound approaches are split.



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Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

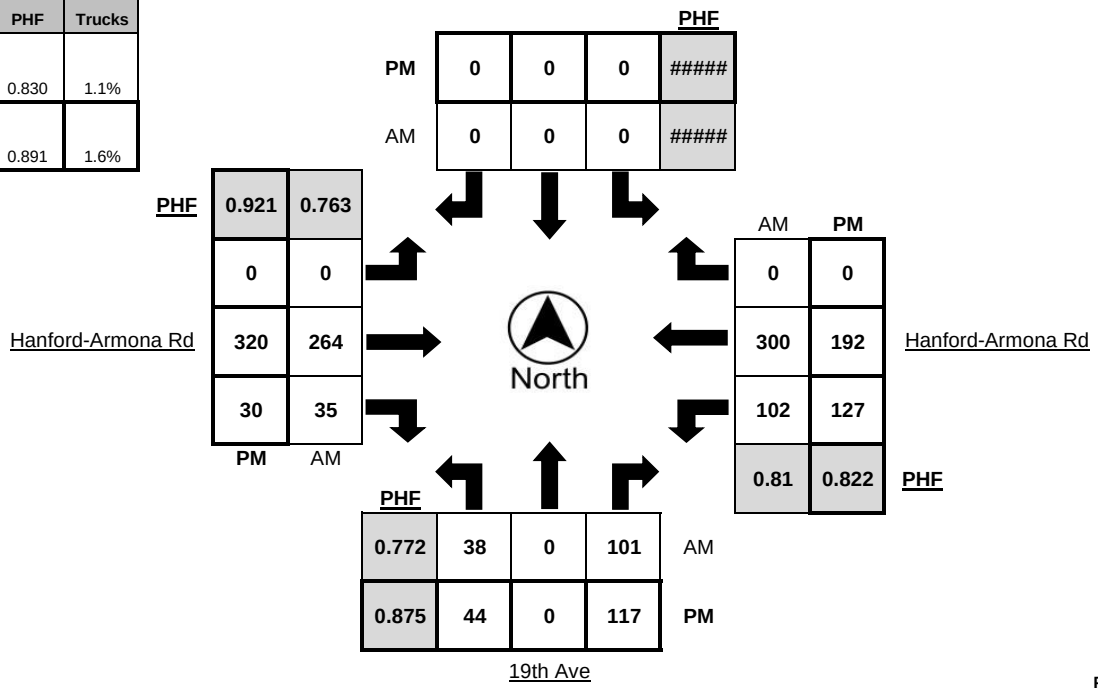
LOCATION 19th Ave @ Hanford-Armona Rd
LATITUDE 36.3134
COUNTY Kings
LONGITUDE -119.7988
COLLECTION DATE Tuesday, November 9, 2021
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	7	0	7	0	0	0	0	0	0	22	5	0	12	62	0	0
7:15 AM - 7:30 AM	9	0	17	0	0	0	0	0	0	39	3	0	12	86	0	1
7:30 AM - 7:45 AM	7	0	21	1	0	0	0	0	0	72	11	1	30	94	0	0
7:45 AM - 8:00 AM	8	0	37	0	0	0	0	0	0	86	12	4	33	77	0	2
8:00 AM - 8:15 AM	14	0	26	0	0	0	0	0	0	67	9	0	27	43	0	0
8:15 AM - 8:30 AM	4	0	13	0	0	0	0	0	0	37	6	0	10	49	0	1
8:30 AM - 8:45 AM	1	0	11	0	0	0	0	0	0	36	5	0	13	48	0	1
8:45 AM - 9:00 AM	4	0	13	0	0	0	0	0	0	36	3	1	15	36	0	1
TOTAL	**54**	**0**	**145**	**1**	**0**	**0**	**0**	**0**	**0**	**395**	**54**	**6**	**152**	**495**	**0**	**6**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	3	0	26	0	0	0	0	0	0	93	10	0	27	47	0	0
4:15 PM - 4:30 PM	9	0	27	0	0	0	0	0	0	68	5	1	21	45	0	0
4:30 PM - 4:45 PM	14	0	32	3	0	0	0	0	0	78	8	1	31	46	0	1
4:45 PM - 5:00 PM	4	0	24	1	0	0	0	0	0	74	5	2	24	46	0	0
5:00 PM - 5:15 PM	12	0	29	2	0	0	0	0	0	82	13	1	25	50	0	0
5:15 PM - 5:30 PM	14	0	32	1	0	0	0	0	0	86	4	0	47	50	0	1
5:30 PM - 5:45 PM	8	0	25	1	0	0	0	0	0	85	5	0	33	50	0	1
5:45 PM - 6:00 PM	6	0	27	0	0	0	0	0	0	59	12	0	25	51	0	1
TOTAL	**70**	**0**	**222**	**8**	**0**	**0**	**0**	**0**	**0**	**625**	**62**	**5**	**233**	**385**	**0**	**4**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	38	0	101	1	0	0	0	0	0	264	35	5	102	300	0	3
4:30 PM - 5:30 PM	44	0	117	7	0	0	0	0	0	320	30	4	127	192	0	2

	PHF	Trucks
AM	0.830	1.1%
PM	0.891	1.6%



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Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

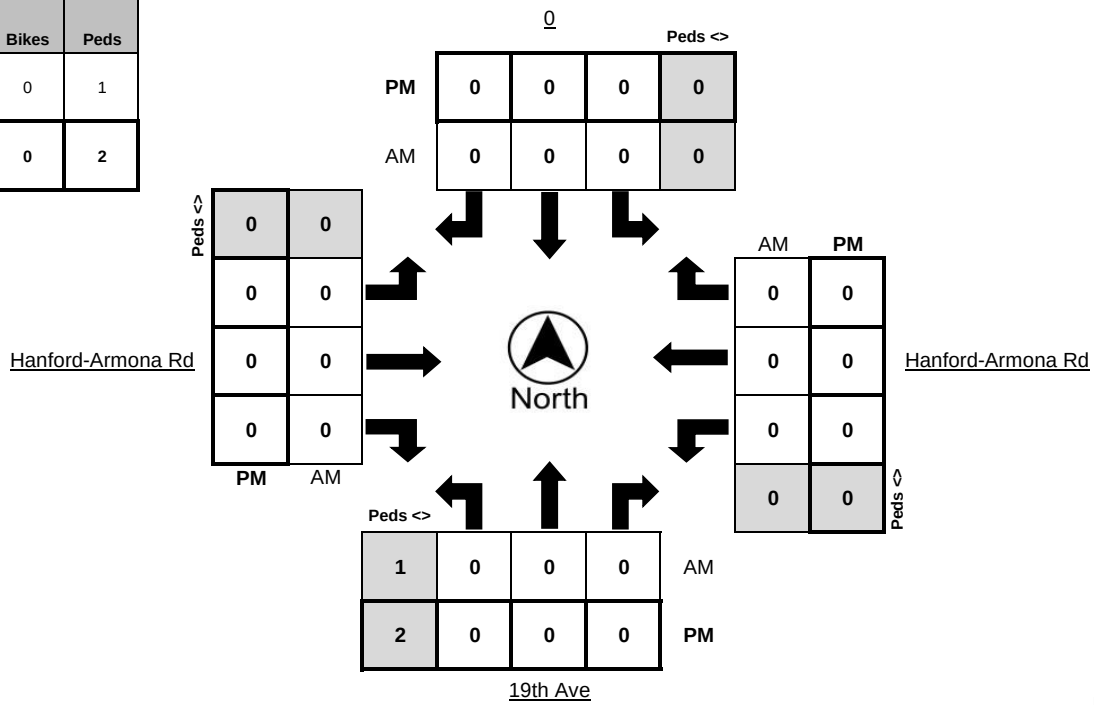
LOCATION 19th Ave @ Hanford-Armona Rd
LATITUDE 36.3134
COUNTY Kings
LONGITUDE -119.7988
COLLECTION DATE Tuesday, November 9, 2021
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	0	1
PM Peak Total	**0**	**2**



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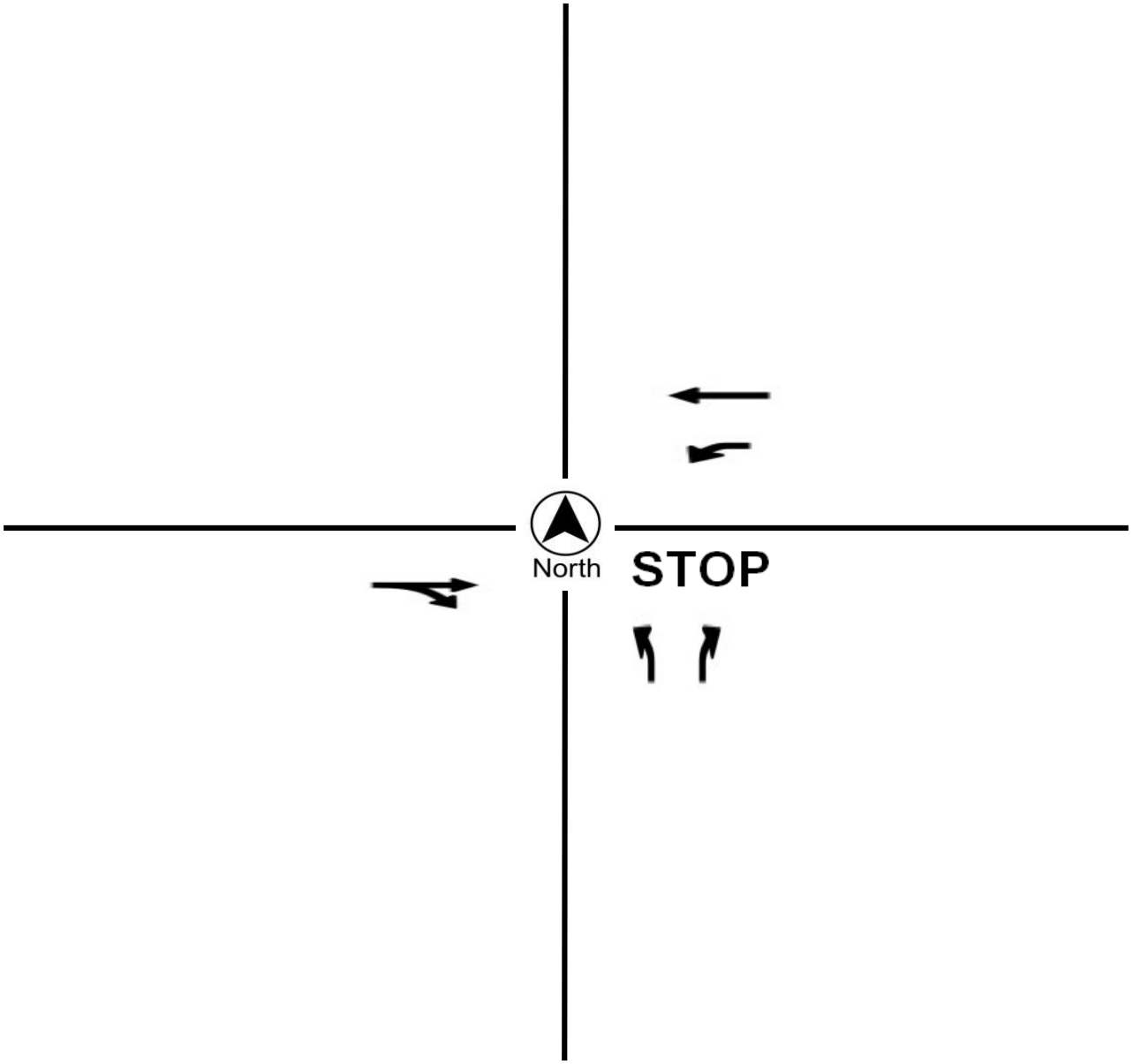
Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

LOCATION	19th Ave @ Hanford-Armona Rd	**N/S STREET**	19th Ave
COUNTY	Kings	**E/W STREET**	Hanford-Armona Rd
COLLECTION DATE	Tuesday, November 9, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

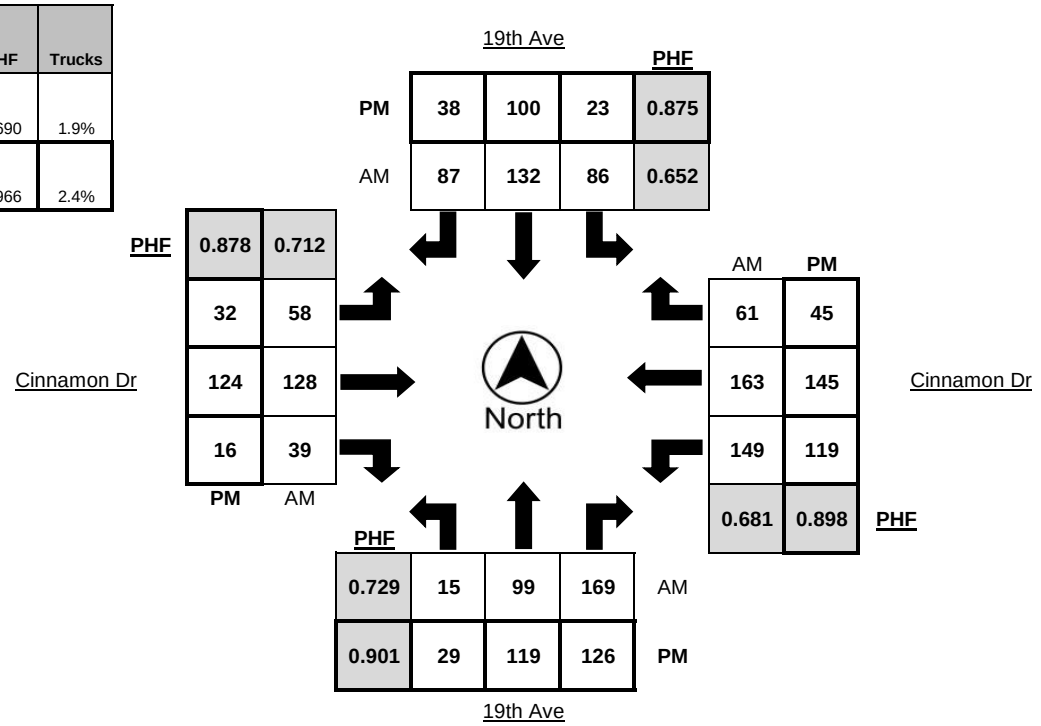
LOCATION 19th Ave @ Cinnamon Dr
LATITUDE 36.3056
COUNTY Kings
LONGITUDE -119.7988
COLLECTION DATE Tuesday, November 9, 2021
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	3	9	13	2	3	14	7	0	4	27	3	1	17	24	7	1
7:15 AM - 7:30 AM	8	20	28	1	6	14	4	0	5	21	9	1	16	36	6	1
7:30 AM - 7:45 AM	1	23	47	1	18	39	11	1	13	47	12	2	44	44	9	0
7:45 AM - 8:00 AM	4	27	66	2	35	44	38	7	25	42	12	0	58	51	28	2
8:00 AM - 8:15 AM	2	29	28	1	27	35	34	2	15	18	6	1	31	32	18	0
8:15 AM - 8:30 AM	4	15	20	1	5	15	3	1	4	14	2	1	15	21	5	2
8:30 AM - 8:45 AM	3	8	20	0	8	11	1	0	1	11	4	0	15	26	4	0
8:45 AM - 9:00 AM	5	8	18	1	1	12	5	1	6	17	7	1	16	21	3	1
TOTAL	**30**	**139**	**240**	**9**	**103**	**184**	**103**	**12**	**73**	**197**	**55**	**7**	**212**	**255**	**80**	**7**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	7	28	16	0	3	20	7	0	9	39	0	1	29	34	6	1
4:15 PM - 4:30 PM	11	23	30	3	7	22	9	1	10	26	8	0	18	22	5	0
4:30 PM - 4:45 PM	1	31	29	2	6	26	8	1	13	29	5	0	32	35	13	6
4:45 PM - 5:00 PM	11	27	38	1	5	21	6	0	6	38	5	0	32	25	10	2
5:00 PM - 5:15 PM	10	31	29	1	7	25	11	1	6	28	4	0	27	39	10	4
5:15 PM - 5:30 PM	7	30	30	1	5	28	13	0	7	29	2	1	28	46	12	2
5:30 PM - 5:45 PM	6	18	25	1	2	30	9	1	8	27	6	1	29	35	7	1
5:45 PM - 6:00 PM	12	26	35	1	13	24	6	0	4	34	7	1	31	31	8	1
TOTAL	**65**	**214**	**232**	**10**	**48**	**196**	**69**	**4**	**63**	**250**	**37**	**4**	**226**	**267**	**71**	**17**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	15	99	169	5	86	132	87	10	58	128	39	4	149	163	61	3
4:30 PM - 5:30 PM	29	119	126	5	23	100	38	2	32	124	16	1	119	145	45	14

	PHF	Trucks
AM	0.690	1.9%
PM	0.966	2.4%



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Prepared For:

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862 Pollasky Avenue
Clovis, CA 93612

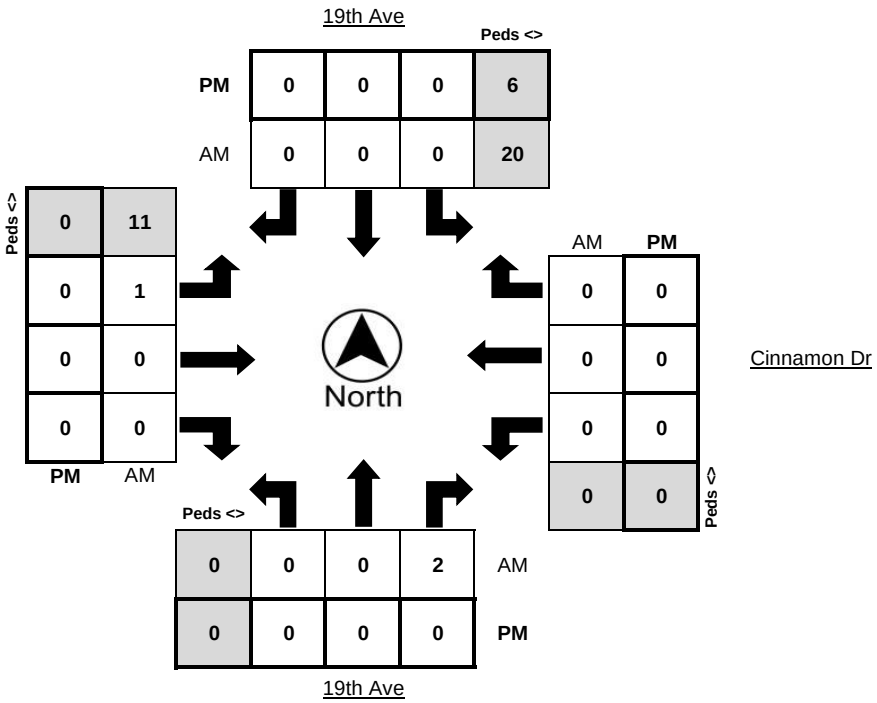
LOCATION 19th Ave @ Cinnamon Dr
LATITUDE 36.3056
COUNTY Kings
LONGITUDE -119.7988
COLLECTION DATE Tuesday, November 9, 2021
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	1	4	0	0	0	0	1	0	0	0	0	0	0	4
7:45 AM - 8:00 AM	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	6
8:00 AM - 8:15 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**2**	**20**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**11**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
4:00 PM - 4:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:15 AM - 8:15 AM	0	0	2	20	0	0	0	0	1	0	0	0	0	0	0	11
4:30 PM - 5:30 PM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	3	31
PM Peak Total	**0**	**6**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

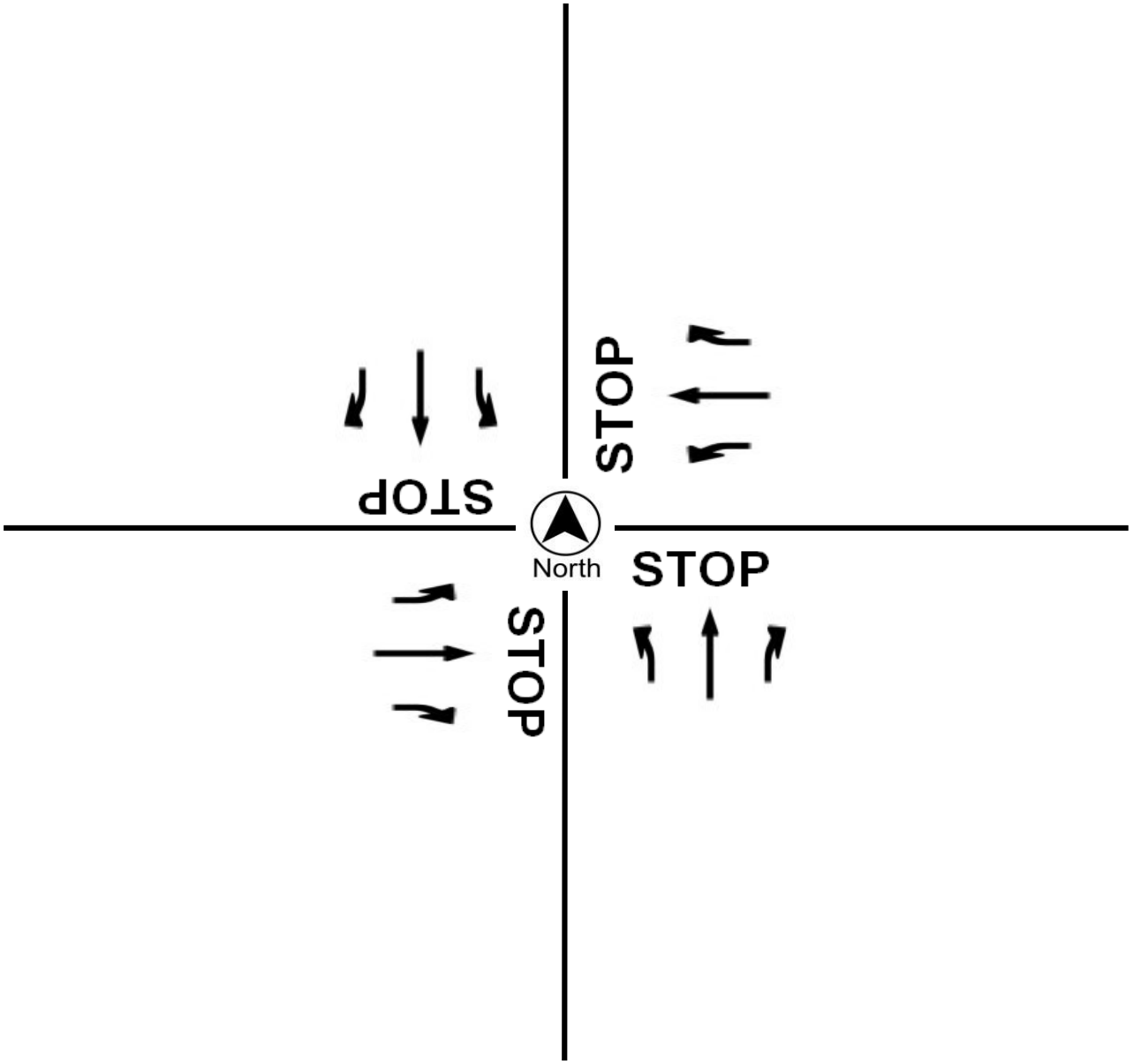
Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

LOCATION	19th Ave @ Cinnamon Dr	**N/S STREET**	19th Ave
COUNTY	Kings	**E/W STREET**	Cinnamon Dr
COLLECTION DATE	Tuesday, November 9, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

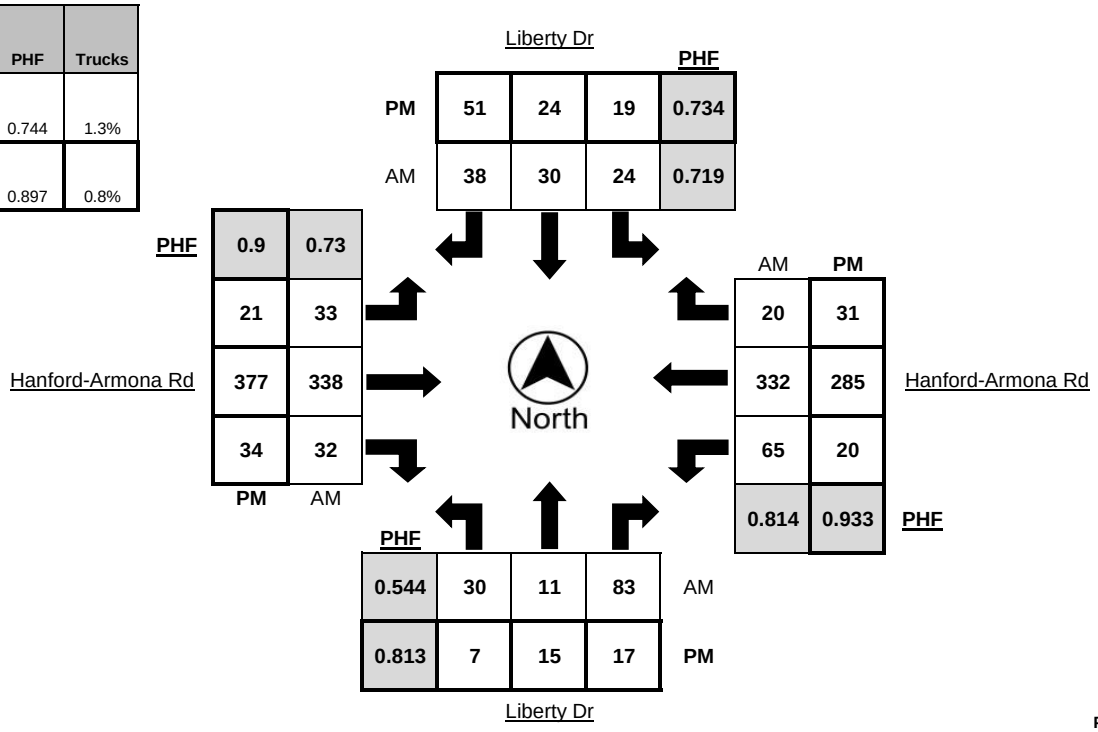
LOCATION Liberty Dr @ Hanford-Armona Rd
LATITUDE 36.3134
COUNTY Kings
LONGITUDE -119.7943
COLLECTION DATE Tuesday, November 9, 2021
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	7	4	5	1	4	5	7	0	5	22	2	0	4	61	1	0
7:15 AM - 7:30 AM	11	4	6	1	8	10	7	1	9	52	1	0	7	78	3	1
7:30 AM - 7:45 AM	9	2	18	1	7	11	14	1	8	81	15	0	23	96	2	0
7:45 AM - 8:00 AM	7	4	46	1	5	6	14	0	9	114	15	4	30	89	9	1
8:00 AM - 8:15 AM	3	1	13	0	4	3	3	1	7	91	1	0	5	69	6	1
8:15 AM - 8:30 AM	2	2	3	1	0	3	3	0	4	48	1	0	5	59	3	1
8:30 AM - 8:45 AM	3	2	7	4	4	5	5	0	8	45	0	1	3	55	3	1
8:45 AM - 9:00 AM	3	1	4	1	1	1	1	0	7	37	3	2	2	38	2	2
TOTAL	**45**	**20**	**102**	**10**	**33**	**44**	**54**	**3**	**57**	**490**	**38**	**7**	**79**	**545**	**29**	**7**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	4	3	5	0	6	7	9	0	8	99	4	1	5	68	6	1
4:15 PM - 4:30 PM	4	9	6	2	4	4	8	1	11	92	5	1	5	58	3	1
4:30 PM - 4:45 PM	1	3	6	0	7	6	11	0	12	93	6	0	3	52	3	1
4:45 PM - 5:00 PM	1	8	2	1	5	8	10	1	7	85	4	1	4	48	3	3
5:00 PM - 5:15 PM	3	7	2	0	3	9	13	0	5	94	12	1	3	67	11	0
5:15 PM - 5:30 PM	1	4	4	1	6	6	20	0	3	108	9	1	6	75	9	1
5:30 PM - 5:45 PM	2	2	8	0	4	7	10	0	7	99	7	0	5	73	5	2
5:45 PM - 6:00 PM	1	2	3	1	6	2	8	0	6	76	6	0	6	70	6	0
TOTAL	**17**	**38**	**36**	**5**	**41**	**49**	**89**	**2**	**59**	**746**	**53**	**5**	**37**	**511**	**46**	**9**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	30	11	83	3	24	30	38	3	33	338	32	4	65	332	20	3
5:00 PM - 6:00 PM	7	15	17	2	19	24	51	0	21	377	34	2	20	285	31	3

	PHF	Trucks
AM	0.744	1.3%
PM	0.897	0.8%



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Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

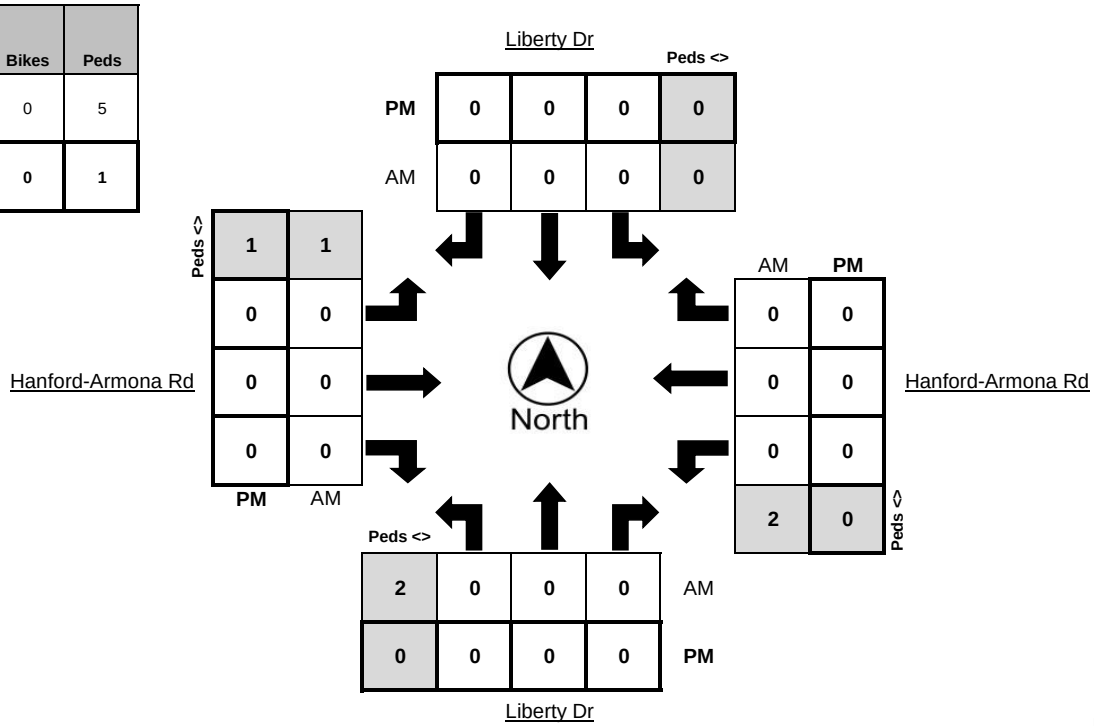
LOCATION Liberty Dr @ Hanford-Armona Rd
LATITUDE 36.3134
COUNTY Kings
LONGITUDE -119.7943
COLLECTION DATE Tuesday, November 9, 2021
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1
5:00 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

	Bikes	**Peds**
AM Peak Total	0	5
PM Peak Total	**0**	**1**



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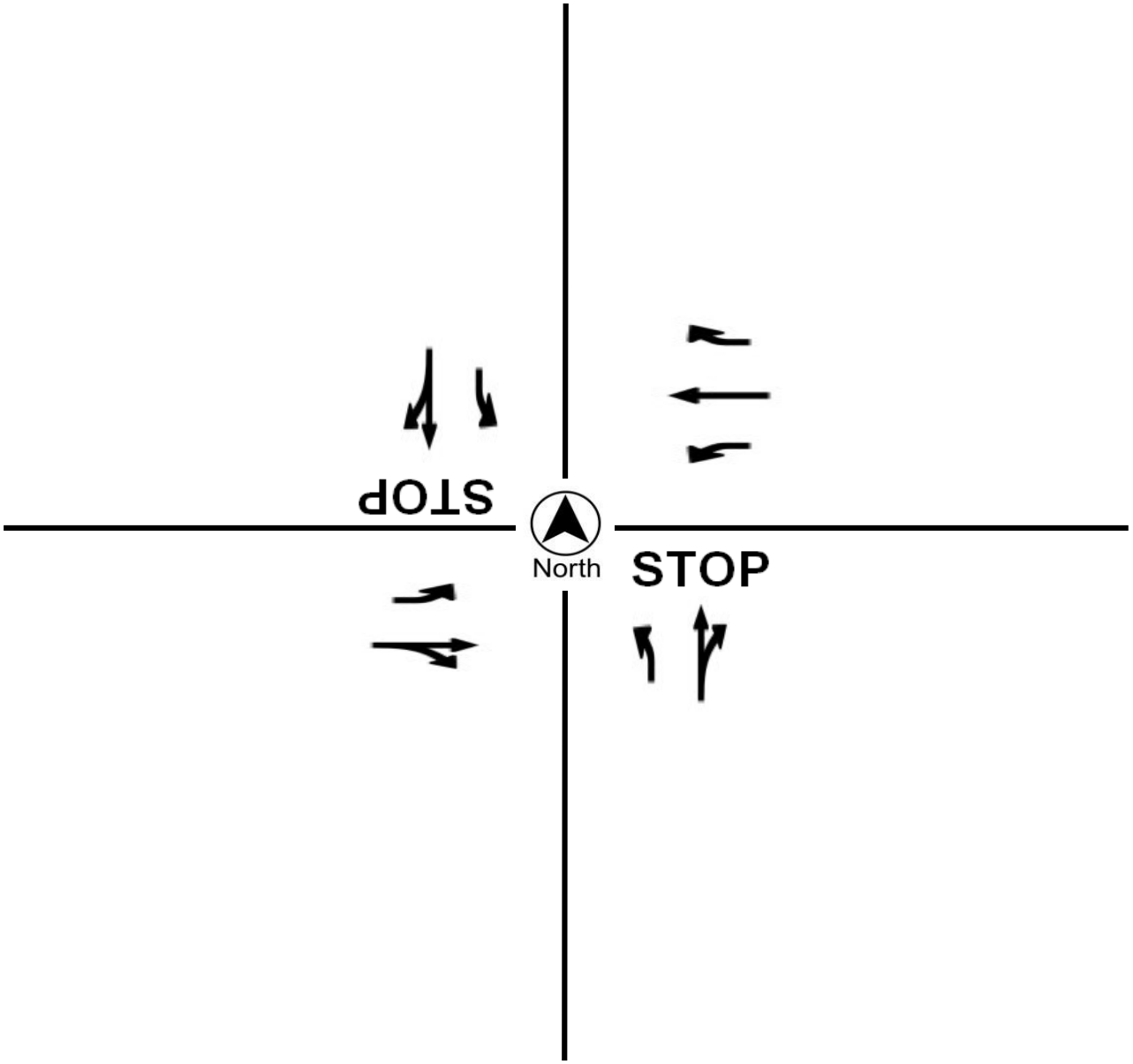
Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

LOCATION	Liberty Dr @ Hanford-Armona Rd	**N/S STREET**	Liberty Dr
COUNTY	Kings	**E/W STREET**	Hanford-Armona Rd
COLLECTION DATE	Tuesday, November 9, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

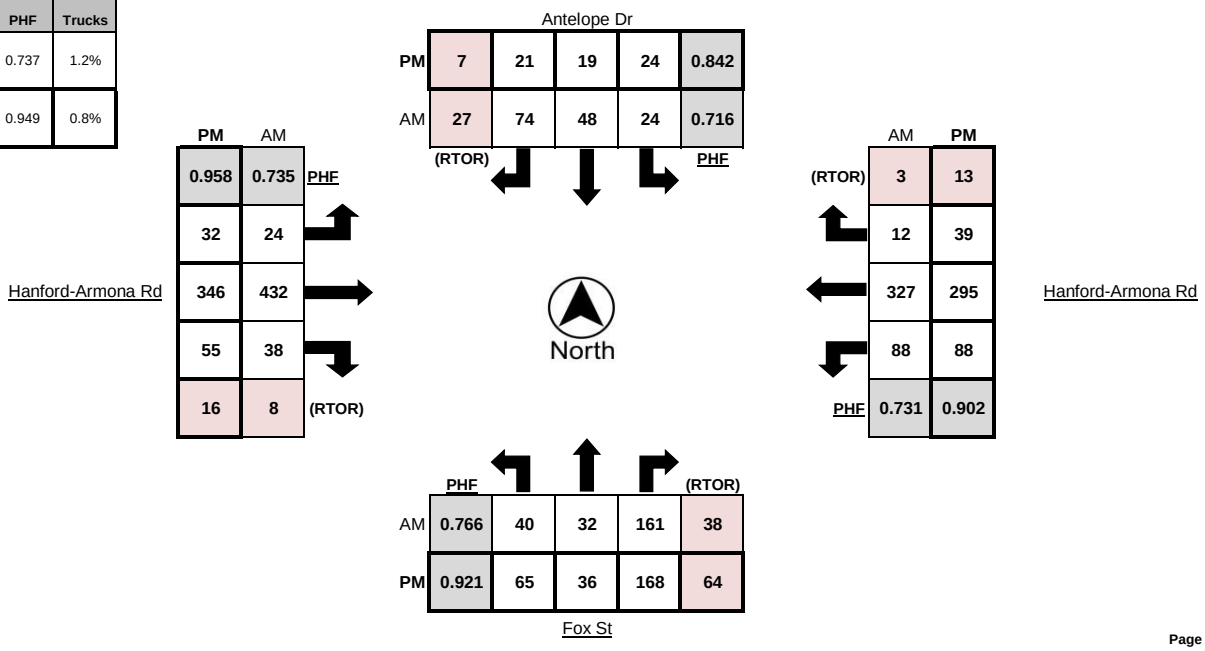
LOCATION Antelope Dr / Fox St @ Hanford-Armona Rd
LATITUDE 36.3135
COUNTY Kings
LONGITUDE -119.7853
COLLECTION DATE Tuesday, November 9, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**
7:00 AM - 7:15 AM	6	1	28	10	0	1	7	3	1	0	2	33	2	0	0	10	58	0	0	0
7:15 AM - 7:30 AM	7	3	37	10	0	2	7	17	6	0	6	64	2	0	2	11	71	0	0	1
7:30 AM - 7:45 AM	12	2	35	10	2	7	16	28	13	0	4	115	11	2	1	21	86	3	1	1
7:45 AM - 8:00 AM	9	13	54	12	0	12	15	24	7	0	9	148	11	2	4	35	106	5	2	2
8:00 AM - 8:15 AM	12	14	35	6	0	3	10	5	1	0	5	105	14	4	2	21	64	4	0	0
8:15 AM - 8:30 AM	8	3	26	8	0	6	5	3	1	0	2	60	8	3	1	11	66	3	1	1
8:30 AM - 8:45 AM	13	4	26	10	1	3	3	5	2	0	2	48	13	4	7	18	43	1	0	0
8:45 AM - 9:00 AM	8	2	17	6	1	3	3	8	3	0	6	31	12	3	2	11	41	3	0	2
TOTAL	**75**	**42**	**258**	**72**	**4**	**37**	**66**	**93**	**34**	**0**	**36**	**604**	**73**	**18**	**19**	**138**	**535**	**19**	**4**	**7**

	Northbound					Southbound					Eastbound					Westbound				
Time	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**
4:00 PM - 4:15 PM	15	7	32	10	1	7	8	9	3	0	5	97	14	3	0	24	70	10	3	0
4:15 PM - 4:30 PM	9	11	25	7	0	6	1	7	2	0	8	95	15	2	2	16	62	13	5	1
4:30 PM - 4:45 PM	16	4	51	19	1	3	3	6	2	0	12	89	12	3	0	23	71	12	5	2
4:45 PM - 5:00 PM	12	10	35	12	0	8	5	5	2	0	9	77	18	4	2	20	73	9	1	0
5:00 PM - 5:15 PM	17	12	44	17	0	9	6	0	0	0	3	92	12	5	1	22	71	4	2	0
5:15 PM - 5:30 PM	20	10	38	16	0	4	5	10	3	0	8	88	13	4	3	23	80	14	5	1
5:30 PM - 5:45 PM	16	12	31	10	0	2	4	4	1	0	9	89	21	5	0	20	72	15	4	2
5:45 PM - 6:00 PM	10	5	43	17	0	5	6	11	4	0	5	76	12	2	1	22	71	8	2	0
TOTAL	**115**	**71**	**299**	**108**	**2**	**44**	**38**	**52**	**17**	**0**	**59**	**703**	**117**	**28**	**9**	**170**	**570**	**85**	**27**	**6**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**
7:15 AM - 8:15 AM	40	32	161	38	2	24	48	74	27	0	24	432	38	8	9	88	327	12	3	4
4:30 PM - 5:30 PM	65	36	168	64	1	24	19	21	7	0	32	346	55	16	6	88	295	39	13	3

	PHF	Trucks
AM	0.737	1.2%
PM	0.949	0.8%



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Turning Movement Report

Prepared For:
Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

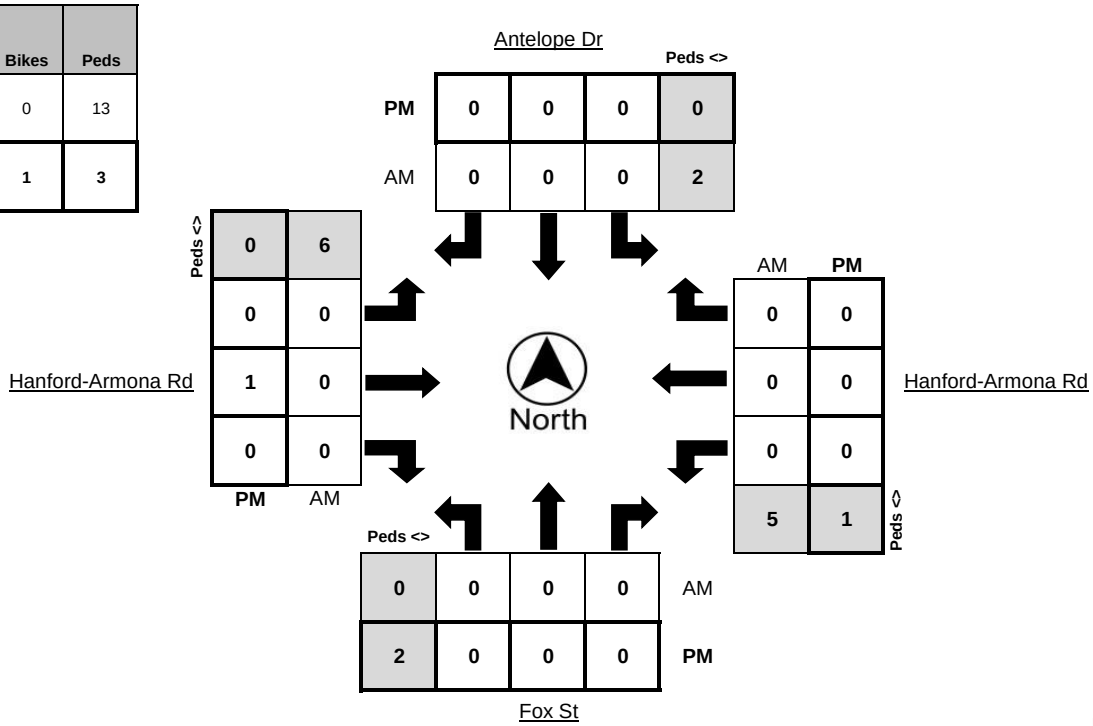
LOCATION Antelope Dr / Fox St @ Hanford-Armona Rd
LATITUDE 36.3135
COUNTY Kings
LONGITUDE -119.7853
COLLECTION DATE Tuesday, November 9, 2021
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	3
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1
TOTAL	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**8**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**1**	**0**	**3**	**0**	**1**	**0**	**1**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:15 AM - 8:15 AM	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	6
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	2	0	1	0	1	0	0	0	0

	Bikes	Peds
AM Peak Total	0	13
PM Peak Total	**1**	**3**



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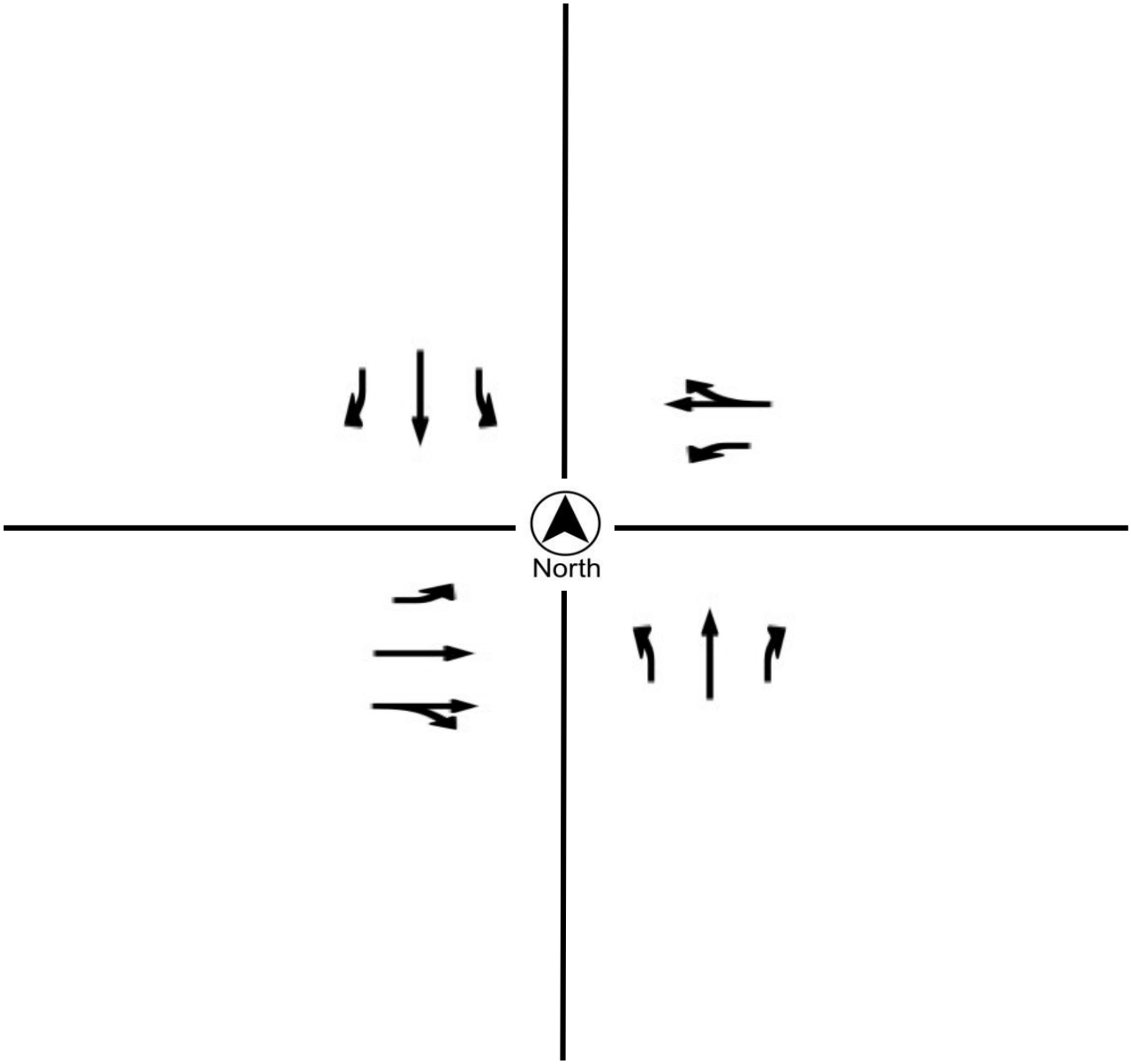
Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION	Antelope Dr / Fox St @ Hanford-Armona Rd	**N/S STREET**	Antelope Dr / Fox St
COUNTY	Kings	**E/W STREET**	Hanford-Armona Rd
COLLECTION DATE	Tuesday, November 9, 2021	**WEATHER**	Clear
CYCLE TIME	33 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have protected left turns.



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:

Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

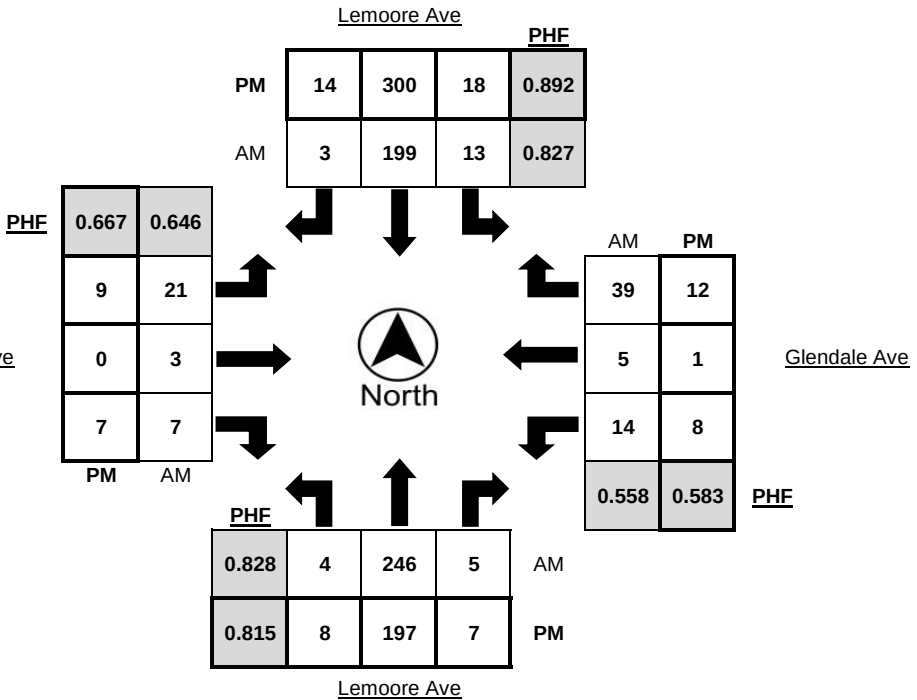
LOCATION Lemoore Ave @ Glendale Ave
LATITUDE 36.3207
COUNTY Kings
LONGITUDE -119.7808
COLLECTION DATE Tuesday, November 9, 2021
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	40	0	0	2	34	0	0	2	0	2	0	1	0	5	0
7:15 AM - 7:30 AM	2	59	0	1	2	36	2	1	5	0	0	0	2	0	9	0
7:30 AM - 7:45 AM	0	74	3	1	3	57	0	1	8	1	3	0	3	1	5	1
7:45 AM - 8:00 AM	2	62	1	0	6	59	0	2	4	1	4	0	7	2	17	1
8:00 AM - 8:15 AM	0	51	1	1	2	47	1	0	4	1	0	0	2	2	8	0
8:15 AM - 8:30 AM	1	45	1	0	1	31	1	0	2	0	1	0	1	0	2	0
8:30 AM - 8:45 AM	0	48	0	1	2	33	0	2	0	0	1	0	1	0	1	0
8:45 AM - 9:00 AM	1	31	0	0	0	31	0	0	2	1	1	0	1	0	4	0
TOTAL	**7**	**410**	**6**	**4**	**18**	**328**	**4**	**6**	**27**	**4**	**12**	**0**	**18**	**5**	**51**	**2**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	56	0	0	3	76	0	0	3	0	2	0	3	0	3	0
4:15 PM - 4:30 PM	2	42	2	1	2	56	1	1	2	0	1	0	2	0	0	0
4:30 PM - 4:45 PM	2	56	2	1	6	70	4	0	3	0	3	0	0	0	4	0
4:45 PM - 5:00 PM	3	40	2	1	4	85	4	0	2	0	4	1	3	0	2	0
5:00 PM - 5:15 PM	1	61	3	0	5	68	3	1	2	0	0	0	1	0	2	0
5:15 PM - 5:30 PM	2	40	0	2	3	77	3	1	2	0	0	0	4	1	4	0
5:30 PM - 5:45 PM	0	38	0	1	2	48	2	0	3	0	2	0	2	2	2	1
5:45 PM - 6:00 PM	1	44	2	0	2	49	3	0	1	1	1	0	3	0	2	0
TOTAL	**12**	**377**	**11**	**6**	**27**	**529**	**20**	**3**	**18**	**1**	**13**	**1**	**18**	**3**	**19**	**1**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	4	246	5	3	13	199	3	4	21	3	7	0	14	5	39	2
4:30 PM - 5:30 PM	8	197	7	4	18	300	14	2	9	0	7	1	8	1	12	0

	PHF	Trucks
AM	0.847	1.6%
PM	0.968	1.2%



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Prepared For:

Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

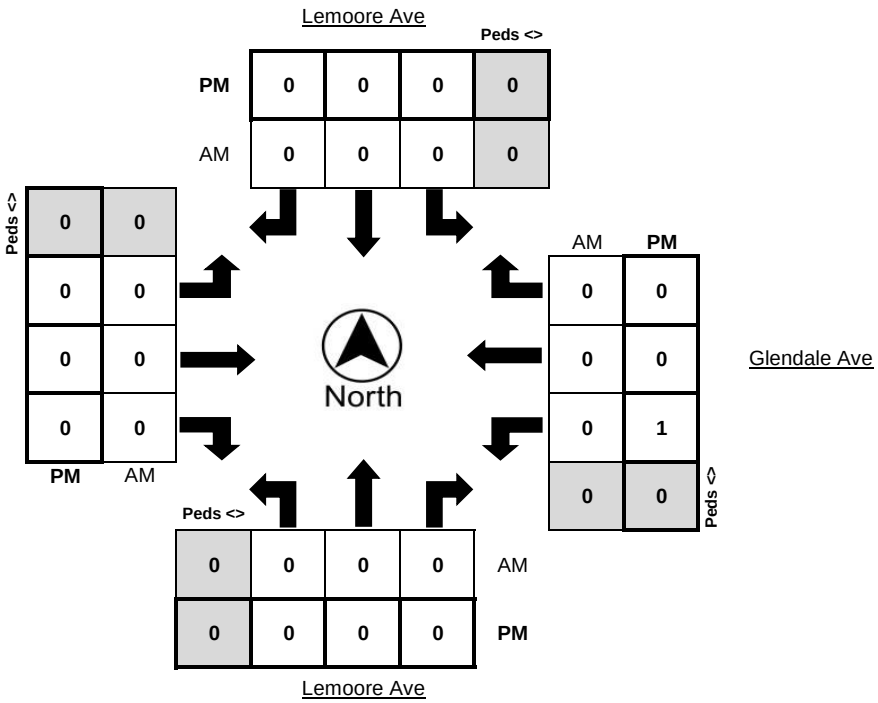
LOCATION Lemoore Ave @ Glendale Ave
LATITUDE 36.3207
COUNTY Kings
LONGITUDE -119.7808
COLLECTION DATE Tuesday, November 9, 2021
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
4:00 PM - 4:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	**1**	**0**



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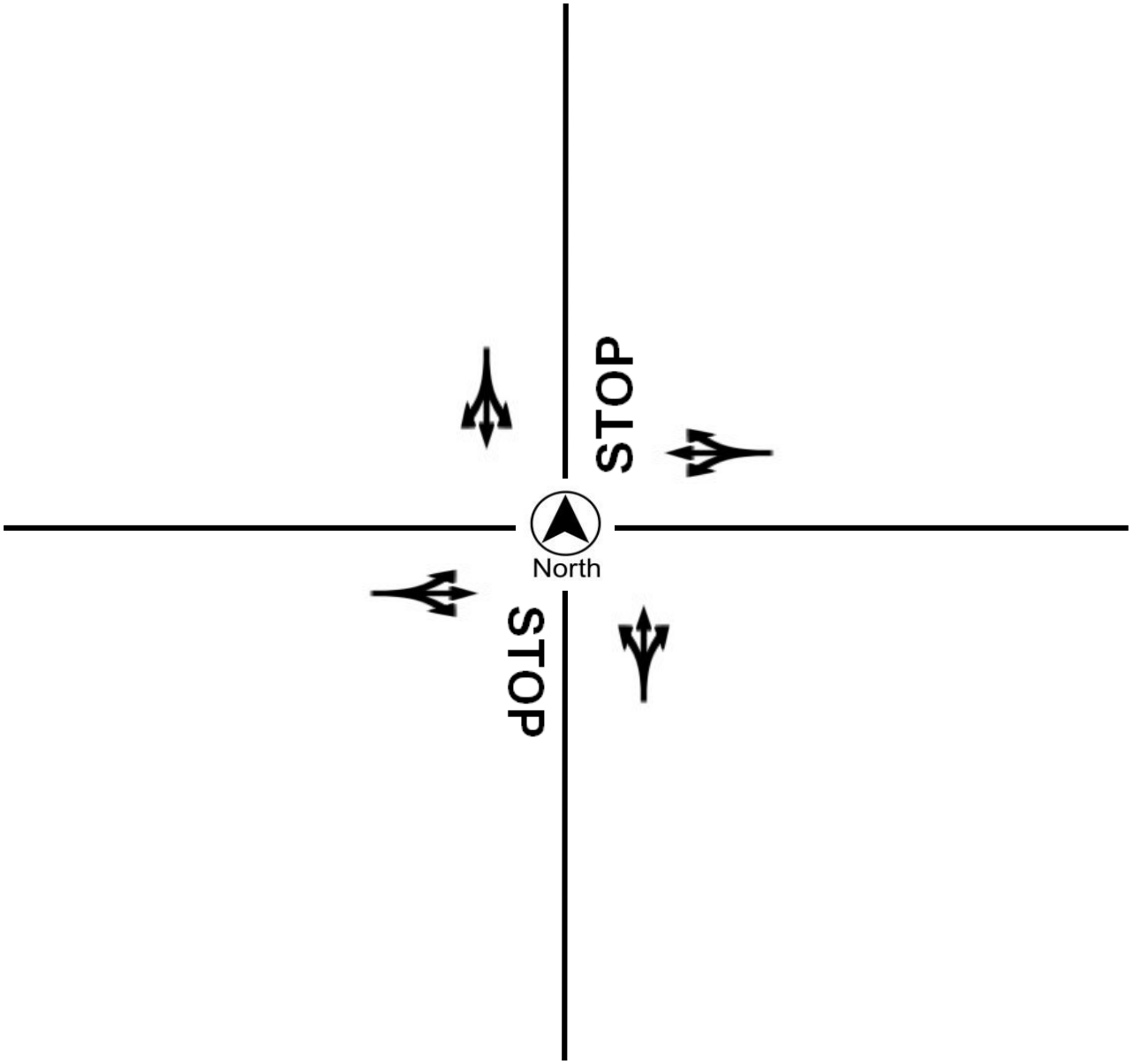
Turning Movement Report

Prepared For:

Peters Engineering Group
862 Pollasky Avenue
Clovis, CA 93612

LOCATION	Lemoore Ave @ Glendale Ave	**N/S STREET**	Lemoore Ave
COUNTY	Kings	**E/W STREET**	Glendale Ave
COLLECTION DATE	Tuesday, November 9, 2021	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:
Peters Engineering Group
862 Pollasky Ave
Clovis, CA 93612

LOCATION Lemoore Ave @ Hanford-Armona Rd
COUNTY Kings
COLLECTION DATE Tuesday, November 9, 2021

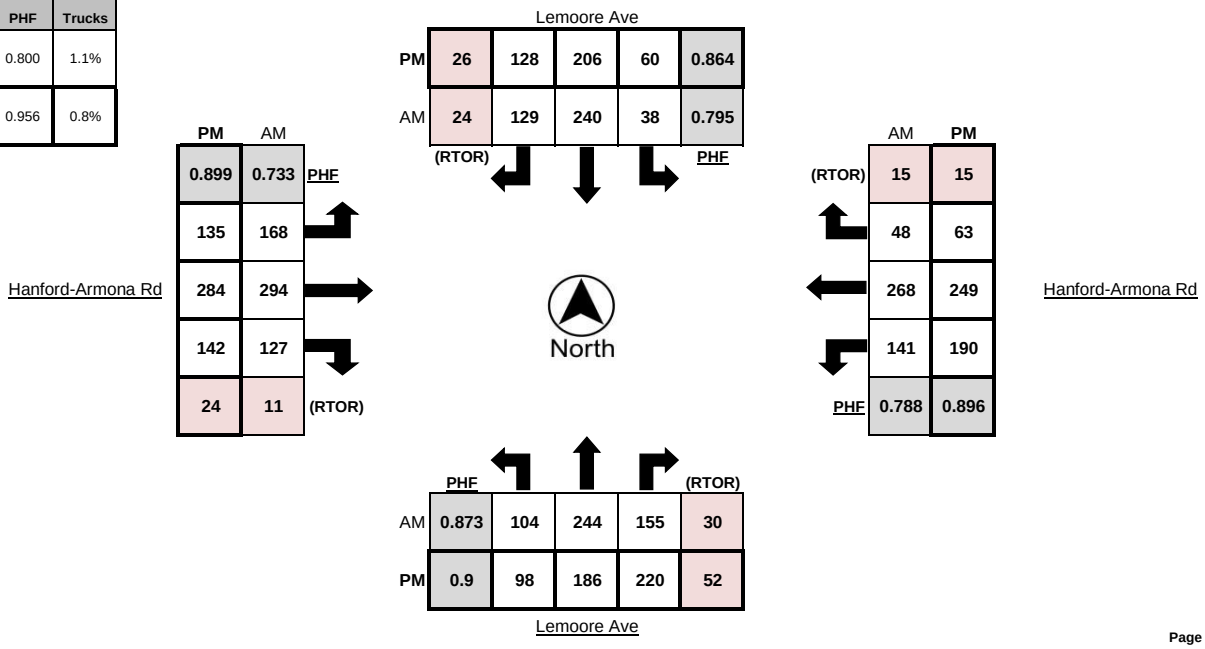
LATITUDE 36.3135
LONGITUDE -119.7808
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**
7:00 AM - 7:15 AM	10	21	15	5	0	10	25	19	4	0	15	19	18	8	0	40	50	19	6	0
7:15 AM - 7:30 AM	16	39	20	7	2	7	35	24	7	0	32	34	15	1	2	25	65	14	3	2
7:30 AM - 7:45 AM	23	60	23	4	2	13	74	23	4	1	33	65	44	6	3	41	77	17	5	1
7:45 AM - 8:00 AM	18	74	45	8	0	6	64	58	8	2	65	99	37	2	2	42	92	11	3	4
8:00 AM - 8:15 AM	37	61	46	9	1	13	65	32	8	0	43	76	25	2	1	32	51	16	6	0
8:15 AM - 8:30 AM	26	49	41	9	1	6	37	16	4	0	27	54	21	1	1	26	48	4	1	3
8:30 AM - 8:45 AM	18	34	24	5	1	12	38	23	9	0	17	36	9	2	4	31	40	13	2	0
8:45 AM - 9:00 AM	18	29	30	11	2	6	29	13	4	0	12	28	17	4	3	37	41	6	1	2
TOTAL	**166**	**367**	**244**	**58**	**9**	**73**	**367**	**208**	**48**	**3**	**244**	**411**	**186**	**26**	**16**	**274**	**464**	**100**	**27**	**12**

	Northbound					Southbound					Eastbound					Westbound				
Time	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**
4:00 PM - 4:15 PM	28	54	63	17	0	14	44	36	8	0	36	80	30	3	1	37	62	16	3	2
4:15 PM - 4:30 PM	12	55	54	15	0	13	51	28	7	1	30	68	24	4	2	59	51	16	2	2
4:30 PM - 4:45 PM	26	39	44	11	1	18	52	22	1	0	37	82	37	3	0	42	75	18	2	2
4:45 PM - 5:00 PM	18	42	60	18	1	17	49	32	8	1	31	58	28	3	2	42	55	17	4	1
5:00 PM - 5:15 PM	29	55	51	9	1	11	53	26	6	1	33	68	41	8	0	58	69	13	3	0
5:15 PM - 5:30 PM	25	50	65	14	4	14	52	48	11	0	34	76	36	10	1	48	50	15	6	1
5:30 PM - 5:45 PM	16	36	50	11	1	13	41	30	8	1	25	68	27	6	2	41	81	14	3	1
5:45 PM - 6:00 PM	25	57	42	10	0	14	56	29	6	0	27	57	35	9	1	34	53	22	9	1
TOTAL	**179**	**388**	**429**	**105**	**8**	**114**	**398**	**251**	**55**	**4**	**253**	**557**	**258**	**46**	**9**	**361**	**496**	**131**	**32**	**10**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**	**Left**	**Thru**	**Right**	**(RTOR)**	**Trucks**
7:30 AM - 8:30 AM	104	244	155	30	4	38	240	129	24	3	168	294	127	11	7	141	268	48	15	8
4:30 PM - 5:30 PM	98	186	220	52	7	60	206	128	26	2	135	284	142	24	3	190	249	63	15	4

	PHF	Trucks
AM	0.800	1.1%
PM	0.956	0.8%



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Turning Movement Report

Prepared For:

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862 Pollasky Ave
Clovis, CA 93612

LOCATION Lemoore Ave @ Hanford-Armona Rd **LATITUDE** 36.3135

COUNTY Kings **LONGITUDE** -119.7808

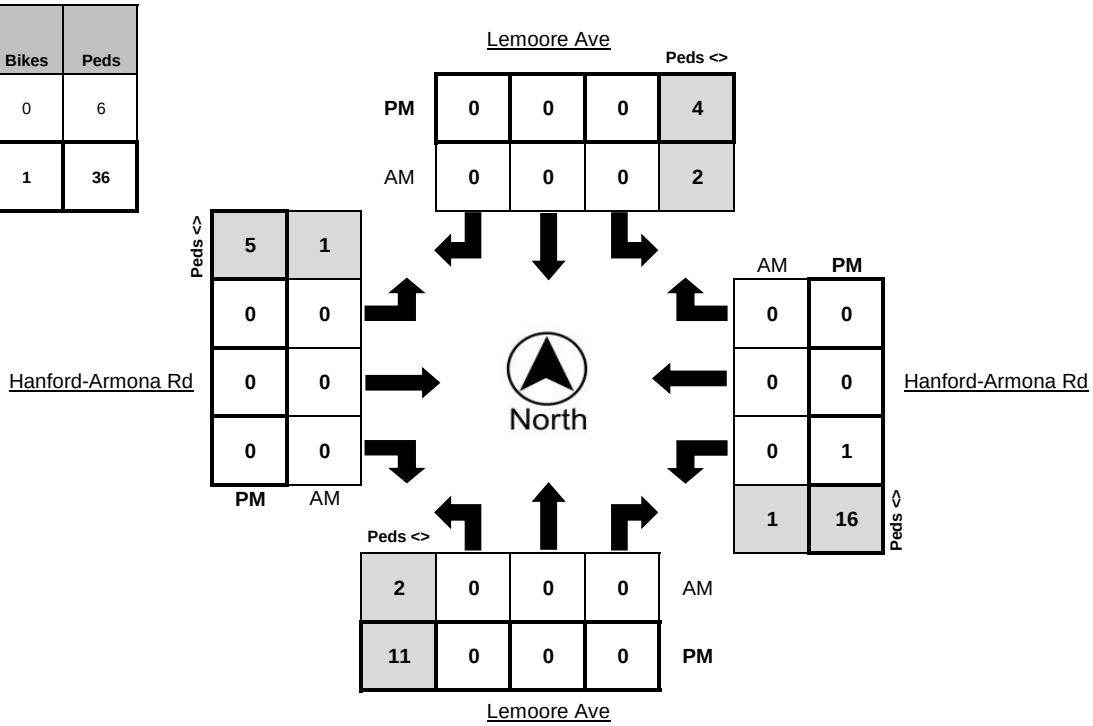
COLLECTION DATE Tuesday, November 9, 2021 **WEATHER** Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	4
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM - 8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**7**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
4:00 PM - 4:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	6	0	0	0	1	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	5	0	0	0	2	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	3	0	0	0	2	0	0	0	1	0	0	0	4
5:00 PM - 5:15 PM	0	0	0	1	0	0	0	4	0	0	0	4	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	1
5:30 PM - 5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**17**	**1**	**0**	**0**	**7**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**	**Left**	**Thru**	**Right**	**Peds**
7:30 AM - 8:30 AM	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1
4:30 PM - 5:30 PM	0	0	0	4	0	0	0	11	0	0	0	16	1	0	0	5

	Bikes	Peds
AM Peak Total	0	6
PM Peak Total	**1**	**36**



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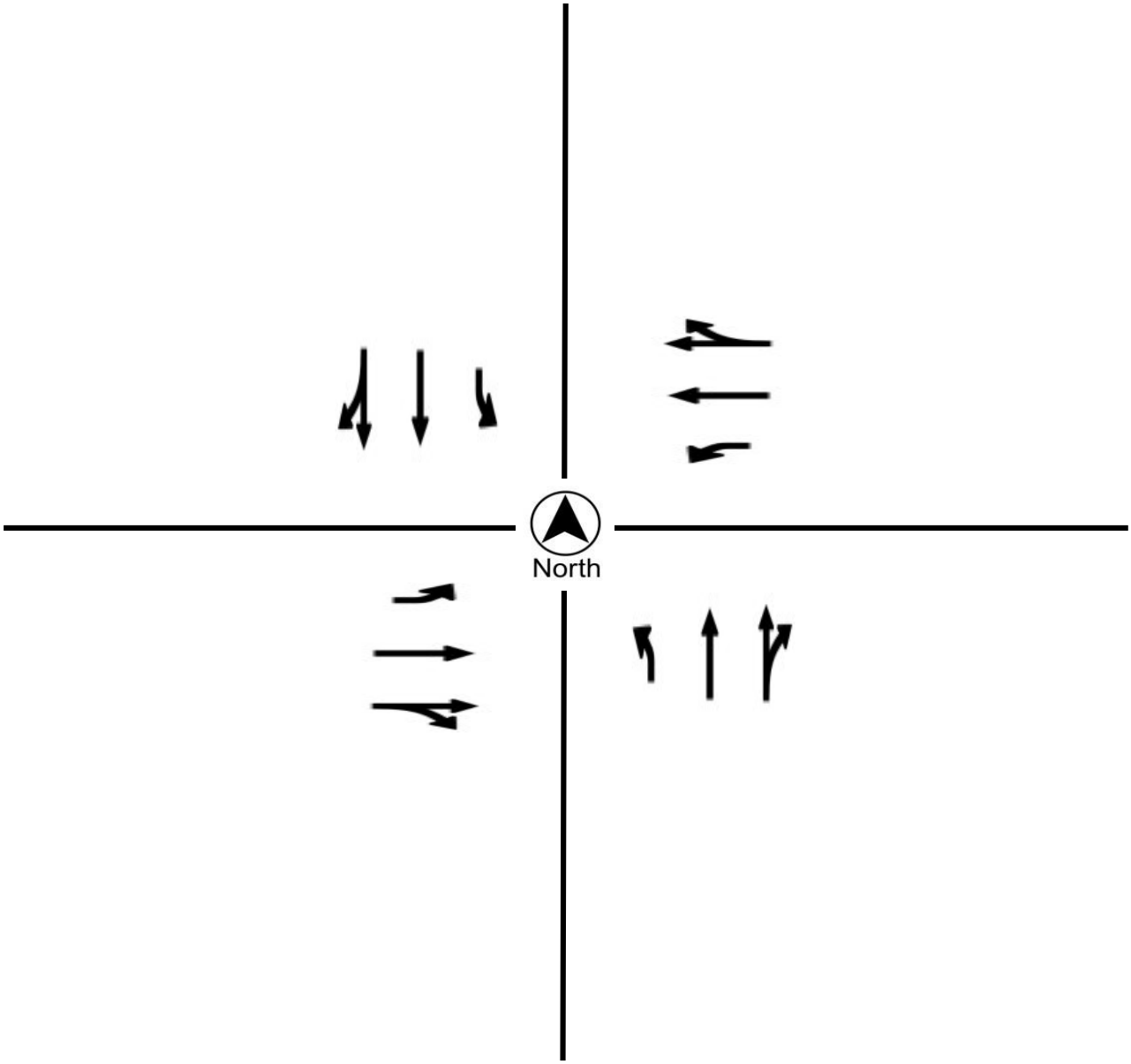
Clovis, CA 93612

LOCATION	Lemoore Ave @ Hanford-Armona Rd	**N/S STREET**	Lemoore Ave
COUNTY	Kings	**E/W STREET**	Hanford-Armona Rd
COLLECTION DATE	Tuesday, November 9, 2021	**WEATHER**	Clear
CYCLE TIME	74 Seconds	**CONTROL TYPE**	Signal

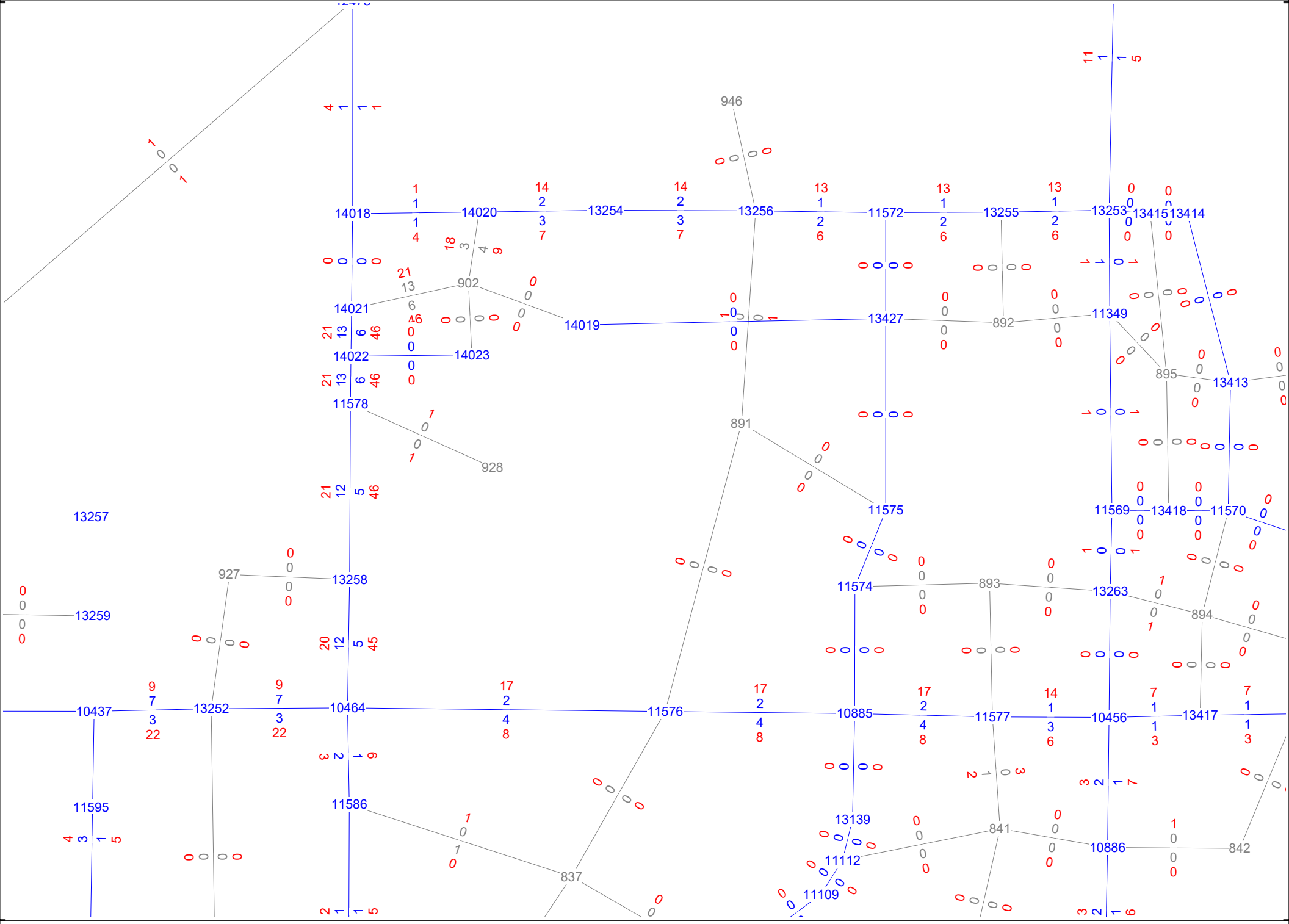
COMMENTS All approaches have protected left turns.



APPENDIX B

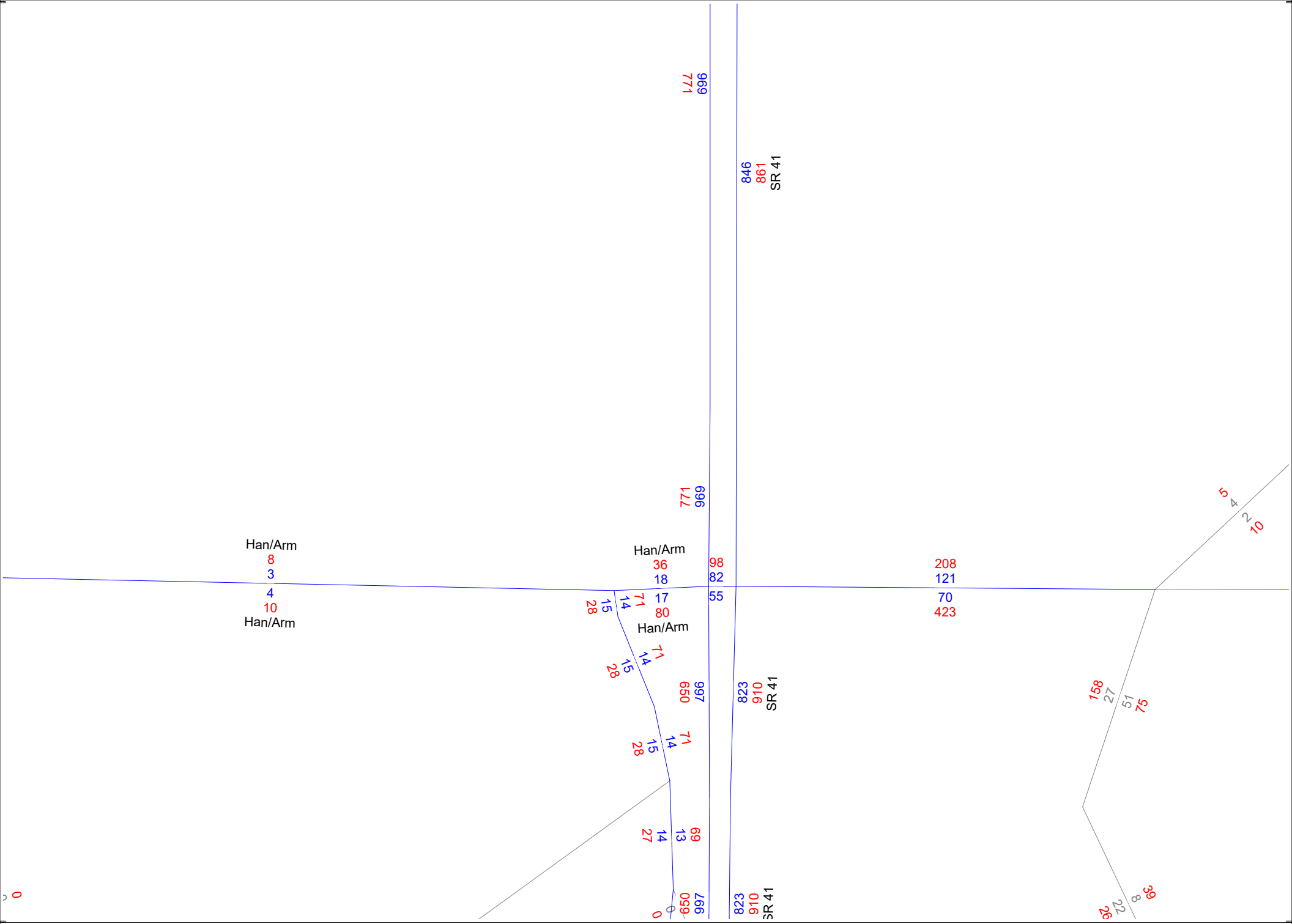
KINGS COUNTY TRAVEL MODEL OUTPUT

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION



Kings County Travel Model

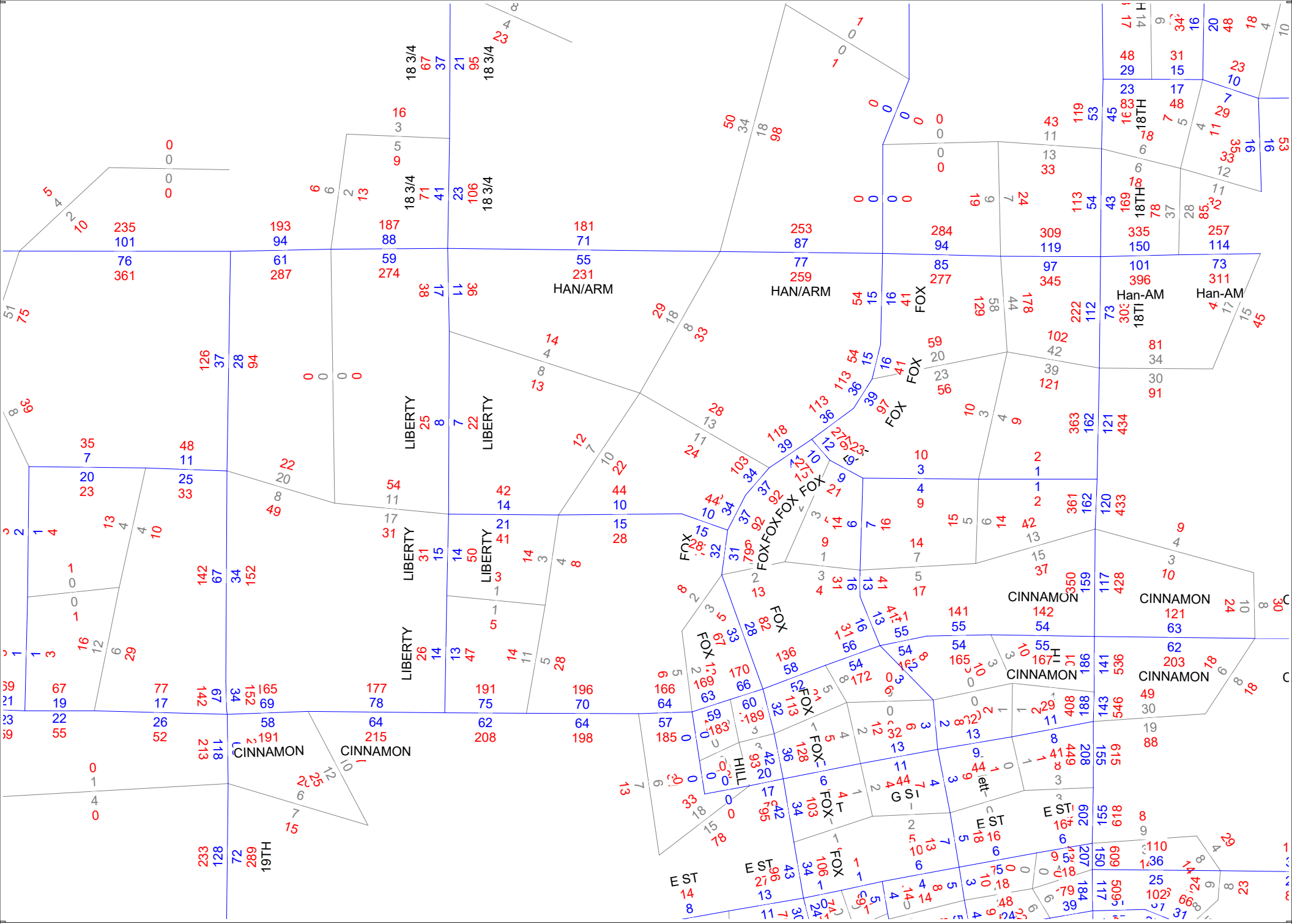
Select Zone Analysis AM and PM Peak Hour Traffic Volumes



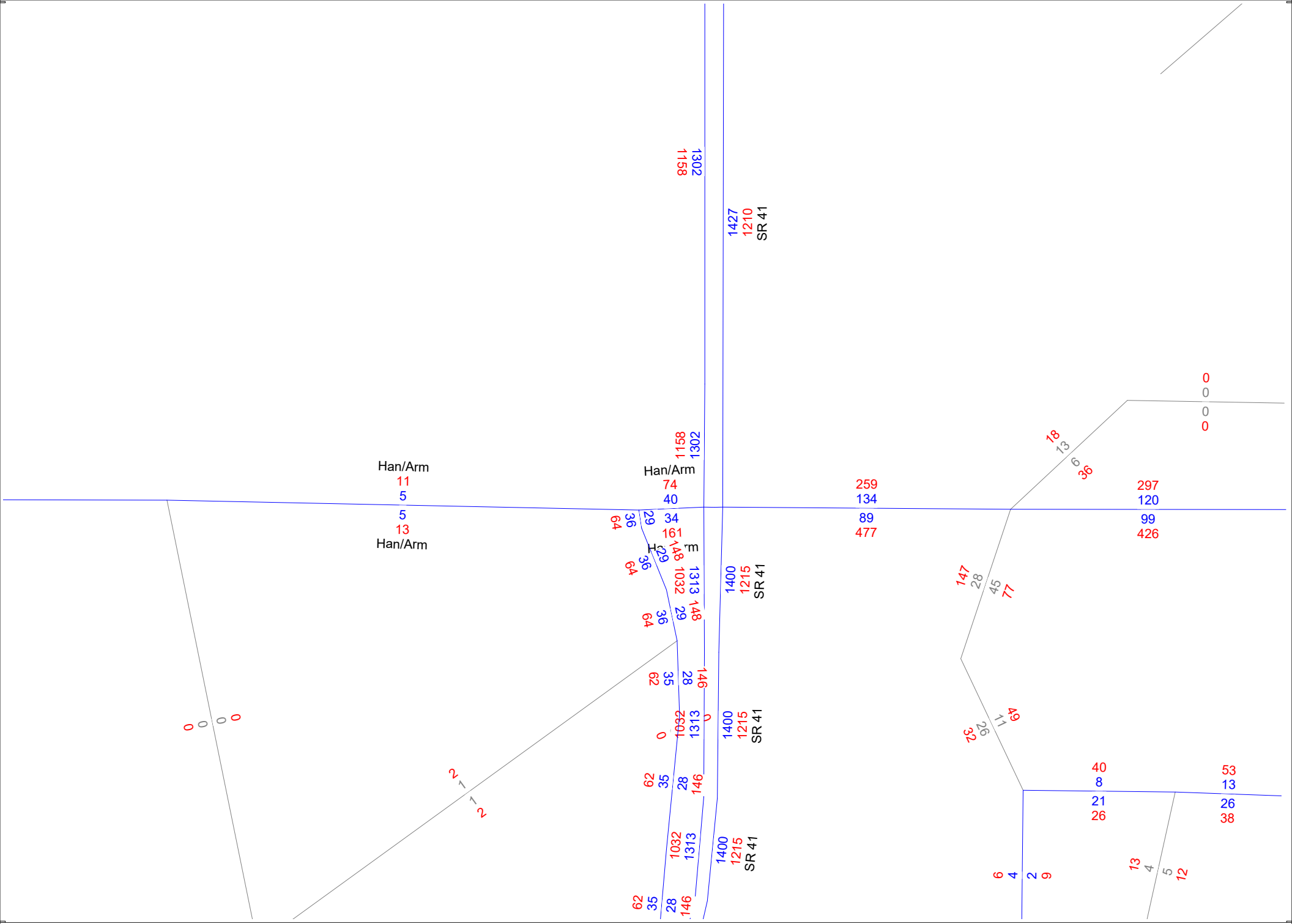
2021 Kings County Travel Model
AM and PM Peak Hour Traffic Volumes

669

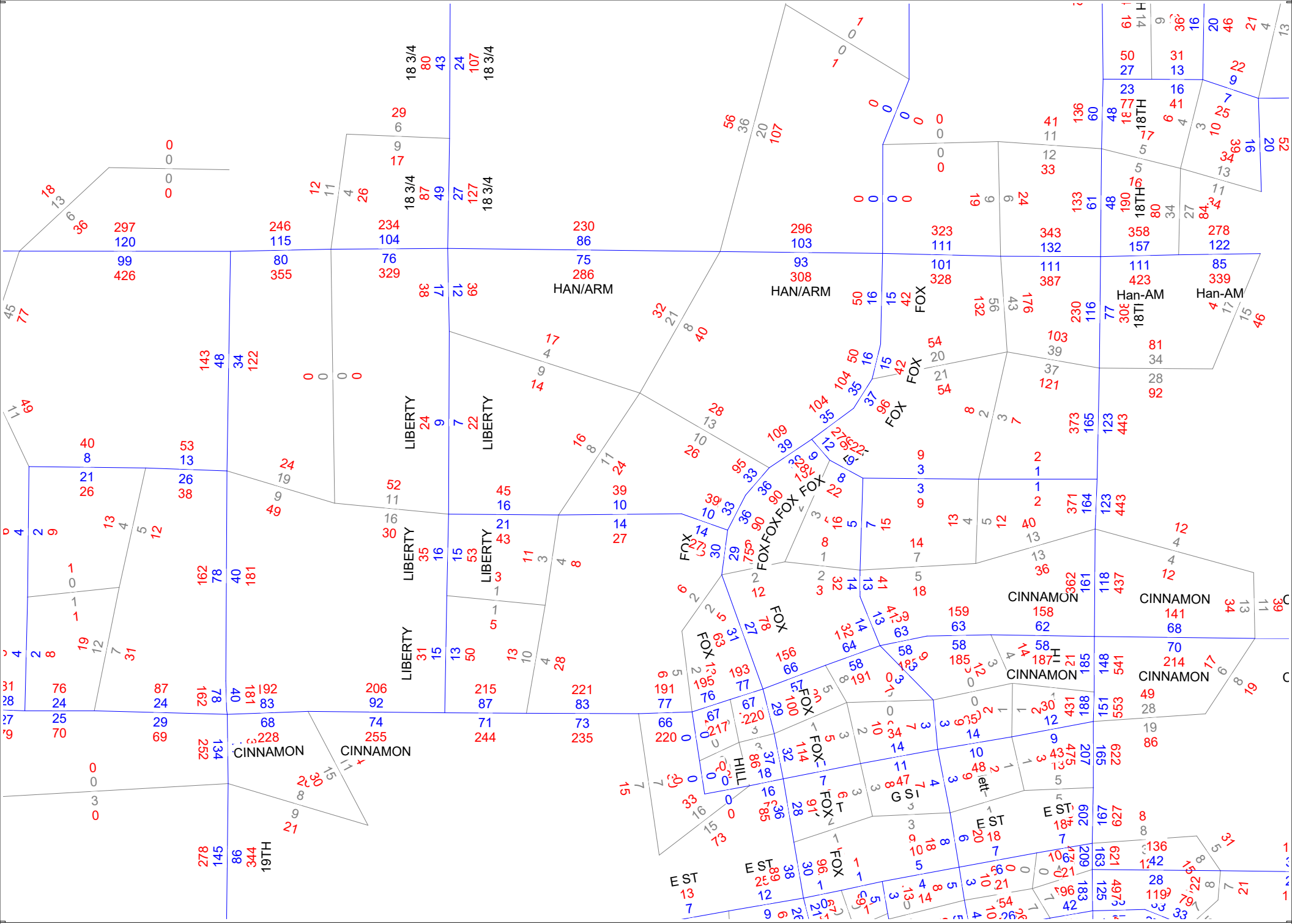
cube



2021 Kings County Travel Model
AM and PM Peak Hour Traffic Volumes

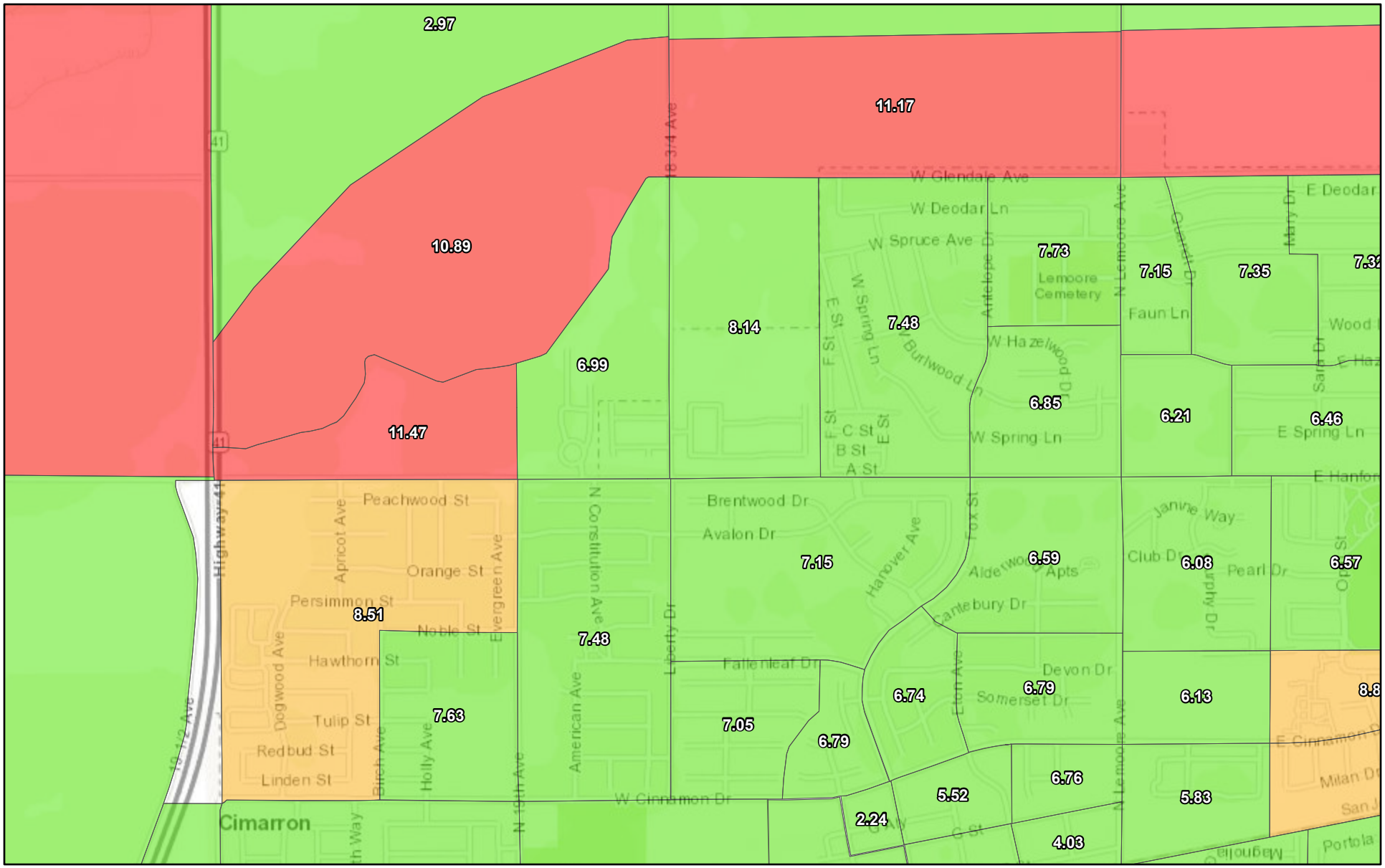


2042 Kings County Travel Model
AM and PM Peak Hour Traffic Volumes



2042 Kings County Travel Model
AM and PM Peak Hour Traffic Volumes

Tract 935 Screening Map



1/14/2022, 9:26:30 AM

1:18,056

0 0.13 0.25 0.5 mi

0 0.2 0.4 0.8 km

Vehicle Miles Traveled per Capita

- < 8.2 (15% or More Below County Average)
- 8.2 – 9.6 (14% Below County Average to Average)
- > 9.6 (Above County Average)

APPENDIX C

INTERSECTION ANALYSES

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	21	4	153	35	202	5	460	134	135	501	89
Future Volume (veh/h)	8	21	4	153	35	202	5	460	134	135	501	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	9	24	3	174	40	194	6	523	91	153	569	76
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	16	43	5	214	49	239	13	777	347	198	1015	135
Arrive On Green	0.04	0.04	0.04	0.31	0.31	0.31	0.01	0.23	0.23	0.12	0.34	0.34
Sat Flow, veh/h	433	1156	144	686	158	765	1697	3385	1510	1697	3002	400
Grp Volume(v), veh/h	36	0	0	408	0	0	6	523	91	153	320	325
Grp Sat Flow(s),veh/h/ln	1734	0	0	1609	0	0	1697	1692	1510	1697	1692	1709
Q Serve(g_s), s	1.3	0.0	0.0	14.3	0.0	0.0	0.2	8.6	3.0	5.4	9.5	9.5
Cycle Q Clear(g_c), s	1.3	0.0	0.0	14.3	0.0	0.0	0.2	8.6	3.0	5.4	9.5	9.5
Prop In Lane	0.25		0.08	0.43		0.48	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	65	0	0	502	0	0	13	777	347	198	572	578
V/C Ratio(X)	0.56	0.00	0.00	0.81	0.00	0.00	0.45	0.67	0.26	0.77	0.56	0.56
Avail Cap(c_a), veh/h	511	0	0	1680	0	0	166	2321	1035	746	1739	1757
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
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	0.0	19.5	0.0	0.0	30.3	21.5	19.4	26.3	16.6	16.6
Incr Delay (d2), s/veh	7.2	0.0	0.0	3.2	0.0	0.0	21.5	1.0	0.4	6.4	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	5.0	0.0	0.0	0.2	2.9	0.9	2.2	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	0.0	0.0	22.7	0.0	0.0	51.8	22.6	19.8	32.7	17.4	17.5
LnGrp LOS	D	A	A	C	A	A	D	C	B	C	B	B
Approach Vol, veh/h		36			408			620			798	
Approach Delay, s/veh		36.3			22.7			22.4			20.4	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	19.0		7.2	4.5	25.7		24.1				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	27.0	42.1		18.1	6.0	63.1		64.1				
Max Q Clear Time (g_c+I1), s	7.4	10.6		3.3	2.2	11.5		16.3				
Green Ext Time (p_c), s	0.3	3.5		0.1	0.0	3.6		2.8				

Intersection Summary			
HCM 6th Ctrl Delay		21.9	
HCM 6th LOS		C	

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	38	444	6	523	152	153	670
v/c Ratio	0.25	0.76	0.05	0.63	0.31	0.54	0.45
Control Delay	54.4	37.6	62.2	40.8	8.6	52.4	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.4	37.6	62.2	40.8	8.6	52.4	23.2
Queue Length 50th (ft)	21	233	4	158	0	91	151
Queue Length 95th (ft)	71	463	23	302	55	213	320
Internal Link Dist (ft)	2522	2625		1955			2598
Turn Bay Length (ft)			860		500	860	
Base Capacity (vph)	361	1133	116	1631	807	522	2262
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.39	0.05	0.32	0.19	0.29	0.30

Intersection Summary

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	264	35	102	300	38	101
Future Vol, veh/h	264	35	102	300	38	101
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	1	-	260	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	318	42	123	361	46	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	365	0	956	349
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	612	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1194	-	286	694
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	541	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1188	-	254	687
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	483	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	254	687	-	-	1188	-
HCM Lane V/C Ratio	0.18	0.177	-	-	0.103	-
HCM Control Delay (s)	22.3	11.4	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0.6	-	-	0.3	-

Intersection	
Intersection Delay, s/veh	19.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	128	39	149	163	61	15	99	169	86	132	87
Future Vol, veh/h	58	128	39	149	163	61	15	99	169	86	132	87
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	186	57	216	236	88	22	143	245	125	191	126
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	17.7	21.1	19.6	17.4
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	99	169	58	128	39	149	163	61	86	132
LT Vol	15	0	0	58	0	0	149	0	0	86	0
Through Vol	0	99	0	0	128	0	0	163	0	0	132
RT Vol	0	0	169	0	0	39	0	0	61	0	0
Lane Flow Rate	22	143	245	84	186	57	216	236	88	125	191
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.058	0.362	0.571	0.228	0.478	0.135	0.554	0.573	0.197	0.329	0.478
Departure Headway (Hd)	9.595	9.095	8.395	9.778	9.278	8.578	9.231	8.731	8.031	9.489	8.989
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	373	396	429	367	388	418	391	413	446	379	402
Service Time	7.35	6.85	6.15	7.537	7.037	6.337	6.984	6.484	5.784	7.244	6.744
HCM Lane V/C Ratio	0.059	0.361	0.571	0.229	0.479	0.136	0.552	0.571	0.197	0.33	0.475
HCM Control Delay	12.9	17	21.8	15.4	20.3	12.7	22.9	22.6	12.8	16.9	19.8
HCM Lane LOS	B	C	C	C	C	B	C	C	B	C	C
HCM 95th-tile Q	0.2	1.6	3.5	0.9	2.5	0.5	3.2	3.5	0.7	1.4	2.5

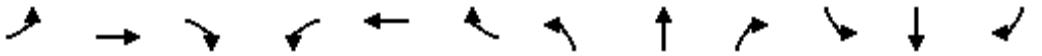
Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	338	32	65	332	20	30	11	83	24	30	38
Future Vol, veh/h	33	338	32	65	332	20	30	11	83	24	30	38
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1	-	-	200	-	200	1	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	457	43	88	449	27	41	15	112	32	41	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	481	0	0	505	0	0	1264	1231	489	1267	1225	459
Stage 1	-	-	-	-	-	-	574	574	-	630	630	-
Stage 2	-	-	-	-	-	-	690	657	-	637	595	-
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	1082	-	-	1060	-	-	146	177	579	146	179	602
Stage 1	-	-	-	-	-	-	504	503	-	470	475	-
Stage 2	-	-	-	-	-	-	435	462	-	465	492	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1077	-	-	1055	-	-	96	154	573	98	156	596
Mov Cap-2 Maneuver	-	-	-	-	-	-	96	154	-	98	156	-
Stage 1	-	-	-	-	-	-	481	479	-	448	433	-
Stage 2	-	-	-	-	-	-	329	421	-	346	469	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1.4	29	34.2
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	96	435	1077	-	-	1055	-	-	98	266
HCM Lane V/C Ratio	0.422	0.292	0.041	-	-	0.083	-	-	0.331	0.345
HCM Control Delay (s)	67.5	16.7	8.5	-	-	8.7	-	-	58.9	25.5
HCM Lane LOS	F	C	A	-	-	A	-	-	F	D
HCM 95th %tile Q(veh)	1.8	1.2	0.1	-	-	0.3	-	-	1.3	1.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	432	38	88	327	12	40	32	161	24	48	74
Future Volume (veh/h)	24	432	38	88	327	12	40	32	161	24	48	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.96	1.00		0.93
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	584	40	119	442	12	54	43	167	32	65	64
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	943	64	154	598	16	98	364	297	65	331	262
Arrive On Green	0.04	0.28	0.28	0.09	0.33	0.33	0.05	0.19	0.19	0.04	0.18	0.18
Sat Flow, veh/h	1781	3362	230	1781	1810	49	1781	1870	1526	1781	1870	1480
Grp Volume(v), veh/h	32	308	316	119	0	454	54	43	167	32	65	64
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	0	1859	1781	1870	1526	1781	1870	1480
Q Serve(g_s), s	0.8	6.7	6.7	2.9	0.0	9.6	1.3	0.8	4.4	0.8	1.3	1.7
Cycle Q Clear(g_c), s	0.8	6.7	6.7	2.9	0.0	9.6	1.3	0.8	4.4	0.8	1.3	1.7
Prop In Lane	1.00		0.13	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	498	509	154	0	614	98	364	297	65	331	262
V/C Ratio(X)	0.49	0.62	0.62	0.77	0.00	0.74	0.55	0.12	0.56	0.49	0.20	0.24
Avail Cap(c_a), veh/h	237	805	822	301	0	909	241	789	643	237	784	621
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	13.9	13.9	19.8	0.0	13.2	20.4	14.7	16.1	21.0	15.6	15.7
Incr Delay (d2), s/veh	5.6	1.3	1.2	7.9	0.0	1.8	4.8	0.1	1.7	5.6	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.2	2.3	1.3	0.0	3.2	0.6	0.3	1.4	0.4	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	15.1	15.1	27.7	0.0	14.9	25.3	14.9	17.8	26.5	15.9	16.2
LnGrp LOS	C	B	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		656			573			264			161	
Approach Delay, s/veh		15.7			17.6			18.9			18.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	13.5	7.8	17.3	6.4	12.7	5.6	19.6
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	5.9	18.7	7.5	20.1	6.0	18.6	5.9	21.7
Max Q Clear Time (g_c+I1), s	2.8	6.4	4.9	8.7	3.3	3.7	2.8	11.6
Green Ext Time (p_c), s	0.0	0.6	0.1	2.7	0.0	0.4	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	32	635	119	458	54	43	218	32	65	100
v/c Ratio	0.14	0.56	0.41	0.57	0.22	0.11	0.45	0.14	0.21	0.26
Control Delay	26.5	17.0	29.2	16.6	27.2	20.9	7.5	26.5	23.4	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	17.0	29.2	16.6	27.2	20.9	7.5	26.5	23.4	3.6
Queue Length 50th (ft)	10	90	36	89	16	9	0	10	19	0
Queue Length 95th (ft)	28	116	73	184	40	31	26	28	41	4
Internal Link Dist (ft)		2576		1234		596			278	
Turn Bay Length (ft)	1		1		95		95	50		50
Base Capacity (vph)	245	1648	311	995	249	817	795	245	813	742
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.39	0.38	0.46	0.22	0.05	0.27	0.13	0.08	0.13

Intersection Summary

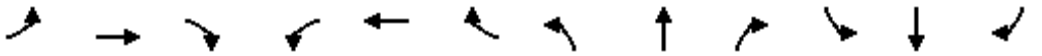
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	3	7	14	5	39	4	246	5	13	199	3
Future Vol, veh/h	21	3	7	14	5	39	4	246	5	13	199	3
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	4	8	16	6	46	5	289	6	15	234	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	604	581	246	584	580	302	243	0	0	300	0	0
Stage 1	271	271	-	307	307	-	-	-	-	-	-	-
Stage 2	333	310	-	277	273	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	410	425	793	423	426	738	1323	-	-	1261	-	-
Stage 1	735	685	-	703	661	-	-	-	-	-	-	-
Stage 2	681	659	-	729	684	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	371	413	785	406	414	731	1317	-	-	1255	-	-
Mov Cap-2 Maneuver	371	413	-	406	414	-	-	-	-	-	-	-
Stage 1	728	672	-	696	654	-	-	-	-	-	-	-
Stage 2	626	652	-	704	671	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	12	0.1	0.5
HCM LOS	B	B		

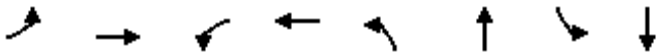
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	426	581	1255	-	-
HCM Lane V/C Ratio	0.004	-	-	0.086	0.117	0.012	-	-
HCM Control Delay (s)	7.7	0	-	14.2	12	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.4	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	294	127	141	268	48	104	244	155	38	240	129
Future Volume (veh/h)	168	294	127	141	268	48	104	244	155	38	240	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.89	1.00		0.95	1.00		0.90
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	210	368	145	176	335	41	130	305	157	48	300	131
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	609	235	222	712	86	167	638	318	82	554	233
Arrive On Green	0.15	0.25	0.25	0.12	0.23	0.23	0.09	0.28	0.28	0.05	0.24	0.24
Sat Flow, veh/h	1781	2458	948	1781	3146	380	1781	2250	1121	1781	2351	987
Grp Volume(v), veh/h	210	264	249	176	187	189	130	239	223	48	224	207
Grp Sat Flow(s),veh/h/ln	1781	1777	1630	1781	1777	1749	1781	1777	1594	1781	1777	1560
Q Serve(g_s), s	6.8	7.8	8.1	5.7	5.4	5.6	4.3	6.6	7.0	1.6	6.6	7.0
Cycle Q Clear(g_c), s	6.8	7.8	8.1	5.7	5.4	5.6	4.3	6.6	7.0	1.6	6.6	7.0
Prop In Lane	1.00		0.58	1.00		0.22	1.00		0.70	1.00		0.63
Lane Grp Cap(c), veh/h	260	441	404	222	402	396	167	504	452	82	419	368
V/C Ratio(X)	0.81	0.60	0.62	0.79	0.47	0.48	0.78	0.47	0.49	0.59	0.53	0.56
Avail Cap(c_a), veh/h	370	577	529	328	536	527	257	610	547	188	542	476
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	19.8	19.9	25.4	20.0	20.0	26.5	17.7	17.8	27.9	20.0	20.1
Incr Delay (d2), s/veh	8.5	1.3	1.5	7.8	0.8	0.9	8.0	0.7	0.8	6.5	1.1	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	3.0	2.9	2.7	2.1	2.1	2.1	2.6	2.4	0.8	2.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.2	21.1	21.5	33.2	20.8	20.9	34.4	18.4	18.7	34.4	21.0	21.5
LnGrp LOS	C	C	C	C	C	C	C	B	B	C	C	C
Approach Vol, veh/h		723			552			592			479	
Approach Delay, s/veh		24.7			24.8			22.0			22.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	21.8	11.4	19.7	9.6	19.0	12.7	18.4
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.3	20.5	11.0	19.4	8.6	18.2	12.4	18.0
Max Q Clear Time (g_c+I1), s	3.6	9.0	7.7	10.1	6.3	9.0	8.8	7.6
Green Ext Time (p_c), s	0.0	2.2	0.1	2.0	0.1	1.8	0.2	1.5

Intersection Summary	
HCM 6th Ctrl Delay	23.6
HCM 6th LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	210	527	176	395	130	499	48	461
v/c Ratio	0.63	0.64	0.59	0.54	0.53	0.49	0.26	0.60
Control Delay	36.6	22.5	36.9	24.3	38.2	14.4	33.6	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.6	22.5	36.9	24.3	38.2	14.4	33.6	20.6
Queue Length 50th (ft)	74	81	63	67	47	54	17	62
Queue Length 95th (ft)	#146	119	#125	102	#102	85	47	95
Internal Link Dist (ft)		1234		2718		1635		581
Turn Bay Length (ft)	1		100		225		175	
Base Capacity (vph)	388	1196	344	1101	268	1323	197	1125
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.44	0.51	0.36	0.49	0.38	0.24	0.41

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	18	7	45	9	176	2	639	180	217	446	23
Future Volume (veh/h)	28	18	7	45	9	176	2	639	180	217	446	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	30	19	4	48	10	137	2	687	138	233	480	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	48	30	6	64	13	182	5	1011	451	293	1564	55
Arrive On Green	0.05	0.05	0.05	0.16	0.16	0.16	0.00	0.30	0.30	0.17	0.47	0.47
Sat Flow, veh/h	976	618	130	388	81	1108	1711	3413	1522	1711	3362	119
Grp Volume(v), veh/h	53	0	0	195	0	0	2	687	138	233	243	254
Grp Sat Flow(s),veh/h/ln	1724	0	0	1577	0	0	1711	1706	1522	1711	1706	1775
Q Serve(g_s), s	1.8	0.0	0.0	6.9	0.0	0.0	0.1	10.4	4.1	7.7	5.2	5.2
Cycle Q Clear(g_c), s	1.8	0.0	0.0	6.9	0.0	0.0	0.1	10.4	4.1	7.7	5.2	5.2
Prop In Lane	0.57		0.08	0.25		0.70	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	85	0	0	259	0	0	5	1011	451	293	794	825
V/C Ratio(X)	0.62	0.00	0.00	0.75	0.00	0.00	0.43	0.68	0.31	0.79	0.31	0.31
Avail Cap(c_a), veh/h	561	0	0	1024	0	0	175	3146	1403	1166	2562	2665
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
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	0.0	23.4	0.0	0.0	29.2	18.2	16.0	23.3	9.8	9.8
Incr Delay (d2), s/veh	7.3	0.0	0.0	4.4	0.0	0.0	51.8	0.8	0.4	4.9	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	2.6	0.0	0.0	0.1	3.3	1.2	3.0	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	0.0	0.0	27.8	0.0	0.0	81.0	19.0	16.4	28.2	10.0	10.0
LnGrp LOS	C	A	A	C	A	A	F	B	B	C	B	B
Approach Vol, veh/h		53			195			827			730	
Approach Delay, s/veh		34.6			27.8			18.7			15.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.1	22.3		7.8	4.2	32.2		14.5				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	40.0	54.1		19.1	6.0	88.1		38.1				
Max Q Clear Time (g_c+I1), s	9.7	12.4		3.8	2.1	7.2		8.9				
Green Ext Time (p_c), s	0.6	5.0		0.1	0.0	2.6		1.1				

Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			B									

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	57	247	2	687	194	233	505
v/c Ratio	0.32	0.67	0.02	0.67	0.33	0.62	0.27
Control Delay	50.6	35.7	57.0	34.5	6.3	45.4	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	35.7	57.0	34.5	6.3	45.4	13.0
Queue Length 50th (ft)	29	86	1	184	0	125	74
Queue Length 95th (ft)	92	225	12	352	56	280	173
Internal Link Dist (ft)	2522	2625		1955			2598
Turn Bay Length (ft)			860		500	860	
Base Capacity (vph)	399	781	123	2140	1028	824	2948
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.32	0.02	0.32	0.19	0.28	0.17

Intersection Summary

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	312	34	130	201	40	113
Future Vol, veh/h	312	34	130	201	40	113
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	1	-	260	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	351	38	146	226	45	127

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	394	0	898	380
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1165	-	310	667
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1159	-	268	661
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	518	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	268	661	-	-	1159	-
HCM Lane V/C Ratio	0.168	0.192	-	-	0.126	-
HCM Control Delay (s)	21.1	11.7	-	-	8.6	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0.7	-	-	0.4	-

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	124	16	119	145	45	29	119	126	23	100	38
Future Vol, veh/h	32	124	16	119	145	45	29	119	126	23	100	38
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	128	16	123	149	46	30	123	130	24	103	39
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	11	11.1	10.5	10.5
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	119	126	32	124	16	119	145	45	23	100
LT Vol	29	0	0	32	0	0	119	0	0	23	0
Through Vol	0	119	0	0	124	0	0	145	0	0	100
RT Vol	0	0	126	0	0	16	0	0	45	0	0
Lane Flow Rate	30	123	130	33	128	16	123	149	46	24	103
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.058	0.22	0.208	0.065	0.235	0.027	0.233	0.263	0.073	0.047	0.192
Departure Headway (Hd)	6.967	6.467	5.767	7.129	6.629	5.929	6.839	6.339	5.639	7.19	6.69
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	513	555	621	501	541	602	524	565	634	497	535
Service Time	4.72	4.22	3.52	4.887	4.387	3.687	4.589	4.089	3.389	4.95	4.45
HCM Lane V/C Ratio	0.058	0.222	0.209	0.066	0.237	0.027	0.235	0.264	0.073	0.048	0.193
HCM Control Delay	10.2	11	10	10.4	11.4	8.9	11.7	11.4	8.8	10.3	11
HCM Lane LOS	B	B	A	B	B	A	B	B	A	B	B
HCM 95th-tile Q	0.2	0.8	0.8	0.2	0.9	0.1	0.9	1	0.2	0.1	0.7

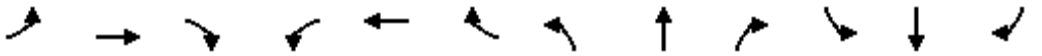
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	377	34	20	285	31	7	15	17	19	24	51
Future Vol, veh/h	21	377	34	20	285	31	7	15	17	19	24	51
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1	-	-	200	-	200	1	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	419	38	22	317	34	8	17	19	21	27	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	356	0	0	462	0	0	914	889	448	873	874	327
Stage 1	-	-	-	-	-	-	489	489	-	366	366	-
Stage 2	-	-	-	-	-	-	425	400	-	507	508	-
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	1203	-	-	1099	-	-	254	282	611	271	288	714
Stage 1	-	-	-	-	-	-	561	549	-	653	623	-
Stage 2	-	-	-	-	-	-	607	602	-	548	539	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1197	-	-	1094	-	-	208	268	605	240	274	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	268	-	240	274	-
Stage 1	-	-	-	-	-	-	548	536	-	637	607	-
Stage 2	-	-	-	-	-	-	521	587	-	502	526	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.5	16.8	15.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	208	381	1197	-	-	1094	-	-	240	470
HCM Lane V/C Ratio	0.037	0.093	0.019	-	-	0.02	-	-	0.088	0.177
HCM Control Delay (s)	23	15.4	8.1	-	-	8.4	-	-	21.4	14.3
HCM Lane LOS	C	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	0.3	0.1	-	-	0.1	-	-	0.3	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	346	55	88	295	39	65	36	168	24	19	21
Future Volume (veh/h)	32	346	55	88	295	39	65	36	168	24	19	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.96	1.00		0.93
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	364	41	93	311	27	68	38	110	25	20	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	757	85	144	469	41	118	385	315	54	318	251
Arrive On Green	0.04	0.24	0.24	0.08	0.28	0.28	0.07	0.21	0.21	0.03	0.17	0.17
Sat Flow, veh/h	1781	3201	357	1781	1688	147	1781	1870	1528	1781	1870	1477
Grp Volume(v), veh/h	34	201	204	93	0	338	68	38	110	25	20	15
Grp Sat Flow(s),veh/h/ln	1781	1777	1782	1781	0	1835	1781	1870	1528	1781	1870	1477
Q Serve(g_s), s	0.7	3.9	3.9	2.0	0.0	6.5	1.5	0.7	2.5	0.6	0.4	0.3
Cycle Q Clear(g_c), s	0.7	3.9	3.9	2.0	0.0	6.5	1.5	0.7	2.5	0.6	0.4	0.3
Prop In Lane	1.00		0.20	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	420	421	144	0	510	118	385	315	54	318	251
V/C Ratio(X)	0.49	0.48	0.49	0.65	0.00	0.66	0.58	0.10	0.35	0.46	0.06	0.06
Avail Cap(c_a), veh/h	264	847	849	357	0	971	268	906	740	264	901	712
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	13.1	13.1	17.8	0.0	12.7	18.1	12.8	13.5	19.0	13.9	13.9
Incr Delay (d2), s/veh	5.1	0.8	0.9	4.8	0.0	1.5	4.4	0.1	0.7	6.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.3	1.3	0.9	0.0	2.1	0.7	0.2	0.7	0.3	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.9	13.9	14.0	22.6	0.0	14.2	22.4	12.9	14.2	25.1	14.0	14.0
LnGrp LOS	C	B	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		439			431			216			60	
Approach Delay, s/veh		14.7			16.0			16.6			18.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	13.1	7.2	14.3	6.6	11.7	5.6	16.0
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	5.9	19.3	8.0	19.0	6.0	19.2	5.9	21.1
Max Q Clear Time (g_c+I1), s	2.6	4.5	4.0	5.9	3.5	2.4	2.7	8.5
Green Ext Time (p_c), s	0.0	0.4	0.1	1.8	0.0	0.1	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	422	93	352	68	38	177	25	20	22
v/c Ratio	0.12	0.40	0.27	0.53	0.23	0.08	0.34	0.09	0.06	0.06
Control Delay	24.0	14.5	23.0	15.6	24.5	17.1	6.2	24.1	21.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	14.5	23.0	15.6	24.5	17.1	6.2	24.1	21.4	0.3
Queue Length 50th (ft)	9	52	24	58	18	7	0	6	5	0
Queue Length 95th (ft)	35	94	71	174	58	34	46	28	22	0
Internal Link Dist (ft)		2576		1234		596			278	
Turn Bay Length (ft)	1		1		95		95	50		50
Base Capacity (vph)	295	1857	399	1100	299	1090	972	295	1010	884
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.23	0.23	0.32	0.23	0.03	0.18	0.08	0.02	0.02

Intersection Summary

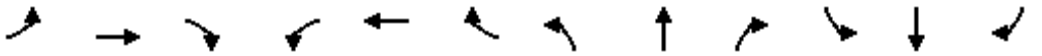
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	1	7	8	1	12	8	197	7	18	300	14
Future Vol, veh/h	9	1	7	8	1	12	8	197	7	18	300	14
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	7	8	1	12	8	203	7	19	309	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	593	590	326	591	594	217	328	0	0	215	0	0
Stage 1	359	359	-	228	228	-	-	-	-	-	-	-
Stage 2	234	231	-	363	366	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	417	420	715	419	418	823	1232	-	-	1355	-	-
Stage 1	659	627	-	775	715	-	-	-	-	-	-	-
Stage 2	769	713	-	656	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	399	406	708	403	404	815	1226	-	-	1349	-	-
Mov Cap-2 Maneuver	399	406	-	403	404	-	-	-	-	-	-	-
Stage 1	651	613	-	766	706	-	-	-	-	-	-	-
Stage 2	747	704	-	634	609	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	11.6	0.3	0.4
HCM LOS	B	B		

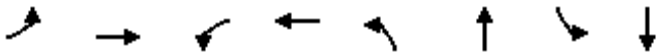
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1226	-	-	487	567	1349	-	-
HCM Lane V/C Ratio	0.007	-	-	0.036	0.038	0.014	-	-
HCM Control Delay (s)	8	0	-	12.7	11.6	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	284	142	190	249	63	98	186	220	60	206	128
Future Volume (veh/h)	135	284	142	190	249	63	98	186	220	60	206	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.91	1.00		0.94	1.00		0.89
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	296	123	198	259	50	102	194	175	62	215	106
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	581	234	250	814	153	131	435	362	99	511	236
Arrive On Green	0.10	0.24	0.24	0.14	0.28	0.28	0.07	0.24	0.24	0.06	0.23	0.23
Sat Flow, veh/h	1781	2423	975	1781	2932	552	1781	1784	1485	1781	2266	1047
Grp Volume(v), veh/h	141	214	205	198	154	155	102	193	176	62	165	156
Grp Sat Flow(s),veh/h/ln	1781	1777	1621	1781	1777	1707	1781	1777	1492	1781	1777	1536
Q Serve(g_s), s	4.3	5.8	6.1	6.0	3.8	4.0	3.1	5.1	5.6	1.9	4.4	4.8
Cycle Q Clear(g_c), s	4.3	5.8	6.1	6.0	3.8	4.0	3.1	5.1	5.6	1.9	4.4	4.8
Prop In Lane	1.00		0.60	1.00		0.32	1.00		1.00	1.00		0.68
Lane Grp Cap(c), veh/h	183	426	389	250	493	474	131	433	364	99	401	346
V/C Ratio(X)	0.77	0.50	0.53	0.79	0.31	0.33	0.78	0.45	0.48	0.63	0.41	0.45
Avail Cap(c_a), veh/h	401	576	525	417	592	568	224	617	518	221	614	531
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	18.3	18.4	23.1	15.9	15.9	25.3	17.8	18.0	25.7	18.4	18.5
Incr Delay (d2), s/veh	6.7	0.9	1.1	5.5	0.4	0.4	9.5	0.7	1.0	6.4	0.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.2	2.1	2.6	1.4	1.4	1.6	2.0	1.9	0.9	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	19.2	19.5	28.6	16.2	16.3	34.7	18.5	19.0	32.1	19.1	19.4
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		560			507			471			383	
Approach Delay, s/veh		22.2			21.1			22.2			21.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	18.4	11.8	18.2	8.1	17.4	9.7	20.3
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.9	19.3	13.0	18.0	7.0	19.2	12.5	18.5
Max Q Clear Time (g_c+I1), s	3.9	7.6	8.0	8.1	5.1	6.8	6.3	6.0
Green Ext Time (p_c), s	0.0	1.7	0.2	1.7	0.0	1.5	0.2	1.3

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	141	444	198	325	102	423	63	348
v/c Ratio	0.41	0.53	0.51	0.38	0.40	0.46	0.26	0.47
Control Delay	27.6	18.2	28.0	18.4	32.8	11.9	29.6	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	18.2	28.0	18.4	32.8	11.9	29.6	16.1
Queue Length 50th (ft)	44	54	61	43	33	31	20	35
Queue Length 95th (ft)	106	105	143	86	#102	75	61	77
Internal Link Dist (ft)		1234		2718		1635		581
Turn Bay Length (ft)	1		100		225		175	
Base Capacity (vph)	489	1377	509	1399	273	1474	270	1439
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.32	0.39	0.23	0.37	0.29	0.23	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	22	4	160	37	211	5	460	136	138	501	89
Future Volume (veh/h)	8	22	4	160	37	211	5	460	136	138	501	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	9	25	3	182	42	204	6	523	94	157	569	76
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	16	44	5	221	51	248	13	768	343	202	1014	135
Arrive On Green	0.04	0.04	0.04	0.32	0.32	0.32	0.01	0.23	0.23	0.12	0.34	0.34
Sat Flow, veh/h	422	1172	141	684	158	767	1697	3385	1510	1697	3002	400
Grp Volume(v), veh/h	37	0	0	428	0	0	6	523	94	157	320	325
Grp Sat Flow(s),veh/h/ln	1735	0	0	1609	0	0	1697	1692	1510	1697	1692	1709
Q Serve(g_s), s	1.3	0.0	0.0	15.6	0.0	0.0	0.2	9.0	3.3	5.7	9.9	9.9
Cycle Q Clear(g_c), s	1.3	0.0	0.0	15.6	0.0	0.0	0.2	9.0	3.3	5.7	9.9	9.9
Prop In Lane	0.24		0.08	0.43		0.48	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	65	0	0	520	0	0	13	768	343	202	572	578
V/C Ratio(X)	0.57	0.00	0.00	0.82	0.00	0.00	0.45	0.68	0.27	0.78	0.56	0.56
Avail Cap(c_a), veh/h	492	0	0	1617	0	0	160	2234	997	718	1674	1691
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
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	0.0	19.9	0.0	0.0	31.5	22.5	20.3	27.3	17.2	17.3
Incr Delay (d2), s/veh	7.5	0.0	0.0	3.3	0.0	0.0	21.6	1.1	0.4	6.4	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	5.5	0.0	0.0	0.2	3.1	1.0	2.4	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.6	0.0	0.0	23.2	0.0	0.0	53.1	23.6	20.8	33.7	18.1	18.1
LnGrp LOS	D	A	A	C	A	A	D	C	C	C	B	B
Approach Vol, veh/h		37			428			623			802	
Approach Delay, s/veh		37.6			23.2			23.5			21.2	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	19.4		7.3	4.5	26.4		25.5				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	27.0	42.1		18.1	6.0	63.1		64.1				
Max Q Clear Time (g_c+I1), s	7.7	11.0		3.3	2.2	11.9		17.6				
Green Ext Time (p_c), s	0.4	3.5		0.1	0.0	3.6		3.0				

Intersection Summary			
HCM 6th Ctrl Delay		22.7	
HCM 6th LOS		C	

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	39	464	6	523	155	157	670
v/c Ratio	0.27	0.79	0.06	0.65	0.33	0.58	0.47
Control Delay	58.3	41.1	64.8	43.9	8.7	56.3	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.3	41.1	64.8	43.9	8.7	56.3	25.4
Queue Length 50th (ft)	23	256	4	165	0	98	158
Queue Length 95th (ft)	75	498	22	313	56	224	332
Internal Link Dist (ft)	2522	2625		1955			2598
Turn Bay Length (ft)			860		500	860	
Base Capacity (vph)	337	1065	108	1521	765	487	2124
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.44	0.06	0.34	0.20	0.32	0.32

Intersection Summary

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	35	109	318	38	103
Future Vol, veh/h	270	35	109	318	38	103
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	1	-	260	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	325	42	131	383	46	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	372	0	1001	356
Stage 1	-	-	-	-	351	-
Stage 2	-	-	-	-	650	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1186	-	269	688
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1180	-	237	681
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	460	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	14.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	681	-	-	1180	-
HCM Lane V/C Ratio	0.193	0.182	-	-	0.111	-
HCM Control Delay (s)	23.8	11.5	-	-	8.4	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0.7	-	-	0.4	-

Intersection	
Intersection Delay, s/veh	19.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	128	39	149	163	61	15	101	169	86	139	87
Future Vol, veh/h	58	128	39	149	163	61	15	101	169	86	139	87
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	186	57	216	236	88	22	146	245	125	201	126
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	17.9	21.4	19.9	17.9
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	101	169	58	128	39	149	163	61	86	139
LT Vol	15	0	0	58	0	0	149	0	0	86	0
Through Vol	0	101	0	0	128	0	0	163	0	0	139
RT Vol	0	0	169	0	0	39	0	0	61	0	0
Lane Flow Rate	22	146	245	84	186	57	216	236	88	125	201
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.058	0.372	0.575	0.23	0.481	0.136	0.557	0.577	0.199	0.33	0.505
Departure Headway (Hd)	9.648	9.148	8.448	9.842	9.342	8.642	9.291	8.791	8.091	9.524	9.024
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	371	394	426	365	386	414	389	411	443	378	399
Service Time	7.404	6.904	6.204	7.602	7.102	6.402	7.045	6.545	5.845	7.278	6.778
HCM Lane V/C Ratio	0.059	0.371	0.575	0.23	0.482	0.138	0.555	0.574	0.199	0.331	0.504
HCM Control Delay	13	17.3	22.1	15.5	20.5	12.8	23.2	22.9	12.9	16.9	20.7
HCM Lane LOS	B	C	C	C	C	B	C	C	B	C	C
HCM 95th-tile Q	0.2	1.7	3.5	0.9	2.5	0.5	3.3	3.5	0.7	1.4	2.8

Intersection	
Int Delay, s/veh	12

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	338	32	65	332	28	30	14	83	46	38	63
Future Vol, veh/h	41	338	32	65	332	28	30	14	83	46	38	63
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1	-	-	200	-	200	1	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	457	43	88	449	38	41	19	112	62	51	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	492	0	0	505	0	0	1311	1262	489	1289	1245	459
Stage 1	-	-	-	-	-	-	594	594	-	630	630	-
Stage 2	-	-	-	-	-	-	717	668	-	659	615	-
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	1071	-	-	1060	-	-	136	170	579	141	174	602
Stage 1	-	-	-	-	-	-	491	493	-	470	475	-
Stage 2	-	-	-	-	-	-	421	456	-	453	482	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1066	-	-	1055	-	-	77	146	573	91	150	596
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	146	-	91	150	-
Stage 1	-	-	-	-	-	-	464	465	-	444	433	-
Stage 2	-	-	-	-	-	-	290	416	-	330	455	-

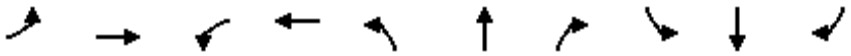
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.3	36.3	52.9
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	77	403	1066	-	-	1055	-	-	91	281
HCM Lane V/C Ratio	0.527	0.325	0.052	-	-	0.083	-	-	0.683	0.486
HCM Control Delay (s)	95	18.2	8.6	-	-	8.7	-	-	104.6	29.3
HCM Lane LOS	F	C	A	-	-	A	-	-	F	D
HCM 95th %tile Q(veh)	2.2	1.4	0.2	-	-	0.3	-	-	3.4	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	452	40	88	334	12	41	32	161	24	48	74
Future Volume (veh/h)	24	452	40	88	334	12	41	32	161	24	48	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.96	1.00		0.93
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	611	43	119	451	12	55	43	167	32	65	64
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	963	68	153	609	16	98	363	296	65	328	259
Arrive On Green	0.04	0.29	0.29	0.09	0.34	0.34	0.06	0.19	0.19	0.04	0.18	0.18
Sat Flow, veh/h	1781	3355	236	1781	1811	48	1781	1870	1526	1781	1870	1480
Grp Volume(v), veh/h	32	323	331	119	0	463	55	43	167	32	65	64
Grp Sat Flow(s),veh/h/ln	1781	1777	1814	1781	0	1859	1781	1870	1526	1781	1870	1480
Q Serve(g_s), s	0.8	7.1	7.1	2.9	0.0	9.9	1.4	0.9	4.4	0.8	1.3	1.7
Cycle Q Clear(g_c), s	0.8	7.1	7.1	2.9	0.0	9.9	1.4	0.9	4.4	0.8	1.3	1.7
Prop In Lane	1.00		0.13	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	65	510	520	153	0	625	98	363	296	65	328	259
V/C Ratio(X)	0.49	0.63	0.64	0.78	0.00	0.74	0.56	0.12	0.56	0.49	0.20	0.25
Avail Cap(c_a), veh/h	234	795	812	297	0	898	238	779	635	234	775	613
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	14.0	14.0	20.1	0.0	13.2	20.7	14.9	16.4	21.2	15.8	16.0
Incr Delay (d2), s/veh	5.6	1.3	1.3	8.1	0.0	1.9	4.9	0.1	1.7	5.6	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.4	2.4	1.4	0.0	3.4	0.6	0.3	1.4	0.4	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	15.3	15.3	28.2	0.0	15.1	25.6	15.1	18.1	26.8	16.1	16.5
LnGrp LOS	C	B	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		686			582			265			161	
Approach Delay, s/veh		15.8			17.8			19.1			18.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	13.6	7.9	17.8	6.5	12.8	5.6	20.0
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	5.9	18.7	7.5	20.1	6.0	18.6	5.9	21.7
Max Q Clear Time (g_c+I1), s	2.8	6.4	4.9	9.1	3.4	3.7	2.8	11.9
Green Ext Time (p_c), s	0.0	0.6	0.1	2.8	0.0	0.4	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	32	665	119	467	55	43	218	32	65	100
v/c Ratio	0.14	0.58	0.41	0.58	0.23	0.11	0.45	0.14	0.21	0.26
Control Delay	26.5	17.3	29.3	16.9	27.4	20.9	7.5	26.5	23.5	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	17.3	29.3	16.9	27.4	20.9	7.5	26.5	23.5	3.6
Queue Length 50th (ft)	10	95	36	91	17	10	0	10	19	0
Queue Length 95th (ft)	28	122	73	188	41	31	26	28	41	4
Internal Link Dist (ft)		2576		1234		596			278	
Turn Bay Length (ft)	1		1		95		95	50		50
Base Capacity (vph)	243	1639	309	995	247	812	791	243	808	738
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.41	0.39	0.47	0.22	0.05	0.28	0.13	0.08	0.14

Intersection Summary

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	3	9	14	5	39	5	252	5	13	201	5
Future Vol, veh/h	27	3	9	14	5	39	5	252	5	13	201	5
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	4	11	16	6	46	6	296	6	15	236	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	616	593	249	598	593	309	247	0	0	307	0	0
Stage 1	274	274	-	316	316	-	-	-	-	-	-	-
Stage 2	342	319	-	282	277	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	403	418	790	414	418	731	1319	-	-	1254	-	-
Stage 1	732	683	-	695	655	-	-	-	-	-	-	-
Stage 2	673	653	-	725	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	364	406	782	396	406	724	1313	-	-	1248	-	-
Mov Cap-2 Maneuver	364	406	-	396	406	-	-	-	-	-	-	-
Stage 1	725	670	-	688	648	-	-	-	-	-	-	-
Stage 2	619	646	-	698	668	-	-	-	-	-	-	-

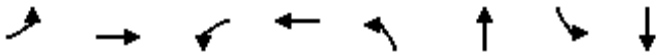
Approach	EB	WB	NB	SB
HCM Control Delay, s	14.6	12.2	0.1	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1313	-	-	419	571	1248	-	-
HCM Lane V/C Ratio	0.004	-	-	0.11	0.12	0.012	-	-
HCM Control Delay (s)	7.8	0	-	14.6	12.2	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	306	135	141	272	48	107	244	155	38	240	129
Future Volume (veh/h)	168	306	135	141	272	48	107	244	155	38	240	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.90	1.00		0.95	1.00		0.90
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	210	382	155	176	340	41	134	305	157	48	300	131
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	609	243	222	722	86	172	641	319	82	550	231
Arrive On Green	0.15	0.25	0.25	0.12	0.23	0.23	0.10	0.28	0.28	0.05	0.23	0.23
Sat Flow, veh/h	1781	2434	968	1781	3153	375	1781	2250	1121	1781	2350	986
Grp Volume(v), veh/h	210	277	260	176	190	191	134	239	223	48	224	207
Grp Sat Flow(s),veh/h/ln	1781	1777	1625	1781	1777	1751	1781	1777	1595	1781	1777	1560
Q Serve(g_s), s	6.9	8.4	8.6	5.8	5.6	5.7	4.4	6.7	7.0	1.6	6.7	7.1
Cycle Q Clear(g_c), s	6.9	8.4	8.6	5.8	5.6	5.7	4.4	6.7	7.0	1.6	6.7	7.1
Prop In Lane	1.00		0.60	1.00		0.21	1.00		0.70	1.00		0.63
Lane Grp Cap(c), veh/h	260	445	407	222	407	401	172	506	454	82	416	365
V/C Ratio(X)	0.81	0.62	0.64	0.79	0.47	0.48	0.78	0.47	0.49	0.59	0.54	0.57
Avail Cap(c_a), veh/h	366	571	522	324	529	522	254	603	541	186	535	470
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	20.1	20.2	25.7	20.1	20.2	26.7	17.9	18.0	28.3	20.3	20.4
Incr Delay (d2), s/veh	8.8	1.4	1.7	8.1	0.8	0.9	8.9	0.7	0.8	6.6	1.1	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	3.2	3.0	2.7	2.1	2.2	2.2	2.6	2.5	0.8	2.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.8	21.5	21.9	33.8	20.9	21.0	35.6	18.5	18.8	34.9	21.3	21.8
LnGrp LOS	C	C	C	C	C	C	D	B	B	C	C	C
Approach Vol, veh/h		747			557			596			479	
Approach Delay, s/veh		25.1			25.0			22.5			22.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	22.1	11.5	20.0	9.8	19.0	12.8	18.7
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.3	20.5	11.0	19.4	8.6	18.2	12.4	18.0
Max Q Clear Time (g_c+I1), s	3.6	9.0	7.8	10.6	6.4	9.1	8.9	7.7
Green Ext Time (p_c), s	0.0	2.2	0.1	2.1	0.1	1.8	0.2	1.5

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	210	552	176	400	134	499	48	461
v/c Ratio	0.64	0.64	0.60	0.52	0.55	0.50	0.26	0.60
Control Delay	37.2	22.5	37.5	24.0	39.6	14.6	34.1	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	22.5	37.5	24.0	39.6	14.6	34.1	20.8
Queue Length 50th (ft)	77	86	65	69	51	56	18	64
Queue Length 95th (ft)	#146	125	#125	103	#110	85	47	95
Internal Link Dist (ft)		1234		2718		1635		581
Turn Bay Length (ft)	1		100		225		175	
Base Capacity (vph)	378	1167	335	1073	262	1295	191	1099
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.47	0.53	0.37	0.51	0.39	0.25	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	20	7	50	10	182	2	639	188	227	446	23
Future Volume (veh/h)	28	20	7	50	10	182	2	639	188	227	446	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	30	22	4	54	11	144	2	687	146	244	480	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	46	34	6	71	14	189	5	1000	446	304	1572	56
Arrive On Green	0.05	0.05	0.05	0.17	0.17	0.17	0.00	0.29	0.29	0.18	0.47	0.47
Sat Flow, veh/h	926	679	123	408	83	1089	1711	3413	1522	1711	3362	119
Grp Volume(v), veh/h	56	0	0	209	0	0	2	687	146	244	243	254
Grp Sat Flow(s),veh/h/ln	1728	0	0	1580	0	0	1711	1706	1522	1711	1706	1775
Q Serve(g_s), s	1.9	0.0	0.0	7.7	0.0	0.0	0.1	10.9	4.6	8.4	5.4	5.4
Cycle Q Clear(g_c), s	1.9	0.0	0.0	7.7	0.0	0.0	0.1	10.9	4.6	8.4	5.4	5.4
Prop In Lane	0.54		0.07	0.26		0.69	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	87	0	0	274	0	0	5	1000	446	304	798	830
V/C Ratio(X)	0.65	0.00	0.00	0.76	0.00	0.00	0.43	0.69	0.33	0.80	0.30	0.31
Avail Cap(c_a), veh/h	540	0	0	985	0	0	168	3020	1347	1119	2459	2558
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
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	0.0	0.0	24.1	0.0	0.0	30.4	19.1	16.9	24.1	10.1	10.1
Incr Delay (d2), s/veh	7.8	0.0	0.0	4.4	0.0	0.0	51.8	0.9	0.4	5.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	2.9	0.0	0.0	0.1	3.6	1.3	3.2	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.3	0.0	0.0	28.4	0.0	0.0	82.3	20.0	17.3	29.1	10.3	10.3
LnGrp LOS	D	A	A	C	A	A	F	B	B	C	B	B
Approach Vol, veh/h		56			209			835			741	
Approach Delay, s/veh		36.3			28.4			19.7			16.5	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	22.8		8.0	4.2	33.5		15.5				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	40.0	54.1		19.1	6.0	88.1		38.1				
Max Q Clear Time (g_c+I1), s	10.4	12.9		3.9	2.1	7.4		9.7				
Green Ext Time (p_c), s	0.7	5.0		0.1	0.0	2.6		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			19.9									
HCM 6th LOS			B									

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	60	261	2	687	202	244	505
v/c Ratio	0.34	0.69	0.02	0.68	0.34	0.64	0.27
Control Delay	53.6	38.4	60.5	36.4	6.5	47.6	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	38.4	60.5	36.4	6.5	47.6	13.6
Queue Length 50th (ft)	33	103	1	195	0	138	78
Queue Length 95th (ft)	100	258	12	372	59	305	182
Internal Link Dist (ft)	2522	2625		1955			2598
Turn Bay Length (ft)			860		500	860	
Base Capacity (vph)	382	748	118	2073	1005	788	2872
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.35	0.02	0.33	0.20	0.31	0.18

Intersection Summary

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	332	34	135	213	40	121
Future Vol, veh/h	332	34	135	213	40	121
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	1	-	260	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	373	38	152	239	45	136

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	416	0	945	402
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	548	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1143	-	291	648
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	579	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1138	-	249	642
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	499	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	249	642	-	-	1138	-
HCM Lane V/C Ratio	0.18	0.212	-	-	0.133	-
HCM Control Delay (s)	22.6	12.1	-	-	8.6	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0.8	-	-	0.5	-

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	124	16	119	145	45	29	127	126	23	105	38
Future Vol, veh/h	32	124	16	119	145	45	29	127	126	23	105	38
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	128	16	123	149	46	30	131	130	24	108	39
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	11.1	11.2	10.7	10.6
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	127	126	32	124	16	119	145	45	23	105
LT Vol	29	0	0	32	0	0	119	0	0	23	0
Through Vol	0	127	0	0	124	0	0	145	0	0	105
RT Vol	0	0	126	0	0	16	0	0	45	0	0
Lane Flow Rate	30	131	130	33	128	16	123	149	46	24	108
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.058	0.236	0.209	0.066	0.237	0.027	0.235	0.265	0.073	0.048	0.202
Departure Headway (Hd)	6.99	6.49	5.79	7.175	6.675	5.975	6.883	6.383	5.683	7.22	6.72
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	511	551	617	498	537	597	520	562	628	495	533
Service Time	4.747	4.247	3.547	4.937	4.437	3.737	4.639	4.139	3.439	4.982	4.482
HCM Lane V/C Ratio	0.059	0.238	0.211	0.066	0.238	0.027	0.237	0.265	0.073	0.048	0.203
HCM Control Delay	10.2	11.3	10.1	10.4	11.5	8.9	11.8	11.4	8.9	10.3	11.2
HCM Lane LOS	B	B	B	B	B	A	B	B	A	B	B
HCM 95th-tile Q	0.2	0.9	0.8	0.2	0.9	0.1	0.9	1.1	0.2	0.2	0.7

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	377	34	20	285	55	7	24	17	33	29	68
Future Vol, veh/h	49	377	34	20	285	55	7	24	17	33	29	68
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1	-	-	200	-	200	1	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	54	419	38	22	317	61	8	27	19	37	32	76

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	383	0	0	462	0	0	1002	978	448	940	936	327
Stage 1	-	-	-	-	-	-	551	551	-	366	366	-
Stage 2	-	-	-	-	-	-	451	427	-	574	570	-
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	1175	-	-	1099	-	-	221	250	611	244	265	714
Stage 1	-	-	-	-	-	-	519	515	-	653	623	-
Stage 2	-	-	-	-	-	-	588	585	-	504	505	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1169	-	-	1094	-	-	167	232	605	203	245	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	167	232	-	203	245	-
Stage 1	-	-	-	-	-	-	493	489	-	620	607	-
Stage 2	-	-	-	-	-	-	485	570	-	438	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.5	19.8	18.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	167	312	1169	-	-	1094	-	-	203	452
HCM Lane V/C Ratio	0.047	0.146	0.047	-	-	0.02	-	-	0.181	0.238
HCM Control Delay (s)	27.6	18.5	8.2	-	-	8.4	-	-	26.6	15.4
HCM Lane LOS	D	C	A	-	-	A	-	-	D	C
HCM 95th %tile Q(veh)	0.1	0.5	0.1	-	-	0.1	-	-	0.6	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	359	56	88	317	39	67	36	168	24	19	21
Future Volume (veh/h)	32	359	56	88	317	39	67	36	168	24	19	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.96	1.00		0.93
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	378	42	93	334	27	71	38	110	25	20	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	790	87	142	488	39	121	384	314	54	313	247
Arrive On Green	0.04	0.25	0.25	0.08	0.29	0.29	0.07	0.21	0.21	0.03	0.17	0.17
Sat Flow, veh/h	1781	3207	353	1781	1700	137	1781	1870	1528	1781	1870	1476
Grp Volume(v), veh/h	34	208	212	93	0	361	71	38	110	25	20	15
Grp Sat Flow(s),veh/h/ln	1781	1777	1783	1781	0	1837	1781	1870	1528	1781	1870	1476
Q Serve(g_s), s	0.8	4.1	4.1	2.1	0.0	7.1	1.6	0.7	2.5	0.6	0.4	0.3
Cycle Q Clear(g_c), s	0.8	4.1	4.1	2.1	0.0	7.1	1.6	0.7	2.5	0.6	0.4	0.3
Prop In Lane	1.00		0.20	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	438	439	142	0	528	121	384	314	54	313	247
V/C Ratio(X)	0.49	0.48	0.48	0.65	0.00	0.68	0.59	0.10	0.35	0.46	0.06	0.06
Avail Cap(c_a), veh/h	259	831	834	351	0	954	263	889	726	259	884	698
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	13.1	13.1	18.1	0.0	12.8	18.4	13.1	13.8	19.4	14.2	14.2
Incr Delay (d2), s/veh	5.2	0.8	0.8	5.0	0.0	1.6	4.5	0.1	0.7	6.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.3	1.3	0.9	0.0	2.3	0.7	0.2	0.7	0.3	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	13.9	13.9	23.1	0.0	14.4	22.9	13.2	14.5	25.5	14.3	14.3
LnGrp LOS	C	B	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		454			454			219			60	
Approach Delay, s/veh		14.7			16.2			17.0			19.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.2	13.2	7.2	14.9	6.8	11.7	5.6	16.6
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	5.9	19.3	8.0	19.0	6.0	19.2	5.9	21.1
Max Q Clear Time (g_c+I1), s	2.6	4.5	4.1	6.1	3.6	2.4	2.8	9.1
Green Ext Time (p_c), s	0.0	0.4	0.1	1.8	0.0	0.1	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	437	93	375	71	38	177	25	20	22
v/c Ratio	0.12	0.40	0.28	0.54	0.25	0.08	0.34	0.09	0.06	0.06
Control Delay	24.2	14.4	23.2	15.7	25.0	17.4	6.3	24.3	21.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	14.4	23.2	15.7	25.0	17.4	6.3	24.3	21.6	0.3
Queue Length 50th (ft)	9	54	24	63	19	7	0	7	5	0
Queue Length 95th (ft)	35	98	71	188	60	34	46	28	22	0
Internal Link Dist (ft)		2576		1234		596			278	
Turn Bay Length (ft)	1		1		95		95	50		50
Base Capacity (vph)	286	1805	388	1072	290	985	895	286	980	863
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.24	0.24	0.35	0.24	0.04	0.20	0.09	0.02	0.03

Intersection Summary

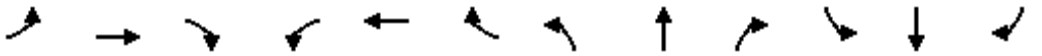
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	1	9	8	1	12	11	201	7	18	307	20
Future Vol, veh/h	13	1	9	8	1	12	11	201	7	18	307	20
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1	9	8	1	12	11	207	7	19	316	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	614	611	337	613	618	221	342	0	0	219	0	0
Stage 1	370	370	-	238	238	-	-	-	-	-	-	-
Stage 2	244	241	-	375	380	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	404	409	705	405	405	819	1217	-	-	1350	-	-
Stage 1	650	620	-	765	708	-	-	-	-	-	-	-
Stage 2	760	706	-	646	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	385	394	698	387	390	811	1211	-	-	1344	-	-
Mov Cap-2 Maneuver	385	394	-	387	390	-	-	-	-	-	-	-
Stage 1	640	606	-	754	697	-	-	-	-	-	-	-
Stage 2	736	695	-	623	600	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	11.8	0.4	0.4
HCM LOS	B	B		

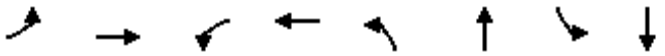
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1211	-	-	467	552	1344	-	-
HCM Lane V/C Ratio	0.009	-	-	0.051	0.039	0.014	-	-
HCM Control Delay (s)	8	0	-	13.1	11.8	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	292	147	190	262	63	107	186	220	60	206	128
Future Volume (veh/h)	135	292	147	190	262	63	107	186	220	60	206	128
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.91	1.00		0.94	1.00		0.89
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	304	128	198	273	50	111	194	175	62	215	106
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	579	236	250	822	147	143	444	370	98	507	234
Arrive On Green	0.10	0.24	0.24	0.14	0.28	0.28	0.08	0.25	0.25	0.06	0.22	0.22
Sat Flow, veh/h	1781	2411	984	1781	2960	530	1781	1785	1486	1781	2265	1046
Grp Volume(v), veh/h	141	221	211	198	161	162	111	193	176	62	166	155
Grp Sat Flow(s),veh/h/ln	1781	1777	1619	1781	1777	1713	1781	1777	1494	1781	1777	1535
Q Serve(g_s), s	4.4	6.1	6.4	6.1	4.1	4.2	3.4	5.2	5.7	1.9	4.5	4.9
Cycle Q Clear(g_c), s	4.4	6.1	6.4	6.1	4.1	4.2	3.4	5.2	5.7	1.9	4.5	4.9
Prop In Lane	1.00		0.61	1.00		0.31	1.00		0.99	1.00		0.68
Lane Grp Cap(c), veh/h	183	427	389	250	494	476	143	442	372	98	398	343
V/C Ratio(X)	0.77	0.52	0.54	0.79	0.33	0.34	0.78	0.44	0.47	0.63	0.42	0.45
Avail Cap(c_a), veh/h	395	567	516	411	583	562	221	608	511	218	605	522
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	18.6	18.7	23.5	16.2	16.2	25.5	17.9	18.0	26.1	18.7	18.9
Incr Delay (d2), s/veh	6.7	1.0	1.2	5.6	0.4	0.4	8.9	0.7	0.9	6.5	0.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.3	2.2	2.6	1.5	1.5	1.7	2.0	1.9	0.9	1.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	19.6	19.9	29.1	16.6	16.7	34.3	18.5	19.0	32.6	19.4	19.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		573			521			480			383	
Approach Delay, s/veh		22.6			21.3			22.4			21.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	18.9	11.9	18.5	8.5	17.5	9.8	20.6
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.9	19.3	13.0	18.0	7.0	19.2	12.5	18.5
Max Q Clear Time (g_c+I1), s	3.9	7.7	8.1	8.4	5.4	6.9	6.4	6.2
Green Ext Time (p_c), s	0.0	1.7	0.2	1.7	0.0	1.5	0.2	1.3

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	141	457	198	339	111	423	63	348
v/c Ratio	0.42	0.53	0.51	0.39	0.43	0.46	0.26	0.48
Control Delay	28.0	18.2	28.4	18.5	34.5	12.1	30.0	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	18.2	28.4	18.5	34.5	12.1	30.0	16.4
Queue Length 50th (ft)	45	56	62	46	37	32	20	35
Queue Length 95th (ft)	107	108	#144	91	#115	76	61	77
Internal Link Dist (ft)		1234		2718		1635		581
Turn Bay Length (ft)	1		100		225		175	
Base Capacity (vph)	485	1504	505	1391	272	1465	268	1430
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.30	0.39	0.24	0.41	0.29	0.24	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	30	4	197	46	261	5	506	168	181	551	89
Future Volume (veh/h)	8	30	4	197	46	261	5	506	168	181	551	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	9	34	3	224	52	261	6	575	130	206	626	76
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	13	49	4	254	59	296	13	762	340	246	1101	134
Arrive On Green	0.04	0.04	0.04	0.38	0.38	0.38	0.01	0.23	0.23	0.14	0.36	0.36
Sat Flow, veh/h	341	1289	114	670	156	781	1697	3385	1510	1697	3039	368
Grp Volume(v), veh/h	46	0	0	537	0	0	6	575	130	206	348	354
Grp Sat Flow(s),veh/h/ln	1744	0	0	1607	0	0	1697	1692	1510	1697	1692	1715
Q Serve(g_s), s	2.3	0.0	0.0	27.4	0.0	0.0	0.3	13.9	6.4	10.4	14.5	14.6
Cycle Q Clear(g_c), s	2.3	0.0	0.0	27.4	0.0	0.0	0.3	13.9	6.4	10.4	14.5	14.6
Prop In Lane	0.20		0.07	0.42		0.49	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	67	0	0	609	0	0	13	762	340	246	613	622
V/C Ratio(X)	0.69	0.00	0.00	0.88	0.00	0.00	0.46	0.75	0.38	0.84	0.57	0.57
Avail Cap(c_a), veh/h	359	0	0	1171	0	0	116	1620	723	521	1214	1230
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
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	0.0	0.0	25.5	0.0	0.0	43.5	31.8	28.9	36.6	22.5	22.5
Incr Delay (d2), s/veh	11.8	0.0	0.0	4.4	0.0	0.0	22.7	1.5	0.7	7.4	0.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	10.3	0.0	0.0	0.2	5.3	2.2	4.5	5.2	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	0.0	0.0	29.9	0.0	0.0	66.2	33.4	29.6	44.0	23.3	23.4
LnGrp LOS	D	A	A	C	A	A	E	C	C	D	C	C
Approach Vol, veh/h		46			537			711			908	
Approach Delay, s/veh		53.6			29.9			32.9			28.0	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.8	24.7		8.3	4.7	36.8		38.2				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	27.0	42.1		18.1	6.0	63.1		64.1				
Max Q Clear Time (g_c+I1), s	12.4	15.9		4.3	2.3	16.6		29.4				
Green Ext Time (p_c), s	0.4	3.9		0.1	0.0	4.0		3.9				

Intersection Summary												
HCM 6th Ctrl Delay			30.6									
HCM 6th LOS			C									

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	48	573	6	575	191	206	727
v/c Ratio	0.38	0.86	0.08	0.74	0.39	0.73	0.52
Control Delay	73.0	50.6	76.4	55.8	8.6	72.7	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.0	50.6	76.4	55.8	8.6	72.7	31.8
Queue Length 50th (ft)	41	450	6	266	0	183	257
Queue Length 95th (ft)	92	#743	24	358	60	#317	381
Internal Link Dist (ft)	2522	2625		1955			2598
Turn Bay Length (ft)			860		500	860	
Base Capacity (vph)	260	869	83	1166	645	374	1733
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.66	0.07	0.49	0.30	0.55	0.42

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	8.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	359	65	134	399	91	182
Future Vol, veh/h	359	65	134	399	91	182
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	1	-	260	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	433	78	161	481	110	219

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	516	0	1285	482
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	808	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1050	-	182	584
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1045	-	153	578
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	369	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	34.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	153	578	-	-	1045	-
HCM Lane V/C Ratio	0.717	0.379	-	-	0.154	-
HCM Control Delay (s)	72.7	15	-	-	9.1	-
HCM Lane LOS	F	C	-	-	A	-
HCM 95th %tile Q(veh)	4.3	1.8	-	-	0.5	-

Intersection	
Intersection Delay, s/veh	22.6
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	128	39	149	163	74	15	154	169	91	163	87
Future Vol, veh/h	58	128	39	149	163	74	15	154	169	91	163	87
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	186	57	216	236	107	22	223	245	132	236	126
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	19.7	23.7	24.3	21.7
HCM LOS	C	C	C	C

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	154	169	58	128	39	149	163	74	91	163
LT Vol	15	0	0	58	0	0	149	0	0	91	0
Through Vol	0	154	0	0	128	0	0	163	0	0	163
RT Vol	0	0	169	0	0	39	0	0	74	0	0
Lane Flow Rate	22	223	245	84	186	57	216	236	107	132	236
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.061	0.592	0.602	0.244	0.514	0.145	0.59	0.613	0.257	0.366	0.623
Departure Headway (Hd)	10.044	9.544	8.844	10.466	9.966	9.266	9.836	9.336	8.636	10.001	9.501
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	356	377	407	342	362	386	367	385	415	359	380
Service Time	7.819	7.319	6.619	8.249	7.749	7.049	7.609	7.109	6.409	7.779	7.279
HCM Lane V/C Ratio	0.062	0.592	0.602	0.246	0.514	0.148	0.589	0.613	0.258	0.368	0.621
HCM Control Delay	13.5	25.4	24.2	16.6	22.9	13.6	25.9	25.9	14.4	18.5	26.9
HCM Lane LOS	B	D	C	C	C	B	D	D	B	C	D
HCM 95th-tile Q	0.2	3.7	3.8	0.9	2.8	0.5	3.6	3.9	1	1.6	4

Intersection	
Int Delay, s/veh	206.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	454	57	81	402	45	38	21	86	82	58	93
Future Vol, veh/h	60	454	57	81	402	45	38	21	86	82	58	93
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1	-	-	200	-	200	1	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	81	614	77	109	543	61	51	28	116	111	78	126

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	609	0	0	696	0	0	1719	1647	663	1658	1624	553
Stage 1	-	-	-	-	-	-	820	820	-	766	766	-
Stage 2	-	-	-	-	-	-	899	827	-	892	858	-
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	970	-	-	900	-	-	71	99	461	~ 78	102	533
Stage 1	-	-	-	-	-	-	369	389	-	395	412	-
Stage 2	-	-	-	-	-	-	334	386	-	337	374	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	965	-	-	896	-	-	~ 6	79	457	~ 36	81	528
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 6	79	-	~ 36	81	-
Stage 1	-	-	-	-	-	-	337	354	-	360	360	-
Stage 2	-	-	-	-	-	-	174	337	-	211	341	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	1.5	$ 1232.8	$ 535.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	6	236	965	-	-	896	-	-	36	169
HCM Lane V/C Ratio	8.559	0.613	0.084	-	-	0.122	-	-	3.078	1.207
HCM Control Delay (s)	$ 4586.7	41.7	9.1	-	-	9.6	-	-	$ 1170.2	190.2
HCM Lane LOS	F	E	A	-	-	A	-	-	F	F
HCM 95th %tile Q(veh)	8.1	3.6	0.3	-	-	0.4	-	-	12.6	11.2

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)	31	585	49	88	418	12	47	32	161	24	48	78
Future Volume (veh/h)	31	585	49	88	418	12	47	32	161	24	48	78
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.96	1.00		0.93
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	791	55	119	565	12	64	43	167	32	65	69
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	1084	75	153	664	14	106	353	288	64	309	244
Arrive On Green	0.04	0.32	0.32	0.09	0.36	0.36	0.06	0.19	0.19	0.04	0.17	0.17
Sat Flow, veh/h	1781	3359	233	1781	1823	39	1781	1870	1525	1781	1870	1475
Grp Volume(v), veh/h	42	418	428	119	0	577	64	43	167	32	65	69
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	0	1861	1781	1870	1525	1781	1870	1475
Q Serve(g_s), s	1.1	10.1	10.1	3.2	0.0	13.9	1.7	0.9	4.8	0.9	1.5	2.0
Cycle Q Clear(g_c), s	1.1	10.1	10.1	3.2	0.0	13.9	1.7	0.9	4.8	0.9	1.5	2.0
Prop In Lane	1.00		0.13	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	574	586	153	0	678	106	353	288	64	309	244
V/C Ratio(X)	0.53	0.73	0.73	0.78	0.00	0.85	0.60	0.12	0.58	0.50	0.21	0.28
Avail Cap(c_a), veh/h	216	735	751	275	0	832	220	720	587	216	716	565
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	14.6	14.6	21.7	0.0	14.2	22.3	16.4	18.0	23.0	17.5	17.8
Incr Delay (d2), s/veh	5.4	2.7	2.6	8.1	0.0	7.1	5.4	0.2	1.9	5.8	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.6	3.7	1.5	0.0	5.7	0.8	0.4	1.6	0.4	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	17.3	17.2	29.9	0.0	21.3	27.7	16.5	19.8	28.8	17.9	18.4
LnGrp LOS	C	B	B	C	A	C	C	B	B	C	B	B
Approach Vol, veh/h		888			696			274			166	
Approach Delay, s/veh		17.7			22.8			21.1			20.2	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.8	14.1	8.2	20.6	6.9	12.9	6.2	22.6
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	5.9	18.7	7.5	20.1	6.0	18.6	5.9	21.7
Max Q Clear Time (g_c+I1), s	2.9	6.8	5.2	12.1	3.7	4.0	3.1	15.9
Green Ext Time (p_c), s	0.0	0.6	0.1	3.1	0.0	0.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	42	857	119	581	64	43	218	32	65	105
v/c Ratio	0.21	0.63	0.47	0.64	0.31	0.13	0.47	0.16	0.23	0.30
Control Delay	28.0	18.0	31.9	19.3	29.6	21.5	8.0	27.3	24.5	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	18.0	31.9	19.3	29.6	21.5	8.0	27.3	24.5	4.3
Queue Length 50th (ft)	14	133	40	124	22	11	0	11	21	0
Queue Length 95th (ft)	34	162	73	#255	46	31	26	28	41	6
Internal Link Dist (ft)		2576		1234		596			278	
Turn Bay Length (ft)	1		1		95		95	50		50
Base Capacity (vph)	208	1425	264	917	211	695	709	208	691	654
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.60	0.45	0.63	0.30	0.06	0.31	0.15	0.09	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	32	3	10	60	5	43	6	333	24	13	379	10
Future Vol, veh/h	32	3	10	60	5	43	6	333	24	13	379	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	4	12	71	6	51	7	392	28	15	446	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	941	926	462	920	918	416	463	0	0	425	0	0
Stage 1	487	487	-	425	425	-	-	-	-	-	-	-
Stage 2	454	439	-	495	493	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	243	269	600	251	272	637	1098	-	-	1134	-	-
Stage 1	562	550	-	607	586	-	-	-	-	-	-	-
Stage 2	586	578	-	556	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	213	259	594	236	262	631	1093	-	-	1129	-	-
Mov Cap-2 Maneuver	213	259	-	236	262	-	-	-	-	-	-	-
Stage 1	555	537	-	599	578	-	-	-	-	-	-	-
Stage 2	527	570	-	529	534	-	-	-	-	-	-	-

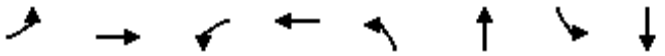
Approach	EB	WB	NB	SB
HCM Control Delay, s	23	23.8	0.1	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1093	-	-	252	316	1129	-	-
HCM Lane V/C Ratio	0.006	-	-	0.21	0.402	0.014	-	-
HCM Control Delay (s)	8.3	0	-	23	23.8	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	1.9	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	356	154	141	287	57	121	255	155	64	291	185
Future Volume (veh/h)	228	356	154	141	287	57	121	255	155	64	291	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.89	1.00		0.95	1.00		0.90
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	285	445	178	176	359	52	151	319	157	80	364	201
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	660	261	218	647	92	189	659	315	103	513	275
Arrive On Green	0.18	0.27	0.27	0.12	0.21	0.21	0.11	0.29	0.29	0.06	0.24	0.24
Sat Flow, veh/h	1781	2442	965	1781	3066	438	1781	2287	1093	1781	2140	1149
Grp Volume(v), veh/h	285	322	301	176	206	205	151	246	230	80	300	265
Grp Sat Flow(s),veh/h/ln	1781	1777	1630	1781	1777	1727	1781	1777	1602	1781	1777	1512
Q Serve(g_s), s	10.6	11.0	11.2	6.6	7.0	7.3	5.6	7.8	8.1	3.0	10.5	11.0
Cycle Q Clear(g_c), s	10.6	11.0	11.2	6.6	7.0	7.3	5.6	7.8	8.1	3.0	10.5	11.0
Prop In Lane	1.00		0.59	1.00		0.25	1.00		0.68	1.00		0.76
Lane Grp Cap(c), veh/h	324	480	441	218	375	364	189	512	462	103	426	362
V/C Ratio(X)	0.88	0.67	0.68	0.81	0.55	0.56	0.80	0.48	0.50	0.78	0.71	0.73
Avail Cap(c_a), veh/h	324	506	464	288	469	456	225	535	482	165	475	404
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	22.2	22.2	29.1	24.0	24.1	29.7	20.0	20.2	31.7	23.7	23.9
Incr Delay (d2), s/veh	23.0	3.2	3.8	11.8	1.3	1.4	15.6	0.7	0.8	11.9	4.2	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	4.5	4.3	3.3	2.8	2.8	3.1	3.1	2.9	1.6	4.7	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.1	25.4	26.1	40.9	25.2	25.4	45.3	20.7	21.0	43.6	27.9	29.8
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		908			587			627			645	
Approach Delay, s/veh		33.4			30.0			26.7			30.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	24.5	12.3	23.3	11.2	21.2	16.4	19.3
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.3	20.5	11.0	19.4	8.6	18.2	12.4	18.0
Max Q Clear Time (g_c+I1), s	5.0	10.1	8.6	13.2	7.6	13.0	12.6	9.3
Green Ext Time (p_c), s	0.0	2.1	0.1	1.9	0.0	1.7	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	285	638	176	430	151	513	80	595
v/c Ratio	0.88	0.71	0.67	0.57	0.69	0.49	0.50	0.72
Control Delay	59.5	25.7	43.4	25.8	49.9	16.4	44.0	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.5	25.7	43.4	25.8	49.9	16.4	44.0	22.9
Queue Length 50th (ft)	124	115	73	80	65	66	34	87
Queue Length 95th (ft)	#233	150	#125	110	#130	93	69	118
Internal Link Dist (ft)		1234		2718		1635		581
Turn Bay Length (ft)	1		100		225		175	
Base Capacity (vph)	325	1015	288	925	225	1108	165	994
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.63	0.61	0.46	0.67	0.46	0.48	0.60

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	29	7	56	20	232	2	702	230	283	490	23
Future Volume (veh/h)	28	29	7	56	20	232	2	702	230	283	490	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	30	31	4	60	22	197	2	755	191	304	527	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	39	41	5	73	27	238	5	1012	451	353	1688	54
Arrive On Green	0.05	0.05	0.05	0.21	0.21	0.21	0.00	0.30	0.30	0.21	0.50	0.50
Sat Flow, veh/h	802	828	107	339	124	1115	1711	3413	1522	1711	3374	109
Grp Volume(v), veh/h	65	0	0	279	0	0	2	755	191	304	266	278
Grp Sat Flow(s),veh/h/ln	1737	0	0	1579	0	0	1711	1706	1522	1711	1706	1777
Q Serve(g_s), s	3.0	0.0	0.0	13.5	0.0	0.0	0.1	16.0	8.1	13.7	7.4	7.4
Cycle Q Clear(g_c), s	3.0	0.0	0.0	13.5	0.0	0.0	0.1	16.0	8.1	13.7	7.4	7.4
Prop In Lane	0.46		0.06	0.22		0.71	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	85	0	0	337	0	0	5	1012	451	353	854	889
V/C Ratio(X)	0.76	0.00	0.00	0.83	0.00	0.00	0.43	0.75	0.42	0.86	0.31	0.31
Avail Cap(c_a), veh/h	415	0	0	753	0	0	129	2312	1031	857	1882	1960
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
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	0.0	0.0	30.0	0.0	0.0	39.8	25.4	22.6	30.6	11.8	11.8
Incr Delay (d2), s/veh	13.1	0.0	0.0	5.2	0.0	0.0	52.4	1.1	0.6	6.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	5.3	0.0	0.0	0.1	5.8	2.6	5.6	2.3	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	0.0	0.0	35.1	0.0	0.0	92.2	26.5	23.2	36.7	12.0	12.0
LnGrp LOS	D	A	A	D	A	A	F	C	C	D	B	B
Approach Vol, veh/h		65			279			948			848	
Approach Delay, s/veh		50.6			35.1			26.0			20.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.5	28.6		8.8	4.2	44.9		22.0				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	40.0	54.1		19.1	6.0	88.1		38.1				
Max Q Clear Time (g_c+I1), s	15.7	18.0		5.0	2.1	9.4		15.5				
Green Ext Time (p_c), s	0.8	5.7		0.2	0.0	2.9		1.6				

Intersection Summary			
HCM 6th Ctrl Delay		25.9	
HCM 6th LOS		C	

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	69	331	2	755	247	304	552
v/c Ratio	0.44	0.79	0.02	0.73	0.39	0.75	0.29
Control Delay	68.9	50.9	73.0	45.0	6.5	60.1	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	50.9	73.0	45.0	6.5	60.1	15.8
Queue Length 50th (ft)	51	193	2	287	0	229	113
Queue Length 95th (ft)	125	388	13	458	66	428	218
Internal Link Dist (ft)	2522	2625		1955			2598
Turn Bay Length (ft)			860		500	860	
Base Capacity (vph)	299	601	92	1659	867	613	2473
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.55	0.02	0.46	0.28	0.50	0.22

Intersection Summary

Intersection	
Int Delay, s/veh	6.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	455	63	157	313	77	157
Future Vol, veh/h	455	63	157	313	77	157
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	1	-	260	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	511	71	176	352	87	176

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	587	0	1261	557
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	709	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	988	-	188	530
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	488	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	983	-	153	525
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	399	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	28.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	153	525	-	-	983	-
HCM Lane V/C Ratio	0.565	0.336	-	-	0.179	-
HCM Control Delay (s)	55.4	15.3	-	-	9.5	-
HCM Lane LOS	F	C	-	-	A	-
HCM 95th %tile Q(veh)	2.9	1.5	-	-	0.7	-

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	124	16	119	145	52	29	159	126	27	128	38
Future Vol, veh/h	32	124	16	119	145	52	29	159	126	27	128	38
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	128	16	123	149	54	30	164	130	28	132	39
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	11.4	11.5	11.3	11.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	159	126	32	124	16	119	145	52	27	128
LT Vol	29	0	0	32	0	0	119	0	0	27	0
Through Vol	0	159	0	0	124	0	0	145	0	0	128
RT Vol	0	0	126	0	0	16	0	0	52	0	0
Lane Flow Rate	30	164	130	33	128	16	123	149	54	28	132
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.059	0.301	0.213	0.068	0.245	0.028	0.241	0.273	0.088	0.057	0.251
Departure Headway (Hd)	7.115	6.615	5.915	7.397	6.897	6.197	7.085	6.585	5.885	7.354	6.854
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	502	541	604	482	518	574	505	543	606	485	521
Service Time	4.883	4.383	3.683	5.172	4.672	3.972	4.853	4.353	3.653	5.127	4.627
HCM Lane V/C Ratio	0.06	0.303	0.215	0.068	0.247	0.028	0.244	0.274	0.089	0.058	0.253
HCM Control Delay	10.3	12.2	10.3	10.7	11.9	9.2	12.1	11.8	9.2	10.6	11.9
HCM Lane LOS	B	B	B	B	B	A	B	B	A	B	B
HCM 95th-tile Q	0.2	1.3	0.8	0.2	1	0.1	0.9	1.1	0.3	0.2	1

Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	489	45	23	377	95	13	47	21	58	42	91
Future Vol, veh/h	85	489	45	23	377	95	13	47	21	58	42	91
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1	-	-	200	-	200	1	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	94	543	50	26	419	106	14	52	23	64	47	101

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	530	0	0	598	0	0	1364	1343	578	1275	1262	429
Stage 1	-	-	-	-	-	-	761	761	-	476	476	-
Stage 2	-	-	-	-	-	-	603	582	-	799	786	-
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	1037	-	-	979	-	-	125	152	516	144	170	626
Stage 1	-	-	-	-	-	-	398	414	-	570	557	-
Stage 2	-	-	-	-	-	-	486	499	-	379	403	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1032	-	-	974	-	-	72	133	511	87	149	620
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	133	-	87	149	-
Stage 1	-	-	-	-	-	-	360	374	-	516	539	-
Stage 2	-	-	-	-	-	-	360	483	-	281	364	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.4	45.5	54.9
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	72	172	1032	-	-	974	-	-	87	310
HCM Lane V/C Ratio	0.201	0.439	0.092	-	-	0.026	-	-	0.741	0.477
HCM Control Delay (s)	67.1	41.4	8.8	-	-	8.8	-	-	119.2	26.8
HCM Lane LOS	F	E	A	-	-	A	-	-	F	D
HCM 95th %tile Q(veh)	0.7	2	0.3	-	-	0.1	-	-	3.7	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	477	64	88	431	39	74	36	168	24	19	26
Future Volume (veh/h)	38	477	64	88	431	39	74	36	168	24	19	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.96	1.00		0.93
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	502	50	93	454	27	78	38	110	25	20	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	976	97	136	581	35	124	365	298	53	292	229
Arrive On Green	0.04	0.30	0.30	0.08	0.33	0.33	0.07	0.20	0.20	0.03	0.16	0.16
Sat Flow, veh/h	1781	3248	322	1781	1742	104	1781	1870	1526	1781	1870	1471
Grp Volume(v), veh/h	40	274	278	93	0	481	78	38	110	25	20	20
Grp Sat Flow(s),veh/h/ln	1781	1777	1794	1781	0	1846	1781	1870	1526	1781	1870	1471
Q Serve(g_s), s	1.0	5.7	5.8	2.3	0.0	10.5	1.9	0.7	2.8	0.6	0.4	0.5
Cycle Q Clear(g_c), s	1.0	5.7	5.8	2.3	0.0	10.5	1.9	0.7	2.8	0.6	0.4	0.5
Prop In Lane	1.00		0.18	1.00		0.06	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	534	539	136	0	615	124	365	298	53	292	229
V/C Ratio(X)	0.51	0.51	0.52	0.68	0.00	0.78	0.63	0.10	0.37	0.47	0.07	0.09
Avail Cap(c_a), veh/h	235	754	762	318	0	870	239	807	658	235	803	631
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	12.9	13.0	20.1	0.0	13.5	20.3	14.8	15.6	21.4	16.1	16.2
Incr Delay (d2), s/veh	5.1	0.8	0.8	5.9	0.0	3.0	5.2	0.1	0.8	6.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.8	1.9	1.0	0.0	3.7	0.9	0.3	0.8	0.3	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	13.7	13.7	26.0	0.0	16.5	25.5	14.9	16.4	27.7	16.2	16.3
LnGrp LOS	C	B	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		592			574			226			65	
Approach Delay, s/veh		14.6			18.0			19.3			20.7	
Approach LOS		B			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	13.6	7.4	18.3	7.1	11.9	6.0	19.8
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	5.9	19.3	8.0	19.0	6.0	19.2	5.9	21.1
Max Q Clear Time (g_c+I1), s	2.6	4.8	4.3	7.8	3.9	2.5	3.0	12.5
Green Ext Time (p_c), s	0.0	0.4	0.1	2.4	0.0	0.1	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	40	569	93	495	78	38	177	25	20	27
v/c Ratio	0.16	0.44	0.31	0.63	0.31	0.09	0.36	0.10	0.07	0.07
Control Delay	25.4	14.5	24.9	18.0	27.1	18.2	6.6	25.2	22.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	14.5	24.9	18.0	27.1	18.2	6.6	25.2	22.4	0.4
Queue Length 50th (ft)	11	75	26	92	23	8	0	7	6	0
Queue Length 95th (ft)	40	130	71	#304	65	34	46	28	22	0
Internal Link Dist (ft)		2576		1234		596			278	
Turn Bay Length (ft)	1		1		95		95	50		50
Base Capacity (vph)	255	1615	346	984	259	879	817	255	874	786
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.35	0.27	0.50	0.30	0.04	0.22	0.10	0.02	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

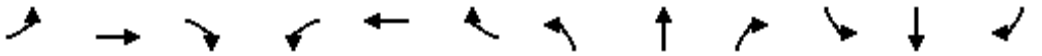
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	1	12	44	1	16	13	447	65	18	443	27
Future Vol, veh/h	19	1	12	44	1	16	13	447	65	18	443	27
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	1	12	45	1	16	13	461	67	19	457	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1048	1073	481	1047	1054	505	490	0	0	533	0	0
Stage 1	514	514	-	526	526	-	-	-	-	-	-	-
Stage 2	534	559	-	521	528	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	206	220	585	206	226	567	1073	-	-	1035	-	-
Stage 1	543	535	-	535	529	-	-	-	-	-	-	-
Stage 2	530	511	-	539	528	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	191	209	579	193	214	562	1068	-	-	1030	-	-
Mov Cap-2 Maneuver	191	209	-	193	214	-	-	-	-	-	-	-
Stage 1	531	519	-	523	517	-	-	-	-	-	-	-
Stage 2	502	500	-	511	512	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.1	25.9	0.2	0.3
HCM LOS	C	D		

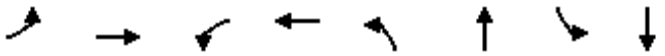
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1068	-	-	256	234	1030	-	-
HCM Lane V/C Ratio	0.013	-	-	0.129	0.269	0.018	-	-
HCM Control Delay (s)	8.4	0	-	21.1	25.9	8.6	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	334	167	190	314	99	128	231	220	80	245	171
Future Volume (veh/h)	191	334	167	190	314	99	128	231	220	80	245	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.90	1.00		0.94	1.00		0.90
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	348	149	198	327	87	133	241	175	83	255	151
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	578	242	247	657	170	169	519	357	110	487	272
Arrive On Green	0.14	0.24	0.24	0.14	0.24	0.24	0.09	0.26	0.26	0.06	0.23	0.23
Sat Flow, veh/h	1781	2392	1000	1781	2722	706	1781	1962	1348	1781	2102	1174
Grp Volume(v), veh/h	199	256	241	198	211	203	133	217	199	83	213	193
Grp Sat Flow(s),veh/h/ln	1781	1777	1615	1781	1777	1651	1781	1777	1533	1781	1777	1499
Q Serve(g_s), s	6.6	7.8	8.1	6.5	6.2	6.5	4.4	6.2	6.7	2.8	6.4	6.9
Cycle Q Clear(g_c), s	6.6	7.8	8.1	6.5	6.2	6.5	4.4	6.2	6.7	2.8	6.4	6.9
Prop In Lane	1.00		0.62	1.00		0.43	1.00		0.88	1.00		0.78
Lane Grp Cap(c), veh/h	248	429	390	247	429	398	169	470	406	110	412	347
V/C Ratio(X)	0.80	0.60	0.62	0.80	0.49	0.51	0.79	0.46	0.49	0.75	0.52	0.56
Avail Cap(c_a), veh/h	366	526	478	381	541	502	205	564	487	202	561	474
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	20.4	20.5	25.4	19.8	20.0	26.9	18.7	18.9	28.0	20.4	20.6
Incr Delay (d2), s/veh	7.7	1.3	1.6	6.7	0.9	1.0	15.2	0.7	0.9	9.8	1.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.0	2.9	3.0	2.4	2.3	2.5	2.4	2.3	1.4	2.6	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	21.8	22.2	32.1	20.7	21.0	42.1	19.4	19.8	37.8	21.4	22.0
LnGrp LOS	C	C	C	C	C	C	D	B	B	D	C	C
Approach Vol, veh/h		696			612			549			489	
Approach Delay, s/veh		25.1			24.5			25.0			24.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	21.0	12.4	19.6	9.8	19.0	12.5	19.6
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.9	19.3	13.0	18.0	7.0	19.2	12.5	18.5
Max Q Clear Time (g_c+I1), s	4.8	8.7	8.5	10.1	6.4	8.9	8.6	8.5
Green Ext Time (p_c), s	0.0	1.9	0.2	1.8	0.0	1.8	0.2	1.6

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	199	522	198	430	133	470	83	433
v/c Ratio	0.62	0.65	0.61	0.56	0.64	0.52	0.43	0.59
Control Delay	34.8	21.9	34.0	22.1	46.2	13.9	35.9	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	21.9	34.0	22.1	46.2	13.9	35.9	17.1
Queue Length 50th (ft)	67	73	67	66	48	42	29	44
Queue Length 95th (ft)	#168	134	#161	117	#149	89	#80	91
Internal Link Dist (ft)		1234		2718		1635		581
Turn Bay Length (ft)	1		100		225		175	
Base Capacity (vph)	372	1074	387	1073	208	1189	205	1149
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.49	0.51	0.40	0.64	0.40	0.40	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	30	8	197	46	261	8	856	168	181	759	115
Future Volume (veh/h)	18	30	8	197	46	261	8	856	168	181	759	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	20	34	7	224	52	227	9	973	77	206	862	81
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	8	8	8	8	8	8	8	8	8	8	8	8
Cap, veh/h	26	44	9	242	56	245	18	1102	491	232	1412	133
Arrive On Green	0.05	0.05	0.05	0.34	0.34	0.34	0.01	0.33	0.33	0.14	0.45	0.45
Sat Flow, veh/h	563	957	197	719	167	729	1697	3385	1510	1697	3127	294
Grp Volume(v), veh/h	61	0	0	503	0	0	9	973	77	206	467	476
Grp Sat Flow(s),veh/h/ln	1718	0	0	1614	0	0	1697	1692	1510	1697	1692	1729
Q Serve(g_s), s	4.2	0.0	0.0	36.2	0.0	0.0	0.6	32.8	4.4	14.4	25.2	25.2
Cycle Q Clear(g_c), s	4.2	0.0	0.0	36.2	0.0	0.0	0.6	32.8	4.4	14.4	25.2	25.2
Prop In Lane	0.33		0.11	0.45		0.45	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	79	0	0	543	0	0	18	1102	491	232	764	781
V/C Ratio(X)	0.77	0.00	0.00	0.93	0.00	0.00	0.49	0.88	0.16	0.89	0.61	0.61
Avail Cap(c_a), veh/h	256	0	0	657	0	0	83	1268	565	267	817	835
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
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.9	0.0	0.0	38.6	0.0	0.0	59.4	38.5	28.9	51.2	25.1	25.1
Incr Delay (d2), s/veh	14.6	0.0	0.0	17.2	0.0	0.0	19.0	6.9	0.1	25.9	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	16.4	0.0	0.0	0.4	13.8	1.5	7.5	9.5	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.5	0.0	0.0	55.8	0.0	0.0	78.3	45.4	29.1	77.1	26.3	26.2
LnGrp LOS	E	A	A	E	A	A	E	D	C	E	C	C
Approach Vol, veh/h		61			503			1059			1149	
Approach Delay, s/veh		71.5			55.8			44.5			35.4	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.5	44.2		10.5	5.3	59.4		45.5				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	19.0	45.2		18.0	5.9	58.3		49.1				
Max Q Clear Time (g_c+I1), s	16.4	34.8		6.2	2.6	27.2		38.2				
Green Ext Time (p_c), s	0.1	4.5		0.1	0.0	5.7		2.4				

Intersection Summary			
HCM 6th Ctrl Delay		43.4	
HCM 6th LOS		D	

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	63	573	9	973	191	206	994
v/c Ratio	0.49	0.96	0.13	0.92	0.32	0.90	0.64
Control Delay	71.1	70.6	71.4	60.6	6.2	97.4	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.1	70.6	71.4	60.6	6.2	97.4	31.4
Queue Length 50th (ft)	53	501	8	456	0	191	350
Queue Length 95th (ft)	101	#759	28	#588	54	#348	492
Internal Link Dist (ft)	2522	2625		1955			2598
Turn Bay Length (ft)			860		500	860	
Base Capacity (vph)	225	595	71	1095	618	230	1543
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.96	0.13	0.89	0.31	0.90	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	8.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	359	80	134	399	91	182
Future Vol, veh/h	359	80	134	399	91	182
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	1	-	260	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	433	96	161	481	110	219

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	534	0	1294	491
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	808	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1034	-	179	578
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1029	-	150	573
Mov Cap-2 Maneuver	-	-	-	-	150	-
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	368	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	35.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	150	573	-	-	1029	-
HCM Lane V/C Ratio	0.731	0.383	-	-	0.157	-
HCM Control Delay (s)	76	15.1	-	-	9.1	-
HCM Lane LOS	F	C	-	-	A	-
HCM 95th %tile Q(veh)	4.4	1.8	-	-	0.6	-

Intersection	
Intersection Delay, s/veh	38.6
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	158	48	184	201	75	18	154	208	106	170	107
Future Vol, veh/h	71	158	48	184	201	75	18	154	208	106	170	107
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	229	70	267	291	109	26	223	301	154	246	155
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	30.3	46.3	43.3	30.6
HCM LOS	D	E	E	D

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	154	208	71	158	48	184	201	75	106	170
LT Vol	18	0	0	71	0	0	184	0	0	106	0
Through Vol	0	154	0	0	158	0	0	201	0	0	170
RT Vol	0	0	208	0	0	48	0	0	75	0	0
Lane Flow Rate	26	223	301	103	229	70	267	291	109	154	246
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.083	0.681	0.861	0.339	0.723	0.206	0.825	0.861	0.3	0.489	0.75
Departure Headway (Hd)	11.488	10.988	10.288	11.87	11.37	10.67	11.136	10.636	9.936	11.454	10.954
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	312	328	353	304	318	336	325	341	362	315	330
Service Time	9.254	8.754	8.054	9.638	9.138	8.438	8.899	8.399	7.699	9.219	8.719
HCM Lane V/C Ratio	0.083	0.68	0.853	0.339	0.72	0.208	0.822	0.853	0.301	0.489	0.745
HCM Control Delay	15.3	34.4	52.4	20.6	39	16.2	50.1	53.7	16.9	24.8	40.4
HCM Lane LOS	C	D	F	C	E	C	F	F	C	C	E
HCM 95th-tile Q	0.3	4.7	8	1.5	5.3	0.8	7.1	7.9	1.2	2.5	5.8

Intersection	
Int Delay, s/veh	153.2

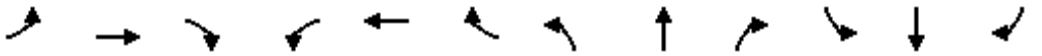
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	454	57	81	409	45	38	39	102	82	60	93
Future Vol, veh/h	63	454	57	81	409	45	38	39	102	82	60	93
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1	-	-	200	-	200	1	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	85	614	77	109	553	61	51	53	138	111	81	126

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	619	0	0	696	0	0	1738	1665	663	1699	1642	563
Stage 1	-	-	-	-	-	-	828	828	-	776	776	-
Stage 2	-	-	-	-	-	-	910	837	-	923	866	-
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	961	-	-	900	-	-	68	97	461	~ 73	100	526
Stage 1	-	-	-	-	-	-	365	386	-	390	407	-
Stage 2	-	-	-	-	-	-	329	382	-	323	370	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	956	-	-	896	-	-	-	77	457	~ 20	~ 79	521
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	77	-	~ 20	~ 79	-
Stage 1	-	-	-	-	-	-	331	350	-	354	356	-
Stage 2	-	-	-	-	-	-	169	334	-	174	335	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	1.4		$ 987.3
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	193	956	-	-	896	-	-	20	163
HCM Lane V/C Ratio	-	0.987	0.089	-	-	0.122	-	-	5.541	1.268
HCM Control Delay (s)	-	111.9	9.1	-	-	9.6	-	-	$ 2428.3	215
HCM Lane LOS	-	F	A	-	-	A	-	-	F	F
HCM 95th %tile Q(veh)	-	8.3	0.3	-	-	0.4	-	-	14.3	12

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)	31	585	49	108	418	15	50	39	198	30	59	91
Future Volume (veh/h)	31	585	49	108	418	15	50	39	198	30	59	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.96	1.00		0.94
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	791	55	146	565	16	68	53	217	41	80	87
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	77	1056	73	188	681	19	105	390	319	76	359	285
Arrive On Green	0.04	0.31	0.31	0.11	0.38	0.38	0.06	0.21	0.21	0.04	0.19	0.19
Sat Flow, veh/h	1781	3358	233	1781	1807	51	1781	1870	1529	1781	1870	1486
Grp Volume(v), veh/h	42	418	428	146	0	581	68	53	217	41	80	87
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	0	1859	1781	1870	1529	1781	1870	1486
Q Serve(g_s), s	1.2	11.4	11.4	4.3	0.0	15.3	2.0	1.2	7.1	1.2	2.0	2.7
Cycle Q Clear(g_c), s	1.2	11.4	11.4	4.3	0.0	15.3	2.0	1.2	7.1	1.2	2.0	2.7
Prop In Lane	1.00		0.13	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	77	559	571	188	0	700	105	390	319	76	359	285
V/C Ratio(X)	0.55	0.75	0.75	0.78	0.00	0.83	0.65	0.14	0.68	0.54	0.22	0.30
Avail Cap(c_a), veh/h	198	739	755	316	0	897	198	660	540	198	660	525
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	16.6	16.6	23.6	0.0	15.3	24.9	17.4	19.7	25.4	18.5	18.8
Incr Delay (d2), s/veh	5.9	3.0	2.9	6.8	0.0	5.3	6.5	0.2	2.6	5.9	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.3	4.4	2.0	0.0	6.1	1.0	0.5	2.4	0.6	0.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	19.6	19.6	30.3	0.0	20.6	31.4	17.6	22.3	31.3	18.8	19.4
LnGrp LOS	C	B	B	C	A	C	C	B	C	C	B	B
Approach Vol, veh/h		888			727			338			208	
Approach Delay, s/veh		20.2			22.5			23.4			21.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	16.2	9.7	21.9	7.2	15.3	6.3	25.3
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.0	19.1	9.6	22.5	6.0	19.1	6.0	26.1
Max Q Clear Time (g_c+I1), s	3.2	9.1	6.3	13.4	4.0	4.7	3.2	17.3
Green Ext Time (p_c), s	0.0	0.7	0.1	3.4	0.0	0.6	0.0	2.4

Intersection Summary		
HCM 6th Ctrl Delay		21.6
HCM 6th LOS		C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	42	857	146	585	68	53	268	41	80	123
v/c Ratio	0.20	0.65	0.48	0.64	0.33	0.15	0.52	0.20	0.27	0.34
Control Delay	30.8	19.4	32.3	18.6	32.9	23.3	8.1	30.7	26.5	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.8	19.4	32.3	18.6	32.9	23.3	8.1	30.7	26.5	6.7
Queue Length 50th (ft)	15	145	53	129	25	15	0	15	29	0
Queue Length 95th (ft)	37	178	92	259	53	38	27	37	52	16
Internal Link Dist (ft)		2576		1234		596			278	
Turn Bay Length (ft)	1		1		95		95	50		50
Base Capacity (vph)	214	1588	343	1081	214	718	755	214	718	665
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.54	0.43	0.54	0.32	0.07	0.35	0.19	0.11	0.18

Intersection Summary

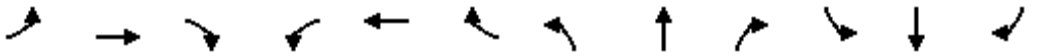
Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	32	4	14	65	9	48	6	333	24	35	408	10
Future Vol, veh/h	32	4	14	65	9	48	6	333	24	35	408	10
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	5	16	76	11	56	7	392	28	41	480	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1032	1012	496	1009	1004	416	497	0	0	425	0	0
Stage 1	573	573	-	425	425	-	-	-	-	-	-	-
Stage 2	459	439	-	584	579	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	211	239	574	219	242	637	1067	-	-	1134	-	-
Stage 1	505	504	-	607	586	-	-	-	-	-	-	-
Stage 2	582	578	-	498	501	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	175	223	569	198	226	631	1062	-	-	1129	-	-
Mov Cap-2 Maneuver	175	223	-	198	226	-	-	-	-	-	-	-
Stage 1	498	476	-	599	578	-	-	-	-	-	-	-
Stage 2	513	570	-	453	473	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27	31.5	0.1	0.6
HCM LOS	D	D		

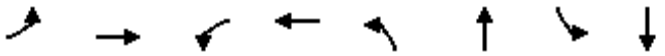
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1062	-	-	222	275	1129	-	-
HCM Lane V/C Ratio	0.007	-	-	0.265	0.522	0.036	-	-
HCM Control Delay (s)	8.4	0	-	27	31.5	8.3	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	2.8	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	374	165	174	334	59	131	301	191	64	296	185
Future Volume (veh/h)	228	374	165	174	334	59	131	301	191	64	296	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.89	1.00		0.95	1.00		0.90
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	285	468	192	218	418	55	164	376	202	80	370	201
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	610	248	263	667	87	203	644	339	103	507	268
Arrive On Green	0.19	0.25	0.25	0.15	0.21	0.21	0.11	0.29	0.29	0.06	0.24	0.24
Sat Flow, veh/h	1781	2417	982	1781	3110	405	1781	2204	1160	1781	2152	1138
Grp Volume(v), veh/h	285	343	317	218	237	236	164	302	276	80	304	267
Grp Sat Flow(s),veh/h/ln	1781	1777	1622	1781	1777	1738	1781	1777	1587	1781	1777	1513
Q Serve(g_s), s	11.0	12.7	12.9	8.4	8.6	8.8	6.4	10.3	10.6	3.1	11.2	11.7
Cycle Q Clear(g_c), s	11.0	12.7	12.9	8.4	8.6	8.8	6.4	10.3	10.6	3.1	11.2	11.7
Prop In Lane	1.00		0.61	1.00		0.23	1.00		0.73	1.00		0.75
Lane Grp Cap(c), veh/h	330	448	409	263	381	373	203	519	464	103	419	356
V/C Ratio(X)	0.86	0.76	0.78	0.83	0.62	0.63	0.81	0.58	0.60	0.78	0.73	0.75
Avail Cap(c_a), veh/h	376	488	445	338	450	440	251	570	509	160	480	409
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	24.6	24.7	29.4	25.3	25.4	30.7	21.4	21.6	33.0	25.0	25.2
Incr Delay (d2), s/veh	16.9	6.6	7.8	12.7	2.0	2.2	14.4	1.3	1.6	11.9	4.6	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	5.7	5.4	4.3	3.5	3.6	3.5	4.2	3.9	1.7	5.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	31.2	32.5	42.1	27.3	27.6	45.1	22.7	23.2	44.9	29.7	31.8
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		945			691			742			651	
Approach Delay, s/veh		35.8			32.1			27.8			32.4	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	25.7	14.5	22.8	12.1	21.6	17.2	20.1
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.4	22.8	13.5	19.5	10.0	19.2	15.0	18.0
Max Q Clear Time (g_c+I1), s	5.1	12.6	10.4	14.9	8.4	13.7	13.0	10.8
Green Ext Time (p_c), s	0.0	2.7	0.2	1.6	0.1	1.8	0.2	1.5

Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	285	674	218	492	164	615	80	601
v/c Ratio	0.83	0.79	0.73	0.66	0.71	0.57	0.53	0.74
Control Delay	51.8	31.1	46.8	30.6	51.6	18.9	48.8	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.8	31.1	46.8	30.6	51.6	18.9	48.8	25.9
Queue Length 50th (ft)	135	140	101	107	78	96	38	104
Queue Length 95th (ft)	#223	175	#159	140	#141	123	#74	133
Internal Link Dist (ft)		1234		2718		1635		581
Turn Bay Length (ft)	1		100		225		175	
Base Capacity (vph)	366	952	330	864	244	1146	156	967
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.71	0.66	0.57	0.67	0.54	0.51	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	39	24	80	20	232	5	920	230	283	791	51
Future Volume (veh/h)	74	39	24	80	20	232	5	920	230	283	791	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	80	42	17	86	22	184	5	989	139	304	851	40
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	98	52	21	94	24	201	11	1116	498	334	1711	80
Arrive On Green	0.10	0.10	0.10	0.20	0.20	0.20	0.01	0.33	0.33	0.20	0.52	0.52
Sat Flow, veh/h	984	517	209	469	120	1003	1711	3413	1522	1711	3319	156
Grp Volume(v), veh/h	139	0	0	292	0	0	5	989	139	304	438	453
Grp Sat Flow(s),veh/h/ln	1709	0	0	1592	0	0	1711	1706	1522	1711	1706	1768
Q Serve(g_s), s	8.4	0.0	0.0	19.0	0.0	0.0	0.3	29.0	7.1	18.4	17.6	17.6
Cycle Q Clear(g_c), s	8.4	0.0	0.0	19.0	0.0	0.0	0.3	29.0	7.1	18.4	17.6	17.6
Prop In Lane	0.58		0.12	0.29		0.63	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	171	0	0	320	0	0	11	1116	498	334	880	912
V/C Ratio(X)	0.81	0.00	0.00	0.91	0.00	0.00	0.45	0.89	0.28	0.91	0.50	0.50
Avail Cap(c_a), veh/h	291	0	0	338	0	0	96	1225	546	373	889	921
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
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	0.0	0.0	41.3	0.0	0.0	52.3	33.7	26.3	41.6	16.7	16.7
Incr Delay (d2), s/veh	8.9	0.0	0.0	27.5	0.0	0.0	26.3	7.6	0.3	24.4	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	9.6	0.0	0.0	0.2	12.1	2.4	9.5	6.1	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	0.0	0.0	68.8	0.0	0.0	78.5	41.3	26.6	65.9	17.1	17.1
LnGrp LOS	E	A	A	E	A	A	E	D	C	E	B	B
Approach Vol, veh/h		139			292			1133			1195	
Approach Delay, s/veh		55.4			68.8			39.7			29.5	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.6	39.4		15.5	4.7	59.3		26.1				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	23.0	37.9		18.0	5.9	55.0		22.4				
Max Q Clear Time (g_c+I1), s	20.4	31.0		10.4	2.3	19.6		21.0				
Green Ext Time (p_c), s	0.2	3.5		0.3	0.0	5.3		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		39.1	
HCM 6th LOS		D	

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	148	357	5	989	247	304	906
v/c Ratio	0.69	0.94	0.06	0.92	0.38	0.92	0.51
Control Delay	62.2	69.7	55.8	51.8	5.5	79.0	19.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	69.7	55.8	51.8	5.5	79.0	19.0
Queue Length 50th (ft)	102	211	4	374	0	227	207
Queue Length 95th (ft)	173	#415	18	#519	58	#408	332
Internal Link Dist (ft)	2522	2625		1955			2598
Turn Bay Length (ft)			860		500	860	
Base Capacity (vph)	272	379	87	1118	665	339	1791
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.94	0.06	0.88	0.37	0.90	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection	
Int Delay, s/veh	7.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	528	68	165	313	77	159
Future Vol, veh/h	528	68	165	313	77	159
Conflicting Peds, #/hr	0	5	5	0	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	1	-	260	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	593	76	185	352	87	179

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	674	0	1363	641
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	727	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	917	-	163	475
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	478	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	913	-	129	470
Mov Cap-2 Maneuver	-	-	-	-	129	-
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	379	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	36.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	129	470	-	-	913	-
HCM Lane V/C Ratio	0.671	0.38	-	-	0.203	-
HCM Control Delay (s)	76.8	17.3	-	-	9.9	-
HCM Lane LOS	F	C	-	-	A	-
HCM 95th %tile Q(veh)	3.6	1.8	-	-	0.8	-

Intersection	
Intersection Delay, s/veh	12.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	153	20	147	179	55	36	159	155	28	128	47
Future Vol, veh/h	39	153	20	147	179	55	36	159	155	28	128	47
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	158	21	152	185	57	37	164	160	29	132	48
Number of Lanes	1	1	1	1	1	1	1	1	1	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	3	3
HCM Control Delay	12.8	13.1	12.4	12.1
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	NBLn3	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%
Vol Right, %	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	159	155	39	153	20	147	179	55	28	128
LT Vol	36	0	0	39	0	0	147	0	0	28	0
Through Vol	0	159	0	0	153	0	0	179	0	0	128
RT Vol	0	0	155	0	0	20	0	0	55	0	0
Lane Flow Rate	37	164	160	40	158	21	152	185	57	29	132
Geometry Grp	8	8	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.079	0.324	0.285	0.088	0.323	0.038	0.317	0.361	0.1	0.064	0.273
Departure Headway (Hd)	7.621	7.121	6.421	7.881	7.381	6.681	7.533	7.033	6.333	7.938	7.438
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	471	505	559	455	487	536	480	515	569	452	483
Service Time	5.359	4.859	4.159	5.622	5.122	4.422	5.233	4.733	4.033	5.677	5.177
HCM Lane V/C Ratio	0.079	0.325	0.286	0.088	0.324	0.039	0.317	0.359	0.1	0.064	0.273
HCM Control Delay	11	13.3	11.7	11.4	13.6	9.7	13.7	13.7	9.7	11.2	13
HCM Lane LOS	B	B	B	B	B	A	B	B	A	B	B
HCM 95th-tile Q	0.3	1.4	1.2	0.3	1.4	0.1	1.3	1.6	0.3	0.2	1.1

Intersection	
Int Delay, s/veh	23.5

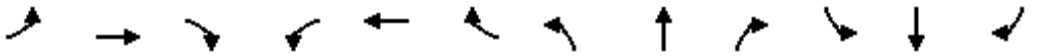
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	108	524	45	25	377	95	17	63	23	58	56	91
Future Vol, veh/h	108	524	45	25	377	95	17	63	23	58	56	91
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	1	-	-	200	-	200	1	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	582	50	28	419	106	19	70	26	64	62	101

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	530	0	0	637	0	0	1467	1438	617	1380	1357	429
Stage 1	-	-	-	-	-	-	852	852	-	480	480	-
Stage 2	-	-	-	-	-	-	615	586	-	900	877	-
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	1037	-	-	947	-	-	106	133	490	122	149	626
Stage 1	-	-	-	-	-	-	354	376	-	567	554	-
Stage 2	-	-	-	-	-	-	479	497	-	333	366	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1032	-	-	942	-	-	49	113	485	~ 52	127	620
Mov Cap-2 Maneuver	-	-	-	-	-	-	49	113	-	~ 52	127	-
Stage 1	-	-	-	-	-	-	312	331	-	499	535	-
Stage 2	-	-	-	-	-	-	342	480	-	219	322	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.4	79	124.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	49	142	1032	-	-	942	-	-	52	250
HCM Lane V/C Ratio	0.385	0.673	0.116	-	-	0.029	-	-	1.239	0.653
HCM Control Delay (s)	118.7	71.2	8.9	-	-	8.9	-	-	$ 331.8	43
HCM Lane LOS	F	F	A	-	-	A	-	-	F	E
HCM 95th %tile Q(veh)	1.4	3.8	0.4	-	-	0.1	-	-	5.8	4.1

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)	39	477	69	108	431	48	82	44	207	30	23	26
Future Volume (veh/h)	39	477	69	108	431	48	82	44	207	30	23	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	1.00		0.96	1.00		0.93
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	41	502	56	114	454	37	86	46	151	32	24	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	953	106	150	572	47	130	356	290	65	288	227
Arrive On Green	0.04	0.30	0.30	0.08	0.34	0.34	0.07	0.19	0.19	0.04	0.15	0.15
Sat Flow, veh/h	1781	3206	356	1781	1699	138	1781	1870	1525	1781	1870	1470
Grp Volume(v), veh/h	41	277	281	114	0	491	86	46	151	32	24	20
Grp Sat Flow(s),veh/h/ln	1781	1777	1785	1781	0	1838	1781	1870	1525	1781	1870	1470
Q Serve(g_s), s	1.0	5.9	6.0	2.8	0.0	11.0	2.1	0.9	4.0	0.8	0.5	0.5
Cycle Q Clear(g_c), s	1.0	5.9	6.0	2.8	0.0	11.0	2.1	0.9	4.0	0.8	0.5	0.5
Prop In Lane	1.00		0.20	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	528	531	150	0	619	130	356	290	65	288	227
V/C Ratio(X)	0.52	0.52	0.53	0.76	0.00	0.79	0.66	0.13	0.52	0.49	0.08	0.09
Avail Cap(c_a), veh/h	231	766	770	290	0	853	235	794	648	231	790	621
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	13.3	13.3	20.4	0.0	13.6	20.5	15.3	16.5	21.5	16.5	16.5
Incr Delay (d2), s/veh	5.2	0.8	0.8	7.8	0.0	3.6	5.7	0.2	1.4	5.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.9	2.0	1.3	0.0	4.0	1.0	0.4	1.3	0.4	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	14.1	14.1	28.2	0.0	17.2	26.2	15.4	18.0	27.1	16.6	16.6
LnGrp LOS	C	B	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		599			605			283			76	
Approach Delay, s/veh		15.0			19.3			20.1			21.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.7	13.6	7.8	18.4	7.3	11.9	6.0	20.2
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	5.9	19.3	7.4	19.6	6.0	19.2	5.9	21.1
Max Q Clear Time (g_c+I1), s	2.8	6.0	4.8	8.0	4.1	2.5	3.0	13.0
Green Ext Time (p_c), s	0.0	0.6	0.1	2.4	0.0	0.1	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	41	575	114	505	86	46	218	32	24	27
v/c Ratio	0.18	0.51	0.42	0.65	0.38	0.11	0.42	0.14	0.09	0.08
Control Delay	26.5	16.8	29.3	19.7	30.1	20.3	7.0	26.0	22.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	16.8	29.3	19.7	30.1	20.3	7.0	26.0	22.2	0.4
Queue Length 50th (ft)	12	75	32	95	25	10	0	9	7	0
Queue Length 95th (ft)	41	132	#96	#320	#78	39	50	34	25	0
Internal Link Dist (ft)		2576		1234		596			278	
Turn Bay Length (ft)	1		1		95		95	50		50
Base Capacity (vph)	229	1496	287	895	233	789	775	229	785	722
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.38	0.40	0.56	0.37	0.06	0.28	0.14	0.03	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

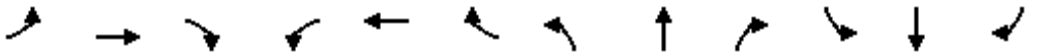
Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	8	14	44	10	39	23	467	70	50	443	27
Future Vol, veh/h	19	8	14	44	10	39	23	467	70	50	443	27
Conflicting Peds, #/hr	5	0	5	5	0	5	5	0	5	5	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	8	14	45	10	40	24	481	72	52	457	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1175	1186	481	1161	1164	527	490	0	0	558	0	0
Stage 1	580	580	-	570	570	-	-	-	-	-	-	-
Stage 2	595	606	-	591	594	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	168	189	585	172	194	551	1073	-	-	1013	-	-
Stage 1	500	500	-	506	505	-	-	-	-	-	-	-
Stage 2	491	487	-	493	493	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	136	168	579	148	172	546	1068	-	-	1008	-	-
Mov Cap-2 Maneuver	136	168	-	148	172	-	-	-	-	-	-	-
Stage 1	481	462	-	487	486	-	-	-	-	-	-	-
Stage 2	428	468	-	437	456	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.7	33.9	0.3	0.8
HCM LOS	D	D		

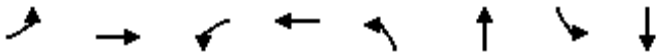
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1068	-	-	194	218	1008	-	-
HCM Lane V/C Ratio	0.022	-	-	0.218	0.44	0.051	-	-
HCM Control Delay (s)	8.4	0	-	28.7	33.9	8.8	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	2.1	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	358	180	234	320	99	130	231	271	80	254	171
Future Volume (veh/h)	191	358	180	234	320	99	130	231	271	80	254	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.91	1.00		0.94	1.00		0.89
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	373	163	244	333	87	135	241	228	83	265	151
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	568	243	292	728	186	171	464	390	107	479	258
Arrive On Green	0.14	0.24	0.24	0.16	0.27	0.27	0.10	0.26	0.26	0.06	0.22	0.22
Sat Flow, veh/h	1781	2372	1015	1781	2738	699	1781	1777	1495	1781	2131	1149
Grp Volume(v), veh/h	199	277	259	244	213	207	135	241	228	83	218	198
Grp Sat Flow(s),veh/h/ln	1781	1777	1611	1781	1777	1660	1781	1777	1495	1781	1777	1503
Q Serve(g_s), s	7.0	9.1	9.4	8.6	6.5	6.7	4.8	7.5	8.6	3.0	7.0	7.6
Cycle Q Clear(g_c), s	7.0	9.1	9.4	8.6	6.5	6.7	4.8	7.5	8.6	3.0	7.0	7.6
Prop In Lane	1.00		0.63	1.00		0.42	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	245	425	386	292	472	441	171	464	390	107	399	337
V/C Ratio(X)	0.81	0.65	0.67	0.83	0.45	0.47	0.79	0.52	0.58	0.78	0.55	0.59
Avail Cap(c_a), veh/h	328	495	449	358	525	491	221	550	463	171	501	423
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	22.1	22.3	26.1	19.8	19.9	28.5	20.4	20.8	29.9	22.1	22.4
Incr Delay (d2), s/veh	10.7	2.4	3.1	13.2	0.7	0.8	13.3	0.9	1.4	11.4	1.2	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	3.7	3.5	4.4	2.5	2.4	2.6	3.0	2.9	1.6	2.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	24.6	25.4	39.3	20.5	20.7	41.9	21.3	22.2	41.3	23.3	24.0
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		735			664			604			499	
Approach Delay, s/veh		28.4			27.4			26.2			26.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	21.8	14.6	20.4	10.2	19.4	12.9	22.1
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.2	20.0	13.0	18.0	8.0	18.2	11.9	19.1
Max Q Clear Time (g_c+I1), s	5.0	10.6	10.6	11.4	6.8	9.6	9.0	8.7
Green Ext Time (p_c), s	0.0	2.0	0.2	1.7	0.0	1.7	0.1	1.7

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	199	561	244	436	135	523	83	443
v/c Ratio	0.63	0.66	0.68	0.49	0.58	0.60	0.45	0.60
Control Delay	37.2	22.3	37.9	20.5	41.9	13.8	39.8	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	22.3	37.9	20.5	41.9	13.8	39.8	18.2
Queue Length 50th (ft)	73	83	90	67	52	44	32	50
Queue Length 95th (ft)	#176	146	#219	119	#141	90	#92	96
Internal Link Dist (ft)		1234		2718		1635		581
Turn Bay Length (ft)	1		100		225		175	
Base Capacity (vph)	360	1092	394	1126	242	1263	187	1117
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.51	0.62	0.39	0.56	0.41	0.44	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

APPENDIX D

INTERSECTION ANALYSES WITH IMPROVEMENTS

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	359	80	134	399	91	182
Future Volume (veh/h)	359	80	134	399	91	182
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.97	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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	433	72	161	481	110	189
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	556	92	210	1106	315	281
Arrive On Green	0.36	0.36	0.12	0.59	0.18	0.18
Sat Flow, veh/h	1555	259	1781	1870	1781	1585
Grp Volume(v), veh/h	0	505	161	481	110	189
Grp Sat Flow(s),veh/h/ln	0	1814	1781	1870	1781	1585
Q Serve(g_s), s	0.0	10.5	3.7	6.0	2.3	4.7
Cycle Q Clear(g_c), s	0.0	10.5	3.7	6.0	2.3	4.7
Prop In Lane		0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	649	210	1106	315	281
V/C Ratio(X)	0.00	0.78	0.77	0.44	0.35	0.67
Avail Cap(c_a), veh/h	0	1076	425	1813	847	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.1	18.1	4.8	15.3	16.3
Incr Delay (d2), s/veh	0.0	2.1	5.8	0.3	0.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	1.6	1.0	0.9	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	14.2	23.9	5.0	15.9	19.1
LnGrp LOS	A	B	C	A	B	B
Approach Vol, veh/h	505			642	299	
Approach Delay, s/veh	14.2			9.8	17.9	
Approach LOS	B			A	B	

Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		12.4	9.9	20.0		29.9
Change Period (Y+Rc), s		4.9	4.9	4.9		* 4.9
Max Green Setting (Gmax), s		20.1	10.1	25.1		* 41
Max Q Clear Time (g_c+I1), s		6.7	5.7	12.5		8.0
Green Ext Time (p_c), s		0.8	0.1	2.5		3.0

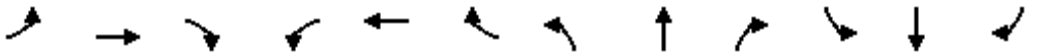
Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	529	161	481	110	219
v/c Ratio	0.72	0.49	0.41	0.35	0.49
Control Delay	20.3	28.0	5.6	24.8	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	28.0	5.6	24.8	8.0
Queue Length 50th (ft)	138	49	53	33	0
Queue Length 95th (ft)	228	101	101	69	38
Internal Link Dist (ft)	2625		1220	2758	
Turn Bay Length (ft)		1		260	
Base Capacity (vph)	978	382	1462	760	780
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.54	0.42	0.33	0.14	0.28

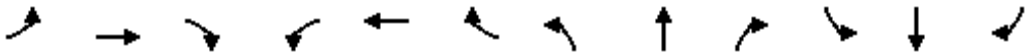
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	158	48	184	201	75	18	154	208	106	170	107
Future Volume (veh/h)	71	158	48	184	201	75	18	154	208	106	170	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		0.92	1.00		0.91	1.00		0.92
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	229	70	267	291	109	26	223	301	154	246	155
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	381	287	312	569	443	51	469	360	192	617	483
Arrive On Green	0.07	0.20	0.20	0.18	0.30	0.30	0.03	0.25	0.25	0.11	0.33	0.33
Sat Flow, veh/h	1781	1870	1412	1781	1870	1458	1781	1870	1438	1781	1870	1466
Grp Volume(v), veh/h	103	229	70	267	291	109	26	223	301	154	246	155
Grp Sat Flow(s),veh/h/ln	1781	1870	1412	1781	1870	1458	1781	1870	1438	1781	1870	1466
Q Serve(g_s), s	3.8	7.5	2.8	9.8	8.7	3.8	1.0	6.9	13.4	5.7	6.9	5.4
Cycle Q Clear(g_c), s	3.8	7.5	2.8	9.8	8.7	3.8	1.0	6.9	13.4	5.7	6.9	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	381	287	312	569	443	51	469	360	192	617	483
V/C Ratio(X)	0.77	0.60	0.24	0.86	0.51	0.25	0.51	0.48	0.84	0.80	0.40	0.32
Avail Cap(c_a), veh/h	260	497	375	342	583	454	155	503	387	210	617	483
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	24.5	22.6	27.1	19.4	17.7	32.4	21.6	24.1	29.5	17.5	17.0
Incr Delay (d2), s/veh	9.1	1.5	0.4	17.6	0.7	0.3	7.7	0.8	13.9	18.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	3.3	0.9	5.5	3.6	1.2	0.5	2.9	5.7	3.3	2.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	26.0	23.0	44.7	20.1	18.0	40.1	22.3	38.0	47.7	17.9	17.4
LnGrp LOS	D	C	C	D	C	B	D	C	D	D	B	B
Approach Vol, veh/h		402			667			550			555	
Approach Delay, s/veh		29.0			29.6			31.7			26.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	21.9	15.9	18.7	5.9	27.2	9.1	25.5
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	8.0	18.2	13.0	18.0	5.9	20.3	9.9	21.1
Max Q Clear Time (g_c+I1), s	7.7	15.4	11.8	9.5	3.0	8.9	5.8	10.7
Green Ext Time (p_c), s	0.0	0.7	0.1	1.0	0.0	1.5	0.1	1.5

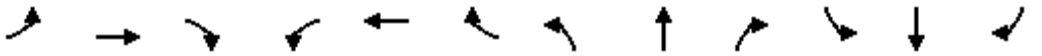
Intersection Summary	
HCM 6th Ctrl Delay	29.1
HCM 6th LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	229	70	267	291	109	26	223	301	154	246	155
v/c Ratio	0.45	0.61	0.17	0.78	0.52	0.20	0.16	0.59	0.57	0.70	0.39	0.26
Control Delay	35.3	32.2	0.9	45.5	25.2	3.2	33.6	30.9	7.9	50.2	21.4	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.3	32.2	0.9	45.5	25.2	3.2	33.6	30.9	7.9	50.2	21.4	5.6
Queue Length 50th (ft)	39	85	0	103	103	0	10	81	0	61	67	0
Queue Length 95th (ft)	68	115	0	#152	136	4	26	112	16	#108	118	18
Internal Link Dist (ft)		1414			1240			1537			2758	
Turn Bay Length (ft)	100		100	1		100	1		100	140		140
Base Capacity (vph)	272	522	504	357	624	576	162	527	621	220	635	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.44	0.14	0.75	0.47	0.19	0.16	0.42	0.48	0.70	0.39	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	454	57	81	409	45	38	39	102	82	60	93
Future Volume (veh/h)	63	454	57	81	409	45	38	39	102	82	60	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	614	77	109	553	61	51	53	138	111	81	126
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	693	87	139	827	697	80	73	190	142	128	198
Arrive On Green	0.06	0.43	0.43	0.08	0.44	0.44	0.05	0.16	0.16	0.08	0.19	0.19
Sat Flow, veh/h	1781	1628	204	1781	1870	1576	1781	456	1187	1781	654	1018
Grp Volume(v), veh/h	85	0	691	109	553	61	51	0	191	111	0	207
Grp Sat Flow(s),veh/h/ln	1781	0	1832	1781	1870	1576	1781	0	1643	1781	0	1672
Q Serve(g_s), s	3.3	0.0	24.2	4.2	16.3	1.6	2.0	0.0	7.7	4.2	0.0	7.9
Cycle Q Clear(g_c), s	3.3	0.0	24.2	4.2	16.3	1.6	2.0	0.0	7.7	4.2	0.0	7.9
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.72	1.00		0.61
Lane Grp Cap(c), veh/h	109	0	779	139	827	697	80	0	263	142	0	326
V/C Ratio(X)	0.78	0.00	0.89	0.78	0.67	0.09	0.64	0.00	0.73	0.78	0.00	0.64
Avail Cap(c_a), veh/h	185	0	979	185	999	842	174	0	471	205	0	508
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
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	18.4	31.4	15.3	11.2	32.6	0.0	27.7	31.4	0.0	25.7
Incr Delay (d2), s/veh	11.1	0.0	8.4	14.4	1.3	0.1	8.0	0.0	3.8	11.3	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	10.4	2.2	6.1	0.5	1.0	0.0	3.2	2.2	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	0.0	26.8	45.8	16.6	11.3	40.6	0.0	31.5	42.6	0.0	27.7
LnGrp LOS	D	A	C	D	B	B	D	A	C	D	A	C
Approach Vol, veh/h		776			723			242			318	
Approach Delay, s/veh		28.6			20.6			33.4			32.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	16.0	9.4	34.4	7.1	18.4	8.3	35.6
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	8.0	19.9	7.2	37.1	6.8	21.1	7.2	37.1
Max Q Clear Time (g_c+I1), s	6.2	9.7	6.2	26.2	4.0	9.9	5.3	18.3
Green Ext Time (p_c), s	0.0	0.7	0.0	3.4	0.0	0.9	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	691	109	553	61	51	191	111	207
v/c Ratio	0.50	0.84	0.61	0.60	0.07	0.32	0.56	0.58	0.57
Control Delay	47.7	30.9	53.5	20.4	0.4	42.1	18.3	50.1	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	30.9	53.5	20.4	0.4	42.1	18.3	50.1	25.4
Queue Length 50th (ft)	42	285	54	205	0	25	26	55	60
Queue Length 95th (ft)	75	358	#103	267	0	51	55	#93	92
Internal Link Dist (ft)		1220		2576			1559		599
Turn Bay Length (ft)	1		200		200	1		60	
Base Capacity (vph)	179	955	179	971	856	169	554	198	549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.72	0.61	0.57	0.07	0.30	0.34	0.56	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	528	68	165	313	77	159
Future Volume (veh/h)	528	68	165	313	77	159
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		0.97	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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	593	76	185	352	87	179
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	702	90	236	1208	285	253
Arrive On Green	0.43	0.43	0.13	0.65	0.16	0.16
Sat Flow, veh/h	1618	207	1781	1870	1781	1585
Grp Volume(v), veh/h	0	669	185	352	87	179
Grp Sat Flow(s),veh/h/ln	0	1825	1781	1870	1781	1585
Q Serve(g_s), s	0.0	16.5	5.1	4.1	2.2	5.4
Cycle Q Clear(g_c), s	0.0	16.5	5.1	4.1	2.2	5.4
Prop In Lane		0.11	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	792	236	1208	285	253
V/C Ratio(X)	0.00	0.84	0.78	0.29	0.31	0.71
Avail Cap(c_a), veh/h	0	1090	389	1673	710	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	12.8	21.2	3.9	18.7	20.1
Incr Delay (d2), s/veh	0.0	4.6	5.6	0.1	0.6	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.9	2.2	0.7	0.9	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	17.3	26.8	4.0	19.3	23.7
LnGrp LOS	A	B	C	A	B	C
Approach Vol, veh/h	669			537	266	
Approach Delay, s/veh	17.3			11.9	22.2	
Approach LOS	B			B	C	

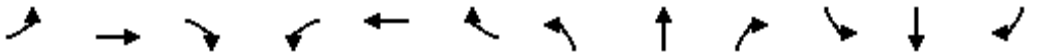
Timer - Assigned Phs		2	3	4		8
Phs Duration (G+Y+Rc), s		13.0	10.7	26.8		37.5
Change Period (Y+Rc), s		4.9	4.0	4.9		4.9
Max Green Setting (Gmax), s		20.1	11.0	30.1		45.1
Max Q Clear Time (g_c+I1), s		7.4	7.1	18.5		6.1
Green Ext Time (p_c), s		0.7	0.2	3.4		2.1

Intersection Summary	
HCM 6th Ctrl Delay	16.2
HCM 6th LOS	B

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	669	185	352	87	179
v/c Ratio	0.81	0.61	0.27	0.35	0.49
Control Delay	24.0	34.4	4.3	28.6	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	34.4	4.3	28.6	9.6
Queue Length 50th (ft)	196	66	37	31	0
Queue Length 95th (ft)	#395	#143	76	67	46
Internal Link Dist (ft)	2625		1220	2758	
Turn Bay Length (ft)		1		260	
Base Capacity (vph)	950	334	1443	611	643
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.70	0.55	0.24	0.14	0.28

Intersection Summary

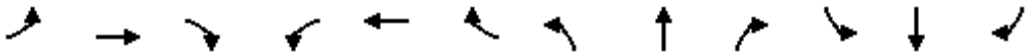
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	153	20	147	179	55	36	159	155	28	128	47
Future Volume (veh/h)	39	153	20	147	179	55	36	159	155	28	128	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.90	1.00		0.92	1.00		0.90	1.00		0.90
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	158	21	152	185	57	37	164	160	29	132	48
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	406	309	198	532	413	73	450	345	60	437	334
Arrive On Green	0.04	0.22	0.22	0.11	0.28	0.28	0.04	0.24	0.24	0.03	0.23	0.23
Sat Flow, veh/h	1781	1870	1421	1781	1870	1452	1781	1870	1434	1781	1870	1430
Grp Volume(v), veh/h	40	158	21	152	185	57	37	164	160	29	132	48
Grp Sat Flow(s),veh/h/ln	1781	1870	1421	1781	1870	1452	1781	1870	1434	1781	1870	1430
Q Serve(g_s), s	1.0	3.2	0.5	3.7	3.5	1.3	0.9	3.3	4.3	0.7	2.6	1.2
Cycle Q Clear(g_c), s	1.0	3.2	0.5	3.7	3.5	1.3	0.9	3.3	4.3	0.7	2.6	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	406	309	198	532	413	73	450	345	60	437	334
V/C Ratio(X)	0.51	0.39	0.07	0.77	0.35	0.14	0.50	0.36	0.46	0.48	0.30	0.14
Avail Cap(c_a), veh/h	235	751	571	398	922	716	235	764	586	235	764	584
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
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	15.0	13.9	19.4	12.7	11.9	21.0	14.2	14.5	21.3	14.2	13.6
Incr Delay (d2), s/veh	5.1	0.6	0.1	6.2	0.4	0.2	5.3	0.5	1.0	5.9	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.2	0.2	1.7	1.3	0.4	0.4	1.2	1.3	0.4	1.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.1	15.6	14.0	25.5	13.1	12.1	26.3	14.6	15.5	27.1	14.5	13.8
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		219			394			361			209	
Approach Delay, s/veh		17.4			17.8			16.2			16.1	
Approach LOS		B			B			B			B	

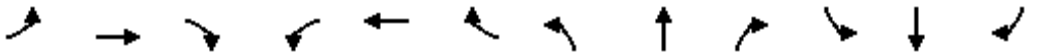
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.5	15.7	9.0	14.6	5.8	15.4	6.0	17.6
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	5.9	18.3	10.0	18.0	5.9	18.3	5.9	22.1
Max Q Clear Time (g_c+I1), s	2.7	6.3	5.7	5.2	2.9	4.6	3.0	5.5
Green Ext Time (p_c), s	0.0	1.2	0.1	0.7	0.0	0.7	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	40	158	21	152	185	57	37	164	160	29	132	48
v/c Ratio	0.15	0.37	0.04	0.41	0.26	0.09	0.14	0.23	0.24	0.11	0.19	0.07
Control Delay	24.8	21.0	0.1	23.9	14.2	0.3	24.8	18.9	2.5	24.7	18.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	21.0	0.1	23.9	14.2	0.3	24.8	18.9	2.5	24.7	18.6	0.2
Queue Length 50th (ft)	8	31	0	30	18	0	8	32	0	6	25	0
Queue Length 95th (ft)	41	100	0	107	104	0	38	101	21	33	83	0
Internal Link Dist (ft)		1414			1240			1537			2758	
Turn Bay Length (ft)	100		100	1		100	1		100	140		140
Base Capacity (vph)	273	878	793	463	1070	895	273	893	803	273	893	803
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.18	0.03	0.33	0.17	0.06	0.14	0.18	0.20	0.11	0.15	0.06

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	524	45	25	377	95	17	63	23	58	56	91
Future Volume (veh/h)	108	524	45	25	377	95	17	63	23	58	56	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.98
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	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	120	582	50	28	419	106	19	70	26	64	62	101
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	707	61	58	677	570	41	162	60	106	102	166
Arrive On Green	0.09	0.42	0.42	0.03	0.36	0.36	0.02	0.12	0.12	0.06	0.16	0.16
Sat Flow, veh/h	1781	1697	146	1781	1870	1574	1781	1296	481	1781	633	1032
Grp Volume(v), veh/h	120	0	632	28	419	106	19	0	96	64	0	163
Grp Sat Flow(s),veh/h/ln	1781	0	1843	1781	1870	1574	1781	0	1777	1781	0	1665
Q Serve(g_s), s	3.2	0.0	14.8	0.8	8.9	2.2	0.5	0.0	2.4	1.7	0.0	4.4
Cycle Q Clear(g_c), s	3.2	0.0	14.8	0.8	8.9	2.2	0.5	0.0	2.4	1.7	0.0	4.4
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.27	1.00		0.62
Lane Grp Cap(c), veh/h	155	0	768	58	677	570	41	0	222	106	0	269
V/C Ratio(X)	0.77	0.00	0.82	0.49	0.62	0.19	0.46	0.00	0.43	0.60	0.00	0.61
Avail Cap(c_a), veh/h	315	0	1180	216	1093	920	216	0	702	220	0	662
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
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	12.6	23.1	12.7	10.6	23.4	0.0	19.7	22.3	0.0	18.9
Incr Delay (d2), s/veh	7.9	0.0	2.9	6.2	0.9	0.2	7.7	0.0	1.3	5.4	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	5.0	0.4	3.0	0.6	0.3	0.0	1.0	0.8	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	0.0	15.4	29.3	13.7	10.8	31.1	0.0	21.0	27.7	0.0	21.2
LnGrp LOS	C	A	B	C	B	B	C	A	C	C	A	C
Approach Vol, veh/h		752			553			115			227	
Approach Delay, s/veh		17.7			13.9			22.7			23.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.9	11.0	5.6	25.1	5.1	12.7	8.2	22.5
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9
Max Green Setting (Gmax), s	6.0	19.2	5.9	31.1	5.9	19.3	8.6	28.4
Max Q Clear Time (g_c+I1), s	3.7	4.4	2.8	16.8	2.5	6.4	5.2	10.9
Green Ext Time (p_c), s	0.0	0.3	0.0	3.5	0.0	0.7	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	120	632	28	419	106	19	96	64	163
v/c Ratio	0.43	0.69	0.13	0.59	0.16	0.09	0.32	0.30	0.37
Control Delay	33.0	19.0	31.4	20.0	2.6	31.2	23.7	33.4	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	19.0	31.4	20.0	2.6	31.2	23.7	33.4	13.3
Queue Length 50th (ft)	39	144	9	129	0	6	24	21	16
Queue Length 95th (ft)	#116	#430	36	238	19	28	69	66	78
Internal Link Dist (ft)		1220		2576			1559		599
Turn Bay Length (ft)	1		200		200	1		60	
Base Capacity (vph)	313	1143	214	1089	953	214	715	218	718
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.55	0.13	0.38	0.11	0.09	0.13	0.29	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

March 9, 2022

Kristie Baley
City of Lemoore
711 W Cinnamon Drive
Lemoore, CA 93245

Re: Tract 935 IS-MND
18 3/4 Avenue, Lemoore, CA 93245

Dear Kristie Baley,

Thank you for providing PG&E the opportunity to review your proposed plans for Tract 935 IS-MND dated February 18, 2022. Our review indicates your proposed improvements do not appear to directly interfere with existing PG&E facilities or impact our easement rights.

Please note this is our preliminary review and PG&E reserves the right for additional future review as needed. This letter shall not in any way alter, modify, or terminate any provision of any existing easement rights. If there are subsequent modifications made to your design, we ask that you resubmit the plans to the email address listed below.

If you require PG&E gas or electrical service in the future, please continue to work with PG&E's Service Planning department: https://www.pge.com/cco/.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact the PG&E Plan Review Team at (877) 259-8314 or pgeplanreview@pge.com.

Sincerely,

PG&E Plan Review Team
Land Management

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING

March 14, 2022

Nathan Olson
City of Lemoore
Community Development Department
711 W. Cinnamon Drive
Lemoore, CA, 93711

Project: Mitigated Negative Declaration for Annexation No. 2021-03, Pre-Zoning No. 2021-03, Tentative Subdivision Map Tract 935, Planned Unit Development No. 2021-01, Major Site Plan Review No. 2021-07

District CEQA Reference No: 20220190

Dear Mr. Olson:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the Mitigated Negative Declaration (MND) for the project referenced above from the City of Lemoore (City). The project consists of a proposal for the construction of 148 single-family residences, internal roads and a drainage retention basin on an approximately 30-acre site (Project). The Project is located at Avenue 18 ¾ (Liberty) and West Glendale Avenue, in Lemoore, CA (APN 021-550-001,-005).

1) <u>Reducing Air Quality Impacts from Construction Activities</u>

The MND determined that the construction related emissions would have a less than significant impact. To further lessen air quality impacts from construction-related diesel exhaust emissions, the District recommends the City consider the feasibility of incorporating the below measure into the Project.

Recommended Measure: To reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

www.valleyair.org www.healthyairliving.com

2) Vegetative Barriers and Urban Greening

The Project is located in an urban area in Lemoore and is surrounded by other residential housing developments as well as agricultural land. The District suggests the County consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (i.e. church and school).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought resistant low maintenance greenery.

3) Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment.

More information on the District CGYM program and funding can be found at: http://www.valleyair.org/grants/cgym.htm
and http://valleyair.org/grants/cgym-commercial.htm.

4) On-site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the Project proponent consider the feasibility of incorporating solar power systems, as an emission reduction strategy for this Project.

5) District Rules and Regulation

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic. Here are a couple of example, Regulation II (Permits) deals with permitting emission sources and includes rules such as District permit requirements (Rule 2010), and New and Modified Stationary Source Review (Rule 2201).

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

5a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 requires that new and modified stationary sources of emissions mitigate their emissions using best available control technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits.

Prior to commencing construction on any permit-required equipment or process, a finalized Authority to Construct (ATC) must be issued to the Project proponent by the District. For further information or assistance, the project proponent may contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

5b) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

The application for both the Construction Notification and Dust Control Plan can be found online at:
https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

5c) District Rule 9510 (Indirect Source Review)

The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into the development project. In case the proposed project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.

The proposed Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 50 dwelling units. When subject to the rule, an Air Impact Assessment (AIA) application is required no later than applying for project-level approval from a public agency. However, the District has already received an AIA application for this Project from the project proponent (identified as ISR project #20210370).

5d) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

6) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Matt Crow by e-mail at Matt.Crow@valleyair.org or by phone at (559) 230-5931.

Sincerely,

Brian Clements
Director of Permit Services

For Mark Montelongo
Program Manager

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 981-1041 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

March 14, 2022

KIN-41-R42.592
Mitigated Negative Declaration
Tract 935
https://ld-igr-gts.dot.ca.gov/district/6/report/25625

SENT VIA EMAIL

Kristie Baley
Community Development Department
City of Lemoore
711 W. Cinnamon Drive
Lemoore, CA 93245

Dear Ms. Baley,

Thank you for the opportunity to review the Initial Study / Mitigated Negative Declaration for Tract 935. The project proposes to construct 148 single-family homes, including internal roads and a drainage retention basin on a 30-acre site in the City of Lemoore. The project site is located on the southeast corner of 18-3/4 Avenue (Liberty Drive) and Glendale Avenue, approximately 1 mile northeast of the State Route (SR) 41 and Hanford Armona Road intersection (signalized) and 1 mile southeast of the SR 41 and Lacey Boulevard intersection (two-way stop-controlled).

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. As noted in the document, the project is anticipated to generate 104 AM Peak Hour trips and 140 PM Peak Hour trips.

2. According to the City of Lemoore's General Plan, Figure 4-5, there is an existing bikeway on Hanford Armona Road as well as planned bikeways near the project site. An intercity transit route also runs along Hanford Armona Road. Caltrans recommends the project proponents implement multimodal strategies, such transit-oriented development and active transportation facilities, to help reduce project related trips.

3. The City should consider creating a VMT Mitigation Impact Fee to help reduce potential impacts on the State Highway System.

4. Caltrans recommends the project proponents consider working with the City to convert a portion of the planned residential units to affordable housing units.

5. Active Transportation Plans and Smart Growth efforts support the state's 2050 Climate goals. Caltrans supports reducing VMT and GHG emissions in ways that increase the likelihood people will use and benefit from a multimodal transportation network.

6. The City should establish policies for the installation of Level 2 Electric Vehicle (EV) charging for single- and multi-family residential units as well as DC Fast Charging EV charging stations for retail, commercial, park and public facilities.

If you have any other questions, please call or email Christopher Xiong at (559) 908-7064 or Christopher.Xiong@dot.ca.gov.

Sincerely,

DAVID PADILLA, Branch Chief
Transportation Planning – North

SANTA ROSA RANCHERIA TACHI YOKUT TRIBE

November 9, 2021

City of Lemoore
ATTN: Kristie Baley
Administrative Analyst
711 W. Cinnamon Drive
Lemoore, CA 93230

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). A Formal Notification for Consultation Opportunity of Proposed Project within the Geographic Area of Traditional and Cultural Affiliation, pursuant to Public Resources Code 21080.3.1 (hereafter PRC).

To Whom It May Concern,
As of the date of this letter, in accordance with Public Resources Code Section 21080.3.1, subd. (b), Santa Rosa Rancheria Tachi Yokut Tribe requests formal consultation on the proposed Annexation No. 2021-03, Pre-Zoning No. 2021-03, Tentative Subdivision Map No. 2021-02 (Tract 935), Planned Unit Development No. 2021-01, and Major Site Plan Review No. 2021-07, for which your agency will serve as a lead agency under the California Environmental Quality Act (CEQA), Public Resources Code section 21000 et seq. Pursuant to Public Resources Code section 21080.3.1, subd. (b), and until further notice, we hereby designate the following persons as the Tribe's lead contact persons for purposes of receiving information and for consultation on the proposed project.

Santa Rosa Rancheria Tachi Yokut Tribe
Leo Sisco
Tribal Chairman
16835 Alkali Dr. Lemoore, Ca. 93245
Phone: (559) 924-1278 ex: 4066
Fax: (559) 925-2931
Lsisco@tachi-yokut-nsn.gov

Shana Powers
Director of Cultural Preservation
16835 Alkali Dr. Lemoore, Ca. 93245
Phone: (559) 924-1278 ex: 4093
Fax: (559) 925-2931
Spowers@tachi-yokut-nsn.gov

We request that all notices be sent via certified U.S. Mail with return receipt and via email with return receipt. Please contact the Cultural Department, Shana Powers, to schedule a meeting. Thank you.

Respectfully,

Leo Sisco
Tribal Chairman

CC: Native American Heritage Commission

RESOLUTION NO. 2022-03

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LEMOORE RECOMMENDING APPROVAL OF ANNEXATION NO. 2021-03, PRE-ZONE NO. 2021-03, TENTATIVE SUBDIVISION MAP TRACT 935, AND PLANNED UNIT DEVELOPMENT NO. 2021-01, DEVELOPING 30.3 ACRES WITH 148 SINGLE-FAMILY LOTS AND PONDING BASIN LOCATED ON THE EAST SIDE OF 18 ¾ AVENUE (LIBERTY DRIVE) AND NORTH OF HANFORD-ARMONA ROAD JUST NORTH OF THE CITY OF LEMOORE

At a Regular Meeting of the Planning Commission of the City of Lemoore duly called and held on March 14, 2022, at 7:00 p.m. on said day, it was moved by Commissioner Franklin, seconded by Commissioner Etchegoin, and carried that the following Resolution be adopted:

WHEREAS, Lennar Homes has requested approval of an Annexation, Pre-Zoning to Low Density Residential, Tentative Subdivision Map, and Planned Unit Development of 30.3 acres with 148 single-family lots, and ponding basin, located on the east side of 18 ¾ Avenue (Liberty Drive) and north of Hanford-Armona Road, just north of the City of Lemoore (APNs: 021-550-001, 021-550-002, 021-550-003, 021-550-004, and 021-550-005); and

WHEREAS, the proposed site for development is 30.3 acres in size (APNs: 021-550-001, 021-550-002, and 021-550-003), while the annexation area is 40.3 acres in size, with the entire territory designated Low Density Residential in the City of Lemoore General Plan; and

WHEREAS, the entire site is within the Primary Sphere of Influence as adopted by the Local Agency Formation Commission of Kings County; and

WHEREAS, an Initial Study was prepared in conformance with the California Environmental Quality Act (CEQA) Guidelines, and it was found that the proposed project could not have a significant effect on the environment, with mitigations. Therefore, a Mitigated Negative Declaration has been prepared for this project; and

WHEREAS, the Lemoore Planning Commission held a duly noticed public hearing at its March 14, 2022 meeting.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Lemoore hereby makes the following findings regarding the proposed projects, based on facts detailed in the March 14, 2022, staff report, which is hereby incorporated by reference, as well as the evidence and comments presented during the Public Hearing:

1. Annexation of the existing site will implement the City's General Plan goals by developing residential uses.
2. The Pre-Zone is consistent with the General Plan goals, policies, and implementation programs.
3. The Planned Unit Development (PUD) is compatible and in conformity with public convenience, general welfare, and good land use and zoning practice. The PUD provides for alternative development standards that will increase the density of the site while avoiding negative impacts.
4. The PUD will not be detrimental to the health, safety, and general welfare of the City.

5. The PUD will not adversely affect the orderly development of property or the preservation of property values as the project involves the development of well-designed single-family homes.
6. The Tentative Subdivision Map is consistent with the General Plan and all applicable provisions of the Zoning Code.
7. The proposed project will not be substantially detrimental to adjacent property and will not materially impair the purposes of the Zoning Ordinance or the public interest.
8. As proposed and conditioned herein, the site design of the project is consistent with the new residential development standards in the Zoning Ordinance, as modified by the Planned Unit Development.
9. The proposed project is consistent with the objectives of the General Plan and complies with applicable zoning regulations, including the proposed overlay zone for the Planned Unit Development, specific plan provisions, and improvement standards adopted by the City.
10. The proposed site design and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.
11. The character and scale of the site are compatible with the character of buildings on adjoining and nearby properties.
12. The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.
13. The project's lot sizes are consistent with densities in the General Plan and are appropriate for this site.

BE IT FURTHER RESOLVED that the Planning Commission of the City of Lemoore recommends approval of the Mitigated Negative Declaration, Annexation No. 2021-03, Pre-Zone No. 2021-03, Planned Unit Development No. 2021-01, and Tentative Subdivision Map Tract 935, subject to the following conditions:

1. The site shall be developed consistent with the approved Tentative Map, as modified by the Planned Unit Development, these conditions, and applicable development standards found in the Zoning Ordinance and Lemoore (City) Municipal Code.

2. The site shall be developed consistent with this report and with the Site Plan Review comments.

3. The project shall be developed and maintained in substantial compliance with the Tentative Map, except for any modifications that may be needed to meet these conditions of approval.

4. The final subdivision map shall be submitted in accordance with City ordinances and standards. The area shown as "future development" shall be designated a remainder parcel.

5. The developer shall incorporate the mitigation measures as identified in the mitigated negative declaration into the project.

6. Plans for all public and private improvements, including but not limited to, water, sewer, storm drainage, road pavement, curb and gutter, sidewalk, streetlights, landscaping, and fire hydrants shall be approved by the City Engineer, and these improvements shall be completed in accordance with the approved plans to the satisfaction of the Public Works Department.

7. On-site and off-site traffic and street improvements shall be constructed per the Site Plan Review comments and the mitigation measures in the mitigated negative declaration.

8. Perimeter collector roadways shall be constructed and widened per City standards and the cross-sections on the Tentative Map as follows:

    - The local street 18 ¾ Avenue (Liberty Drive) will widen 42-feet from the roads existing centerline with a complete curb, gutter, and sidewalk. Once the adjacent property is fully built-out, Liberty Drive's Road classification will transition to a complete collector street with an 84-foot right of way with bike lanes.

9. Ponding basin and storm drainage improvements shall be constructed per the Major Site Plan Review comments.

10. A public facilities maintenance district (PFMD) shall be formed in conjunction with the Final Map acceptance in order to provide the maintenance costs for common landscaping, street maintenance, and other improvements in accordance with existing City policy.

11. The project shall be subject to the applicable development impact fees adopted by resolution of the City Council. The project shall also pay park in lieu fees in accordance with Article N of Chapter 8.7 of the Municipal Code.

12. In conjunction with approval of the Final Map, a noise and odor easement shall be recorded on all lots created, in a form acceptable to the City Attorney, to acknowledge the presence of nearby industry, railroad, and freeways, and the right of the such uses to continue to emit such noise and odors as are otherwise allowable by law and to ensure that such uses in these areas are not unreasonably hindered by residential users and owners that move in or nearby at a later date.

13. The developer shall comply with the standards, provisions, and requirements of the San Joaquin Valley Air Pollution Control District that relate to the project.

14. A minimum six-foot eight-inch high block wall with decorative columns and caps at least every 100 feet shall be constructed per City standards adjacent to Avenue 18 ¾ (Liberty Drive). Landscaping shall be added to cover at least 50% of the wall within five years of installation.

15. Fire hydrant and connection types and locations shall be approved by the Lemoore Volunteer Fire Department.

16. Concrete pads for installation of mailboxes shall be provided in accordance with determinations made by the Lemoore Postmaster.

17. Street trees from the City approved street tree list shall be planted with root barriers as per Public Works Standards and Specifications. Improvement plans shall include landscape and irrigation for the outlets along Liberty Drive and Glendale Avenue.

18. Streetlights shall be provided within the project as per City local streetlight standards.

19. The sidewalk type along local streets (parkway type or curb adjacent type) shall be consistent throughout all phases of the subdivision, as per City standard.

20. Any existing roadway, sidewalk, or curb and gutter that is damaged during construction shall be repaired or replaced to the satisfaction of the Public Works Department.

21. Lot sizes less than 7,000 square feet, consistent with the sizes shown on the Tentative Map, shall be per the Planned Unit Development established by the City Council.

22. It is recommended that Article "B" of Chapter 9 of Title 9 of the Lemoore Municipal Code be amended as follows to modify lot size and building setbacks:

    Table 9-9B-3-1, containing the adopted PUD overlay zones, is hereby amended to add PUD 2021-03:

Number	Name	Date Approved	Resolution Number	Average Density Per Gross Acre (du/ac)
2021-01	Lennar Homes, Tract 935	~, 2022	2022-XX	6.3

    Table 9-9B-4-1, containing specific development standards in the adopted PUD overlay zones, is hereby amended to add PUD 2021-03:

Number	Name	Front Setback	Side Setback	Rear Setback
2021-01	Lennar Homes, Tract 935	12' to living space 20' to garage	5' interior side 10' street side	10 feet for one-story 15 feet for two-story One-story homes only on TSM Lots 24 to 37

23. Placement of Refuse Containers: Placement during times of collection: Refuse containers shall be located at the curbside or other location designated by the public works director, where they are readily accessible for emptying, up to twenty-four (24) hours prior to collection, but not later than 5:00 a.m. on the day of collection. Storage of refuse containers: Other than times of collection, as described in above, refuse containers, and any other receptacles, must be properly stored on the same day as collection is made by using any of the following methods:

    a. Backyard, behind fence, or

    b. Front yard, if screened from direct view from street, or

    c. Side yard, if screened from direct view, or adjacent to the main building structure and placed in a manner that only one container is directly visible.

24. The project and all subsequent uses must meet the requirements found in Section 9-5B-2 of the Zoning Ordinance related to noise, odor, and vibration, and maintenance.

25. Homes constructed on Lots 24 through 37, as depicted on the Proposed Site Plan for Tract No. 35, shall be single-story only.

26. The Tentative Subdivision Map approval shall expire two years from the date of City Council approval, unless a Final Map is filed or an extension is granted via legislation or by the City, in accordance with the Subdivision Map Act. Expiration dates for the Major Site Plan Review and Planned Unit Development shall run consistent with the expiration date of the Tentative Map.

Passed and adopted at a Regular Meeting of the Planning Commission of the City of Lemoore held on March 14, 2022, by the following votes:

AYES: Franklin, Etchegoin, Brewer, Clement, Couch, Dey
NOES:
ABSTAINING:
ABSENT: Meade

APPROVED:

Michael Dey, Chairperson

ATTEST:

Kristie Baley, Commission Secretary

City of
LEMOORE
CALIFORNIA

119 Fox Street ● Lemoore, California 93245 ● (559) 924-6744 ● Fax (559) 924-9003

Staff Report

Item No: 5-1

To: **Lemoore City Council**

From: **Michelle Speer, Assistant City Manager/Admin. Services Director**

Date: **March 18, 2022** **Meeting Date:** **April 5, 2022**

Subject: **Audit Report for Year Ended June 30, 2021**

Strategic Initiative:

☐ Safe & Vibrant Community	☐ Growing & Dynamic Economy
☒ Fiscally Sound Government	☐ Operational Excellence
☐ Community & Neighborhood Livability	☐ Not Applicable

Proposed Motion:
Receive and file the Audit Report and Financial Statements for year ended June 30, 2021.

Subject/Discussion:
City staff and consultants from Hudson Henderson Company (auditors) will present the City's Audit Report for Fiscal Year ending June 30, 2021.

The financial results and analysis related to the financial statements of June 30, 2021, were reviewed and discussed with Hudson Henderson to ensure accuracy.

Financial Consideration(s):
None

Alternatives or Pros/Cons:
None

Commission/Board Recommendation:
None

Staff Recommendation:

Staff recommends that City Council receive and file the City's Audit for year ended June 30, 2021.

Attachments:	Review:	Date:
☐ Resolution:	☒ Asst. City Manager	03/30/2022
☐ Ordinance:	☒ City Attorney	04/01/2022
☐ Map	☒ City Clerk	04/01/2022
☐ Contract	☒ City Manager	04/01/2022
☐ Other	☒ Finance	03/31/2022
List:		

CITY OF LEMOORE

REPORT TO MANAGEMENT

FOR THE YEAR ENDED
JUNE 30, 2021

TABLE OF CONTENTS

HUDSON HENDERSON & COMPANY INC.
certified public accountants

INDEPENDENT AUDITORS' 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*

To the Honorable Mayor and
Members of the City Council
City of Lemoore, 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, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Lemoore, California (the City), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the City's basic financial statements and have issued our report thereon dated March 7, 2022.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) to determine the audit 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 City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City'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 and therefore, material weaknesses or significant deficiencies may exist that have not been identified. During our audit we did identify a deficiency in internal control, described in the accompanying schedule of findings and responses that we consider to be a significant deficiency: 2021-001.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City'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 determination of financial statement amounts. 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*.

City's Response to Findings

The City's response to the findings identified in our audit is described in the accompanying schedule of findings and responses. The City's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

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.

HUDSON HENDERSON & COMPANY, INC.

Hudson Henderson & Company, Inc.

Fresno, California
March 7, 2022

CITY OF LEMOORE
SCHEDULE OF FINDINGS AND RESPONSES
FOR THE YEAR ENDED JUNE 30, 2021

Finding 2021-001 – Significant Deficiency
Capital Asset Disposals

Condition:
While performing procedures over the City's capital asset disposals, we noted that the disposal of one of the City's water tanks was not properly recorded in the financial records of the City. The City's water tank suffered catastrophic damage and was destroyed along with other City property located nearby during the fiscal year. The disposal of this asset resulted in a material adjustment being recorded in the City's Water Fund that was previously absent.

Criteria:
Per COSO's Internal Control – Integrated Framework, the City should implement adequate internal controls to ensure that the process over reporting of capital assets is designed to provide reasonable assurance that all significant capital asset activity is properly recorded and reported to ensure reasonably stated financial reporting.

Cause:
The City has a process in which capital asset disposals are communicated from the various departments to the City finance department. However, this disposal wasn't communicated to the finance department, and thus was missed as part of the financial statement closing process.

Effect:
The City's Water Fund capital assets was not properly reported, resulting in a material adjustment to correct the capital asset and loss on disposal of assets account balances.

Recommendation:
We recommend that the City implement multiple levels of review to ensure that the City's capital asset listing is correctly reported as of year-end and all capital asset activity is reflected in the City's note disclosure. Additional training to departments regarding proper reporting of capital asset disposals and other significant capital asset activity would further help prevent reporting errors in the future.

Management Response:
The City recognizes that there was an oversight in the reporting of the disposal of a capital asset related to the Water Division. The City has a process in place for reporting capital asset disposals, however, given the circumstances surrounding the incident, City staff was focused on critical issues as a result of the incident and asset disposal did not meet the level of urgency. The City is confident this issue will not arise again, as processes are in place, and the circumstances surrounding the issue were unusual.

CITY OF LEMOORE
SUMMARY SCHEDULE OF PRIOR YEAR FINDINGS AND RESPONSES
FOR THE YEAR ENDED JUNE 30, 2020

Finding 2020-001 – Material Weakness
Prepaid Assets and Inventory

Condition:
During the audit of the City's financial statements, we identified misstatements in the prepaid assets and inventory accounts in the City's Golf Course fund which when considered in total required a material audit adjustment.

Criteria:
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, which includes the design, implementation and maintenance of adequate internal control to ensure that all assets, liabilities, revenues, and expenses are properly recorded and reported. Furthermore, proper accounting principles should be applied to all financial closing accounts and processes, thus resulting in the proper presentation of all City activities and/or funds.

Cause:
The City's Finance Department had performed an inventory count for the Golf Course fund and had performed an analysis over the prepaid assets. However, a final adjustment to ensure the balances were corrected to actual was overseen in the financial closing process. As a result, the balances reported were materially misstated and did not accurately reflect the prepaid assets and inventory balance prior to audit adjustments.

Effect:
Material adjustments were identified through audit procedures performed to correct the prepaid asset and inventory account balances affecting the City's Golf Course fund.

Recommendation:
The City has implemented procedures over the financial closing process, including performing inventory counts and analysis of balance sheet accounts. With these procedures, the financial closing process has vastly improved as compared to prior years. We recommend that the City create a final closing procedure as a final analysis tool to ensure that all accounts have been properly analyzed and adjustments as necessary have been booked into the accounting system and ensure that no funds and/or account balances are accidently overseen in the financial closing process prior to the commencement of the audit.

Management Response:
The prepaid expenses account in the golf course has not been utilized by the City for multiple years and, accordingly, an incorrect balance remained on the balance sheet. Since there has been no activity for multiple years, the City did not consider this account in its closing process.

As was stated in the cause, the City performs a monthly golf course inventory count and maintains updated detailed records. However, the City failed to adjust the trial balance during the year-end close to reconcile to the inventory count. Accordingly, an immaterial adjustment was required to correct that account balance.

The City has updated its year-end closing procedures to include a reconciliation of its prepaid expense and inventory accounts to supporting schedules during its financial statements close.

Current Year Status:
Implemented.

HUDSON HENDERSON & COMPANY INC.
certified public accountants

INDEPENDENT AUDITORS' REPORT

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

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Lemoore, California (the City) as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with 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. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements 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 entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinion

In our opinion, the financial statements referred to above 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, 2021, the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

7473 N. INGRAM AVE., SUITE 102 • FRESNO, CA 93711
P (559) 412-7576 • F (559) 493-2325 • WWW.HHCCPAS.COM

Other Matters

Required Supplementary Information

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, 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. Our opinion on the basic financial statements is not affected by this missing information.

Accounting principles generally accepted in the United States of America require that the budgetary comparison schedules for the general fund, gasoline tax special revenue fund and Lemoore housing authority special revenue fund, schedule of the City's proportionate share of the net pension liability, and schedule of contributions, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, 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.

Other 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 fund statements are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The combining fund statements are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such 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 auditing standards generally accepted in the United States of America. In our opinion, the combining fund statements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated March 7, 2022, on our consideration of the City'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 the City's internal control over financial reporting and compliance.

HUDSON HENDERSON & COMPANY, INC.

Hudson Henderson & Company, Inc.

Fresno, California
March 7, 2022

HUDSON HENDERSON & COMPANY INC.
certified public accountants

March 7, 2022

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

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 Lemoore, California (the City) as of and for the year ended June 30, 2021. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and G*overnment Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated August 5, 2021. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the City are described in Note 1 to the financial statements. No new significant accounting policies were adopted and the application of existing policies was not changed during 2021. We noted no transactions entered into by the City during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's 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 significantly from those expected. The City does not have any particularly sensitive estimates affecting the financial statements.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements were:

> The disclosures of the employee pension plan and related account balances are presented in Note 12 to the financial statements. Analysis of these balances rely mostly on the actuarial evaluation obtained by management. The significance of the estimated future liability and related deferred inflows and outflows or resources makes these sensitive disclosures for the users of the financial statements.

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing the audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. All material adjustments were communicated to management in our separate Report to Management, including our identification of an internal control related issue as noted during the course of our audit.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated March 7, 2022.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to City's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the City's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to the budgetary comparison schedules for the General Fund, Lemoore Housing Authority Special Revenue Fund and Gasoline Tax Special Revenue Fund, schedule of the City's proportionate share of the net pension liability, and schedule of plan contributions, which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding 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 did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the combining fund financial statements, which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Restriction on Use

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

Sincerely,

HUDSON HENDERSON & COMPANY, INC.

Hudson Henderson & Company, Inc.

By: Brian Henderson, CPA

CITY OF LEMOORE

INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES RELATED TO THE ARTICLE XIII-B APPROPRIATIONS LIMIT

FOR THE YEAR ENDED JUNE 30, 2021

HUDSON HENDERSON & COMPANY INC.
certified public accountants

INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES RELATED TO THE ARTICLE XIII-B APPROPRIATIONS LIMIT

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

We have performed the procedures enumerated below to the accompanying calculation of the Appropriation Limit of the City of Lemoore, California (the City) for the year ended June 30, 2021. These procedures, which were agreed to by the City and recommended by the California Committee on Municipal Accounting (CCMA) (as presented in the CCMA White Paper entitled *Agreed-upon Procedures Applied to the Appropriations Limitation Prescribed by Article XIII-B of the California Constitution*) were performed solely to assist the City in meeting the requirements of Section 1.5 of Article XIII-B of the California Constitution. The City's management is responsible for the Appropriations Limit Calculation.

The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or for any other purpose.

The procedures and associated findings are as follows:

1) We obtained the City's calculation of the June 30, 2021 appropriations limit and compared the limit and annual adjustment factors included in the calculation to the limit and annual adjustment factors that were adopted by the resolution of the City Council. We also compared the population and inflation factors included in the aforementioned worksheet to those that were selected by a recorded vote of the City Council.

   Finding: No exceptions were noted as a result of our procedures.

2) For the accompany calculation, we added last year's limit to the total adjustments and compared the resulting amount to this year's limit.

   Finding: No exceptions were noted as a result of our procedures.

3) We compared the current year information used to determine the current year limit to the appropriations limit calculation prepared by the City and to the information provided by the State Department of Finance.

   Finding: No exceptions were noted as a result of our procedures.

4) We compared the prior year appropriations limit calculation presented in the accompanying appropriations limit calculation to the prior year appropriations limit adopted by the City Council for the prior year.

   Finding: No exceptions were noted as a result of our procedures.

This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an audit, the objective of which would be the expression of an opinion, on the accompanying Appropriations Limit Calculation. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you. No procedures have been performed with respect to the determination of the appropriation limit for the base year, as defined by Article XIII-B of the California Constitution.

This report is intended solely for the use of the City Council and City's management and should not be used by anyone other than these specified parties. However, this report is a matter of public record and its distribution is not limited.

HUDSON HENDERSON & COMPANY, INC.

Hudson Henderson & Company, Inc.

Fresno, California
March 7, 2022

CITY OF LEMOORE
APPROPRIATIONS LIMIT CALCULATION
FOR THE YEAR ENDED JUNE 30, 2021

Appropriations Limit, fiscal year 2020, as adopted		$ 23,097,326
Adjustment Factors:		
Inflation factor, as adopted (1)		1.0373
Population factor, as adopted (2)	x	1.0097
Calculation of factor FY 20-21		1.0474
Annual adjustment in dollars		1,093,931
Appropriations limit, fiscal year 2021, as adopted		$ 24,191,257

(1) The inflation factor is based on the current year cost of living increase, as determined by the percentage change in per capita personal income for California. The inflation factor was provided by the State of California's Department of Finance.

(2) The population factor is based on the annual change in the City of Lemoore's population, for the calendar year preceding the beginning of the fiscal year for which the appropriations limit is to be determined. The population factor was provided by the State of California's Department of Finance.

CITY OF LEMOORE
CALIFORNIA

FINANCIAL STATEMENTS

FOR THE YEAR ENDED
JUNE 30, 2021

CITY OF LEMOORE
FOR THE YEAR ENDED JUNE 30, 2021

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HUDSON HENDERSON & COMPANY INC.
certified public accountants

INDEPENDENT AUDITORS' REPORT

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

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Lemoore, California (the City) as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes 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.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with 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. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements 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 entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinion

In our opinion, the financial statements referred to above 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, 2021, the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

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Other Matters

Required Supplementary Information

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, 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. Our opinion on the basic financial statements is not affected by this missing information.

Accounting principles generally accepted in the United States of America require that the budgetary comparison schedules for the general fund, gasoline tax special revenue fund and Lemoore housing authority special revenue fund, schedule of the City's proportionate share of the net pension liability, and schedule of contributions, as listed in the table of contents, be presented to supplement the basic financial statements. Such information, 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.

Other 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 fund statements are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The combining fund statements are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such 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 auditing standards generally accepted in the United States of America. In our opinion, the combining fund statements are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated March 7, 2022, on our consideration of the City'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 the City's internal control over financial reporting and compliance.

HUDSON HENDERSON & COMPANY, INC.

Hudson Henderson & Company, Inc.

Fresno, California
March 7, 2022

BASIC FINANCIAL STATEMENTS

CITY OF LEMOORE
STATEMENT OF NET POSITION
JUNE 30, 2021

	Governmental Activities	Business-Type Activities	Total
ASSETS			
Cash and investments	$ 27,637,410	$ 22,951,114	$ 50,588,524
Restricted cash and investments	667,870	-	667,870
Restricted cash and investments with fiscal agents	-	9	9
Receivables:			
Accounts, net	12,908	2,425,155	2,438,063
Interest	7,480	6,803	14,283
Notes	7,268,147	-	7,268,147
Intergovernmental	2,351,998	490	2,352,488
Other	1,675	-	1,675
Prepaid expenses	-	97,543	97,543
Internal balances	(171,841)	171,841	-
Inventory	-	13,744	13,744
Assets held for resale	1,485,564	-	1,485,564
Other assets	39,354	-	39,354
Capital assets:			
Nondepreciable	5,765,397	39,043,970	44,809,367
Depreciable, net of accumulated depreciation	56,115,230	28,933,817	85,049,047
Total assets	101,181,192	93,644,486	194,825,678
DEFERRED OUTFLOWS OF RESOURCES			
Deferred outflows of resources from pensions	2,624,192	1,049,771	3,673,963
Total deferred outflows of resources	2,624,192	1,049,771	3,673,963
LIABILITIES			
Accounts payable	372,669	1,786,859	2,159,528
Retainage payable	127,720	1,654,085	1,781,805
Accrued interest payable	-	114,294	114,294
Deposits and other liabilities	827,364	89,055	916,419
Unearned revenue	259,635	23,500	283,135
Noncurrent liabilities:			
Due within one year	363,861	760,364	1,124,225
Due in more than one year	222,357	33,572,324	33,794,681
Advances from Successor Agency	-	1,798,889	1,798,889
Net pension liability	10,116,867	4,619,725	14,736,592
Total liabilities	12,290,473	44,419,095	56,709,568
DEFERRED INFLOWS OF RESOURCES			
Deferred inflows of resources from pensions	317,168	161,959	479,127
Total deferred inflows of resources	317,168	161,959	479,127
NET POSITION			
Net investment in capital assets	61,880,627	33,807,888	95,688,515
Restricted for:			
Public safety	48,077	-	48,077
Public works	8,691,492	-	8,691,492
Community development	15,461,921	-	15,461,921
Parks and recreation	3,613	-	3,613
Capital projects and improvements	6,928,734	-	6,928,734
Debt service reserve	-	9	9
Unrestricted	(1,816,721)	16,305,306	14,488,585
Total net position	$ 91,197,743	$ 50,113,203	$ 141,310,946

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

CITY OF LEMOORE
STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2021

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	$ 654,861	$ 285,085	$ 327,310	$ -	$ (42,466)	$ -	$ (42,466)
Public safety	8,158,054	270,382	271,902	-	(7,615,770)	-	(7,615,770)
Public works	3,108,219	585,120	1,819,254	340,177	(363,668)	-	(363,668)
Community development	988,635	732,174	133,600	-	(122,861)	-	(122,861)
Parks and recreation	573,845	87,694	-	10,298	(475,853)	-	(475,853)
Total governmental activities	13,483,614	1,960,455	2,552,066	350,475	(8,620,618)	-	(8,620,618)
Business-type activities:							
Water	7,330,317	10,467,701	-	9,542	-	3,146,926	3,146,926
Sewer	3,085,330	3,628,664	-	25,284	-	568,618	568,618
Refuse	3,549,430	4,046,290	-	6,848	-	503,708	503,708
Golf Course	1,268,198	1,638,089	-	-	-	369,891	369,891
Total business-type activities	15,233,275	19,780,744	-	41,674	-	4,589,143	4,589,143
Total primary government	$ 28,716,889	$ 21,741,199	$ 2,552,066	$ 392,149	(8,620,618)	4,589,143	(4,031,475)
General revenues:							
Property taxes					2,891,255	-	2,891,255
Sales taxes					3,173,898	-	3,173,898
Franchise taxes					646,249	-	646,249
Transient taxes					317,045	-	317,045
Other taxes					934,876	-	934,876
Motor vehicle in-lieu					2,307,646	-	2,307,646
Unrestricted investment earnings					297,948	119,097	417,045
Other revenue					87,550	-	87,550
Total general revenues					10,656,467	119,097	10,775,564
Changes in net position					2,035,849	4,708,240	6,744,089
Net position - beginning, restated					89,161,894	45,404,963	134,566,857
Net position - ending					$ 91,197,743	$ 50,113,203	$ 141,310,946

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

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FUND FINANCIAL STATEMENTS

The funds described below were determined to be Major Funds by the City in fiscal year 2021. Individual nonmajor funds may be found in the supplemental section.

GENERAL FUND

This fund is the primary operating fund of the City. It accounts for normal recurring activities traditionally associated with governments, which are not required to be accounted for in another fund. These activities are funded primarily by property taxes, sales and use taxes, interest and rental income, charges for services, and grants.

GASOLINE TAX SPECIAL REVENUE FUND

This fund accounts for revenues and expenditures apportioned to the City under the Streets and Highway Code, Sections 2103, 2105, 2106, 2107, and 2107.5 of the State of California. Expenditures for administration, maintenance, and construction must be street related.

LEMOORE HOUSING AUTHORITY SPECIAL REVENUE FUND

This fund has taken over the assets and associated functions of the Low/Moderate Income Housing Fund of the former Lemoore Redevelopment Agency and is used to account for current and future low-income households for the acquisition, rehabilitation, or new construction of single-family homes.

PUBLIC SAFETY DISPATCH CENTER CAPITAL PROJECTS FUND

This fund is used to account for revenue and expenditures related to construction of the new public safety dispatch center.

CITY OF LEMOORE
BALANCE SHEET – GOVERNMENTAL FUNDS
JUNE 30, 2021

	General Fund	Special Revenue Funds: Gasoline Tax Fund	Special Revenue Funds: Lemoore Housing Authority Fund	Capital Project Fund: Public Safety Dispatch Center Fund	Nonmajor Governmental Funds	Total Governmental Funds
ASSETS						
Cash and investments	$ 6,286,038	$ 3,198,795	$ 1,919,873	$ -	$ 16,232,704	$ 27,637,410
Restricted cash and investments	667,870	-	-	-	-	667,870
Receivables:						
Accounts, net	12,572	-	-	-	-	12,572
Interest	3,141	725	-	-	3,614	7,480
Notes	50,701	-	5,194,811	-	2,022,635	7,268,147
Intergovernmental	1,254,533	92,054	-	-	1,005,411	2,351,998
Other	1,675	-	-	-	-	1,675
Interfund receivables	1,017,185	-	-	-	-	1,017,185
Advances to other funds	10,451	-	-	-	-	10,451
Other assets	39,354	-	-	-	-	39,354
Assets held for resale	-	-	1,485,564	-	-	1,485,564
Total assets	$ 9,343,520	$ 3,291,574	$ 8,600,248	$ -	$ 19,264,364	$ 40,499,706
LIABILITIES						
Accounts payable	$ 282,258	$ 20,211	$ 697	$ 9,947	$ 27,397	$ 340,510
Retainage payable	-	-	-	127,720	-	127,720
Deposits and other liabilities	827,364	-	-	-	-	827,364
Unearned revenue	259,635	-	-	-	-	259,635
Due to other funds	-	-	-	53,684	301,629	355,313
Total liabilities	1,369,257	20,211	697	191,351	329,026	1,910,542
DEFERRED INFLOWS OF RESOURCES						
Unavailable revenue	69,545	-	-	-	-	69,545
Unavailable revenue - loans	-	-	5,194,811	-	2,022,635	7,217,446
Total deferred inflows of resources	69,545	-	5,194,811	-	2,022,635	7,286,991
FUND BALANCES (DEFICITS)						
Nonspendable:						
Notes receivable	50,701	-	-	-	-	50,701
Long-term interfund advances	10,451	-	-	-	-	10,451
Restricted:						
Public safety	48,077	-	-	-	-	48,077
Public works	-	3,271,363	-	-	5,420,129	8,691,492
Community development	275,895	-	3,404,740		4,563,840	8,244,475
Parks and recreation	3,613	-	-	-	-	3,613
Capital projects and improvements	-	-	-	-	6,928,734	6,928,734
Assigned:						
Subsequent year's budget:						
Appropriation of fund balance	913,367	-	-	-	-	913,367
Unassigned	6,602,614	-	-	(191,351)	-	6,411,263
Total fund balances (deficits)	7,904,718	3,271,363	3,404,740	(191,351)	16,912,703	31,302,173
Total liabilities, deferred inflows of resources, and fund balances	$ 9,343,520	$ 3,291,574	$ 8,600,248	$ -	$ 19,264,364	$ 40,499,706

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

CITY OF LEMOORE
RECONCILIATION OF THE BALANCE SHEET OF GOVERNMENTAL FUNDS
TO THE STATEMENT OF NET POSITION
JUNE 30, 2021

Amounts reported for governmental activities in the statement of net position are different because:		
Total fund balances - governmental funds		$ 31,302,173
Capital assets, net of accumulated depreciation, used in governmental activities are not current financial resources; therefore, they are not reported in the governmental funds.		61,791,460
Compensated absences are not due and payable in the current period, and therefore are not reported in the funds.		(582,610)
Net pension liability and pension related deferred outflows and inflows of resources are not due in the current period and therefore are not reported in the funds. These amounts consist of:		
Net pension liability	(10,077,316)	
Deferred outflows of resources	2,612,837	
Deferred inflows of resources	(313,178)	(7,777,657)
Certain assets are not available to pay for current period expenditures; therefore, they are unavailable in the governmental funds.		7,286,991
Internal service funds are used by management to charge the costs of fleet maintenance services to individual funds. The assets and liabilities of the internal revenue service funds are included in the governmental activities in the statement of net position.		(822,614)
Net position of governmental activities		$ 91,197,743

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

CITY OF LEMOORE
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES – GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2021

	General Fund	Special Revenue Funds: Gasoline Tax Fund	Special Revenue Funds: Lemoore Housing Authority Fund	Capital Project Fund: Public Safety Dispatch Center Fund	Nonmajor Governmental Funds	Total Governmental Funds
REVENUES						
Property taxes	$ 2,891,255	$ -	$ -	$ -	$ -	$ 2,891,255
Other taxes	7,355,060	-	-	-	-	7,355,060
Licenses and permits	741,155	-	-	-	11,243	752,398
Charges for services	342,726	-	-	-	-	342,726
Intergovernmental	653,883	1,053,216	-	-	1,006,783	2,713,882
Fees and assessments	66,030	-	-	-	860,739	926,769
Loan repayments	-	-	53,868	-	75,196	129,064
Use of money and property	120,746	4,990	31,057	-	26,879	183,672
Other revenue	89,943	11,197	150	1,468	24,502	127,260
Total revenues	12,260,798	1,069,403	85,075	1,468	2,005,342	15,422,086
EXPENDITURES						
Current:						
General government	739,880	-	-	-	8,416	748,296
Public safety	7,567,168	-	-	-	8,517	7,575,685
Public works	1,130,298	26,300	-	-	23,424	1,180,022
Community development	554,445	-	10,087	-	328,518	893,050
Parks and recreation	612,953	-	-	-	1,533	614,486
Capital outlay	60,765	64,262	-	850,589	107,008	1,082,624
Total expenditures	10,665,509	90,562	10,087	850,589	477,416	12,094,163
Excess (deficiency) of revenues over (under) expenditures	1,595,289	978,841	74,988	(849,121)	1,527,926	3,327,923
OTHER FINANCING SOURCES (USES)						
Transfers in	-	832,610	-	805,500	22,036	1,660,146
Transfers out	(22,036)	-	-	-	(1,638,110)	(1,660,146)
Total other financing sources (uses)	(22,036)	832,610	-	805,500	(1,616,074)	-
Net changes in fund balances	1,573,253	1,811,451	74,988	(43,621)	(88,148)	3,327,923
Fund balances (deficits) - beginning, restated	6,331,465	1,459,912	3,329,752	(147,730)	17,000,851	27,974,250
Fund balances (deficits) - ending	$ 7,904,718	$ 3,271,363	$ 3,404,740	$ (191,351)	$ 16,912,703	$ 31,302,173

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

CITY OF LEMOORE
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2021

Amounts reported for governmental activities in the statement of activities are different because:

Net changes in fund balances - total governmental funds	$	3,327,923
Governmental funds report capital outlays as expenditures; however, in the statement of activities, the cost of those assets is capitalized. This is the amount of capital assets recorded.		1,092,150
Depreciation expense on capital assets is reported on the government-wide statement of activities, but it does not require the use of current financial resources; therefore, depreciation expense is not reported as an expenditure in the governmental funds.		(2,118,480)
Compensated absences expense reported in the statement of activities does not require the use of current financial resources; therefore, it is not reported as an expenditure in the governmental funds.		(53,193)
Changes to net pension liability and pension related deferred outflows and inflows of resources do not require the use of current financial resources, and therefore are not reported as expenditures in governmental funds.		(398,870)
The distribution of housing loans and corresponding payments that were recognized in the governmental funds are not recognized in the statement of activities.		109,449
Internal service funds are used by management to charge the costs of fleet maintenance, employee benefits, liability and property insurance and general services to individual funds. The change in net position of certain activities of internal service funds is reported with governmental activities.		76,870
Change in net position of governmental activities	$	2,035,849

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

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MAJOR PROPRIETARY FUNDS

Proprietary funds account for the City operations financed and operated in a manner similar to a private business enterprise. The intent of the City is that the cost of providing goods and services be financed primarily through user charges.

The City reported all of its Enterprise Funds and its Internal Service Fund as major funds in fiscal year 2021.

ENTERPRISE FUNDS

WATER FUND

This fund accounts for activities associated with the acquisition or construction of water facilities and the production, distribution, and transmission of potable water to users.

SEWER FUND

This fund accounts for activities associated with the acquisition or construction, and operations and maintenance of the City's sewer system, including drainage, treatment, and disposal of sanitary wastewater.

REFUSE FUND

This fund accounts for activities associated with the acquisition of refuse and disposal equipment and vehicles, and the collection and disposal of refuse throughout the City.

GOLF COURSE FUND

This fund accounts for the resources provided and used in the City's public golf course.

INTERNAL SERVICE FUND

FLEET MAINTENANCE FUND

This fund is used for the maintenance, service, and repair of the City's fleet. These services are provided to other departments or agencies of the City on a cost reimbursement basis.

CITY OF LEMOORE
STATEMENT OF NET POSITION
PROPRIETARY FUNDS
JUNE 30, 2021

	Business-type Activities					Governmental Activities
	Water Fund	Sewer Fund	Refuse Fund	Golf Course Fund	Total	Internal Service Fund
ASSETS						
Current assets:						
Cash and investments	$ 8,971,565	$ 12,532,160	$ 1,447,389	$ -	$ 22,951,114	$ -
Restricted cash and investments with fiscal agents	9	-	-	-	9	-
Receivables:						
Accounts	1,478,264	452,051	548,844	4,313	2,483,472	336
Less: allowance for doubtful accounts	(25,115)	(17,233)	(15,969)	-	(58,317)	-
Interest	3,332	2,971	500	-	6,803	-
Intergovernmental	-	8	482	-	490	-
Interfund receivables	66,398	88,782	340,062	-	495,242	-
Inventory	-	-	-	13,744	13,744	-
Prepaid expenses	97,543	-	-	-	97,543	-
Total current assets	10,591,996	13,058,739	2,321,308	18,057	25,990,100	336
Noncurrent assets:						
Capital assets:						
Nondepreciable	36,309,614	1,740,988	369,355	624,013	39,043,970	-
Depreciable, net of accumulated depreciation	18,547,100	8,441,763	953,559	991,395	28,933,817	89,167
Total noncurrent assets	54,856,714	10,182,751	1,322,914	1,615,408	67,977,787	89,167
Total assets	65,448,710	23,241,490	3,644,222	1,633,465	93,967,887	89,503
DEFERRED OUTFLOWS OF RESOURCES						
Deferred outflows from pensions	452,377	244,905	352,489	-	1,049,771	11,355
Total deferred outflows of resources	452,377	244,905	352,489	-	1,049,771	11,355
LIABILITIES						
Current liabilities:						
Accounts payable	1,125,216	483,437	99,582	78,624	1,786,859	32,159
Retainage payable	1,654,085	-	-	-	1,654,085	-
Deposits and other liabilities	71,077	-	-	17,978	89,055	-
Unearned revenue	-	14,750	8,750	-	23,500	-
Compensated absences	60,170	29,069	43,096	-	132,335	3,608
Due to other funds	-	-	-	370,005	370,005	787,109
Accrued interest payable	114,294	-	-	-	114,294	-
Current portion of long-term liabilities	628,029	-	-	-	628,029	-
Total current liabilities	3,652,871	527,256	151,428	466,607	4,798,162	822,876
Noncurrent liabilities:						
Long-term liabilities	33,541,870	-	-	-	33,541,870	-
Advances from other funds	-	-	-	10,451	10,451	-
Advances from Successor Agency	-	-	-	1,798,889	1,798,889	-
Compensated absences	2,162	4,870	23,422	-	30,454	-
Net pension liability	1,995,604	1,069,596	1,554,525	-	4,619,725	39,551
Total noncurrent liabilities	35,539,636	1,074,466	1,577,947	1,809,340	40,001,389	39,551
Total liabilities	39,192,507	1,601,722	1,729,375	2,275,947	44,799,551	862,427
DEFERRED INFLOWS OF RESOURCES						
Deferred inflows from pensions	68,733	39,558	53,668	-	161,959	3,990
Total deferred inflows of resources	68,733	39,558	53,668	-	161,959	3,990
NET POSITION (DEFICIT)						
Net investment in capital assets	20,686,815	10,182,751	1,322,914	1,615,408	33,807,888	89,167
Restricted for:						
Debt service reserve	9	-	-	-	9	-
Unrestricted	5,953,023	11,662,364	890,754	(2,257,890)	16,248,251	(854,726)
Total net position (deficit)	$ 26,639,847	$ 21,845,115	$ 2,213,668	$ (642,482)	50,056,148	$ (765,559)
Adjustments to reflect the consolidation of internal service fund activities related to enterprise funds					57,055	
Net position of business-type activities					$ 50,113,203	

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

CITY OF LEMOORE
STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION – PROPRIETARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2021

	Business-type Activities					Governmental Activities
	Water Fund	Sewer Fund	Refuse Fund	Golf Course Fund	Total	Internal Service Fund
Operating revenues:						
Charges for services	$ 10,451,724	$ 3,640,828	$ 4,042,734	$ 1,635,789	$ 19,771,075	$ 838,523
Fines and forfeitures	1,968	165	-	-	2,133	-
Other revenues	23,551	12,955	3,556	2,300	42,362	1,836
Total operating revenues	10,477,243	3,653,948	4,046,290	1,638,089	19,815,570	840,359
Operating expenses:						
Salaries and benefits	1,571,979	949,914	1,335,685	-	3,857,578	(36,579)
Materials and supplies	655,489	241,426	56,090	317,867	1,270,872	303,494
General and administrative	1,498,418	649,985	333,040	136,764	2,618,207	615
Contractual services	288,171	399,168	1,200,863	601,939	2,490,141	13,952
Repairs and maintenance	217,851	68,212	27,192	34,463	347,718	295,545
Other expenses	336,546	217,594	542,925	64,423	1,161,488	20,020
Depreciation	1,134,215	589,364	160,132	102,075	1,985,786	11,932
Total operating expenses	5,702,669	3,115,663	3,655,927	1,257,531	13,731,790	608,979
Operating income (loss)	4,774,574	538,285	390,363	380,558	6,083,780	231,380
Nonoperating revenues (expenses):						
Intergovernmental - capital	-	-	6,848	-	6,848	-
Use of money and property	24,620	65,619	29,731	-	119,970	-
Interest expense	(1,282,975)	-	-	(11,540)	(1,294,515)	-
Gain (loss) on asset disposal	(362,353)	-	-	-	(362,353)	-
Total nonoperating revenues (expenses)	(1,620,708)	65,619	36,579	(11,540)	(1,530,050)	-
Income (loss) before transfers	3,153,866	603,904	426,942	369,018	4,553,730	231,380
Changes in net position	3,153,866	603,904	426,942	369,018	4,553,730	231,380
Net position (deficit) - beginning	23,485,981	21,241,211	1,786,726	(1,011,500)		(996,939)
Net position (deficit) - ending	$ 26,639,847	$ 21,845,115	$ 2,213,668	$ (642,482)		$ (765,559)
Adjustments to reflect consolidation of internal service fund activities related to enterprise funds					154,510	
Change in net position of business-type activities					$ 4,708,240	

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

CITY OF LEMOORE
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2021

	Business-type Activities					Governmental Activities
	Water Fund	Sewer Fund	Refuse Fund	Golf Course Fund	Total	Internal Service Funds
CASH FLOWS FROM OPERATING ACTIVITIES						
Receipts from customers and users	$ 10,019,338	$ 3,496,764	$ 3,766,645	$ 1,631,220	$ 18,913,967	$ 838,187
Payments to suppliers and service providers	(4,064,047)	(1,313,563)	(2,156,499)	(1,109,855)	(8,643,964)	(654,993)
Payments to employees for salaries and benefits	(1,240,940)	(850,028)	(1,057,465)	-	(3,148,433)	(77,579)
Other receipts	23,551	12,955	3,556	2,300	42,362	1,836
Net cash provided (used) by operating activities	4,737,902	1,346,128	556,237	523,665	7,163,932	107,451
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES						
Loans (to) from other funds	(278,827)	283,796	44,279	(511,552)	(462,304)	(45,699)
Net cash provided (used) by noncapital financing activities	(278,827)	283,796	44,279	(511,552)	(462,304)	(45,699)
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES						
Capital grants	-	(8)	6,366	-	6,358	-
Principal paid on capital debt	(714,071)	-	-	-	(714,071)	-
Interest paid on capital debt	(1,285,317)	-	-	(12,113)	(1,297,430)	-
Acquisition and construction of capital assets	(8,051,625)	(917,818)	(310,357)	-	(9,279,800)	(61,752)
Net cash provided (used) by capital and related financing activities	(10,051,013)	(917,826)	(303,991)	(12,113)	(11,284,943)	(61,752)
CASH FLOWS FROM INVESTING ACTIVITIES						
Interest received	34,063	76,966	31,424	-	142,453	-
Proceeds from lease	-	14,750	8,750	-	23,500	-
Net cash provided (used) by investing activities	34,063	91,716	40,174	-	165,953	-
Increase (decrease) in cash and investments	(5,557,875)	803,814	336,699	-	(4,417,362)	-
Cash and investments, July 1 (restated)	14,529,449	11,728,346	1,110,690	-	27,368,485	-
Cash and investments, June 30	$ 8,971,574	$ 12,532,160	$ 1,447,389	$ -	$ 22,951,123	$ -
Cash and investments	$ 8,971,565	$ 12,532,160	$ 1,447,389	$ -	$ 22,951,114	$ -
Cash and investments with fiscal agents	9	-	-	-	9	-
Total cash and investments	$ 8,971,574	$ 12,532,160	$ 1,447,389	$ -	$ 22,951,123	$ -

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

CITY OF LEMOORE
STATEMENT OF CASH FLOWS
PROPRIETARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2021
(Continued)

Reconciliation of Operating Income (Loss) to Net Cash Provided (Used) by Operating Activities

	Business-type Activities					Governmental Activities
	Water Fund	Sewer Fund	Refuse Fund	Golf Course Fund	Total	Internal Service Funds
Operating income (loss)	$ 4,774,574	$ 538,285	$ 390,363	$ 380,558	$ 6,083,780	$ 231,380
Adjustments to reconcile operating income (loss) to net cash provided (used) by operating activities:						
Depreciation	1,134,215	589,364	160,132	102,075	1,985,786	11,932
Changes in assets and liabilities:						
(Increase) decrease in accounts receivable	(437,584)	(144,229)	(276,237)	(4,313)	(862,363)	(336)
(Increase) decrease in inventory	-	-	-	36,048	36,048	-
(Increase) decrease in prepaid expenses	3,453	-	-	-	3,453	-
(Increase) decrease in deferred outflows of resources	(37,136)	5,040	(34,438)	-	(66,534)	37,199
Increase (decrease) in accounts payable	(1,071,025)	262,822	3,611	9,553	(795,039)	(21,367)
Increase (decrease) in deposits and other liabilities	3,230	-	148	(256)	3,122	-
Increase (decrease) in compensated absences	(5,703)	(2,354)	(2,538)	-	(10,595)	1,641
Increase (decrease) in deferred inflows of resources	(49,508)	(35,537)	(38,856)	-	(123,901)	(11,018)
Increase (decrease) in net pension liability	423,386	132,737	354,052	-	910,175	(141,980)
Net cash provided (used) by operating activities	$ 4,737,902	$ 1,346,128	$ 556,237	$ 523,665	$ 7,163,932	$ 107,451

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

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FIDUCIARY FUNDS

Fiduciary funds are used to account for resources held for the benefit of parties outside the government. The City administers the activity of a private purpose trust fund and a custodial fund. Fiduciary funds are not reflected in the government-wide statements because the resources of those funds are not available to support the City's own programs.

LEMOORE REDEVELOPMENT SUCCESSOR AGENCY PRIVATE-PURPOSE TRUST FUND

This fund is used to account for assets and liabilities of the former Lemoore Redevelopment Agency until they are distributed to other units of state and local government as a result of the dissolution of the redevelopment agency.

CUSTODIAL FUNDS

These funds are used to account for assets held by the City for the Irrigation District, individuals, private organizations, other governments and/or other funds. The funds are custodial in nature and do not involve measurement of results in operations.

CITY OF LEMOORE
STATEMENT OF FIDUCIARY NET POSITION
FIDUCIARY FUNDS
JUNE 30, 2021

	Lemoore Redevelopment Successor Agency Private-Purpose Trust Fund	Custodial Funds
ASSETS		
Cash and investments	$ 1,037,758	$ 131,615
Restricted cash and investments with fiscal agents	1,461,307	-
Advances to City of Lemoore	1,798,889	-
Notes receivable	1,076,777	-
Land held for resale	180,494	-
Other assets	-	28,800
Total assets	5,555,225	160,415
LIABILITIES		
Accounts payable	-	70
Impact fees payable	-	8,983
Due to other governments	18,050	-
Interest payable	209,986	-
Long-term liabilities:		
Due within one year	936,800	-
Due in more than one year	11,539,511	-
Total liabilities	12,704,347	9,053
NET POSITION (DEFICIT)		
Restricted for:		
Net position (deficit) held in trust for the retirement of obligations of the Lemoore Successor Agency to the former Lemoore Redevelopment Agency	(7,149,122)	-
Organizations and other governments	-	151,362
Total net position (deficit)	$ (7,149,122)	$ 151,362

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

CITY OF LEMOORE
STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
FIDUCIARY FUNDS
FOR THE YEAR ENDED JUNE 30, 2021

	Lemoore Redevelopment Successor Agency Private-Purpose Trust Fund	Custodial Funds
ADDITIONS		
Investment earnings:		
Interest, dividends, and other	$ 19,828	$ 222
Net investment earnings	19,828	222
Collections on behalf of other governments:		
Property taxes	1,495,164	-
Impact fees	-	119,947
Other	-	130
Total collections on behalf of other governments	1,495,164	120,077
Total additions	1,514,992	120,299
DEDUCTIONS		
Administrative expense	55,344	-
Interest expense	533,518	-
Payments to other governments	-	134,517
Bad debt	40,490	-
Other expenses	-	1,061
Total deductions	629,352	135,578
Net increase (decrease) in fiduciary net position	885,640	(15,279)
Net position (deficit) - beginning, restated	(8,034,762)	166,641
Net position (deficit) - ending	$ (7,149,122)	$ 151,362

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

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Reporting Entity

The City of Lemoore, California (the "City") is a charter city operating under a Council-Member form of government. During the year ended June 30, 2000, the voters of the City approved a Charter which gives the City Council greater self-rule, and the Charter was accepted by the California Secretary of State.

The accompanying basic financial statements include the financial activities of the City, the primary government and its component units, the Lemoore Financing Authority (Financing Authority) and the Lemoore Housing Authority (Housing Authority). Financial information for the City and its component units are accounted for in the accompanying financial statements in accordance with principles defining the governmental reporting entity adopted by the Governmental Accounting Standards Board. The City Council members, in separate sessions, serve as the governing board of the component units. These entities are presented on a blended basis.

The **Lemoore Financing Authority** (Financing Authority) was formed in August 1989 for the purpose of assisting the financing or refinancing of certain public capital facilities within the City. The Financing Authority is governed by a five-member board of directors, which consists of the members of the City Council with the City Manager as the Executive Director. The financial transactions for the Financing Authority are recorded in the Water, Sewer, and Golf Course enterprise funds. The Financing Authority does not issue separate financial statements.

The **Lemoore Housing Authority** (Housing Authority) was formed in February 2011 for the purpose of providing sanitary and safe housing for people of very low, low, or moderate income within the City's territorial jurisdiction. The Housing Authority is governed by a five-member board of directors, which consists of the members of the City Council with the City Manager as the Executive Director. The financial transactions for the Housing Authority are recorded in the Lemoore Housing Authority special revenue fund. The Housing Authority does not issue separate financial statements.

The financial statements of the City have been prepared in conformity with accounting principles generally accepted in the United States of America as applied to governmental audits. The Governmental Accounting Standards Board is the accepted standard setting body for governmental accounting and financial reporting principles. The more significant of the City's accounting policies are described below.

B. Basis of Presentation

The accounts of the City are organized on the basis of funds. A fund is an independent fiscal and accounting entity with a self-balancing set of accounts. Fund accounting segregates funds according to their intended purpose and is used to aid management in demonstrating compliance with finance-related legal and contractual provisions. The minimum number of funds is maintained consistent with legal and managerial requirements.

Government-Wide Financial Statements – The statement of net position and the statement of activities display information about the primary government (the City) and its component unit. These statements include the financial activities of the overall government, except for fiduciary activities. Eliminations have been made to minimize the double-counting of internal activities. These statements distinguish between the *governmental and business-type activities* of the City. Governmental activities generally are financed through taxes, intergovernmental revenues, and other non-exchange transactions. Business-type activities are financed in whole or in part by fees charged to external parties.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

B. Basis of Presentation (Continued)

The statement of activities presents a comparison between direct expenses and program revenues for each different identifiable activity of the City's *business-type activities* and for each function of the City's *governmental activities*. Direct expenses are those that are specifically associated with a program or function and, therefore, are included in the program expense reported for individual function. Certain indirect costs, which cannot be identified and broken down, are included in the program expense reported for individual functions and activities. Program revenues include, 1) fines, fees, and charges paid by the recipients of goods and 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.

Certain eliminations have been made as prescribed by GASB Statement No. 34 in regards to interfund activities, payables and receivables. All internal balances in the statement of net position have been eliminated except those representing balances between the governmental activities and the business-type activities, which are presented as internal balances and eliminated in the total primary government column. In the statement of activities those transactions between governmental and business-type activities have not been eliminated. The following interfund activities have been eliminated: due to/due from other funds, interfund note receivable/interfund long-term debt, and transfers in/transfers out.

Fund Financial Statements – The fund financial statements provide information about the City's funds. Separate statements for each fund category – *governmental, proprietary, and fiduciary* – are presented. 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 aggregated and reported as nonmajor funds. An accompanying schedule is presented to reconcile and explain the differences in funds and changes in fund balances as presented in these statements to the net position and changes in net position presented in the government-wide financial statements.

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 party receives and gives up essentially equal values. Nonoperating revenues, such as subsidies and investment earnings, result from nonexchange transactions or ancillary activities. Operating expenses are those expenses that are essential to the primary operations of the fund. All other expenses are reported as nonoperating expenses.

Major funds are defined as funds that have either assets, liabilities, revenues or expenditures/expenses equal to ten percent fund type total and five percent of the City's funds. The General Fund is always a major fund. The City may also select other funds it believes should be presented as major funds.

The City reports the following major governmental funds:

The **General Fund** is the primary operating fund of the City. It accounts for normal recurring activities traditionally associated with government, which are not required to be accounted for in another fund. These activities are funded primarily by property taxes, sales and use taxes, interest and rental income, charges for services, and grants.

The **Gasoline Tax Fund** accounts for revenues and expenditures apportioned to the City under the Streets and Highway Code, Sections 2103, 2105, 2106, 2107, and 2107.5 of the State of California. Expenditures for administration, maintenance, and construction must be street related.

The **Lemoore Housing Authority Fund** has taken over the assets and associated functions of the Low/Moderate Income Housing Fund of the former Lemoore Redevelopment Agency and is used to account for current and future low-income households for the acquisition, rehabilitation, or new construction of single-family homes.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

B. Basis of Presentation (Continued)

The **Public Safety Dispatch Center Fund** is used to account for the revenue and expenditures related to the construction of the new public safety dispatch center.

Enterprise fund financial statements include a statement of net position, statement of revenues, expenses and changes in net position, a statement of cash flows for each major enterprise fund and nonmajor funds aggregated.

The City has four major enterprise funds, the Water Fund, Sewer Fund, Refuse Fund, and Golf Course Fund, which are used to account for operations that are financed and operated in a manner similar to private business enterprise. In an enterprise fund, the intent of the City Council is that costs (expenses, including depreciation) of providing services to the general public, on a continuing basis, be financed or recovered primarily through user charges.

The City reports the following major enterprise funds:

The **Water Fund** accounts for the activities of the City's water production and distribution operations.

The **Sewer Fund** accounts for the activities of the City's sanitary sewer system operations.

The **Refuse Fund** accounts for the activities of the City's refuse collection and disposal operations.

The **Golf Course Fund** accounts for the resources provided and used in the golf course.

The City's fiduciary funds are used to account for resources held for the benefit of parties outside the government. The fund's activities are reported in a separate statement of fiduciary net position and a statement of changes in fiduciary net position. Fiduciary funds are not reflected in the government-wide statements because the resources of those funds are not available to support the City's own programs. Fiduciary funds are presented on an economic resources measurement focus and the accrual basis of accounting, similar to the government-wide financial statements.

The City reports the following fiduciary funds:

Lemoore Redevelopment Successor Agency Private Purpose Trust Fund is used to account for assets and liabilities of the former redevelopment agency until they are distributed to other units of state and local government as a result of the dissolution of the redevelopment agency.

Custodial Funds are used to account for assets held by the City as a custodian for the Laguna Irrigation District, individuals, private organizations, other governments and/or other funds.

Additionally, the City reports the following fund type:

Internal Service Fund is used to account for fleet maintenance services provided to other departments or agencies of the City on a cost reimbursement basis.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

C. Measurement Focus, Basis of Accounting

The accounting and financial reporting treatment is determined by the applicable measurement focus and basis of accounting. Measurement focus indicates the type of resources being measured such as *current financial resources* or *economic resources*. The basis of accounting indicates the timing of transactions or events for recognition in the financial statements.

The government-wide 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 when a liability is incurred regardless of the timing of related cash flows. Property taxes are recognized as revenues in the year for which they are levied. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

The governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified basis of accounting*. Revenues, except for grants, are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the City considers revenues to be available if they are collected within 60 days of the end of the current fiscal year. Expenditures generally are recorded when a liability is incurred as under accrual accounting. However, debt service expenditures, as well as expenditures related to compensated absences, are recorded only when payment is due. General capital asset acquisitions are reported as expenditures in governmental funds. Issuance of long-term debt and acquisitions under capital leases are reported as other financing sources.

Property taxes, sales taxes, franchise taxes, licenses, and interest associated with the current fiscal period are all considered to be susceptible to accrual and so have been recognized as revenue of the current fiscal year. Entitlements are recorded as revenues when all eligibility requirements are met, including any time requirement, and the amount is received during the period or within the availability period for this revenue resource (within 60 days of year-end). Expenditure-driven grants are recognized as revenue when the qualifying expenditures have been incurred and all other eligibility requirements have been met. All other revenues items are considered to be measurable and available only when cash is received by the City.

The proprietary and private-purpose trust funds are reported using the *economic resources measurement focus* and the *accrual basis of accounting*. The agency fund has no measurement focus but utilizes the *accrual basis of accounting* for reporting its assets and liabilities.

Proprietary funds distinguish *operating* revenues and expenses from *nonoperating* items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the City's proprietary funds are charges to customers for sales and services. Operating expenses for proprietary funds include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

D. Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position/Fund Balances

Cash and Cash Equivalents

For the purposes of the statement of cash flows, the City considered all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents.

Deposits and Investments

The City maintains a cash and investment pool that is available for use by all funds. This pool utilizes investments authorized by the Government Code and is further defined by the City's investment policy that is approved by the City Council.

Authorized investments include deposits in the State of California administered Local Agency Investment Fund (LAIF), insured certificates of deposits, collateralized certificates of deposits, commercial paper, money market mutual funds, federally sponsored credit agency securities, and securities backed by the U.S. Government. All investments are stated at fair value.

Interest income earned as a result of pooling is distributed to the appropriate funds based on month end cash balances in each fund. Interest income from cash and investments with fiscal agents is credited directly to the related fund.

Restricted Assets

Certain proceeds of general obligation debt and enterprise debt are classified as restricted assets on the balance sheet because their use is limited by applicable debt covenants. "Cash with fiscal agents" is used to report resources set aside for potential deficiencies in the repayment ability of the enterprise funds, and for payment of construction projects undertaken by the City.

Interfund Transactions

Interfund transactions are reflected as loans, services provided or used, reimbursements or transfers. Loans 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 noncurrent portion of interfund loans). Any residual balances outstanding between the *governmental activities* and the *business-type activities* are reported in the fund financial statements, and 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 or used, deemed to be at market or near market rates, are treated as revenues and expenditures or 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 between governmental or proprietary funds are netted as part of the reconciliation to the government-wide presentation.

Receivables

Enterprise fund statements report an allowance for uncollectible accounts against the account receivables. All customers are billed monthly. The estimated value of services provided, but unbilled at year-end, has been included in the accompanying financial statements.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

D. Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position/Fund Balances (Continued)

Property Tax Calendar

Property taxes are assessed, collected and allocated by Kings County throughout the fiscal year according to the following property tax calendar:

Lien Date	January 1
Levy Date	July 1 to June 30
Due Dates	November 1, 1st installment; February 1, 2nd installment
Delinquent Dates	December 10, 1st installment; April 10, 2nd installment

Revenues from taxpayer-assessed taxes (sales and use, business license, transient occupancy, utility users, gas, and franchise fees) are accrued in the governmental funds when they are both measurable and available. The City considers these revenues available if they are received during the period when settlement of prior fiscal year accounts payable occurs. Historically, the majority of these taxes are received within 60 days of the fiscal year-end.

The City accrues as receivable all property taxes received during the first (60) days of the new fiscal year.

Inventory of Supplies and Prepaid Items

Inventory is valued at the lower of cost, determined by the first-in, first-out method, or market and consists primarily of golf merchandise and food and beverage items sold at the golf course. The cost of such inventories is recorded as expenditures/expenses when consumed rather than when purchased.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both government-wide and fund financial statements. The cost of prepaid items is recorded as expenditures/expenses when consumed rather than when purchased.

Assets Held for Resale

Land and improvements held by the City for the purpose of improving and reselling are accounted for in the account. Property is valued at the lower of cost or net realizable value.

Capital Assets

The City's assets are categorized at historical cost or estimated historical cost. City policy has set the capitalization threshold for reporting capital assets at $5,000. Gifts or contributions of capital assets are recorded at fair value when received. Depreciation is recorded on a straight-line basis over the useful lives of the assets as follows:

Buildings and improvements	40 years
Machinery and equipment	5-15 years
Road network	25-50 years
Infrastructure	10-15 years

In accordance with GASB Statement No. 34, the City is required to account for and report infrastructure capital assets. The City's road network consists of seven subsystems which include sidewalk, curb and gutter, pavement, landscape zones, streetlights, railroad crossings, and traffic signals. Subsystem detail is not presented in these basic financial statements; however, the City maintains detailed information on these subsystems. The assets in these subsystems are depreciated using the straight-line method.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

D. Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position/Fund Balances (Continued)

Risk Management

The City participates with other public entities in a joint venture under a joint powers agreement which establishes the Central San Joaquin Valley Risk Management Authority (CSJVRMA). The relationship between the City and CSJVRMA is such that CSJVRMA is not a component unit of the City for financial reporting purposes.

Interest Payable

In the government-wide financial statements, interest payable for long-term debt is recognized as the liability is incurred for the governmental fund-types and proprietary-fund types.

In the fund financial statements, proprietary fund-types recognize the interest payable when the liability is incurred.

Compensated Absences Payable

City employees are granted vacation and sick leave in varying amounts depending on the number of years of service. City employees also accumulate hours of overtime as compensated time off. For governmental funds, earned but unused, vested leave (vacation, compensated time off, holiday) is expensed and established as a liability and is reported in the government-wide statement of net position in the governmental activities column. Vested leave for enterprise funds is recorded as an expense and liability of those funds as the benefits accrue. No liability is recorded for non-vesting leave such as sick leave.

Unearned Revenue

Unearned revenue is that for which asset recognition criteria have been met, but for which asset revenue recognition criteria have not been met. The City typically records intergovernmental revenues (primary grants and subventions) received but not earned (qualifying expenditures not yet incurred) as unearned revenue.

Unavailable Revenue

In the fund financial statements, unavailable revenue is recorded when transactions have not yet met the revenue recognition criteria based on the modified accrual basis of accounting. The City records unavailable revenue for transactions for which revenues have been earned, but for which funds are not available to meet current financial obligations.

Long-Term Debt

In the government-wide financial statements and enterprise fund type statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities, business-type activities, or enterprise fund type statement of net position. Bond premiums and discounts are deferred and amortized over the life of the bonds using the straight-line method. Bonds payable are reported net of the applicable bond premiums or discount.

In the fund financial statements, 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 or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

D. Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position/Fund Balances (Continued)

Pensions

In government-wide financial statements, pensions are recognized and disclosed using the accrual basis of accounting (see Note 12 and the RSI section immediately following the notes to financial statements), regardless of the amount recognized as pension expenditures on the modified accrual basis of accounting. The City recognizes a net pension liability of the qualified pension plan in which it participates, which represents the excess of the total pension liability over the fiduciary net position of the qualified pension plan, measured as of the City's fiscal year-end or the City's proportionate share thereof in the case of a cost-sharing multiple-employer plan. Changes in the net pension liability during the period are recorded as pension expense, or as deferred inflows of resources or deferred outflows of resources depending on the nature of the change, in the period incurred. Those changes in net pension liability that are recorded as deferred inflows of resources or deferred outflows of resources that arise from changes in actuarial assumptions or other inputs and differences between expected or actual experience are amortized over the weighted average remaining service life of all participants including retirees, in the respective qualified pension plan and recorded as a component of pension expense beginning with the period in which they arose. Projected earnings on qualified pension plan investments are recognized as a component of pension expense. Differences between projected and actual investment earnings are reported as deferred inflows of resources or deferred outflows of resources and amortized as a component of pension expense on a closed basis over a five-year period beginning with the period in which the difference occurred.

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

Deferred Outflows and Inflows of Resources

Pursuant to GASB Statement No. 63 and GASB Statement No. 65, the City recognizes deferred outflows and inflows of resources. A deferred outflow of resources is defined as a consumption of net position by the government that is applicable to a future reporting period. A deferred inflow of resources is defined as an acquisition of net position by the government that is applicable to a future reporting period. Refer to Notes 10 and 12 for a detailed listing of the deferred outflows and deferred inflows of resources the City has recognized.

Use of Estimates

The preparation of the 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 and disclosures. Accordingly, actual results could differ from those estimates.

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

D. Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position/Fund Balances (Continued)

Classification of Net Position

In the government-wide financial statements and proprietary fund statements, net position is classified in the following categories:

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 this category.

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

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

When both restricted and unrestricted net position are available, restricted resources are depleted first before the unrestricted resources are used.

Fund Balances

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

Nonspendable - This classification includes amounts that cannot be spent because they are either (a) not in spendable form or (b) are legally or contractually required to be maintained intact.

Restricted - This classification includes amounts for which constraints have been placed on the use of the resources either (a) externally imposed by creditors (such as through a debt covenant), grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.

Committed - This classification includes amounts that can be used only for specific purposes pursuant to constraints imposed by formal action of the City Council. These amounts cannot be used for any other purpose unless the City Council removes or changes the specified use by taking the same type of action (ordinance or resolution) that was employed when the funds were initially committed. This classification also includes contractual obligations to the extent that existing resources have been specifically committed for use in satisfying those contractual requirements.

Assigned - This classification includes amounts that are constrained by the City's intent to be used for a specific purpose but are neither restricted nor committed. This intent can be expressed by the City Council or through the City Council delegating this responsibility to the City manager through the budgetary process. This classification also includes the remaining positive fund balance for all governmental funds except for the General Fund.

Unassigned -This classification includes amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose within the City.

The City would typically use restricted fund balances first, followed by committed resources, and then assigned resources, as appropriate opportunities arise, but reserves the right to selectively spend unassigned resources first to defer the use of these other classified funds.

NOTE 2 – CASH AND INVESTMENTS

Cash and investments as of June 30, 2021 are classified in the accompanying financial statements as follows:

Statement of Net Position:	
Cash and investments	$ 50,588,524
Restricted cash and investments	667,870
Restricted cash and investments with fiscal agents	9
Fiduciary Funds:	
Cash and investments	1,169,373
Restricted cash and investments with fiscal agents	1,461,307
Total cash and investments	$ 53,887,083

Cash and investments as of June 30, 2021 consist of the following:

Cash on hand	$ 5,540
Deposits with financial institutions	34,970,821
Investments	18,910,722
Total cash and investments	$ 53,887,083

A. Investments Authorized by the California Government Code and the City's Investment Policy

The table below identifies the investment types that are authorized for the City by the California Government Code (or the City's investments 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. The City's investment policy does not contain any specific provisions intended to limit the City's exposure to interest rate risk, credit risk, and concentration of credit risk. This table does not address investments of debts proceeds held by bond trustee 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 or Amount	Maximum Investment of One Issuer or Amount
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%
National certificates of deposit	5 years	30%	Legal Limit
Repurchase agreements	1 year	None	None
Medium-term notes	5 years	30%	None
Mutual accounts	N/A	20%	10%
Money market accounts	N/A	20%	10%
Local agency investment fund (LAIF)	N/A	None	None

NOTE 2 – CASH AND INVESTMENTS (Continued)

B. Investments Authorized by Debt Agreements

Investments of debt proceeds held by the 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 risks, credit risk, and concentration of credit risk.

Authorized Investment Type	Maximum Maturity	Maximum Percentage of Portfolio or Amount	Maximum Investment of One Issuer or Amount
U.S. Treasury obligations	None	None	None
U.S. Agency securities	None	None	None
Bankers acceptances	180 days	None	None
Commercial paper	270 days	None	None
Money market mutual funds	N/A	None	None
Investment contracts	30 years	None	None

C. Disclosures 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 maintaining funds in liquid, short-term investments which can be converted to cash when necessary to meet disbursement requirements.

Information about the sensitivity of the fair values 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	Fair Value	12 Months or Less	13 to 24 Months	25 to 60 Months	More Than 60 Months
State Investment Pool	$ 17,205,895	$ 17,205,895	$ -	$ -	$ -
Certificates of Deposits	243,513	243,513	-	-	-
Held by Bond Trustee:					
Money Market Funds	1,461,314	1,461,314	-	-	-
Total	$ 18,910,722	$ 18,910,722	$ -	$ -	$ -

NOTE 2 – CASH AND INVESTMENTS (Continued)

D. 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 below 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.

			Ratings as of Year-End	
Investment Type	Amount	Minimum Legal Rating	AA+	Not Rated
State Investment Pool	$ 17,205,895	N/A	$ -	$ 17,205,895
Certificates of Deposits	243,513	N/A	-	243,513
Held by Bond Trustee:				
Money Market Funds	1,461,314	N/A	-	1,461,314
Total	$ 18,910,722		$ -	$ 18,910,722

E. Concentration of Credit Risk

Concentration of credit risk is the risk that the failure of any one issuer would place an undue financial burden on the City. The investment policy of the City contains no limitations on the amount that can be invested in any one issuer beyond that stipulated in the California Government Code. As of June 30, 2021, there were no investments in any one issuer (other than U.S. Treasury securities, mutual funds, and external investment pools) that represent 5% or more of the total pooled investment.

NOTE 2 – CASH AND INVESTMENTS (Continued)

F. Custodial Credit Risk

Custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, a city will not be able to recover its deposits or will not be able to recover collateral securities that are in possession of an outside party. The custodial credit risk for investments is the risk that, in the event of the failure of the counterpart (e.g. broker-dealer) to a transaction, a city 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 provision for deposits: the California Government Code requires that a financial institution secure deposits made by the state or local government units by pledging securities in an undivided collateral pool held by a depository regulated under the state law (unless so waived by the government 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.

As of June 30, 2021, the carrying amount of the City's bank deposits was $34,970,821, and the respective bank balances totaled $35,634,944, the total amount of which was collateralized with pooled securities held by the financial institution's trust department. These securities are held in the name of the financial institution and not in the name of the City.

In addition, as of June 30, 2021, none of the City's investments with financial institutions were held in uncollateralized accounts.

Custodial credit risk does not apply to a local government's indirect investment in securities through the use of mutual funds or government investment pools (such as LAIF).

G. Local Agency Investment Fund

The City of Lemoore is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by the California Government Code under the oversight of the Treasurer of the State of California. The fair value of the City's investment in this pool is reported in the accompanying financial statements at amounts 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. LAIF is not registered with the Securities and Exchange Commission and is not rated. Deposits and withdrawals to and from LAIF are transferred on the basis of $1 and not fair value. Accordingly, under the fair value hierarchy, LAIF is uncategorized.

NOTE 2 – CASH AND INVESTMENTS (Continued)

H. Fair Value Hierarchy

The City categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The City has the following recurring fair value measurements as of June 30, 2021:

Investments by Fair Value Level	Amount	Fair Value Measurements Level 2 Inputs
Certificates of Deposit	$ 243,513	$ 243,513
State Investment Pool	17,205,895	
Held by Bond Trustee:		
Money Market Funds	1,461,314	
	$ 18,910,722	

In determining fair value, the City's custodians use various methods including market and income approaches. Based on these approaches, the City's custodians utilize certain assumptions that market participants would use in pricing the asset or liability. The City's custodians utilize valuation techniques that maximize the use of observable inputs and minimize the use of unobservable inputs.

Various inputs are used in determining the value of the City's investments and other financial instruments. The inputs or methodology used for valuing securities are not necessarily an indication of the risk associated with investing in those securities. These inputs are summarized in the three broad levels: Level 1 – quoted prices in active markets for identical investments, Level 2 – other significant observable inputs (including quoted prices for similar securities, interest rates, prepayment speeds, credit risk, etc.) and Level 3 – significant unobservable inputs (including the City's own assumptions in determining the fair value of investments).

According to GASB 72, money market investments and participating interest-earning investment contracts that have a remaining maturity at the time of purchase of one year or less should be measured at amortized cost, and as such, are not shown in the fair value hierarchy. Additionally, the City's LAIF is not presented, as the amount available for withdrawal is based on amortized cost.

NOTE 3 – FORGIVABLE LOANS

The City administers a housing rehabilitation loan program. Under this program, individuals with incomes below certain levels are eligible to receive low interest loans for rehabilitation work on their homes. These performing loans are secured by deeds of trust on the rehabilitation properties.

Forgivable loans are not required to be paid back unless the participating homeowner sells, transfers title to the rehabilitated property, or discontinues residence in the dwelling at which time the full amount of the deferred loan is due. These loans are "non-performing loans" and are not recorded as loans receivable in the financial statements. Such loans totaled $1,635,321 as of June 30, 2021.

NOTE 4 – INTERFUND ACTIVITIES

Interfund balances for the purpose of the government-wide statements have been eliminated. The composition of interfund balances in the fund level statements as of June 30, 2021, is as follows:

A. Current Interfund Receivables/Payables

Current interfund balances are generally short-term loans to cover temporary cash deficits in various funds and are expected to be repaid shortly after the end of the fiscal year. The City's interfund receivables and payables consisted of the following at June 30, 2021.

	Due from Other Funds	Due to Other Funds
Governmental Funds		
Major Funds:		
General Fund	$ 1,017,185	$ -
Public Safety Dispatch Center Capital Projects Fund	-	53,684
Nonmajor Funds:		
Maintenance Assessment District Special Revenue Fund	-	301,629
Enterprise Funds		
Major Funds:		
Water Fund	66,398	-
Sewer Fund	88,782	-
Refuse Fund	340,062	-
Golf Course Fund	-	370,005
Internal Service Funds		
Major Funds:		
Fleet Maintenance Fund	-	787,109
Total	$ 1,512,427	$ 1,512,427

B. Long-Term Interfund Advances

Long-term interfund advances are advances to other funds that are not expected to be repaid in one year or less. The City's long-term interfund advances consisted of the following at June 30, 2021:

	Advances to Other Funds	Advances from Other Funds
Governmental Funds		
Major Funds:		
General Fund	$ 10,451	$ -
Enterprise Funds		
Major Funds:		
Golf Course Fund	-	1,809,340
Fiduciary Funds		
Successor Agency Private Purpose Trust Fund	1,798,889	-
Total	$ 1,809,340	$ 1,809,340

On August 5, 2013, the City's General Fund loaned $1,439,128 to the Golf Course enterprise fund to pay off the 1995 Golf Course Bonds and related expenses. The loan bears 1.35% interest, payable quarterly over an eight-year term. The final payment of the loan is scheduled for November 5, 2021. The loan balance is $10,451 as of June 30, 2021.

NOTE 4 – INTERFUND ACTIVITIES (Continued)

B. Long-Term Interfund Advances (Continued)

On June 30, 2005, the City's Golf Course Fund obtained a loan from the Lemoore Redevelopment Successor Agency for $1,039,850 bearing 2.38% interest. This loan incurred interest beginning July 1, 2005. Payments of approximately $300,000 per year will begin in fiscal year 2024. The loan was obtained to cover both direct expenses and debt service of the golf course. The final payment of the loan is scheduled for June 30, 2030. The loan balance is $1,798,889 as of June 30, 2021.

C. Transfers

Transfers for the year ended June 30, 2021 are summarized as follows:

	Transfers	
	In	Out
Major Funds:		
General Fund	$ -	$ 22,036
Gasoline Tax Fund	832,610	-
Public Safety Dispatch Center	805,500	-
Nonmajor Funds:		
Local Transportation Fund	-	832,610
Maintenance Assessment District Fund	22,036	-
Capital Improvement Fees Fund	-	805,500
Total	$ 1,660,146	$ 1,660,146

NOTE 5 – EMPLOYEE LOAN PROGRAM

In March 2004, the City Council approved the Homebuyer Assistance Program (Program), which provides interest-free, forgivable loans to full-time, permanent City employees for the purchase of a single family residence. The amount available to borrow is $15,000 for sworn personnel and $10,000 for all other employees and are forgiven incrementally over ten years, beginning at the time of disbursement. All loans are secured by a deed of trust on the property and must be repaid upon the termination of the employee, whether voluntary or involuntary, with certain exceptions, or a lien is placed on the property. During the fiscal year ended June 30, 2021, no new loans were entered by the City and approximately $14,000 of collections were received. At June 30, 2021, the remaining balance of open loans is $220,437, $169,737, or 77%, of which has been deemed to be uncollectible.

NOTE 6 – ASSETS HELD FOR RESALE

The following is a summary of changes in the assets held for resale during the year ended June 30, 2021:

	Balance June 30, 2020	Additions	Reductions	Balance June 30, 2021
Land held for resale	$ 1,485,564	$ -	$ -	$ 1,485,564

NOTE 7 – CAPITAL ASSETS

A. Governmental Activities

Capital assets activity of the governmental activities for the year ended June 30, 2021 is as follows:

	Balance June 30, 2020	Additions	Reductions	Transfers/ Adjustments	Balance June 30, 2021
Capital assets, not being depreciated:					
Land	$ 2,815,713	$ -	$ -	$ -	$ 2,815,713
Construction in progress	3,364,167	1,005,001	(1,419,484)	-	2,949,684
Total capital assets, not being depreciated	6,179,880	1,005,001	(1,419,484)	-	5,765,397
Capital assets, being depreciated:					
Buildings and improvements	17,312,657	30,400	-	-	17,343,057
Machinery and equipment	6,865,313	118,501	(97,458)	-	6,886,356
Road network	46,795,641	1,419,484	-	-	48,215,125
Infrastructure	5,952,622	-	-	-	5,952,622
Total capital assets, being depreciated	76,926,233	1,568,385	(97,458)	-	78,397,160
Less accumulated depreciation for:					
Buildings and improvements	(6,654,279)	(519,100)	-	-	(7,173,379)
Machinery and equipment	(4,695,141)	(420,794)	97,458	-	(5,018,477)
Road network	(5,542,889)	(969,286)	-	-	(6,512,175)
Infrastructure	(3,356,667)	(221,232)	-	-	(3,577,899)
Total accumulated depreciated, net	(20,248,976)	(2,130,412)	97,458	-	(22,281,930)
Total capital assets, being depreciated, net	56,677,257	(562,027)	-	-	56,115,230
Governmental activities capital assets, net	$ 62,857,137	$ 442,974	$ (1,419,484)	$ -	$ 61,880,627

Depreciation expense was charged to the functions/programs of the governmental activities of the primary government as follows:

Governmental Activities:	
General government	$ 4,011
Public safety	315,278
Public works	1,691,287
Parks and recreation	107,904
Capital assets held by the Internal Service Funds were charged to the various functions based on their usage	11,932
Total depreciation expense - governmental activities	$ 2,130,412

NOTE 7 – CAPITAL ASSETS (Continued)

B. Business-Type Activities

Capital assets activity of the business-type activities for the year ending June 30, 2021 is as follows:

	Balance June 30, 2020	Additions	Reductions	Transfers/ Adjustments	Balance June 30, 2021
Water Fund:					
Capital Assets, not being depreciated:					
Land	$ 427,232	$ -	$ -	$ -	$ 427,232
Construction in progress	26,198,202	9,684,180	-	-	35,882,382
Total capital assets, not being depreciated	26,625,434	9,684,180	-	-	36,309,614
Capital assets, being depreciated:					
Buildings and improvements	16,795,957	6,190	(25,819)	-	16,776,328
Machinery and equipment	17,127,629	15,340	(986,016)	-	16,156,953
Total capital assets, being depreciated	33,923,586	21,530	(1,011,835)	-	32,933,281
Less accumulated depreciation for:					
Buildings and improvements	(8,750,509)	(396,000)	25,819	-	(9,120,690)
Machinery and equipment	(5,150,939)	(738,215)	623,663	-	(5,265,491)
Total accumulated depreciation, net	(13,901,448)	(1,134,215)	649,482	-	(14,386,181)
Total capital assets, being depreciated, net	20,022,138	(1,112,685)	(362,353)	-	18,547,100
Water fund capital assets, net	$ 46,647,572	$ 8,571,495	$ (362,353)	$ -	$ 54,856,714

	Balance June 30, 2020 (Restated)	Additions	Reductions	Transfers/ Adjustments	Balance June 30, 2021
Sewer Fund:					
Capital assets, not being depreciated:					
Land	$ 1,142,838	$ -	$ -	$ -	$ 1,142,838
Construction in progress	227,861	828,972	(458,683)	-	598,150
Total capital assets, not being depreciated	1,370,699	828,972	(458,683)	-	1,740,988
Capital assets, being depreciated:					
Buildings and improvements	9,644,668	-	-	-	9,644,668
Machinery and equipment	5,892,322	547,529	-	-	6,439,851
Total capital assets, being depreciated	15,536,990	547,529	-	-	16,084,519
Less accumulated depreciation for:					
Buildings and improvements	(3,692,843)	(337,607)	-	-	(4,030,450)
Machinery and equipment	(3,360,549)	(251,757)	-	-	(3,612,306)
Total accumulated depreciation, net	(7,053,392)	(589,364)	-	-	(7,642,756)
Total capital assets, being depreciated, net	8,483,598	(41,835)	-	-	8,441,763
Sewer fund capital assets, net	$ 9,854,297	$ 787,137	$ (458,683)	$ -	$ 10,182,751

NOTE 7 – CAPITAL ASSETS (Continued)

B. Business-Type Activities (Continued)

	Balance June 30, 2020	Additions	Reductions	Transfers/ Adjustments	Balance June 30, 2021
Refuse Fund:					
Capital assets, not being depreciated:					
Land	$ 369,355	$ -	$ -	$ -	$ 369,355
Total capital assets, not being depreciated	369,355	-	-	-	369,355
Capital assets, being depreciated:					
Machinery and equipment	3,067,624	310,357	-	-	3,377,981
Total capital assets, being depreciated	3,067,624	310,357	-	-	3,377,981
Less accumulated depreciation for:					
Machinery and equipment	(2,264,290)	(160,132)	-	-	(2,424,422)
Total accumulated depreciation, net	(2,264,290)	(160,132)	-	-	(2,424,422)
Total capital assets, being depreciated, net	803,334	150,225	-	-	953,559
Refuse fund capital assets, net	$ 1,172,689	$ 150,225	$ -	$ -	$ 1,322,914

	Balance June 30, 2020	Additions	Reductions	Transfers/ Adjustments	Balance June 30, 2021
Golf Course Fund:					
Capital assets, not being depreciated:					
Land	$ 624,013	$ -	$ -	$ -	$ 624,013
Total capital assets, not being depreciated	624,013	-	-	-	624,013
Capital assets, being depreciated					
Buildings and improvements	4,337,415	-	-	-	4,337,415
Machinery and equipment	314,183	-	-	-	314,183
Total capital assets, being depreciated	4,651,598	-	-	-	4,651,598
Less accumulated depreciation for:					
Buildings and improvements	(3,265,309)	(92,604)	-	-	(3,357,913)
Machinery and equipment	(292,819)	(9,471)	-	-	(302,290)
Total accumulated depreciation, net	(3,558,128)	(102,075)	-	-	(3,660,203)
Total capital assets, being depreciated, net	1,093,470	(102,075)	-	-	991,395
Golf course fund capital assets, net	$ 1,717,483	$ (102,075)	$ -	$ -	$ 1,615,408
Business-type capital assets, net	$ 59,392,041	$ 9,406,782	$ (821,036)	$ -	$ 67,977,787

NOTE 7 – CAPITAL ASSETS (Continued)

B. Business-Type Activities (Continued)

Depreciation expense was charged to the functions/programs of the business-type activities of the primary government as follows:

Business-Type Activities:	
Water	$ 1,134,215
Sewer	589,364
Refuse	160,132
Golf Course	102,075
Total	$ 1,985,786

NOTE 8 – COMPENSATED ABSENCES

The City's policy relating to compensated absences is described in Note 1. The noncurrent portion of this debt at fiscal year-end was $222,357 and $30,454, for governmental activities and business-type activities, respectively. This obligation is expected to be paid in future years from the available resources derived from the respective funds to which the employee services are rendered.

Because of the nature of compensated absences and uncertainty over when vacations will be taken, a statement of debt service requirements to maturity of compensated absences has not been presented. At June 30, 2021, the balance is $586,218 for governmental activities and $162,789 for business-type activities.

NOTE 9 – LONG-TERM LIABILITIES

The following is a summary of the long-term liabilities' transactions of the City for governmental activities for the year ended June 30, 2021:

	Balance June 30, 2020	Incurred or Issued	Satisfied or Matured	Balance June 30, 2021	Due Within One Year
Governmental Activities:					
Compensated absences	$ 531,384	$ 301,609	$ (246,775)	$ 586,218	$ 363,861
Governmental activities long-term liabilities	$ 531,384	$ 301,609	$ (246,775)	$ 586,218	$ 363,861

The following is a summary of the long-term liabilities' transactions of the City for business-type activities for the year ended June 30, 2021:

	Balance June 30, 2020	Incurred or Issued	Satisfied or Matured	Balance June 30, 2021	Due Within One Year
Business-Type Activities:					
Notes from direct borrowings and direct placements:					
Series 2013 Water Revenue Loan	$ 4,499,529	$ -	$ (466,355)	$ 4,033,174	$ 478,029
Total notes from direct borrowings and direct placements:	4,499,529	-	(466,355)	4,033,174	478,029
2019 Water Revenue Bond	27,380,000	-	(145,000)	27,235,000	150,000
2019 Water Revenue Bond- Premium	3,004,441	-	(102,716)	2,901,725	-
Compensated absences	173,384	118,439	(129,034)	162,789	132,335
Business-type activities long-term liabilities	$ 35,057,354	$ 118,439	$ (843,105)	$ 34,332,688	$ 760,364

NOTE 9 – LONG-TERM LIABILITIES (Continued)

Series 2013 Water Revenue Loan

In May 2013, the City obtained a water revenue loan from Pinnacle Public Finance, Inc. for $7,068,000 bearing 2.48% interest, payable quarterly over a fifteen-year term. The loan was obtained to finance the acquisition and construction of various capital improvements, which primarily consists of photovoltaic water wells water systems throughout the City, as well as the expansion of a parking complex. The City irrevocably pledged all of the net revenues of the water fund to the punctual payment of the loan. After September 1, 2018, the City has the option to prepay the unpaid principal of the loan in whole or in part on any loan payment date. The final payment of the loan is scheduled for March 1, 2029. There is a provision in the loan whereby in the event of default, the unpaid aggregate principal components of the loan and the interest accrued thereon, will become immediately due and payable. There is also a provision whereby the Lender shall have the right, at its option upon notice to the City, to (i) apply to and obtain from any court of competent jurisdiction such decree or order as may be necessary to require officials of the City to charge and collect rates for services provided by the City and the Enterprise sufficient to meet all requirements of the loan agreement, and (ii) take whatever action at law or in equity as may appear necessary or desirable to collect the loan payments then due or thereafter to become due during the term of the loan agreement.

The following is a schedule of the future estimated minimum payments related to the Series 2013 Water Revenue Loan at June 30, 2021:

	Series 2013 Water Revenue Loan		
Fiscal Years Ending June 30	Principal	Interest	Total
2022	$ 478,029	$ 95,600	$ 573,629
2023	489,995	83,634	573,629
2024	502,260	71,369	573,629
2025	514,832	58,797	573,629
2026	527,719	45,910	573,629
2027-2029	1,520,339	57,139	1,577,478
Totals	$ 4,033,174	$ 412,449	$ 4,445,623

Series 2019 Water Revenue Bond

In March 2019, the City obtained a water revenue bond from U.S. Bank National Association for $27,380,000 bearing between 4-5% interest, payable semiannually over a thirty-year term. The loan was obtained to finance the capital projects of the City's water treatment, production, storage and distribution system. The City irrevocably pledged all of the net revenues of the Water Fund to the punctual payment of the loan. The final payment of the loan is scheduled for June 1, 2049. There is a provision within the bond agreement whereby in the event of default, the principal may be declared immediately due and payable.

NOTE 9 – LONG-TERM LIABILITIES (Continued)

Series 2019 Water Revenue Bond (Continued)

The following is a schedule of the future estimated minimum payments related to the Series 2019 Water Revenue Bond at June 30, 2021:

	Series 2019 Water Revenue Bond		
Fiscal Years Ending June 30	Principal	Interest	Total
2022	$ 150,000	$ 1,271,506	$ 1,421,506
2023	155,000	1,265,506	1,420,506
2024	165,000	1,259,306	1,424,306
2025	170,000	1,252,706	1,422,706
2026	175,000	1,245,906	1,420,906
2027-2031	2,335,000	6,068,631	8,403,631
2032-2036	4,815,000	5,171,781	9,986,781
2037-2041	6,135,000	3,842,281	9,977,281
2042-2046	7,665,000	2,323,606	9,988,606
2047-2049	5,470,000	517,988	5,987,988
Subtotal	27,235,000	24,219,217	51,454,217
Plus: unamortized premium	2,901,725	-	2,901,725
Totals	$ 30,136,725	$ 24,219,217	$ 54,355,942

NOTE 10 – DEFERRED OUTFLOWS/INFLOWS OF RESOURCES

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position or fund balance that applies to a future period(s) and thus, will not be recognized as an outflow of resources (expense/expenditure) until then. The City has pension related items that qualify to be reported in deferred outflows of resources. The pension related deferred outflows of resources are described in detail in Note 12.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position or fund balance that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The City has two types of items that qualify for reporting in this category and they are unavailable revenues and pension deferrals.

Unavailable revenues arise only under a modified accrual basis of accounting and are reported only in the governmental funds balance sheet. Deferred inflows of resources reported in the governmental funds for unavailable revenues are as follows:

	General Fund	Lemoore Housing Authority	Other Governmental Funds	Total Governmental Funds
Intergovernmental revenue	$ 69,545	$ -	$ -	$ 69,545
Deferred housing loans	-	5,194,811	2,022,635	7,217,446
Total	$ 69,545	$ 5,194,811	$ 2,022,635	$ 7,286,991

The City has pension related items that qualify to be reported in deferred inflows of resources. The pension related deferred inflows of resources are described in detail in Note 12.

NOTE 11 – POST-RETIREMENT BENEFITS

The City allows its retirees who retire under provisions of a regular service retirement to have the opportunity to continue enrollment in the City's health insurance program. The retirees have the same choice of insurance plans as those of current employees. The retirees are pooled together separately from the active employee pool and pay the full cost of the insurance premiums without cost to the City.

NOTE 12 – DEFINED BENEFIT PENSION PLAN

A. General Information about the Pension Plan

Plan Description – All qualified permanent and probationary employees are eligible to participate in the Public Agency Cost Sharing Multiple-Employer Plan (Plan) administered by the California Public Employees' Retirement System (CalPERS). The Plan consists of individual rate plans (benefit tiers) within a safety risk pool (police and fire) and a miscellaneous risk pool (all other). 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 GASB Statement No. 68. Individual employers may sponsor more than one rate plan in the miscellaneous or safety risk pools. The City of Lemoore's (City) sponsors four rate plans (two miscellaneous and two safety.) Benefit provisions under the Plan are established by State statute and City 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.

Benefits Provided – 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 10 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 the Plan are applied as specified by the Public Employees' Retirement Law.

The rate plan provisions and benefits in effect at June 30, 2021 are summarized as follows:

	Miscellaneous	
Hire date	Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	2% @ 55	2% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50 - 63	52 - 67
Monthly benefits, as a % of eligible compensation	1.426% to 2.418%	1.0% to 2.5%
Required employee contribution rates	7.00%	6.75%
Required employer contribution rates	10.484%	7.732%

	Safety	
Hire date	Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	2% @ 50	2.7% @ 57
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50 - 55	50 - 57
Monthly benefits, as a % of eligible compensation	2.0% to 2.7%	2.0% to 2.7%
Required employee contribution rates	9.00%	13.00%
Required employer contribution rates	18.152%	13.044%

NOTE 12 – DEFINED BENEFIT PENSION PLAN (Continued)

A. General Information about the Pension Plans (Continued)

Benefits Provided (Continued)

Beginning in fiscal year 2016, CalPERS collects employer contributions for the Plan as a percentage of payroll for the normal cost portion as noted in the rates above and as a dollar amount for contributions toward the unfunded liability. The dollar amounts are billed on a monthly basis. The City's required contribution for the unfunded liability was $977,554 for the fiscal year ended June 30, 2021.

Contributions – Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer 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 City 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.

The City's contributions to the plan recognized as pension expense for the year ended June 30, 2021 were $1,728,021.

B. Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

As of June 30, 2021, the City reported a net pension liability for its proportionate share of the net pension liability of the Plan of $14,736,592.

The City's net pension liability for the Plan is measured as the proportionate share of the net pension liability. The net pension liability of the Plan is measured as of June 30, 2020, and the total pension liability for the Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2019, rolled forward to June 30, 2020, using standard update procedures. The City's proportion of the net pension liability was based on a projection of the City's long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined. The City's proportionate share of the net pension liability for the Plan as of June 30, 2019 and 2020 was as follows:

Proportion - June 30, 2019	0.1308%
Proportion - June 30, 2020	0.1354%
Change - Increase (Decrease)	0.0046%

NOTE 12 – DEFINED BENEFIT PENSION PLAN (Continued)

B. Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

For the year ended June 30, 2021, the City recognized pension expense of $2,799,218. At June 30, 2021, the City reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	$ 1,796,407	$ -
Changes of assumptions	-	81,773
Differences between actual and expected experience	919,096	-
Net differences between projected and actual earnings on plan investments	388,836	-
Change in employer's proportion	569,624	-
Differences between the employer's actual contributions and the employer's proportionate share of contributions	-	397,354
Total	$ 3,673,963	$ 479,127

$1,796,407 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2022. Other amounts reported as deferred outflow of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Year Ended June 30	
2022	$ 326,042
2023	515,516
2024	367,519
2025	189,352
2026	-
Thereafter	-

C. Actuarial Assumptions

The total pension liabilities in the June 30, 2019 actuarial valuations were determined using the following actuarial assumptions:

Valuation Date	June 30, 2019
Measurement Date	June 30, 2020
Actuarial Cost Method	Entry- Age Normal Cost Method
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.50%
Payroll Growth	2.75%
Projected Salary Increase	Varies by Entry Age and Service
Investment Rate of Return	7.15%[1]
Mortality	Derived using CalPERS' Membership Data for all Funds[2]

[1] Net of pension plan investment expenses, including inflation

[2] The mortality table was developed based on CalPERS specific data. The table includes 15 years of mortality improvements using Society of Actuaries Scale 90% of scale MP 2016.

NOTE 12 – DEFINED BENEFIT PENSION PLAN (Continued)

C. Actuarial Assumptions (Continued)

The underlying mortality assumptions and all other actuarial assumptions used in the June 30, 2017 valuation were based on the results of December 2017 actuarial experience study for the period 1997 to 2015. Further details of the Experiences Study can be found on the CalPERS website.

D. Discount Rate

The discount rate used to measure the total pension liability was 7.15%. 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.

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 as well as the expected PERF cash flows. Using historical returns of all the funds' asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11+ years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and adjusted to account for assumed administrative expenses.

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

Asset Class [a]	New Strategic Allocation	Real Return Years 1-10[b]	Real Return Years 11+[c]
Global Equity	50.0%	4.80%	5.98%
Fixed Income	28.0%	1.00%	2.62%
Inflation Assets	0.0%	0.77%	1.81%
Private Equity	8.0%	6.30%	7.23%
Real Assets	13.0%	3.75%	4.93%
Liquidity	1.0%	0.00%	-0.92%
Total	100.0%		

[a] In the CalPERS CAFR, Fixed Income is included in Global Debt Securities; Liquidity is included in Short-term Investments; Inflation Assets are included in both Global Equity Securities and Global Debt Securities.

[b] An expected inflation of 2.00% used for this period

[c] An expected inflation of 2.92% used for this period

NOTE 12 – DEFINED BENEFIT PENSION PLAN (Continued)

D. Discount Rate (Continued)

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate – The following presents the City's proportionate share of the net pension liability for each Plan, calculated using the discount rate for each Plan, as well as what the City's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate:

Discount Rate -1% 6.15%	Current Discount Rate 7.15%	Discount Rate +1% 8.15%
$22,532,105	$14,736,592	$8,313,866

E. Pension Plan Fiduciary Net Position

Detailed information about each pension plan's fiduciary net position is available in the separately issued CalPERS financial reports.

F. Payable to the Pension Plan

The City had an outstanding amount of contributions payable to the pension plan of $58,720 required for the year ended June 30, 2021.

NOTE 13 – DEFERRED COMPENSATION

The City has established a deferred compensation plan in accordance with Internal Revenue Code Section 457. The plan, available to all full-time employees, permits them to defer a portion of their salary until future years. Participation in the plan is optional. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency. All amounts deferred under the plan and all income attributable to those amounts are solely the property and rights of the plan participants. The City has no liability for losses under the plan. The assets and related liabilities are not reported on the City's financial statements in accordance with Governmental Accounting Standards Board Statement No. 32, "Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans."

NOTE 14 – RISK MANAGEMENT

The City is a member of the Central San Joaquin Valley Risk Management Authority (CSJVRMA), a public entity risk pool for workers' compensation and general liability insurance. The CSJVRMA is a consortium of 54 cities located in California's San Joaquin Valley. It was established under the provisions of California Government Code Section 6500 et. seq. CSJVRMA is governed by a Board of Directors consisting of one member appointed by each member city. The day-to-day business operations are handled by a management group employed by CSJVRMA. The relationship between the City and CSJVRMA is such that CSJVRMA is not considered a component unit of the City for financial reporting purposes.

For liability insurance, the risk pool covers the City above its self-insurance retention level of $50,000 up to $1,000,000. CSJVRMA participates in the excess pool, which provides general liability coverage from $1,000,000 to $29,000,000.

The City maintains a self-insured retention level of $50,000 for workers' compensation insurance. Coverage between $50,000 and $500,000 is provided through the risk pool. CSJVRMA participates in an excess pool, which provides workers' compensation coverage from $500,000 to $5,000,000 and purchases excess insurance above $5,000,000 to the statutory limit.

At the termination of the joint venture agreement and after all claims have been settled, any excess or deficit will be divided among the cities in proportion to the aggregate amount of contribution made by each.

The annual financial report may be obtained from the consortium's executive office at 1750 Creekside Oaks Drive, Suite 200, Sacramento, CA 95833.

NOTE 15 – CONTINGENT LIABILITIES AND COMMITMENTS

A. General Liability

There are various claims and legal actions pending against the City for which no provision has been made in the financial statements. In the opinion of the City Attorney and City Management, liabilities arising from these claims and legal actions, if any, will not be material to these financial statements.

B. Federal Awards

The City has received federal awards for specific purposes that are subject to review and audit by the federal government. Although such audits could result in expenditure disallowances under award terms, any required reimbursements are not expected to be material.

C. COVID-19

On March 11, 2020, the World Health Organization declared the outbreak of coronavirus (COVID-19) a pandemic. Accordingly, some functions of the City's operations have been limited to protect the health and safety of its employees. The financial impact that could occur as a result of the pandemic is unknown at this time.

NOTE 15 – CONTINGENT LIABILITIES AND COMMITMENTS (Continued)

D. Well Site 7 Incident

On June 21, 2021, a 1.5-million-gallon water storage tank located at Well Site 7 suffered catastrophic damage as the result of work being completed by an employee of the City's independent contractor. The storage tank was completely destroyed, as was other City property located on site. The full financial scope of the loss is not known at this time, but coverage for some or all of the damages incurred by the City may be available from the City's contractors and/or their insurers. The City estimates the replacement cost of the 1.5-million-gallon water storage tank to be approximately $3,000,000, which work and repairs are ongoing. Additional monetary losses as a result of the incident are unknown.

NOTE 16 – LEMOORE REDEVELOPMENT SUCCESSOR AGENCY PRIVATE PURPOSE TRUST FUND

On January 30, 2012, the City Council elected to become the Successor Agency for the former redevelopment agency in accordance with Assembly Bill 1X26 (the "Bill") which dissolved all redevelopment agencies in the State of California.

Under the control of an oversight board, remaining assets can only be used to pay enforceable obligations in existence at the date of dissolution of the redevelopment agency (including the completion of any unfinished projects that were subject to legally enforceable contractual commitments).

Successor agencies are only allocated revenue in the amount that is necessary to pay estimated annual installment payments on enforceable obligations of the former redevelopment agency until all enforceable obligations of the prior redevelopment agency have been paid in full and all assets have been liquidated.

A. Cash and Investments

A reconciliation of the Lemoore Redevelopment Successor Agency Private Purpose Trust Fund's cash and investments as of June 30, 2021 is as follows:

Cash on hand	$ 1,037,758
Restricted cash and investments with fiscal agents	1,461,307
Total cash and investments	$ 2,499,065

B. Receivables

A reconciliation of the Lemoore Redevelopment Successor Agency Private Purpose Trust Fund's receivables balances as of June 30, 2021 is as follows:

Advances to City of Lemoore	$ 1,798,889
Note receivable	1,076,777
Total receivables	$ 2,875,666

NOTE 16 – LEMOORE REDEVELOPMENT SUCCESSOR AGENCY PRIVATE PURPOSE TRUST FUND (Continued)

C. Long-term Liabilities

The following is a summary of long-term liabilities transactions for the Lemoore Redevelopment Successor Agency Private Purpose Trust Fund at June 30, 2021:

	Balance June 30, 2020	Incurred or Issued	Satisfied or Matured	Balance June 30, 2021	Amounts Due Within One Year
Notes from direct borrowings and direct placements:					
Leprino Owner Participation Agreement Obligation	$ 76,501	$ -	$ -	$ 76,501	$ -
2014 RDA Tax Allocation Refunding	12,770,201	-	(706,474)	12,063,727	736,800
Total notes from direct borrowings and direct placements:	12,846,702	-	(706,474)	12,140,228	736,800
Bonds Payable					
2011 RDA Tax Allocation	610,000	-	(195,000)	415,000	200,000
Less: bond discount	(105,223)	-	26,306	(78,917)	-
Total bonds payable:	504,777	-	(168,694)	336,083	200,000
Total long-term liabilities	$ 13,351,479	$ -	$ (875,168)	$ 12,476,311	$ 936,800

2011 Tax Allocation Bonds

On March 4, 2011, the Agency issued $19,150,000 of its 2011 Tax Allocation Bonds (the 2011 Bonds) bearing interest of 3.0% to 7.375%, payable semi-annually on February 1 and August 1, commencing August 1, 2011. Beginning August 2, 2012, principal comes due annually in various sums through August 1, 2040, subject to optimal redemption by the Agency, on whole or in part on August 1, 2018. The 2011 Bonds are payable from and secured by incremental property tax revenue (Pledged Tax Revenues). There is a provision within the bond agreement whereby in the event of default, the principal may be declared immediately due and payable.

On December 5, 2016, the Agency participated in a partial defeasance of the 2011 Tax Allocation Bonds. The Agency's remaining bonds are payable through August 1, 2024.

The following is a schedule of the future estimated minimum payments related to the 2011 Bonds at June 30, 2021:

	2011 Tax Allocation Refunding Bond		
Fiscal Years Ending June 30	Principal	Interest	Total
2022	$ 200,000	$ 20,244	$ 220,244
2023	70,000	11,925	81,925
2024	70,000	7,288	77,288
2025	75,000	2,484	77,484
Totals	$ 415,000	$ 41,941	$ 456,941

NOTE 16 – LEMOORE REDEVELOPMENT SUCCESSOR AGENCY PRIVATE PURPOSE TRUST FUND (Continued)

C. Long-term Liabilities (Continued)

2014 RDA Tax Allocation Refunding Bonds

The Agency issued $15,855,465 of its Tax Allocation Refunding Bonds on June 27, 2014 (the 2014 Bonds) to currently fund $4,160,427 and $10,269,654 of the Agency's remaining issuances of the 1998 RDA Tax Allocation Refunding Bond and the 2003 RDA Tax Allocations Refunding Bonds, and to fund issuance costs and a reserve account. Beginning February 1, 2015, interest and principal on the 2014 Bonds is payable semi-annually on February 1 and August 1 of each year at an interest rate of 3.960% per annum. Debt Service payments of the 2014 Bonds are secured by a pledge of the property tax revenue increments collected on properties within the redevelopment project area. The debt agreement requires a reserve account to be held by the trustee. The final payment of the loan is scheduled for August 1, 2033. There is a provision within the bond agreement whereby in the event of default, the principal may be declared due and payable. Such declaration and its consequences may be rescinded and annulled as further provided in the indenture.

The following is a schedule of the future estimated minimum payments related to the 2014 Bonds at June 30, 2021:

	2014 Tax Allocation Refunding Bond		
Fiscal Years Ending June 30	Principal	Interest	Total
2022	$ 736,800	$ 463,135	$ 1,199,935
2023	761,297	433,473	1,194,770
2024	795,281	402,652	1,197,933
2025	828,686	370,498	1,199,184
2026	851,491	337,230	1,188,721
2027-2031	4,756,759	1,145,197	5,901,956
2032-2034	3,333,413	201,192	3,534,605
Totals	$ 12,063,727	$ 3,353,377	$ 15,417,104

NOTE 16 – LEMOORE REDEVELOPMENT SUCCESSOR AGENCY PRIVATE PURPOSE TRUST FUND (Continued)

C. Long-term Liabilities (Continued)

Leprino Owner Participation Agreement Obligation

On March 7, 2000, the Agency entered into an owner participation agreement with Leprino Foods Company (Leprino) whereby Leprino was to construct a dairy and related products manufacturing and storage facility within the redevelopment project area. The City was to reimburse Leprino $3 million for the cost of the infrastructure improvements which contributed to the elimination of blight in the project area. Subsequently, due to an expansion of the project scope requiring Leprino to increase its investment from $125 million to more the $250 million, the Agency's reimbursement obligation increased to $6 million, payable in 10 annual installments of $600,000 each year, subject to the Leprino facility having an assessed value in excess of $250 million and verification of actual infrastructure costs incurred by Leprino. During the June 30, 2013 fiscal year, a final payment of $1,613,666 was made. This payment was adjusted from $600,000 because the facility's assessed value was $413 million.

On September 4, 2007, the Agency entered into an amendment to the Owner Participation Agreement with Leprino Foods Company (Leprino). Leprino has decided to expand the production capacity of the plant to permit the increase in the milk received on a daily basis from its current level of 6,000,000 pounds of milk per day, to install additional packaging capacity and make other process improvements. The 2007 Expansion Project includes the completion of the addition work at the Expanded Wastewater Pretreatment System.

The City incurred an additional liability of approximately $6 million for wastewater improvements at the Leprino plant and this liability has been paid from the additional tax increments that the plant would generate based on this expansion. Payments on the liability are being deferred until Kings County completes a reassessment of the value of Leprino Foods Company. At which time, the amount of the City's liability will be reassessed. As of June 30, 2021, a reassessment had not been received from Kings County.

The total liability to Leprino Foods Company at June 30, 2021 was $76,501.

NOTE 17 – RESTATEMENT OF BEGINNING NET POSITION/FUND BALANCE

A. Prior Period Adjustments

Governmental and Business-Type Activities

Beginning net position of the Governmental Activities in the Government-Wide Statement of Activities and certain account balances not affecting net position in the Business-Type Activities has been restated to record a prior period adjustment as presented in the reconciliation below:

Description	Governmental Activities	Business-Type Activities	Total
Beginning net position	$ 86,552,674	$ 45,404,963	$ 131,957,637
Prior period adjustment:			
Cash and investments	1,182,785	(276,147)	906,638
Notes receivable	1,426,435	-	1,426,435
Capital assets	-	276,147	276,147
Total prior period adjustments	2,609,220	-	2,609,220
Beginning net position, as restated	$ 89,161,894	$ 45,404,963	$ 134,566,857

NOTE 17 – RESTATEMENT OF BEGINNING NET POSITION/FUND BALANCE (Continued)

A. Prior Period Adjustments (Continued)

Fund Financial Statements

The City has determined that certain transactions were recorded incorrectly in the prior year. The beginning fund balances/net position of the funds identified below have been restated as presented in the following reconciliation:

	Governmental Funds				Enterprise Fund	Fiduciary Fund
	Major Funds					
Description	Lemoore Housing Authority Special Revenue Fund	Public Safety Dispatch Center Capital Projects Fund Center Fund	Capital Improvement Fees Capital Projects Fund	Grants Special Revenue Fund	Sewer	Lemoore Redevelopment Successor Agency Private-Purpose Trust Fund
Beginning fund balance/net position	$ 3,329,752	$ (1,054,368)	$ 3,665,054	$ 501,441	$ 21,241,211	$ (7,128,124)
Prior period adjustment:						
Cash and investments	-	906,638	276,147	-	(276,147)	(906,638)
Notes receivable	55,000	-	-	1,371,435	-	-
Capital assets	-	-	-	-	276,147	
Unavailable revenue	(55,000)	-	-	(1,371,435)	-	-
Total prior period adjustments	-	906,638	276,147	-	-	(906,638)
Beginning fund balance/net position, as restated	$ 3,329,752	$ (147,730)	$ 3,941,201	$ 501,441	$ 21,241,211	$ (8,034,762)

NOTE 18 – SUBSEQUENT EVENT

A. Golf Course Lease

In June 2021, City Council authorized the lease of the Lemoore Municipal Golf Course to Sierra Golf Management. The lease terms took effect July 1, 2021 and conclude June 30, 2036. The lease agreement includes approximately $1.46 million in lease payments to be made by Sierra Golf Management to the City of Lemoore, as well as an additional $315,000 in capital improvements.

REQUIRED SUPPLEMENTARY INFORMATION

CITY OF LEMOORE
GENERAL FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE – BUDGET AND ACTUAL
FOR THE YEAR ENDED JUNE 30, 2021

	Budgeted Amount			Variance with
	Original	Final	Actual	Final Budget
REVENUES				
Property taxes	$ 2,620,580	$ 2,620,580	$ 2,891,255	$ 270,675
Other taxes	5,219,000	5,219,000	7,355,060	2,136,060
Licenses and permits	520,068	520,068	741,155	221,087
Charges for services	280,000	280,000	342,726	62,726
Intergovernmental	328,000	328,000	653,883	325,883
Fees and assessments	40,250	40,250	66,030	25,780
Use of money and property	162,750	162,750	120,746	(42,004)
Other revenue	29,750	29,750	89,943	60,193
Total revenues	9,200,398	9,200,398	12,260,798	3,060,400
EXPENDITURES				
Current:				
General government	1,730,468	1,730,968	739,880	991,088
Public safety	8,112,622	8,112,722	7,567,168	545,554
Public works	1,375,798	1,344,662	1,130,298	214,364
Community development	470,362	571,362	554,445	16,917
Parks and recreation	1,174,257	1,174,257	612,953	561,304
Capital outlay	166,198	166,198	60,765	105,433
Total expenditures	13,029,705	13,100,169	10,665,509	2,434,660
Excess (deficiency) of revenues over (under) expenditures	(3,829,307)	(3,899,771)	1,595,289	5,495,060
OTHER FINANCING SOURCES (USES)				
Transfers in	1,237,535	1,237,535	-	(1,237,535)
Transfers out	(21,500)	(22,036)	(22,036)	-
Total other financing sources (uses)	1,216,035	1,215,499	(22,036)	(1,237,535)
Net changes in fund balances	(2,613,272)	(2,684,272)	1,573,253	4,257,525
Fund balances - beginning	6,331,465	6,331,465	6,331,465	-
Fund balances - ending	$ 3,718,193	$ 3,647,193	$ 7,904,718	$ 4,257,525

CITY OF LEMOORE
GASOLINE TAX FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE – BUDGET AND ACTUAL
FOR THE YEAR ENDED JUNE 30, 2021

	Budgeted Amount			Variance with
	Original	Final	Actual	Final Budget
REVENUES				
Intergovernmental	$ 1,048,896	$ 1,048,896	$ 1,053,216	$ 4,320
Use of money and property	-	-	4,990	4,990
Other revenue	-	-	11,197	11,197
Total revenues	1,048,896	1,048,896	1,069,403	20,507
EXPENDITURES				
Current:				
Public works	1,119,615	1,119,615	26,300	1,093,315
Capital outlay	102,300	102,300	64,262	38,038
Total expenditures	1,221,915	1,221,915	90,562	1,131,353
Excess (deficiency) of revenues over (under) expenditures	(173,019)	(173,019)	978,841	1,151,860
OTHER FINANCING SOURCES (USES)				
Transfers in	-	-	832,610	832,610
Total other financing sources (uses)	-	-	832,610	832,610
Net changes in fund balances	(173,019)	(173,019)	1,811,451	1,984,470
Fund balances - beginning	1,459,912	1,459,912	1,459,912	-
Fund balances - ending	$ 1,286,893	$ 1,286,893	$ 3,271,363	$ 1,984,470

CITY OF LEMOORE
LEMOORE HOUSING AUTHORITY FUND
SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE – BUDGET AND ACTUAL
FOR THE YEAR ENDED JUNE 30, 2021

	Budgeted Amount			Variance with
	Original	Final	Actual	Final Budget
REVENUES				
Loan repayments	$ -	$ -	$ 53,868	$ 53,868
Use of money and property	3,000	3,000	31,057	28,057
Other revenue	-	-	150	150
Total revenues	3,000	3,000	85,075	82,075
EXPENDITURES				
Current:				
Community development	28,307	28,307	10,087	18,220
Total expenditures	28,307	28,307	10,087	18,220
Excess (deficiency) of revenues over (under) expenditures	(25,307)	(25,307)	74,988	100,295
Fund balances - beginning	3,329,752	3,329,752	3,329,752	-
Fund balances - ending	$ 3,304,445	$ 3,304,445	$ 3,404,740	$ 100,295

NOTE 1 – STEWARDSHIP, COMPLIANCE, AND ACCOUNTABILITY

A. BUDGETARY INFORMATION

Budgets are established by department and approved by the City Council. The budgets are then managed and controlled by department heads under the supervision of the City Manager. Budgets are adopted annually for the General Funds, special revenue funds, capital projects funds, enterprise funds, and internal service funds. Formal budgetary integration is employed as a management control device during the year for these funds. The annual budgets are prepared on the basis of accounting utilized by the fund.

A two-year capital projects budget is prepared in even years for approval by the City Council and updated in odd years. Capital projects are funded by capital projects funds, impact fees, operating accounts, grant proceeds or loan proceeds.

Expenditures may not legally exceed budgeted appropriations at the fund level. The City Manager is authorized to make budget transfers between accounts within any department. The City Council may transfer funds from reserves to departments or enterprise activities as deemed appropriate during the fiscal year.

B. BUDGETARY INFORMATION

As of June 30, 2021, the City did not incur expenditures in excess of appropriation.

CITY OF LEMOORE
REQUIRED SUPPLEMENTARY INFORMATION
COST-SHARING MULTIPLE-EMPLOYER DEFINED BENEFIT PENSION PLAN
SCHEDULE OF THE CITY'S PROPORTIONATE SHARE OF THE NET PENSION LIABILITY
LAST 10 YEARS*
AS OF JUNE 30, 2021

	2015	2016	2017	2018	2019	2020	2021
Proportion of the net pension liability	0.1197%	0.1160%	0.1224%	0.1245%	0.1272%	0.1308%	0.1354%
Proportionate share of the net pension liability	$ 7,519,752	$ 7,960,168	$ 10,592,376	$ 12,347,424	$ 12,253,736	$ 13,403,737	$ 14,736,592
Covered payroll	$ 5,076,165	$ 5,273,173	$ 5,467,395	$ 5,850,364	$ 6,279,086	$ 7,373,773	$ 6,963,862
Proportionate Share of the net pension liability as percentage of covered payroll	148.14%	150.96%	193.74%	211.05%	195.15%	181.78%	211.62%
Plan fiduciary net position as a percentage of the total pension liability	81.49%	80.97%	76.05%	74.96%	76.25%	75.85%	74.63%

Notes to Schedule:

Change in Benefit Terms None

Changes of Assumptions - None

*Schedule is intended to show information for ten years. Additional years will be displayed as they become available.

CITY OF LEMOORE
REQUIRED SUPPLEMENTARY INFORMATION
COST-SHARING MULTIPLE-EMPLOYER DEFINED BENEFIT PENSION PLAN
SCHEDULE OF CONTRIBUTIONS
LAST 10 YEARS*
AS OF JUNE 30, 2021

	2014	2015	2016	2017	2018	2019	2020	2021
Actuarially determined contribution	$ 1,048,489	$ 1,067,105	$ 1,088,741	$ 1,035,775	$ 1,316,527	$ 1,577,783	$ 1,728,021	$ 1,796,407
Contributions in relation to the actuarially determined contributions	1,048,489	1,067,105	1,088,741	1,035,775	1,316,527	1,577,783	1,728,021	1,796,407
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Covered payroll	$ 5,076,165	$ 5,273,173	$ 5,467,395	$ 5,850,364	$ 6,279,086	$ 7,373,773	$ 6,963,862	$ 6,520,865
Contributions as a percentage of covered payroll	20.66%	20.24%	19.91%	17.70%	20.97%	21.40%	24.81%	27.55%

*Schedule is intended to show information for ten years. Additional years will be displayed as they become available

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SUPPLEMENTARY INFORMATION

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Nonmajor Special Revenue Funds

The **Special Revenue Funds** are used to account for the proceeds of specific revenue sources (other than expendable trusts or major capital projects) that are legally restricted to expenditure for specified purposes.

The **Grants Fund** is used to account for the City's receipts and expenditures of the state, federal, and other grants.

The **Traffic Safety Fund** is used to account for proceeds of traffic citations, which may be used for programs promoting traffic safety, such as street improvements, striping, and the like.

The **Local Transportation Fund** is used to account for the maintenance and construction of roadways and for specialized engineering services using transportation development act funds.

The **Maintenance Assessment District Fund** is used to account for City maintenance costs relating to the public improvements within the assessment district area.

The **TE/STP Exchange Fund** is used to account for projects undertaken with federal streets transportation and planning funds received by the City through the State of California.

The **Downtown Improvement Fund** is used to account for economic development and revitalization endeavors by local businesses in the downtown area.

Nonmajor Capital Projects Funds

The **Capital Projects Funds** are established to account for resources used for the acquisition and constructions of capital facilities by the City, except for those financed for enterprise funds.

The **Street Improvement Fund** is used to account for improvements to local streets and roads using developer fees, grant proceeds, and other sources designated by the City Council for this purpose.

The **Recreation Improvement Fund** is used to account for the revenue from developer fees to be used for acquisition and development of parks and recreation facilities.

The **Facility Infrastructure Fund** is used to account for improvements to City buildings and improvements using developer fees, grant proceeds, and other sources designated by the City Council for this purpose.

The **Capital Improvement Fees Fund** is used to account for miscellaneous capital projects using developer fees.

The **Traffic Signal Fund** is used to account for the construction of traffic signals and other related projects.

CITY OF LEMOORE
COMBINING BALANCE SHEET
NONMAJOR GOVERNMENTAL FUNDS
JUNE 30, 2021

	Combined Special Revenue Funds	Combined Capital Projects Funds	Total Nonmajor Governmental Funds
ASSETS			
Cash and investments	$ 9,317,773	$ 6,914,931	$ 16,232,704
Receivables:			
Interest	1,923	1,691	3,614
Notes	2,022,635	-	2,022,635
Intergovernmental	1,005,411	-	1,005,411
Total assets	$ 12,347,742	$ 6,916,622	$ 19,264,364
LIABILITIES			
Accounts payable	$ 27,397	$ -	$ 27,397
Due to other funds	301,629	-	301,629
Total liabilities	329,026	-	329,026
DEFERRED INFLOWS OF RESOURCES			
Unavailable revenue - loans	2,022,635	-	2,022,635
Total deferred inflows of resources	2,022,635	-	2,022,635
FUND BALANCES			
Restricted:			
Public works	5,420,129	-	5,420,129
Community development	4,563,840	-	4,563,840
Capital projects and improvements	12,112	6,916,622	6,928,734
Total fund balances	9,996,081	6,916,622	16,912,703
Total liabilities, deferred inflows of resources, and fund balances	$ 12,347,742	$ 6,916,622	$ 19,264,364

CITY OF LEMOORE
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
NONMAJOR GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2021

	Combined Special Revenue Funds	Combined Capital Projects Funds	Total Nonmajor Governmental Funds
REVENUES			
Licenses and permits	$ 11,243	$ -	$ 11,243
Intergovernmental	1,006,783	-	1,006,783
Fees and assessments	746,473	114,266	860,739
Loan repayments	75,196	-	75,196
Use of money and property	14,204	12,675	26,879
Other revenue	24,502	-	24,502
Total revenues	1,878,401	126,941	2,005,342
EXPENDITURES			
Current:			
General government	8,416	-	8,416
Public safety	8,517	-	8,517
Public works	23,424	-	23,424
Community development	328,518	-	328,518
Parks and recreation	1,533	-	1,533
Capital outlay	84,563	22,445	107,008
Total expenditures	454,971	22,445	477,416
Excess (deficiency) of revenues over (under) expenditures	1,423,430	104,496	1,527,926
OTHER FINANCING SOURCES (USES):			
Transfers in	22,036	-	22,036
Transfers out	(832,610)	(805,500)	(1,638,110)
Total other financing sources (uses)	(810,574)	(805,500)	(1,616,074)
Net changes in fund balances	612,856	(701,004)	(88,148)
Fund balances - beginning, restated	9,383,225	7,617,626	17,000,851
Fund balances - end of year	$ 9,996,081	$ 6,916,622	$ 16,912,703

CITY OF LEMOORE
COMBINING BALANCE SHEET
NONMAJOR SPECIAL REVENUE FUNDS
JUNE 30, 2021

	Grants Fund	Traffic Safety Fund	Local Transportation Fund	Maintenance Assessment District Fund	TE/STP Exchange Fund	Downtown Improvement Fund	Totals
ASSETS							
Cash and investments	$ 579,640	$ 470,073	$ 2,732,739	$ 4,295,512	$ 1,227,389	$ 12,420	$ 9,317,773
Receivables:							
Interest	-	107	621	911	279	5	1,923
Notes	2,022,635	-	-	-	-	-	2,022,635
Intergovernmental	-	3,612	806,005	12,703	183,091	-	1,005,411
Total assets	$ 2,602,275	$ 473,792	$ 3,539,365	$ 4,309,126	$ 1,410,759	$ 12,425	$ 12,347,742
LIABILITIES							
Accounts payable	$ -	$ -	$ 3,787	$ 23,297	$ -	$ 313	$ 27,397
Due to other funds	-	-	-	301,629	-	-	301,629
Total liabilities	-	-	3,787	324,926	-	313	329,026
DEFERRED INFLOWS OF RESOURCES							
Unavailable revenue - loans	2,022,635	-	-	-	-	-	2,022,635
Total deferred inflows of resources	2,022,635	-	-	-	-	-	2,022,635
FUND BALANCES							
Restricted:							
Public works	-	473,792	3,535,578	-	1,410,759	-	5,420,129
Community development	579,640	-	-	3,984,200	-	-	4,563,840
Capital projects and improvements	-	-	-	-	-	12,112	12,112
Total fund balances	579,640	473,792	3,535,578	3,984,200	1,410,759	12,112	9,996,081
Total liabilities, deferred inflows of resources, and fund balances	$ 2,602,275	$ 473,792	$ 3,539,365	$ 4,309,126	$ 1,410,759	$ 12,425	$ 12,347,742

CITY OF LEMOORE
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
NONMAJOR SPECIAL REVENUE FUNDS
FOR THE YEAR ENDED JUNE 30, 2021

	Grants Fund	Traffic Safety Fund	Local Transportation Fund	Maintenance Assessment District Fund	TE/STP Exchange Fund	Downtown Improvement Fund	Totals
REVENUES							
Licenses and permits	$ -	$ -	$ -	$ -	$ -	$ 11,243	$ 11,243
Intergovernmental	4,536	-	819,156	-	183,091	-	1,006,783
Fees and assessments	-	25,542	-	720,931	-	-	746,473
Loan repayments	75,196	-	-	-	-	-	75,196
Use of money and property	-	805	5,302	6,082	1,973	42	14,204
Other revenue	-	8,638	11,248	4,616	-	-	24,502
Total revenues	79,732	34,985	835,706	731,629	185,064	11,285	1,878,401
EXPENDITURES							
Current:							
General government	-	-	-	-	-	8,416	8,416
Public safety	-	8,517	-	-	-	-	8,517
Public works	-	-	23,414	-	10	-	23,424
Community development	-	-	-	328,518	-	-	328,518
Parks and recreation	1,533	-	-	-	-	-	1,533
Capital outlay	-	17,275	67,288	-	-	-	84,563
Total expenditures	1,533	25,792	90,702	328,518	10	8,416	454,971
Excess (deficiency) of revenues over (under) expenditures	78,199	9,193	745,004	403,111	185,054	2,869	1,423,430
OTHER FINANCING SOURCES (USES)							
Transfers in	-	-	-	22,036	-	-	22,036
Transfers out	-	-	(832,610)	-	-	-	(832,610)
Total other financing sources (uses)	-	-	(832,610)	22,036	-	-	(810,574)
Net change in fund balances	78,199	9,193	(87,606)	425,147	185,054	2,869	612,856
Fund balances - beginning	501,441	464,599	3,623,184	3,559,053	1,225,705	9,243	9,383,225
Fund balances - ending	$ 579,640	$ 473,792	$ 3,535,578	$ 3,984,200	$ 1,410,759	$ 12,112	$ 9,996,081

CITY OF LEMOORE
COMBINING BALANCE SHEET
NONMAJOR CAPITAL PROJECTS FUNDS
JUNE 30, 2021

	Street Improvement Fund	Recreation Improvement Fund	Facility Infrastructure Fund	Capital Improvement Fees Fund	Traffic Signal Fund	Totals
ASSETS						
Cash and investments	$ 124,633	$ 2,926,783	$ 453,336	$ 3,211,858	$ 198,321	$ 6,914,931
Receivables:						
Interest	28	666	103	849	45	1,691
Total assets	$ 124,661	$ 2,927,449	$ 453,439	$ 3,212,707	$ 198,366	$ 6,916,622
FUND BALANCES						
Restricted:						
Capital projects and improvements	124,661	2,927,449	453,439	3,212,707	198,366	6,916,622
Total fund balances	$ 124,661	$ 2,927,449	$ 453,439	$ 3,212,707	$ 198,366	$ 6,916,622

CITY OF LEMOORE
COMBINING STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
NONMAJOR CAPITAL PROJECTS FUNDS
FOR THE YEAR ENDED JUNE 30, 2021

	Street Improvement Fund	Recreation Improvement Fund	Facility Infrastructure Fund	Capital Improvement Fees Fund	Traffic Signal Fund	Totals
REVENUES						
Fees and assessments	$ -	$ 21,178	$ -	$ 93,088	$ -	$ 114,266
Use of money and property	213	4,987	774	6,363	338	12,675
Total revenues	213	26,165	774	99,451	338	126,941
EXPENDITURES						
Capital outlay	-	-	-	22,445	-	22,445
Total expenditures	-	-	-	22,445	-	22,445
Excess (deficiency) of revenues over (under) expenditures	213	26,165	774	77,006	338	104,496
OTHER FINANCING SOURCES (USES)						
Transfers out	-	-	-	(805,500)	-	(805,500)
Total other financing sources (uses)	-	-	-	(805,500)	-	(805,500)
Net change in fund balances	213	26,165	774	(728,494)	338	(701,004)
Fund balances - beginning, restated	124,448	2,901,284	452,665	3,941,201	198,028	7,617,626
Fund balances - ending	$ 124,661	$ 2,927,449	$ 453,439	$ 3,212,707	$ 198,366	$ 6,916,622

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CITY OF LEMOORE
FIDUCIARY FUNDS
JUNE 30, 2021

Fiduciary Funds

The **Trust and Custodial Funds** are used to account for assets held by a governmental unit in a trustee capacity and/or as an agent for individuals, private organizations, other governmental units, and /or other funds. These include Successor Agency private purpose trust funds and custodial funds.

Private Purpose Trust Funds

The **Lemoore Redevelopment Successor Agency Debt Service Fund** is used to retire debt obligations.

The **Lemoore Redevelopment Successor Agency Capital Projects Fund** is used to account for Successor Agency activities approved in the ROPS.

Custodial Funds

The **Police Activities League Fund** is used to account for the activities of the Police Activity League.

The **School and County Impact Fees Fund** is a passthrough fund used to account for impact fees collected on behalf of Kings County and Lemoore Unified School District.

The **Laguna Irrigation Fund** is used to account for an agreement to benefit water recharge or to purchase water on behalf of the Laguna Irrigation District.

The **Kings Area Rural Transit Fund** is a passthrough fund used to account for bus fees collected on behalf of the Kings County Area Public Transit Agency

CITY OF LEMOORE
COMBINING STATEMENT OF FIDUCIARY NET POSITION
PRIVATE PURPOSE TRUST FUNDS
JUNE 30, 2021

	Lemoore Redevelopment Successor Agency Debt Service Fund	Lemoore Redevelopment Successor Agency Capital Projects Fund	Total Lemoore Redevelopment Successor Agency Private-Purpose Trust Fund
ASSETS			
Cash and investments	$ -	$ 1,037,758	$ 1,037,758
Restricted cash and investments with fiscal agents	1,461,307	-	1,461,307
Advances to City of Lemoore	-	1,798,889	1,798,889
Notes receivable	-	1,076,777	1,076,777
Land held for resale	-	180,494	180,494
Total assets	1,461,307	4,093,918	5,555,225
LIABILITIES			
Due to other governments	-	18,050	18,050
Interest payable	209,986	-	209,986
Long-term liabilities:			
Due within one year	936,800	-	936,800
Due in more than one year	11,463,010	76,501	11,539,511
Total liabilities	12,609,796	94,551	12,704,347
NET POSITION (DEFICIT)			
Restricted for:			
Net position (deficit) held in trust for the retirement of obligations of the Lemoore Successor Agency to the former Lemoore Redevelopment Agency	(11,148,489)	3,999,367	(7,149,122)
Total net position (deficit)	$ (11,148,489)	$ 3,999,367	$ (7,149,122)

CITY OF LEMOORE
COMBINING STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
PRIVATE PURPOSE TRUST FUNDS
FOR THE YEAR ENDED JUNE 30, 2021

	Lemoore Redevelopment Successor Agency Debt Service Fund	Lemoore Redevelopment Successor Agency Capital Projects Fund	Total Lemoore Redevelopment Successor Agency Private-Purpose Trust Fund
ADDITIONS			
Investment earnings:			
Interest, dividends, and other	$ 10,775	$ 9,053	$ 19,828
Net investment earnings	10,775	9,053	19,828
Collections on behalf of other governments:			
Property taxes	-	1,495,164	1,495,164
Total collections on behalf of other governments:	-	1,495,164	1,495,164
Total additions	10,775	1,504,217	1,514,992
DEDUCTIONS			
Administrative expense	-	55,344	55,344
Interest expense	533,518	-	533,518
Bad debt	-	40,490	40,490
Interfund transfers	(1,413,050)	1,413,050	-
Total deductions	(879,532)	1,508,884	629,352
Net increase (decrease) in fiduciary net position	890,307	(4,667)	885,640
Net position (deficit) - beginning, restated	(12,038,796)	4,004,034	(8,034,762)
Net position (deficit) - ending	$ (11,148,489)	$ 3,999,367	$ (7,149,122)

CITY OF LEMOORE
COMBINING STATEMENT OF FIDUCIARY NET POSITION
CUSTODIAL FUNDS
JUNE 30, 2021

	Police Activities League	School and County Impact Fees	Laguna Irrigation District	Kings Area Rural Transit	Total Custodial Funds
ASSETS					
Cash and investments	$ -	$ 8,983	$ 122,562	$ 70	$ 131,615
Other assets	-	-	28,800	-	28,800
Total assets	-	8,983	151,362	70	160,415
LIABILITIES					
Accounts payable	-	-	-	70	70
Impact fees payable	-	8,983	-	-	8,983
Total liabilities	-	8,983	-	70	9,053
NET POSITION					
Restricted for:					
Organizations and other governments	-	-	151,362	-	151,362
Total net position	$ -	$ -	$ 151,362	$ -	$ 151,362

CITY OF LEMOORE
COMBINING STATEMENT OF CHANGES IN FIDUCIARY NET POSITION
CUSTODIAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2021

	Police Activities League	School and County Impact Fees	Laguna Irrigation District	Kings Area Rural Transit	Total Custodial Funds
ADDITIONS					
Investment earnings:					
Interest, dividends, and other	$ -	$ -	$ 222	$ -	$ 222
Net investment earnings	-	-	222	-	222
Collections on behalf of other governments:					
Impact Fees	-	119,947	-	-	119,947
Other	-	-	-	130	130
Total collections on behalf of other governments	-	119,947	-	130	120,077
Total additions	-	119,947	222	130	120,299
DEDUCTIONS					
Payments to other governments	14,440	119,947	-	130	134,517
Other expenses	-	-	1,061	-	1,061
Total deductions	14,440	119,947	1,061	130	135,578
Net increase (decrease) in fiduciary net position	(14,440)	-	(839)	-	(15,279)
Net position - beginning	14,440	-	152,201	-	166,641
Net position - ending	$ -	$ -	$ 151,362	$ -	$ 151,362

City of
LEMOORE
CALIFORNIA

711 West Cinnamon Drive ● Lemoore, California 93245 ● (559) 924-6744

Staff Report

To:	**Lemoore City Council**		
From:	**Marisa Avalos, City Clerk**		
Date:	**March 18, 2022**	**Meeting Date:**	**April 5, 2022**
Subject:	**Activity Update**		

Strategic Initiative:	☐ Safe & Vibrant Community ☒ Fiscally Sound Government ☐ Community & Neighborhood Livability	☐ Growing & Dynamic Economy ☐ Operational Excellence ☐ Not Applicable

Reports

- Warrant Register – FY 21/22 — March 11, 2022
- Warrant Register – FY 21/22 — March 24, 2022

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4213 - CITY MANAGER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR		BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4140	HEALTH INSURANCE									
9 /22	03/10/22	21		13429	6868	MIDAMERICA ADMIN		28.12	.00	MARY FRENCH
9 /22	03/10/22	21		13429	6868	MIDAMERICA ADMIN		28.12	.00	ALLEN GOODMAN
TOTAL	HEALTH INSURANCE						.00	56.24	.00	
4310	PROFESSIONAL CONTRACT SVC									
9 /22	03/10/22	21	10977 -01	13423	2849	KINGS COUNTY ECO		1,666.67	-1,666.67	MONTHLY CONTRIBUTIONS
TOTAL	PROFESSIONAL CONTRACT SVC						.00	1,666.67	-1,666.67	
TOTAL	CITY MANAGER						.00	1,722.91	-1,666.67	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4214 - CITY CLERK'S OFFICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21		13422	4062 KINGS COUNTY		340.00	.00	RECORDING FEES
TOTAL	PROFESSIONAL CONTRACT SVC					.00	340.00	.00	
TOTAL	CITY CLERK'S OFFICE					.00	340.00	.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4215 - FINANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11162	-01 13451	7278 TYLER TECHNOLOGI		1,280.00	-1,280.00	APPLICATION SERVICES/FEES
9 /22	03/10/22	21	11162	-01 13451	7278 TYLER TECHNOLOGI		4,480.00	-4,480.00	APPLICATION SERVICES/FEES
9 /22	03/10/22	21	11162	-01 13451	7278 TYLER TECHNOLOGI		5,120.00	-5,120.00	APPLICATION SERVICES/FEES
TOTAL	PROFESSIONAL CONTRACT SVC					.00	10,880.00	-10,880.00	
TOTAL	FINANCE					.00	10,880.00	-10,880.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4216 - PLANNING

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES								
9 /22	03/10/22	21		13399	5284 CALIFORNIA SURVE		43.51	.00	INK MATTE BLACK
TOTAL	OPERATING SUPPLIES					.00	43.51	.00	
TOTAL	PLANNING					.00	43.51	.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4220 - MAINTENANCE DIVISION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR		BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC									
9 /22	03/10/22	21	11002 -01	13409	5758	MARK FERNANDES		1,700.00	-1,700.00	PD, SARAH MOONEY, AND CMC
9 /22	03/10/22	21	11002 -02	13409	5758	MARK FERNANDES		400.00	-400.00	CHANGE ORDER 1- INCREASE
TOTAL	PROFESSIONAL CONTRACT SVC						.00	2,100.00	-2,100.00	
4340	UTILITIES									
9 /22	03/10/22	21		13447	0423	SOCALGAS		71.79	.00	01/24/22-02/23/22
9 /22	03/10/22	21		13448	0423	SOCALGAS		356.82	.00	01/24/22-02/23/22
TOTAL	UTILITIES						.00	428.61	.00	
TOTAL	MAINTENANCE DIVISION						.00	2,528.61	-2,100.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4221 - POLICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4140	HEALTH INSURANCE								
9 /22	03/10/22	21		13429	6868 MIDAMERICA ADMIN		28.12	.00	PATRICK MUNDY
9 /22	03/10/22	21		13429	6868 MIDAMERICA ADMIN		28.12	.00	CHARLES STULL
TOTAL	HEALTH INSURANCE					.00	56.24	.00	
4220	OPERATING SUPPLIES								
9 /22	03/10/22	21		13391	3010 THE ANIMAL HOUSE		75.02	.00	NELLO TURKEY
9 /22	03/10/22	21		13391	3010 THE ANIMAL HOUSE		42.85	.00	PRO 89
9 /22	03/10/22	21	11349 -01	13411	2960 GALLS		820.00	-820.00	AVON MAX PRO POLICE BALIS
9 /22	03/10/22	21	11349 -02	13411	2960 GALLS		59.45	-59.45	TAX
TOTAL	OPERATING SUPPLIES					.00	997.32	-879.45	
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21		13426	5035 LEMOORE ANIMAL C		40.00	.00	OFFICE VISIT/EXAMINAT
9 /22	03/10/22	21		13449	7305 TECH-TIME COMMUN		450.00	.00	9/1/21-3/31/22
9 /22	03/10/22	21		13416	1156 HANFORD VETERINA		488.92	.00	EXAMINATION
TOTAL	PROFESSIONAL CONTRACT SVC					.00	978.92	.00	
4340	UTILITIES								
9 /22	03/10/22	21		13453	0116 VERIZON WIRELESS		1,994.22	.00	01/17/22-02/16/22
TOTAL	UTILITIES					.00	1,994.22	.00	
4360	TRAINING								
9 /22	03/10/22	21	11352 -01	13431	4094 NATIONAL TRAININ		945.00	-945.00	TUITION MARCH 28-29 2022
9 /22	03/10/22	21	11353 -01	13402	6238 COLLEGE OF THE S		500.00	-500.00	HS 1150 TRAINING FOR OFFI
9 /22	03/10/22	21		13418	T2229 TANNER JACQUES		472.00	.00	ICI CORE
9 /22	03/10/22	21		13430	6089 JONATHAN MORITZ		42.00	.00	PERISHABLE SKILL UPDA
9 /22	03/10/22	21		13420	7092 KATARINA ESCOBAR		42.00	.00	PERISHABLE SKILLS UPD
9 /22	03/10/22	21		13414	7177 BRANDON GRESHAM		112.00	.00	LESS LETHAL INSTRUCTO
9 /22	03/10/22	21		13450	7024 ERIC TREVINO		112.00	.00	LESS LETHAL INSTRUCTO
9 /22	03/10/22	21		13397	6835 BRETT WARD		112.00	.00	LESS LETHAL INSTRUCTO
9 /22	03/10/22	21		13393	T2034 ROGELIO AVELAR		14.00	.00	FIRT AID/CPR/AED UPDA
9 /22	03/10/22	21		13458	7223 ZACHARY ROGERS-J		14.00	.00	FIRST AID/CPR/AED UPD
9 /22	03/10/22	21		13460	T2239 WILLIAM JASON ST		14.00	.00	FIRST AID/CPR/AED UPD
9 /22	03/10/22	21		13405	6347 KEVIN COSPER		14.00	.00	OUTLAW MOTORCYCLE GA
9 /22	03/10/22	21		13410	7093 BRIAN FERREIRA		14.00	.00	FIRST AID/CPR/AED UPD
9 /22	03/10/22	21		13415	7177 BRANDON GRESHAM		14.00	.00	FIRST AID/CPR/AED UPD
9 /22	03/10/22	21		13421	T2575 KAYLA KRUG		14.00	.00	FIRST AID/CPR/AED UPD
9 /22	03/10/22	21		13427	T2240 STEVEN MCPHERSON		14.00	.00	FIRST AID/CPR/AED UPD
9 /22	03/10/22	21		13432	5123 RYAN O'BARR		14.00	.00	FIRST AID/CPR/AED UPD
9 /22	03/10/22	21		13419	T2619 JUSTIN PERKINS		14.00	.00	FIRST AID/CPR/AED UPD
TOTAL	TRAINING					.00	2,477.00	-1,445.00	
4380	RENTALS & LEASES								
9 /22	03/10/22	21	11356 -01	13398	1817 C.A. REDING COMP		567.85	-567.85	COPIER CONTRACT 1/2/2022
TOTAL	RENTALS & LEASES					.00	567.85	-567.85	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4221 - POLICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4380	RENTALS & LEASES								
TOTAL	POLICE					.00	7,071.55	-2,892.30	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4222 - FIRE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES								
9 /22	03/10/22	21		13400	2161 CASCADE FIRE		197.51	.00	O.R.C.A. BAG
TOTAL	OPERATING SUPPLIES					.00	197.51	.00	
4230	REPAIR/MAINT SUPPLIES								
9 /22	03/10/22	21		13400	2161 CASCADE FIRE		304.53	.00	B-100 HANDLE
TOTAL	REPAIR/MAINT SUPPLIES					.00	304.53	.00	
4350	REPAIR/MAINT SERVICES								
9 /22	03/10/22	21	11244 -01	13394	0053 BAUER COMPRESSOR		340.00	-510.00	SERVICE TRAVEL TIME 6HRS
9 /22	03/10/22	21	11244 -02	13394	0053 BAUER COMPRESSOR		840.00	-840.00	SERVICE LABOR-ANNUAL PM &
9 /22	03/10/22	21	11244 -03	13394	0053 BAUER COMPRESSOR		806.25	-806.25	SERVICE PARTS
9 /22	03/10/22	21	11244 -04	13394	0053 BAUER COMPRESSOR		300.00	-150.00	AIR/GAS SAMPLE TEST WITH
9 /22	03/10/22	21	11244 -05	13394	0053 BAUER COMPRESSOR		58.45	-58.45	CHANGE ORDER 1- ADD SALES
TOTAL	REPAIR/MAINT SERVICES					.00	2,344.70	-2,364.70	
TOTAL	FIRE					.00	2,846.74	-2,364.70	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4224 - BUILDING INSPECTION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4140	HEALTH INSURANCE								
9 /22	03/10/22	21		13429	6868 MIDAMERICA ADMIN		28.13	.00	RONALD HENSON
TOTAL	HEALTH INSURANCE					.00	28.13	.00	
4220	OPERATING SUPPLIES								
9 /22	03/10/22	21		13399	5284 CALIFORNIA SURVE		43.53	.00	INK MATTE BLACK
TOTAL	OPERATING SUPPLIES					.00	43.53	.00	
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11347 -01	13396	7289 BPR CONSULTING G		675.00	-675.00	BLANKET PO
9 /22	03/10/22	21	11347 -01	13396	7289 BPR CONSULTING G		4,920.11	-4,920.11	BLANKET PO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	5,595.11	-5,595.11	
4360	TRAINING								
9 /22	03/10/22	21		13407	T2022 DAN BALLIN		250.00	.00	REIMBURSE RE CERTIFIC
TOTAL	TRAINING					.00	250.00	.00	
TOTAL	BUILDING INSPECTION					.00	5,916.77	-5,595.11	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4230 - PUBLIC WORKS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES								
9 /22	03/10/22	21		13399	5284 CALIFORNIA SURVE		43.53	.00	INK MATTE BLACK
TOTAL	OPERATING SUPPLIES					.00	43.53	.00	
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	10898 -01	13454	6783 VIRTUAL PROJECT		500.00	-500.00	VPM MONTHLY MAINTENANCE F
TOTAL	PROFESSIONAL CONTRACT SVC					.00	500.00	-500.00	
TOTAL	PUBLIC WORKS					.00	543.53	-500.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4231 - STREETS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4340	UTILITIES								
9 /22	03/10/22	21		13436	0363 PG&E		1,373.62	.00	01/14/22-02/14/22
9 /22	03/10/22	21		13435	0363 PG&E		76.51	.00	01/15/22-02/15/22
9 /22	03/10/22	21		13439	0363 PG&E		93.14	.00	01/12/22-02/10/22
TOTAL	UTILITIES					.00	1,543.27	.00	
TOTAL	STREETS					.00	1,543.27	.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4241 - PARKS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4340	UTILITIES								
9 /22	03/10/22	21		13437	0363 PG&E		257.95	.00	01/06/22-02/06/22
TOTAL	UTILITIES					.00	257.95	.00	
TOTAL	PARKS					.00	257.95	.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4242 - RECREATION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4140	HEALTH INSURANCE								
9 /22	03/10/22	21		13429	6868 MIDAMERICA ADMIN		28.13	.00	THOMAS HERNANDEZ
TOTAL	HEALTH INSURANCE					.00	28.13	.00	
4220	OPERATING SUPPLIES								
9 /22	03/10/22	21		13399	5284 CALIFORNIA SURVE		43.53	.00	INK MATTE BLACK
TOTAL	OPERATING SUPPLIES					.00	43.53	.00	
TOTAL	RECREATION					.00	71.66	.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4296 - INFORMATION TECHNOLOGY

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES								
9 /22	03/10/22	21	11150 -01	13408	6398 DURATECH USA, IN		6,501.02	-6,501.02	GETAC V110 MDT W/WIN 1 @
9 /22	03/10/22	21	11150 -02	13408	6398 DURATECH USA, IN		8.00	-8.00	GALIFORNIA LCD DISPOSAL F
9 /22	03/10/22	21	11150 -03	13408	6398 DURATECH USA, IN		471.32	-471.32	SALES TAX
TOTAL	OPERATING SUPPLIES					.00	6,980.34	-6,980.34	
4340	UTILITIES								
9 /22	03/10/22	21		13434	7070 PANTERRA NETWORK		1,556.37	.00	002/01/22-03/31/22
9 /22	03/10/22	21		13392	5516 AT&T		97.35	.00	939-103-4007
TOTAL	UTILITIES					.00	1,653.72	.00	
TOTAL	INFORMATION TECHNOLOGY					.00	8,634.06	-6,980.34	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4297 - HUMAN RESOURCES

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11050	-01 13404	7265 COMPUTER SYSTEMS		400.00	-400.00	FILE SHARING SOFTWARE
9 /22	03/10/22	21	11161	-02 13424	6543 KINGS INDUSTRIAL		450.84	-450.84	CHANGE ORDER 1 - ADD FUND
TOTAL	PROFESSIONAL CONTRACT SVC					.00	850.84	-850.84	
TOTAL	HUMAN RESOURCES					.00	850.84	-850.84	
TOTAL	GENERAL FUND					.00	43,251.40	-33,829.96	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 033 - LOCAL TRANSPORTATION FUND
BUDGET UNIT - 5015 - VINE STREET PEDESTRIAN PA

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11355	-01 13395	6733 BLACKBURN CONSUL		387.00	-387.00	VINE STREET MATERIAL TEST
9 /22	03/10/22	21	11359	-01 13444	0876 QUAD KNOPF, INC.		95.88	-95.88	ENGINEERING SERVICES VINE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	482.88	-482.88	
TOTAL	VINE STREET PEDESTRIAN PA					.00	482.88	-482.88	
TOTAL	LOCAL TRANSPORTATION FUND					.00	482.88	-482.88	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 034 - GAS TAX
BUDGET UNIT - 5019 - SLURRY SEAL PROJECTS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11276	-01 13455	6272 VSS INTERNATIONA		17,342.72	-17,342.72	VSS 2020 SLURRY SEAL
9 /22	03/10/22	21	11276	-02 13455	6272 VSS INTERNATIONA		20,095.45	-20,095.45	CHANGE ORDER 1- ADD FUNDS
TOTAL	PROFESSIONAL CONTRACT SVC					.00	37,438.17	-37,438.17	
TOTAL	SLURRY SEAL PROJECTS					.00	37,438.17	-37,438.17	
TOTAL	GAS TAX					.00	37,438.17	-37,438.17	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 040 - FLEET MAINTENANCE
BUDGET UNIT - 4265 - FLEET MAINTENANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES								
9 /22	03/10/22 21	10911	-02	13412	0068 GARY V. BURROWS,		10,786.55	-10,786.55	FUEL
9 /22	03/10/22 21			13443	7220 PLAIN INSANE GRA		321.75	.00	CUT DECAL
TOTAL	OPERATING SUPPLIES					.00	11,108.30	-10,786.55	
4350	REPAIR/MAINT SERVICES								
9 /22	03/10/22 21			13443	7220 PLAIN INSANE GRA		348.13	.00	#P57
9 /22	03/10/22 21			13443	7220 PLAIN INSANE GRA		348.13	.00	#P57
9 /22	03/10/22 21	11350	-01	13433	2822 PACIFIC TOWING &		787.50	-787.50	TOW TO FRESNO
TOTAL	REPAIR/MAINT SERVICES					.00	1,483.76	-787.50	
TOTAL	FLEET MAINTENANCE					.00	12,592.06	-11,574.05	
TOTAL	FLEET MAINTENANCE					.00	12,592.06	-11,574.05	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 050 - WATER
BUDGET UNIT - 4250 - WATER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR		BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4140	HEALTH INSURANCE									
9 /22	03/10/22 21			13429	6868	MIDAMERICA ADMIN		28.13	.00	MARY ESPINOZA
TOTAL	HEALTH INSURANCE						.00	28.13	.00	
4220	OPERATING SUPPLIES									
9 /22	03/10/22 21			13399	5284	CALIFORNIA SURVE		43.53	.00	INK MATTE BLACK
TOTAL	OPERATING SUPPLIES						.00	43.53	.00	
4310	PROFESSIONAL CONTRACT SVC									
9 /22	03/10/22 21	11351	-01	13390	6153	AEGIS GROUNDWATE		4,750.00	-4,750.00	INVOICE #582
9 /22	03/10/22 21	11173	-01	13425	6795	LABOR TIME		1.92	-1.92	LABOR TIME
9 /22	03/10/22 21	11173	-04	13425	6795	LABOR TIME		1,245.44	-1,245.44	CHANGE ORDER 2 - ADD FUND
9 /22	03/10/22 21	11173	-05	13425	6795	LABOR TIME		531.84	-531.84	CHANGE ORDER 3 - ADD FUND
TOTAL	PROFESSIONAL CONTRACT SVC						.00	6,529.20	-6,529.20	
4320	MEETINGS & DUES									
9 /22	03/10/22 21	11358	-01	13445	0664	SJVAPCD		1,530.10	-1,530.10	GENERATOR REGISTRATION
TOTAL	MEETINGS & DUES						.00	1,530.10	-1,530.10	
4340	UTILITIES									
9 /22	03/10/22 21			13438	0363	PG&E		10,739.80	.00	01/14/22-02/14/22
9 /22	03/10/22 21			13446	0423	SOCALGAS		133.92	.00	01/24/22-02/23/22
9 /22	03/10/22 21			13442	6627	PG&E NON ENERGY		445.37	.00	02/01/22-02/28/22
9 /22	03/10/22 21			13403	7058	COMCAST		199.30	.00	02/25/22-03/24/22
TOTAL	UTILITIES						.00	11,518.39	.00	
TOTAL	WATER						.00	19,649.35	-8,059.30	
TOTAL	WATER						.00	19,649.35	-8,059.30	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 052 - WATER INCIDENT FUND
BUDGET UNIT - 4752 - WATER INCIDENT

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11115	-01 13395	6733 BLACKBURN CONSUL		23.38	-23.38	GEOTECHNICAL STUDY- S. TA
9 /22	03/10/22	21	11115	-03 13395	6733 BLACKBURN CONSUL		5,910.62	-5,910.62	CHANGE ORDER 2 - INCREASE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	5,934.00	-5,934.00	
4380	RENTALS & LEASES								
9 /22	03/10/22	21	11075	-02 13406	7259 CUSTOM TRUCK ONE		6.20	-6.20	CHANGE ORDER 1 - ADD FUND
9 /22	03/10/22	21	11075	-03 13406	7259 CUSTOM TRUCK ONE		3,726.10	-3,726.10	CHANGE ORDER 2 - ADD FUND
TOTAL	RENTALS & LEASES					.00	3,732.30	-3,732.30	
TOTAL	WATER INCIDENT					.00	9,666.30	-9,666.30	
TOTAL	WATER INCIDENT FUND					.00	9,666.30	-9,666.30	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 056 - REFUSE
BUDGET UNIT - 4256 - REFUSE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4140	HEALTH INSURANCE								
9 /22	03/10/22	21		13429	6868 MIDAMERICA ADMIN		28.13	.00	DAN GARCIA
TOTAL	HEALTH INSURANCE					.00	28.13	.00	
TOTAL	REFUSE					.00	28.13	.00	
TOTAL	REFUSE					.00	28.13	.00	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 060 - SEWER& STORM WTR DRAINAGE
BUDGET UNIT - 4260 - SEWER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR		BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES									
9 /22	03/10/22	21		13399	5284	CALIFORNIA SURVE		43.53	.00	INK MATTE BLACK
9 /22	03/10/22	21	10923 -01	13417	0205	HELENA AGRI-ENT.		632.78	-632.78	WASTEWATER WEED CONTROL P
TOTAL	OPERATING SUPPLIES						.00	676.31	-632.78	
4230	REPAIR/MAINT SUPPLIES									
9 /22	03/10/22	21	10938 -01	13401	1599	CHEMSEARCH		1,053.20	-1,053.20	WASTEWATER ECOFLOW BIO-AM
9 /22	03/10/22	21		13428	5333	MEDALLION SUPPLY		106.51	.00	LIQUID TIGHT FLEX
TOTAL	REPAIR/MAINT SUPPLIES						.00	1,159.71	-1,053.20	
4340	UTILITIES									
9 /22	03/10/22	21		13440	0363	PG&E		12.95	.00	01/18/22-02/15/22
9 /22	03/10/22	21		13441	0363	PG&E		23.82	.00	01/18/22-02/15/22
TOTAL	UTILITIES						.00	36.77	.00	
4380	RENTALS & LEASES									
9 /22	03/10/22	21	11357 -01	13452	1664	UNITED RENTALS		3,357.04	-3,357.04	BACKHOE/LOADER 121 HP
9 /22	03/10/22	21	11357 -02	13452	1664	UNITED RENTALS		255.50	-255.50	DELIVERY CHARGE
9 /22	03/10/22	21	11357 -03	13452	1664	UNITED RENTALS		255.50	-255.50	PICK UP CHARGE
9 /22	03/10/22	21	11357 -04	13452	1664	UNITED RENTALS		25.18	-25.18	CA PERSONAL PROP TAX REIM
9 /22	03/10/22	21	11357 -05	13452	1664	UNITED RENTALS		263.74	-263.74	TAX
TOTAL	RENTALS & LEASES						.00	4,156.96	-4,156.96	
TOTAL	SEWER						.00	6,029.75	-5,842.94	
TOTAL	SEWER& STORM WTR DRAINAGE						.00	6,029.75	-5,842.94	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 201 - LLMD ZONE 1
BUDGET UNIT - 4851 - LLMD ZONE 1 WESTFIELD

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-25 13457	6694 WILLDAN FINANCIA		47.86	-47.86	CHANGE ORDER 2 - ADD FUND
9 /22	03/10/22	21	11156	-01 13457	6694 WILLDAN FINANCIA		515.45	-515.45	ANNUAL ASSESSMENT LLMD ZO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	563.31	-563.31	
TOTAL	LLMD ZONE 1 WESTFIELD					.00	563.31	-563.31	
TOTAL	LLMD ZONE 1					.00	563.31	-563.31	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 203 - LLMD ZONE 3 SILVA ESTATES
BUDGET UNIT - 4853 - LLMD ZONE 3 SILVA ESTATES

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-02 13457	6694 WILLDAN FINANCIA		88.17	-88.17	ANNUAL ASSESSMENT LLMD ZO
9 /22	03/10/22	21	11156	-26 13457	6694 WILLDAN FINANCIA		16.00	-16.00	CHANGE ORDER 2 - ADD FUND
TOTAL	PROFESSIONAL CONTRACT SVC					.00	104.17	-104.17	
TOTAL	LLMD ZONE 3 SILVA ESTATES					.00	104.17	-104.17	
TOTAL	LLMD ZONE 3 SILVA ESTATES					.00	104.17	-104.17	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 205 - LLMD ZONE 5 WILDFLOWER
BUDGET UNIT - 4855 - LLMD ZONE 5 WILDFLOWER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-27 13457	6694 WILLDAN FINANCIA		1.03	-1.03	CHANGE ORDER 2 - ADD FUND
9 /22	03/10/22	21	11156	-03 13457	6694 WILLDAN FINANCIA		9.96	-9.96	ANNUAL ASSESSMENT LLMD ZO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	10.99	-10.99	
TOTAL	LLMD ZONE 5 WILDFLOWER					.00	10.99	-10.99	
TOTAL	LLMD ZONE 5 WILDFLOWER					.00	10.99	-10.99	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 206 - LLMD ZONE 6 CAPISTRANO
BUDGET UNIT - 4856 - LLMD ZONE 6 CAPISTRANO

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-04 13457	6694 WILLDAN FINANCIA		9.94	-9.94	ANNUAL ASSESSMENT LLMD ZO
9 /22	03/10/22	21	11156	-28 13457	6694 WILLDAN FINANCIA		1.78	-1.78	CHANGE ORDER 2 - ADD FUND
TOTAL	PROFESSIONAL CONTRACT SVC					.00	11.72	-11.72	
TOTAL	LLMD ZONE 6 CAPISTRANO					.00	11.72	-11.72	
TOTAL	LLMD ZONE 6 CAPISTRANO					.00	11.72	-11.72	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 207 - LLMD ZONE 7 SILVERADO
BUDGET UNIT - 4857 - LLMD ZONE 7 SILVERADO

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-29 13457	6694 WILLDAN FINANCIA		2.24	-2.24	CHANGE ORDER 2 - ADD FUND
9 /22	03/10/22	21	11156	-05 13457	6694 WILLDAN FINANCIA		22.35	-22.35	ANNUAL ASSESSMENT LLMD ZO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	24.59	-24.59	
TOTAL	LLMD ZONE 7 SILVERADO					.00	24.59	-24.59	
TOTAL	LLMD ZONE 7 SILVERADO					.00	24.59	-24.59	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 208A - LLMD ZONE 8 COUNTRY CLUB
BUDGET UNIT - 4858A - LLMD ZONE 8 COUNTRY CLUB

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-06 13457	6694 WILLDAN FINANCIA		39.52	-39.52	ANNUAL ASSESSMENT LLMD ZO
9 /22	03/10/22	21	11156	-30 13457	6694 WILLDAN FINANCIA		12.32	-12.32	CHANGE ORDER 2 - ADD FUND
TOTAL	PROFESSIONAL CONTRACT SVC					.00	51.84	-51.84	
TOTAL	LLMD ZONE 8 COUNTRY CLUB					.00	51.84	-51.84	
TOTAL	LLMD ZONE 8 COUNTRY CLUB					.00	51.84	-51.84	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 208B - LLMD ZONE 8B GREENS
BUDGET UNIT - 4858B - LLMD ZONE 8B GREENS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-31 13457	6694 WILLDAN FINANCIA		11.07	-11.07	CHANGE ORDER 2 - ADD FUND
9 /22	03/10/22	21	11156	-07 13457	6694 WILLDAN FINANCIA		95.63	-95.63	ANNUAL ASSESSMENT LLMD ZO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	106.70	-106.70	
TOTAL	LLMD ZONE 8B GREENS					.00	106.70	-106.70	
TOTAL	LLMD ZONE 8B GREENS					.00	106.70	-106.70	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 209 - LLMD ZONE 9 LA DANTE ROSE
BUDGET UNIT - 4859 - LLMD ZONE 9 LA DANTE ROSE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-08 13457	6694 WILLDAN FINANCIA		33.75	-33.75	ANNUAL ASSESSMENT LLMD ZO
9 /22	03/10/22	21	11156	-32 13457	6694 WILLDAN FINANCIA		3.62	-3.62	CHANGE ORDER 2 - ADD FUND
TOTAL	PROFESSIONAL CONTRACT SVC					.00	37.37	-37.37	
TOTAL	LLMD ZONE 9 LA DANTE ROSE					.00	37.37	-37.37	
TOTAL	LLMD ZONE 9 LA DANTE ROSE					.00	37.37	-37.37	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 210 - LLMD ZONE 10 AVALON
BUDGET UNIT - 4860 - LLMD ZONE 10 AVALON

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-33 13457	6694 WILLDAN FINANCIA		9.45	-9.45	CHANGE ORDER 2 - ADD FUND
9 /22	03/10/22	21	11156	-09 13457	6694 WILLDAN FINANCIA		104.76	-104.76	ANNUAL ASSESSMENT LLMD ZO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	114.21	-114.21	
TOTAL	LLMD ZONE 10 AVALON					.00	114.21	-114.21	
TOTAL	LLMD ZONE 10 AVALON					.00	114.21	-114.21	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 211 - LLMD ZONE 11 SELF HELP EN
BUDGET UNIT - 4861 - LLMD ZONE 11 SELF HELP EN

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-10 13457	6694 WILLDAN FINANCIA		10.19	-10.19	ANNUAL ASSESSMENT LLMD ZO
9 /22	03/10/22	21	11156	-34 13457	6694 WILLDAN FINANCIA		1.60	-1.60	CHANGE ORDER 2 - ADD FUND
TOTAL	PROFESSIONAL CONTRACT SVC					.00	11.79	-11.79	
TOTAL	LLMD ZONE 11 SELF HELP EN					.00	11.79	-11.79	
TOTAL	LLMD ZONE 11 SELF HELP EN					.00	11.79	-11.79	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 212 - LLMD ZONE 12 SUMMERWIND
BUDGET UNIT - 4862 - LLMD ZONE 12 SUMMERWIND

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-23 13457	6694 WILLDAN FINANCIA		123.67	-123.67	CHANGE ORDER 1 - ADD FUND
TOTAL	PROFESSIONAL CONTRACT SVC					.00	123.67	-123.67	
TOTAL	LLMD ZONE 12 SUMMERWIND					.00	123.67	-123.67	
TOTAL	LLMD ZONE 12 SUMMERWIND					.00	123.67	-123.67	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 213 - LLMD ZONE 13 CORNERSTONE
BUDGET UNIT - 4863 - LLMD ZONE 13 CORNERSTONE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-35 13457	6694 WILLDAN FINANCIA		5.62	-5.62	CHANGE ORDER 2 - ADD FUND
9 /22	03/10/22	21	11156	-12 13457	6694 WILLDAN FINANCIA		34.02	-34.02	ANNUAL ASSESSMENT LLMD ZO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	39.64	-39.64	
TOTAL	LLMD ZONE 13 CORNERSTONE					.00	39.64	-39.64	
TOTAL	LLMD ZONE 13 CORNERSTONE					.00	39.64	-39.64	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 251 - PFMD ZONE 1
BUDGET UNIT - 4871 - PFMD ZONE 1

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-13 13457	6694 WILLDAN FINANCIA		139.37	-139.37	ANNUAL ASSESSMENT PFMD ZO
9 /22	03/10/22	21	11156	-36 13457	6694 WILLDAN FINANCIA		52.66	-52.66	CHANGE ORDER 2 - ADD FUND
TOTAL	PROFESSIONAL CONTRACT SVC					.00	192.03	-192.03	
TOTAL	PFMD ZONE 1					.00	192.03	-192.03	
TOTAL	PFMD ZONE 1					.00	192.03	-192.03	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 252 - PFMD ZONE 2
BUDGET UNIT - 4872 - PFMD ZONE 2

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-37	13457 6694 WILLDAN FINANCIA		89.40	-89.40	CHANGE ORDER 2 - ADD FUND
9 /22	03/10/22	21	11156	-14	13457 6694 WILLDAN FINANCIA		270.10	-270.10	ANNUAL ASSESSMENT PFMD ZO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	359.50	-359.50	
TOTAL	PFMD ZONE 2					.00	359.50	-359.50	
TOTAL	PFMD ZONE 2					.00	359.50	-359.50	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 253 - PFMD ZONE 3
BUDGET UNIT - 4873 - PFMD ZONE 3

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-15 13457	6694 WILLDAN FINANCIA		25.25	-25.25	ANNUAL ASSESSMENT PFMD ZO
9 /22	03/10/22	21	11156	-38 13457	6694 WILLDAN FINANCIA		92.10	-92.10	CHANGE ORDER 2 - ADD FUND
TOTAL	PROFESSIONAL CONTRACT SVC					.00	117.35	-117.35	
TOTAL	PFMD ZONE 3					.00	117.35	-117.35	
TOTAL	PFMD ZONE 3					.00	117.35	-117.35	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 254 - PFMD ZONE 4
BUDGET UNIT - 4874 - PFMD ZONE 4

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-39 13457	6694 WILLDAN FINANCIA		45.64	-45.64	CHANGE ORDER 2 - ADD FUND
9 /22	03/10/22	21	11156	-16 13457	6694 WILLDAN FINANCIA		107.25	-107.25	ANNUAL ASSESSMENT PFMD ZO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	152.89	-152.89	
TOTAL	PFMD ZONE 4					.00	152.89	-152.89	
TOTAL	PFMD ZONE 4					.00	152.89	-152.89	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 255 - PFMD ZONE 5
BUDGET UNIT - 4875 - PFMD ZONE 5

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-24 13457	6694 WILLDAN FINANCIA		150.88	-150.88	CHANGE ORDER 1- ADD FUNDS
TOTAL	PROFESSIONAL CONTRACT SVC					.00	150.88	-150.88	
TOTAL	PFMD ZONE 5					.00	150.88	-150.88	
TOTAL	PFMD ZONE 5					.00	150.88	-150.88	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 256 - PFMD ZONE 6
BUDGET UNIT - 4876 - PFMD ZONE 6

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-40 13457	6694 WILLDAN FINANCIA		47.88	-47.88	CHANGE ORDER 2 - ADD FUND
9 /22	03/10/22	21	11156	-18 13457	6694 WILLDAN FINANCIA		101.06	-101.06	ANNUAL ASSESSMENT PFMD ZO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	148.94	-148.94	
TOTAL	PFMD ZONE 6					.00	148.94	-148.94	
TOTAL	PFMD ZONE 6					.00	148.94	-148.94	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 257 - PFMD ZONE 7
BUDGET UNIT - 4877 - PFMD ZONE 7

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-19 13457	6694 WILLDAN FINANCIA		22.63	-22.63	ANNUAL ASSESSMENT PFMD ZO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	22.63	-22.63	
TOTAL	PFMD ZONE 7					.00	22.63	-22.63	
TOTAL	PFMD ZONE 7					.00	22.63	-22.63	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 258 - PFMD ZONE 8
BUDGET UNIT - 4878 - PFMD ZONE 8

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-20 13457	6694 WILLDAN FINANCIA		109.08	-109.08	ANNUAL ASSESSMENT PFMD ZO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	109.08	-109.08	
TOTAL	PFMD ZONE 8					.00	109.08	-109.08	
TOTAL	PFMD ZONE 8					.00	109.08	-109.08	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 259 - PFMD ZONE 9
BUDGET UNIT - 4879 - PFMD ZONE 9

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-21 13457	6694 WILLDAN FINANCIA		120.47	-120.47	ANNUAL ASSESSMENT PFMD ZO
9 /22	03/10/22	21	11156	-41 13457	6694 WILLDAN FINANCIA		2.94	-2.94	CHANGE ORDER 2 - ADD FUND
TOTAL	PROFESSIONAL CONTRACT SVC					.00	123.41	-123.41	
TOTAL	PFMD ZONE 9					.00	123.41	-123.41	
TOTAL	PFMD ZONE 9					.00	123.41	-123.41	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 260 - PFMD ZONE 10
BUDGET UNIT - 4880 - PFMD ZONE 10

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11156	-42 13457	6694 WILLDAN FINANCIA		6.83	-6.83	CHANGE ORDER 2 - ADD FUND
9 /22	03/10/22	21	11156	-22 13457	6694 WILLDAN FINANCIA		41.46	-41.46	ANNUAL ASSESSMENT PFMD ZO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	48.29	-48.29	
TOTAL	PFMD ZONE 10					.00	48.29	-48.29	
TOTAL	PFMD ZONE 10					.00	48.29	-48.29	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM031122'
ACCOUNTING PERIOD: 9/22

FUND - 406 - WASTEWATER CIP
BUDGET UNIT - 5304 - WASTEWATER TREATMENT PLAN

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/10/22	21	11091	-01 13413	6965 GLOBAL WATER TEC		50,000.00	-50,000.00	TEST PERIOD - ON SITE EQU
TOTAL	PROFESSIONAL CONTRACT SVC					.00	50,000.00	-50,000.00	
TOTAL	WASTEWATER TREATMENT PLAN					.00	50,000.00	-50,000.00	
TOTAL	WASTEWATER CIP					.00	50,000.00	-50,000.00	
TOTAL REPORT						.00	181,763.04	-159,518.60	

PEI PAGE NUMBER: 1
DATE: 03/24/2022 CITY OF LEMOORE AUDIT11
TIME: 15:16:53 EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4211 - CITY COUNCIL

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4980	LEGAL EXPENSE								
9 /22	03/24/22	21		13564	5609 LOZANO SMITH, LL		1,247.97	.00	PROFESSIONAL SERVICES
9 /22	03/24/22	21		13564	5609 LOZANO SMITH, LL		2,674.22	.00	PROFESSIONAL SERVICES
TOTAL	LEGAL EXPENSE					.00	3,922.19	.00	
TOTAL	CITY COUNCIL					.00	3,922.19	.00	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4213 - CITY MANAGER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES								
9 /22	03/24/22	21		13544	6405 EINERSON'S PREPR		84.83	.00	WINDOW ENVLOPES
TOTAL	OPERATING SUPPLIES					.00	84.83	.00	
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21 10977 -01		13555	2849 KINGS COUNTY ECO		1,666.67	-1,666.67	MONTHLY CONTRIBUTIONS
TOTAL	PROFESSIONAL CONTRACT SVC					.00	1,666.67	-1,666.67	
4320	MEETINGS & DUES								
9 /22	03/24/22	21		13560	0297 LEMOORE CANAL &		322.00	.00	952/953 CITY/LAGUNA
TOTAL	MEETINGS & DUES					.00	322.00	.00	
4340	UTILITIES								
9 /22	03/24/22	21		13569	T1356 NATHAN OLSON		105.61	.00	CELL PHONE REIMB MAR
9 /22	03/24/22	21		13591	6266 SPARKLETTS		16.71	.00	WATER SERVICE
TOTAL	UTILITIES					.00	122.32	.00	
4980	LEGAL EXPENSE								
9 /22	03/24/22	21		13564	5609 LOZANO SMITH, LL		93.75	.00	PROFESSIONAL SERVICES
9 /22	03/24/22	21		13564	5609 LOZANO SMITH, LL		3,393.75	.00	PROFESSIONAL SERVICES
9 /22	03/24/22	21		13564	5609 LOZANO SMITH, LL		1,680.47	.00	PROFESSIONAL SERVICES
TOTAL	LEGAL EXPENSE					.00	5,167.97	.00	
TOTAL	CITY MANAGER					.00	7,363.79	-1,666.67	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4214 - CITY CLERK'S OFFICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4330	PRINTING & PUBLICATIONS								
9 /22	03/24/22	21	10999	-01	13593 7181 SANTA MARIA CALI		1,237.06	-1,237.06	BLANKET PO - LEGAL NOTICE
TOTAL	PRINTING & PUBLICATIONS					.00	1,237.06	-1,237.06	
TOTAL	CITY CLERK'S OFFICE					.00	1,237.06	-1,237.06	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4215 - FINANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR		BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES									
9 /22	03/24/22 21			13568	5396	OFFICE DEPOT		73.41	.00	OFFICE SUPPLIES
TOTAL	OPERATING SUPPLIES						.00	73.41	.00	
4310	PROFESSIONAL CONTRACT SVC									
9 /22	03/24/22 21	11048	-01	13586	6316	PRICE PAIGE & CO		375.00	-375.00	ASSISTANCE WITH IMPLEMENT
9 /22	03/24/22 21	11160	-01	13586	6316	PRICE PAIGE & CO		2,869.00	-2,869.00	CONSULTING SERVICES
9 /22	03/24/22 21	11162	-01	13594	7278	TYLER TECHNOLOGI		640.00	-640.00	APPLICATION SERVICES/FEES
9 /22	03/24/22 21	11162	-01	13594	7278	TYLER TECHNOLOGI		1,920.00	-1,920.00	APPLICATION SERVICES/FEES
TOTAL	PROFESSIONAL CONTRACT SVC						.00	5,804.00	-5,804.00	
4340	UTILITIES									
9 /22	03/24/22 21			13527	5048	AT&T MOBILITY		49.10	.00	02/03/22-03/02/22
9 /22	03/24/22 21			13591	6266	SPARKLETTS		13.22	.00	WATER SERVICE
TOTAL	UTILITIES						.00	62.32	.00	
TOTAL	FINANCE						.00	5,939.73	-5,804.00	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4216 - PLANNING

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES								
9 /22	03/24/22	21		13544	6405 EINERSON'S PREPR		84.83	.00	WINDOW ENVLOPES
TOTAL	OPERATING SUPPLIES					.00	84.83	.00	
4340	UTILITIES								
9 /22	03/24/22	21		13591	6266 SPARKLETTS		16.70	.00	WATER SERVICE
TOTAL	UTILITIES					.00	16.70	.00	
4980	LEGAL EXPENSE								
9 /22	03/24/22	21		13564	5609 LOZANO SMITH, LL		2,706.84	.00	PROFESSIONAL SERVICES
9 /22	03/24/22	21		13564	5609 LOZANO SMITH, LL		1,454.22	.00	PROFESSIONAL SERVICES
TOTAL	LEGAL EXPENSE					.00	4,161.06	.00	
TOTAL	PLANNING					.00	4,262.59	.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4220 - MAINTENANCE DIVISION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21		13588	5287 RES COM PEST CON		38.00	.00	PEST CONTROL-411 W D
TOTAL	PROFESSIONAL CONTRACT SVC					.00	38.00	.00	
4340	UTILITIES								
9 /22	03/24/22	21		13527	5048 AT&T MOBILITY		334.48	.00	02/03/22-03/02/22
9 /22	03/24/22	21		13579	0363 PG&E		8,511.33	.00	01/28/22-02/28/22
TOTAL	UTILITIES					.00	8,845.81	.00	
TOTAL	MAINTENANCE DIVISION					.00	8,883.81	.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4221 - POLICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES								
9 /22	03/24/22	21	11323 -01	13553	2000 J'S COMMUNICATIO		525.00	-525.00	XTS 3000 BATTERY 2000MA
9 /22	03/24/22	21	11323 -02	13553	2000 J'S COMMUNICATIO		1,046.40	-1,046.40	IMPRES 2050 BATTERY XTS25
9 /22	03/24/22	21	11323 -03	13553	2000 J'S COMMUNICATIO		82.00	-82.00	SHIPPING
9 /22	03/24/22	21	11323 -04	13553	2000 J'S COMMUNICATIO		113.93	-113.93	TAX
9 /22	03/24/22	21	11338 -01	13559	0287 LC ACTION POLICE		1,487.50	-1,487.50	CTS 2582 12 GA SUPERSOCK
9 /22	03/24/22	21	11338 -02	13559	0287 LC ACTION POLICE		107.84	-107.84	TAX
9 /22	03/24/22	21	11338 -03	13559	0287 LC ACTION POLICE		60.00	-60.00	SHIPPING
TOTAL	OPERATING SUPPLIES					.00	3,422.67	-3,422.67	
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11040 -01	13556	0772 COUNTY OF KINGS		3,685.00	-3,685.00	COUNTY OF KINGS INFORMATI
TOTAL	PROFESSIONAL CONTRACT SVC					.00	3,685.00	-3,685.00	
4330	PRINTING & PUBLICATIONS								
9 /22	03/24/22	21		13556	0772 COUNTY OF KINGS		164.89	.00	PRINT SHOP-SEARCH WAR
TOTAL	PRINTING & PUBLICATIONS					.00	164.89	.00	
4340	UTILITIES								
9 /22	03/24/22	21		13526	5048 AT&T MOBILITY		948.66	.00	02/03/22-03/02/22
TOTAL	UTILITIES					.00	948.66	.00	
4360	TRAINING								
9 /22	03/24/22	21		13537	6230 CLEARS INC.		40.00	.00	CLEARS MAR 23TH TRAIN
9 /22	03/24/22	21		13535	T2574 CHASE ELLSWORTH		70.00	.00	FIELD TRAINING OFFICE
TOTAL	TRAINING					.00	110.00	.00	
4380	RENTALS & LEASES								
9 /22	03/24/22	21		13534	1817 C.A. REDING COMP		400.41	.00	02/02/22-03/01/22
TOTAL	RENTALS & LEASES					.00	400.41	.00	
TOTAL	POLICE					.00	8,731.63	-7,107.67	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4222 - FIRE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES								
9 /22	03/24/22	21		13562	0313 LEMOORE VOLUNTEE		400.00	.00	3RD TUES. TRAINING
9 /22	03/24/22	21		13563	0313 LEMOORE VOLUNTEE		258.64	.00	3RD TUES &1ST TUES.TR
TOTAL	OPERATING SUPPLIES					.00	658.64	.00	
4230	REPAIR/MAINT SUPPLIES								
9 /22	03/24/22	21		13561	0304 LEMOORE HARDWARE		72.46	.00	FUEL/OIL
9 /22	03/24/22	21		13561	0304 LEMOORE HARDWARE		27.65	.00	TRIFLOW LUBRICANT
TOTAL	REPAIR/MAINT SUPPLIES					.00	100.11	.00	
4340	UTILITIES								
9 /22	03/24/22	21		2873051MAR22	5048 AT&T MOBILITY		.00	.00	02/03/22-03/02/22
9 /22	03/24/22	21		13538	7058 COMCAST		53.77	.00	03/13/22-04/12/22
9 /22	03/24/22	21		13528	5048 AT&T MOBILITY		294.97	.00	03/03/22-04/2/22
TOTAL	UTILITIES					.00	348.74	.00	
4360	TRAINING								
9 /22	03/24/22	21	11378 -01	13533	6972 JESSICA BUEHLER		2,000.00	-2,000.00	JESSICA BEULHER EMT RECER
9 /22	03/24/22	21	11378 -02	13533	6972 JESSICA BUEHLER		2,800.00	-2,800.00	JESSICA BUEHLER CPR TRAIN
TOTAL	TRAINING					.00	4,800.00	-4,800.00	
4980	LEGAL EXPENSE								
9 /22	03/24/22	21		13564	5609 LOZANO SMITH, LL		2,438.43	.00	PROFESSIONAL SERVICES
9 /22	03/24/22	21		13564	5609 LOZANO SMITH, LL		75.00	.00	PROFESSIONAL SERVICES
TOTAL	LEGAL EXPENSE					.00	2,513.43	.00	
TOTAL	FIRE					.00	8,420.92	-4,800.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4224 - BUILDING INSPECTION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES								
9 /22	03/24/22	21		13544	6405 EINERSON'S PREPR		84.83	.00	WINDOW ENVLOPES
TOTAL	OPERATING SUPPLIES					.00	84.83	.00	
4340	UTILITIES								
9 /22	03/24/22	21		13527	5048 AT&T MOBILITY		98.20	.00	02/03/22-03/02/22
9 /22	03/24/22	21		13591	6266 SPARKLETTS		16.70	.00	WATER SERVICE
TOTAL	UTILITIES					.00	114.90	.00	
4840	AUTOS AND TRUCKS								
9 /22	03/24/22	21	11369 -01	13554	2671 KELLER MOTORS		35,747.64	-35,747.64	2022 CHEVROLET 1500 (#264
TOTAL	AUTOS AND TRUCKS					.00	35,747.64	-35,747.64	
TOTAL	BUILDING INSPECTION					.00	35,947.37	-35,747.64	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4230 - PUBLIC WORKS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES								
9 /22	03/24/22	21		13544	6405 EINERSON'S PREPR		84.82	.00	WINDOW ENVLOPES
TOTAL	OPERATING SUPPLIES					.00	84.82	.00	
4340	UTILITIES								
9 /22	03/24/22	21		13591	6266 SPARKLETTS		16.70	.00	WATER SERVICE
9 /22	03/24/22	21		13527	5048 AT&T MOBILITY		137.24	.00	02/03/22-03/02/22
TOTAL	UTILITIES					.00	153.94	.00	
4980	LEGAL EXPENSE								
9 /22	03/24/22	21		13564	5609 LOZANO SMITH, LL		243.75	.00	PROFESSIONAL SERVICES
9 /22	03/24/22	21		13564	5609 LOZANO SMITH, LL		131.25	.00	PROFESSIONAL SERVICES
TOTAL	LEGAL EXPENSE					.00	375.00	.00	
TOTAL	PUBLIC WORKS					.00	613.76	.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4231 - STREETS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4340	UTILITIES								
9 /22	03/24/22	21		13575	0363 PG&E		384.18	.00	01/22/22-02/22/22
9 /22	03/24/22	21		13576	0363 PG&E		7,604.70	.00	01/14/22-02/14/22
9 /22	03/24/22	21		13582	0363 PG&E		61.10	.00	01/28/22-02/28/22
9 /22	03/24/22	21		13573	0363 PG&E		84.22	.00	01/28/22-02/28/22
9 /22	03/24/22	21		13580	0363 PG&E		98.52	.00	02/11/22-03/14/22
9 /22	03/24/22	21		13584	0363 PG&E		56.07	.00	01/22/22-02/22/22
TOTAL	UTILITIES					.00	8,288.79	.00	
TOTAL	STREETS					.00	8,288.79	.00	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4241 - PARKS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11012 -01	13536	6459 CLEAN CUT LANDSC		7,490.05	-7,490.05	YEARLY PARKS MAINTENANCE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	7,490.05	-7,490.05	
4340	UTILITIES								
9 /22	03/24/22	21		13581	0363 PG&E		1,727.32	.00	01/28/22-02/28/22
9 /22	03/24/22	21		13574	0363 PG&E		271.30	.00	02/07/22-03/08/22
TOTAL	UTILITIES					.00	1,998.62	.00	
TOTAL	PARKS					.00	9,488.67	-7,490.05	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4242 - RECREATION

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4340	UTILITIES								
9 /22	03/24/22	21		13527	5048 AT&T MOBILITY		88.14	.00	02/03/22-03/02/22
TOTAL	UTILITIES					.00	88.14	.00	
4980	LEGAL EXPENSE								
9 /22	03/24/22	21		13564	5609 LOZANO SMITH, LL		37.50	.00	PROFESSIONAL SERVICES
TOTAL	LEGAL EXPENSE					.00	37.50	.00	
TOTAL	RECREATION					.00	125.64	.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4296 - INFORMATION TECHNOLOGY

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4340	UTILITIES								
9 /22	03/24/22	21		13539	4056 COMCAST		-2,738.92	.00	CREDIT
9 /22	03/24/22	21		13527	5048 AT&T MOBILITY		328.61	.00	02/03/22-03/02/22
9 /22	03/24/22	21		13539	4056 COMCAST		8,523.74	.00	12/22/22-02/28/22
TOTAL	UTILITIES					.00	6,113.43	.00	
TOTAL	INFORMATION TECHNOLOGY					.00	6,113.43	.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 001 - GENERAL FUND
BUDGET UNIT - 4297 - HUMAN RESOURCES

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR		BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES									
9 /22	03/24/22	21		13544	6405	EINERSON'S PREPR		84.83	.00	WINDOW ENVLOPES
TOTAL	OPERATING SUPPLIES						.00	84.83	.00	
4310	PROFESSIONAL CONTRACT SVC									
9 /22	03/24/22	21	10895 -01	13532	2836	THE BODY SHOP HE		200.00	-200.00	MONTHLY MEMBERSHIPS FOR E
9 /22	03/24/22	21	11375 -01	13543	2399	DEPARTMENT OF JU		525.00	-525.00	PARK AND RECREATION - VOL
9 /22	03/24/22	21	11161 -02	13557	6543	KINGS INDUSTRIAL		95.00	-95.00	CHANGE ORDER 1 - ADD FUND
TOTAL	PROFESSIONAL CONTRACT SVC						.00	820.00	-820.00	
4340	UTILITIES									
9 /22	03/24/22	21		13527	5048	AT&T MOBILITY		44.07	.00	02/03/22-03/02/22
TOTAL	UTILITIES						.00	44.07	.00	
4980	LEGAL EXPENSE									
9 /22	03/24/22	21		13564	5609	LOZANO SMITH, LL		4,034.14	.00	PROFESSIONAL SERVICES
9 /22	03/24/22	21		13564	5609	LOZANO SMITH, LL		618.75	.00	PROFESSIONAL SERVICES
TOTAL	LEGAL EXPENSE						.00	4,652.89	.00	
TOTAL	HUMAN RESOURCES						.00	5,601.79	-820.00	
TOTAL	GENERAL FUND						.00	114,941.17	-64,673.09	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 040 - FLEET MAINTENANCE
BUDGET UNIT - 4265 - FLEET MAINTENANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR		BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES									
9 /22	03/24/22 21			13545	5866	FASTENAL COMPANY		347.25	.00	GLOVES
9 /22	03/24/22 21	10911	-02	13548	0068	GARY V. BURROWS,		16,425.86	-16,425.86	FUEL
9 /22	03/24/22 21			13567	6120	O'REILLY AUTO PA		-8.25	.00	NOVEMBER
TOTAL	OPERATING SUPPLIES						.00	16,764.86	-16,425.86	
4230	REPAIR/MAINT SUPPLIES									
9 /22	03/24/22 21			13558	0286	LAWRENCE TRACTOR		4.28	.00	CAP
9 /22	03/24/22 21			13550	6146	HANFORD CHRYSLER		434.37	.00	ARM UPPER
9 /22	03/24/22 21			13529	1908	BATTERY SYSTEMS,		280.84	.00	BATTERY
9 /22	03/24/22 21			13567	6120	O'REILLY AUTO PA		173.68	.00	RADIATOR
9 /22	03/24/22 21			13529	1908	BATTERY SYSTEMS,		185.87	.00	BATTERY
9 /22	03/24/22 21	11384	-01	13589	0535	RUCKSTELL CALIF		460.03	-460.03	LINK ARM
9 /22	03/24/22 21	11384	-02	13589	0535	RUCKSTELL CALIF		304.86	-304.86	SHIPPING
9 /22	03/24/22 21	11381	-01	13541	5289	CUMMINS PACIFIC,		1,213.68	-1,213.68	IGNITION COILS
9 /22	03/24/22 21	11381	-02	13541	5289	CUMMINS PACIFIC,		264.48	-264.48	SPARK PLUGS
9 /22	03/24/22 21	11381	-03	13541	5289	CUMMINS PACIFIC,		13.86	-13.86	FREIGHT
9 /22	03/24/22 21	11381	-04	13541	5289	CUMMINS PACIFIC,		107.17	-107.17	TAX
9 /22	03/24/22 21	11382	-01	13570	7306	ONE SOURCE PARTS		398.48	-398.48	PROX SWITCH
9 /22	03/24/22 21	11382	-02	13570	7306	ONE SOURCE PARTS		223.62	-223.62	LATCHING RELAY
9 /22	03/24/22 21	11382	-03	13570	7306	ONE SOURCE PARTS		118.56	-118.56	SHIPPING
9 /22	03/24/22 21	11382	-04	13570	7306	ONE SOURCE PARTS		45.10	-45.10	TAX
TOTAL	REPAIR/MAINT SUPPLIES						.00	4,228.88	-3,149.84	
4340	UTILITIES									
9 /22	03/24/22 21			13527	5048	AT&T MOBILITY		88.14	.00	02/03/22-03/02/22
TOTAL	UTILITIES						.00	88.14	.00	
4350	REPAIR/MAINT SERVICES									
9 /22	03/24/22 21			13552	3088	JONES TOWING, IN		75.00	.00	TOWING
9 /22	03/24/22 21	10910	-01	13530	0056	BILLINGSLEY TIRE		25.00	-25.00	TIRE REPAIR
9 /22	03/24/22 21	10910	-01	13530	0056	BILLINGSLEY TIRE		61.15	-61.15	TIRE REPAIR
9 /22	03/24/22 21	10910	-01	13530	0056	BILLINGSLEY TIRE		90.00	-90.00	TIRE REPAIR
9 /22	03/24/22 21	10910	-01	13530	0056	BILLINGSLEY TIRE		171.87	-171.87	TIRE REPAIR
9 /22	03/24/22 21	10910	-01	13530	0056	BILLINGSLEY TIRE		188.65	-188.65	TIRE REPAIR
9 /22	03/24/22 21	10910	-01	13530	0056	BILLINGSLEY TIRE		348.75	-348.75	TIRE REPAIR
9 /22	03/24/22 21	10910	-01	13530	0056	BILLINGSLEY TIRE		489.63	-489.63	TIRE REPAIR
9 /22	03/24/22 21	10910	-01	13530	0056	BILLINGSLEY TIRE		678.66	-678.66	TIRE REPAIR
9 /22	03/24/22 21	11383	-01	13540	6374	COOK'S COMMUNICA		773.43	-773.43	REPAIRS TO UNIT P45
9 /22	03/24/22 21	11380	-01	13590	6251	SEQUOIA EQUIPMEN		1,879.27	-1,879.27	LABOR
9 /22	03/24/22 21	11380	-02	13590	6251	SEQUOIA EQUIPMEN		390.41	-390.41	PARTS
9 /22	03/24/22 21	11380	-03	13590	6251	SEQUOIA EQUIPMEN		28.31	-28.31	TAX
TOTAL	REPAIR/MAINT SERVICES						.00	5,200.13	-5,125.13	
TOTAL	FLEET MAINTENANCE						.00	26,282.01	-24,700.83	
TOTAL	FLEET MAINTENANCE						.00	26,282.01	-24,700.83	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 040 - FLEET MAINTENANCE
BUDGET UNIT - 4265 - FLEET MAINTENANCE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4350	REPAIR/MAINT SERVICES								

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 050 - WATER
BUDGET UNIT - 4250 - WATER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4170	UNIFORM ALLOWANCE								
9 /22	03/24/22 21			13565	T2403 MATTHEW MOLINA		171.59	.00	REIMBURSE BOOTS
TOTAL	UNIFORM ALLOWANCE					.00	171.59	.00	
4220	OPERATING SUPPLIES								
9 /22	03/24/22 21			13549	0521 GRAINGER		133.77	.00	VAC TRAILER
9 /22	03/24/22 21			13545	5866 FASTENAL COMPANY		262.11	.00	DIAMOND BID
9 /22	03/24/22 21			13561	0304 LEMOORE HARDWARE		171.59	.00	EQUIPMENT & TOOLS
9 /22	03/24/22 21			13561	0304 LEMOORE HARDWARE		60.04	.00	WEED SPRAYER EQUIPMEN
9 /22	03/24/22 21			13561	0304 LEMOORE HARDWARE		50.39	.00	TOOLS
9 /22	03/24/22 21			13561	0304 LEMOORE HARDWARE		15.00	.00	BUG SPRAY FOR TRK#358
TOTAL	OPERATING SUPPLIES					.00	692.90	.00	
4220CH	CHLORINE OPERATING SUPPLY								
9 /22	03/24/22 21	10972	-02	13595	6058 UNIVAR		193.15	-193.15	CHANGE ORDER 1 - INCREASE
9 /22	03/24/22 21	10972	-03	13595	6058 UNIVAR		887.62	-887.62	CHANGE ORDER 2- HYPOCHLOR
9 /22	03/24/22 21	10972	-03	13595	6058 UNIVAR		945.96	-945.96	CHANGE ORDER 2- HYPOCHLOR
9 /22	03/24/22 21	10972	-03	13595	6058 UNIVAR		1,065.14	-1,065.14	CHANGE ORDER 2- HYPOCHLOR
9 /22	03/24/22 21	10972	-03	13595	6058 UNIVAR		1,257.91	-1,257.91	CHANGE ORDER 2- HYPOCHLOR
9 /22	03/24/22 21	10972	-03	13595	6058 UNIVAR		1,261.80	-1,261.80	CHANGE ORDER 2- HYPOCHLOR
9 /22	03/24/22 21	10972	-03	13595	6058 UNIVAR		1,479.36	-1,479.36	CHANGE ORDER 2- HYPOCHLOR
9 /22	03/24/22 21	10972	-03	13595	6058 UNIVAR		1,508.95	-1,508.95	CHANGE ORDER 2- HYPOCHLOR
9 /22	03/24/22 21	10972	-03	13595	6058 UNIVAR		1,552.98	-1,552.98	CHANGE ORDER 2- HYPOCHLOR
9 /22	03/24/22 21	10972	-03	13595	6058 UNIVAR		1,565.17	-1,565.17	CHANGE ORDER 2- HYPOCHLOR
9 /22	03/24/22 21	10972	-03	13595	6058 UNIVAR		1,568.12	-1,568.12	CHANGE ORDER 2- HYPOCHLOR
TOTAL	CHLORINE OPERATING SUPPLY					.00	13,286.16	-13,286.16	
4230	REPAIR/MAINT SUPPLIES								
9 /22	03/24/22 21			13596	2038 USA BLUEBOOK		168.66	.00	WELL #11
9 /22	03/24/22 21			13561	0304 LEMOORE HARDWARE		52.61	.00	NEW SERVICE LINES
9 /22	03/24/22 21			13561	0304 LEMOORE HARDWARE		58.97	.00	SOLDERING IRON
TOTAL	REPAIR/MAINT SUPPLIES					.00	280.24	.00	
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22 21			13525	2914 AAA QUALITY SERV		81.22	.00	POTTY RENTAL
9 /22	03/24/22 21			13525	2914 AAA QUALITY SERV		87.37	.00	POTTY RENTAL
TOTAL	PROFESSIONAL CONTRACT SVC					.00	168.59	.00	
4340	UTILITIES								
9 /22	03/24/22 21			13591	6266 SPARKLETTS		59.83	.00	WATER SERVICE
9 /22	03/24/22 21			13597	0116 VERIZON WIRELESS		50.01	.00	02/05/22-03/04/22
9 /22	03/24/22 21			13585	6627 PG&E NON ENERGY		445.37	.00	03/01/22-03/31/22
9 /22	03/24/22 21			13527	5048 AT&T MOBILITY		465.85	.00	02/03/22-03/02/22
9 /22	03/24/22 21			13585	6627 PG&E NON ENERGY		1,447.02	.00	JAN 22 NUCLEAR DECOM
9 /22	03/24/22 21			13583	0363 PG&E		21,633.63	.00	01/06/22-02/09/22
TOTAL	UTILITIES					.00	24,101.71	.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 050 - WATER
BUDGET UNIT - 4250 - WATER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4340	UTILITIES								
TOTAL	WATER					.00	38,701.19	-13,286.16	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 050 - WATER
BUDGET UNIT - 4251 - UTILITY OFFICE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES								
9 /22	03/24/22	21		13568	5396 OFFICE DEPOT		14.31	.00	OFFICE SUPPLIES
TOTAL	OPERATING SUPPLIES					.00	14.31	.00	
4340	UTILITIES								
9 /22	03/24/22	21		13591	6266 SPARKLETTS		13.21	.00	WATER SERVICE
9 /22	03/24/22	21		13527	5048 AT&T MOBILITY		88.14	.00	02/03/22-03/02/22
TOTAL	UTILITIES					.00	101.35	.00	
TOTAL	UTILITY OFFICE					.00	115.66	.00	
TOTAL	WATER					.00	38,816.85	-13,286.16	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 052 - WATER INCIDENT FUND
BUDGET UNIT - 4752 - WATER INCIDENT

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR		BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC									
9 /22	03/24/22 21	11115	-03	13531	6733	BLACKBURN CONSUL		708.00	-708.00	CHANGE ORDER 2 - INCREASE
TOTAL	PROFESSIONAL CONTRACT SVC						.00	708.00	-708.00	
4380	RENTALS & LEASES									
9 /22	03/24/22 21	11075	-03	13542	7259	CUSTOM TRUCK ONE		3,732.30	-3,732.30	CHANGE ORDER 2 - ADD FUND
9 /22	03/24/22 21			13566	2138	NICK CHAMPI ENTE		199.50	.00	WELL SITE #7
TOTAL	RENTALS & LEASES						.00	3,931.80	-3,732.30	
4980	LEGAL EXPENSE									
9 /22	03/24/22 21			13564	5609	LOZANO SMITH, LL		1,580.45	.00	PROFESSIONAL SERVICES
TOTAL	LEGAL EXPENSE						.00	1,580.45	.00	
TOTAL	WATER INCIDENT						.00	6,220.25	-4,440.30	
TOTAL	WATER INCIDENT FUND						.00	6,220.25	-4,440.30	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 056 - REFUSE
BUDGET UNIT - 4256 - REFUSE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4340	UTILITIES								
9 /22	03/24/22	21		13527	5048 AT&T MOBILITY		533.87	.00	02/03/22-03/02/22
TOTAL	UTILITIES					.00	533.87	.00	
TOTAL	REFUSE					.00	533.87	.00	
TOTAL	REFUSE					.00	533.87	.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 060 - SEWER& STORM WTR DRAINAGE
BUDGET UNIT - 4260 - SEWER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR		BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4220	OPERATING SUPPLIES									
9 /22	03/24/22	21		13545	5866	FASTENAL COMPANY		134.20	.00	TAPE MEASURE
9 /22	03/24/22	21		13545	5866	FASTENAL COMPANY		189.21	.00	78 PCADHSVHTSHRNKTUB
9 /22	03/24/22	21		13546	6751	FURTADO WELDING		7.08	.00	WIRE WHEEL 3" CRIMPED
9 /22	03/24/22	21		13545	5866	FASTENAL COMPANY		8.07	.00	BLACK FINE MARKER
9 /22	03/24/22	21		13561	0304	LEMOORE HARDWARE		30.63	.00	CABLE TIE
9 /22	03/24/22	21		13545	5866	FASTENAL COMPANY		20.75	.00	MESH VEST
TOTAL	OPERATING SUPPLIES						.00	389.94	.00	
4230	REPAIR/MAINT SUPPLIES									
9 /22	03/24/22	21		13561	0304	LEMOORE HARDWARE		20.95	.00	PVC FITTING
9 /22	03/24/22	21		13547	2410	GAR BENNETT, LLC		20.41	.00	6 PVC CAP FPT SCH40
9 /22	03/24/22	21		13592	5066	THE LAWNMOWER MA		25.00	.00	LABOR
9 /22	03/24/22	21		13561	0304	LEMOORE HARDWARE		25.71	.00	GALV COUPLING
9 /22	03/24/22	21		13572	7301	PACE SUPPLY CORP		123.34	.00	PIRGRADERING3
9 /22	03/24/22	21		13549	0521	GRAINGER		171.85	.00	FRNT AUX CONTACT
9 /22	03/24/22	21		13572	7301	PACE SUPPLY CORP		493.35	.00	KICOVERSANISEWER
TOTAL	REPAIR/MAINT SUPPLIES						.00	880.61	.00	
4310	PROFESSIONAL CONTRACT SVC									
9 /22	03/24/22	21	11360 -01	13551	6691	INTERSTATE GAS S		3,435.60	-3,435.60	WASTEWATER RATE STUDY
TOTAL	PROFESSIONAL CONTRACT SVC						.00	3,435.60	-3,435.60	
4340	UTILITIES									
9 /22	03/24/22	21		13527	5048	AT&T MOBILITY		441.90	.00	02/03/22-03/02/22
9 /22	03/24/22	21		13578	0363	PG&E		10,588.70	.00	01/19/22-02/16/22
9 /22	03/24/22	21		13591	6266	SPARKLETTS		83.21	.00	WATER SERVICE
TOTAL	UTILITIES						.00	11,113.81	.00	
4350	REPAIR/MAINT SERVICES									
9 /22	03/24/22	21	11385 -01	13571	4064	OVERHEAD TECHNOL		1,102.50	-1,102.50	PROTECH ANNNUAL PM SERVIC
9 /22	03/24/22	21	11385 -02	13571	4064	OVERHEAD TECHNOL		65.00	-65.00	OIL
9 /22	03/24/22	21	11385 -03	13571	4064	OVERHEAD TECHNOL		4.71	-4.71	TAX
TOTAL	REPAIR/MAINT SERVICES						.00	1,172.21	-1,172.21	
TOTAL	SEWER						.00	16,992.17	-4,607.81	
TOTAL	SEWER& STORM WTR DRAINAGE						.00	16,992.17	-4,607.81	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 155 - HOUSING AUTHORITY FUND
BUDGET UNIT - 4953 - HOUSING AUTHORITY FUNDS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11367	-01 13587	0876 QUAD KNOPF, INC.		1,455.30	-1,455.30	PROFESSIONAL SERVICES PRO
TOTAL	PROFESSIONAL CONTRACT SVC					.00	1,455.30	-1,455.30	
TOTAL	HOUSING AUTHORITY FUNDS					.00	1,455.30	-1,455.30	
TOTAL	HOUSING AUTHORITY FUND					.00	1,455.30	-1,455.30	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 201 - LLMD ZONE 1
BUDGET UNIT - 4851 - LLMD ZONE 1 WESTFIELD

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11032 -01	13599	7238 WESTSCAPES		3,583.00	-3,583.00	LLMD 01 MONTHLY LANDSCAPE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	3,583.00	-3,583.00	
4340	UTILITIES								
9 /22	03/24/22	21		13577	0363 PG&E		84.08	.00	01/21/22-02/21/22
TOTAL	UTILITIES					.00	84.08	.00	
TOTAL	LLMD ZONE 1 WESTFIELD					.00	3,667.08	-3,583.00	
TOTAL	LLMD ZONE 1					.00	3,667.08	-3,583.00	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 203 - LLMD ZONE 3 SILVA ESTATES
BUDGET UNIT - 4853 - LLMD ZONE 3 SILVA ESTATES

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11031 -01	13599	7238 WESTSCAPES		452.00	-452.00	LLMD 03 MONTHLY LANDSCAPE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	452.00	-452.00	
4340	UTILITIES								
9 /22	03/24/22	21		13577	0363 PG&E		52.56	.00	01/21/22-02/21/22
TOTAL	UTILITIES					.00	52.56	.00	
TOTAL	LLMD ZONE 3 SILVA ESTATES					.00	504.56	-452.00	
TOTAL	LLMD ZONE 3 SILVA ESTATES					.00	504.56	-452.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 205 - LLMD ZONE 5 WILDFLOWER
BUDGET UNIT - 4855 - LLMD ZONE 5 WILDFLOWER

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11030 -01	13599	7238 WESTSCAPES		75.00	-75.00	LLMD ZONE 05 MONTHLY LAND
TOTAL	PROFESSIONAL CONTRACT SVC					.00	75.00	-75.00	
TOTAL	LLMD ZONE 5 WILDFLOWER					.00	75.00	-75.00	
TOTAL	LLMD ZONE 5 WILDFLOWER					.00	75.00	-75.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 206 - LLMD ZONE 6 CAPISTRANO
BUDGET UNIT - 4856 - LLMD ZONE 6 CAPISTRANO

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11029 -01	13599	7238 WESTSCAPES		81.00	-81.00	50% LLMD 06 MONTHLY LANDS
TOTAL	PROFESSIONAL CONTRACT SVC					.00	81.00	-81.00	
4340	UTILITIES								
9 /22	03/24/22	21		4729057MAR22	0363 PG&E		.00	.00	01/21/22-02/21/22
TOTAL	UTILITIES					.00	.00	.00	
TOTAL	LLMD ZONE 6 CAPISTRANO					.00	81.00	-81.00	
TOTAL	LLMD ZONE 6 CAPISTRANO					.00	81.00	-81.00	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 207 - LLMD ZONE 7 SILVERADO
BUDGET UNIT - 4857 - LLMD ZONE 7 SILVERADO

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11028 -01	13599	7238 WESTSCAPES		291.00	-291.00	LLMD 07 MONTHLY LANDSCAPE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	291.00	-291.00	
TOTAL	LLMD ZONE 7 SILVERADO					.00	291.00	-291.00	
TOTAL	LLMD ZONE 7 SILVERADO					.00	291.00	-291.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 208A - LLMD ZONE 8 COUNTRY CLUB
BUDGET UNIT - 4858A - LLMD ZONE 8 COUNTRY CLUB

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11027 -01	13599	7238 WESTSCAPES		412.00	-412.00	LLMD 08A MONTHLY LANDSCAP
TOTAL	PROFESSIONAL CONTRACT SVC					.00	412.00	-412.00	
TOTAL	LLMD ZONE 8 COUNTRY CLUB					.00	412.00	-412.00	
TOTAL	LLMD ZONE 8 COUNTRY CLUB					.00	412.00	-412.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 208B - LLMD ZONE 8B GREENS
BUDGET UNIT - 4858B - LLMD ZONE 8B GREENS

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11026 -01	13599	7238 WESTSCAPES		434.00	-434.00	LLMD 08B MONTHLY LANDSCAP
TOTAL	PROFESSIONAL CONTRACT SVC					.00	434.00	-434.00	
4340	UTILITIES								
9 /22	03/24/22	21		13577	0363 PG&E		10.51	.00	01/21/22-02/21/22
TOTAL	UTILITIES					.00	10.51	.00	
TOTAL	LLMD ZONE 8B GREENS					.00	444.51	-434.00	
TOTAL	LLMD ZONE 8B GREENS					.00	444.51	-434.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 209 - LLMD ZONE 9 LA DANTE ROSE
BUDGET UNIT - 4859 - LLMD ZONE 9 LA DANTE ROSE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11025 -01	13599	7238 WESTSCAPES		295.00	-295.00	LLMD 09 MONTHLY LANDSCAPE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	295.00	-295.00	
TOTAL	LLMD ZONE 9 LA DANTE ROSE					.00	295.00	-295.00	
TOTAL	LLMD ZONE 9 LA DANTE ROSE					.00	295.00	-295.00	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 210 - LLMD ZONE 10 AVALON
BUDGET UNIT - 4860 - LLMD ZONE 10 AVALON

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11024 -01	13599	7238 WESTSCAPES		817.00	-817.00	LLMD 10 MONTHLY LANDSCAPE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	817.00	-817.00	
4340	UTILITIES								
9 /22	03/24/22	21		13577	0363 PG&E		21.02	.00	01/21/22-02/21/22
TOTAL	UTILITIES					.00	21.02	.00	
TOTAL	LLMD ZONE 10 AVALON					.00	838.02	-817.00	
TOTAL	LLMD ZONE 10 AVALON					.00	838.02	-817.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 211 - LLMD ZONE 11 SELF HELP EN
BUDGET UNIT - 4861 - LLMD ZONE 11 SELF HELP EN

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11023 -01	13599	7238 WESTSCAPES		89.50	-89.50	50% LLMD 11 MONTHLY LANDS
TOTAL	PROFESSIONAL CONTRACT SVC					.00	89.50	-89.50	
TOTAL	LLMD ZONE 11 SELF HELP EN					.00	89.50	-89.50	
TOTAL	LLMD ZONE 11 SELF HELP EN					.00	89.50	-89.50	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 212 - LLMD ZONE 12 SUMMERWIND
BUDGET UNIT - 4862 - LLMD ZONE 12 SUMMERWIND

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11022 -01	13599	7238 WESTSCAPES		1,778.00	-1,778.00	LLMD 12 MONTHLY LANDSCAPE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	1,778.00	-1,778.00	
4340	UTILITIES								
9 /22	03/24/22	21		13577	0363 PG&E		21.02	.00	01/21/22-02/21/22
TOTAL	UTILITIES					.00	21.02	.00	
TOTAL	LLMD ZONE 12 SUMMERWIND					.00	1,799.02	-1,778.00	
TOTAL	LLMD ZONE 12 SUMMERWIND					.00	1,799.02	-1,778.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 213 - LLMD ZONE 13 CORNERSTONE
BUDGET UNIT - 4863 - LLMD ZONE 13 CORNERSTONE

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11021	-01 13599	7238 WESTSCAPES		252.00	-252.00	LLMD 13 MONTHLY LANDSCAPE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	252.00	-252.00	
TOTAL	LLMD ZONE 13 CORNERSTONE					.00	252.00	-252.00	
TOTAL	LLMD ZONE 13 CORNERSTONE					.00	252.00	-252.00	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 251 - PFMD ZONE 1
BUDGET UNIT - 4871 - PFMD ZONE 1

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11020 -01	13599	7238 WESTSCAPES		599.00	-599.00	PFMD 01 MONTHLY LANDSCAPE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	599.00	-599.00	
4340	UTILITIES								
9 /22	03/24/22	21		13577	0363 PG&E		43.64	.00	01/21/22-02/21/22
TOTAL	UTILITIES					.00	43.64	.00	
TOTAL	PFMD ZONE 1					.00	642.64	-599.00	
TOTAL	PFMD ZONE 1					.00	642.64	-599.00	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 252 - PFMD ZONE 2
BUDGET UNIT - 4872 - PFMD ZONE 2

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11036 -01	13599	7238 WESTSCAPES		1,771.00	-1,771.00	PFMD 02 MONTHLY LANDSCAPE
9 /22	03/24/22	21	11196 -01	13599	7238 WESTSCAPES		18,354.51	-18,354.51	PFMD ZONE 2
TOTAL	PROFESSIONAL CONTRACT SVC					.00	20,125.51	-20,125.51	
4340	UTILITIES								
9 /22	03/24/22	21		13577	0363 PG&E		52.86	.00	01/21/22-02/21/22
TOTAL	UTILITIES					.00	52.86	.00	
TOTAL	PFMD ZONE 2					.00	20,178.37	-20,125.51	
TOTAL	PFMD ZONE 2					.00	20,178.37	-20,125.51	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 253 - PFMD ZONE 3
BUDGET UNIT - 4873 - PFMD ZONE 3

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22 21	11195	-01 13599		7238 WESTSCAPES		25,971.08	-25,971.08	PFMD ZONE 3
9 /22	03/24/22 21	11037	-01 13599		7238 WESTSCAPES		525.00	-525.00	PFMD 03 MONTHLY LANDSCAPE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	26,496.08	-26,496.08	
4340	UTILITIES								
9 /22	03/24/22 21			4729057MAR22	0363 PG&E		.00	.00	01/21/22-02/21/22
TOTAL	UTILITIES					.00	.00	.00	
TOTAL	PFMD ZONE 3					.00	26,496.08	-26,496.08	
TOTAL	PFMD ZONE 3					.00	26,496.08	-26,496.08	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 254 - PFMD ZONE 4
BUDGET UNIT - 4874 - PFMD ZONE 4

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11038 -01	13599	7238 WESTSCAPES		439.00	-439.00	PFMD 04 MONTHLY LANDSCAPE
9 /22	03/24/22	21	11194 -01	13599	7238 WESTSCAPES		15,718.08	-15,718.08	PFMD ZONE 4
TOTAL	PROFESSIONAL CONTRACT SVC					.00	16,157.08	-16,157.08	
4340	UTILITIES								
9 /22	03/24/22	21		13577	0363 PG&E		37.44	.00	01/21/22-02/21/22
TOTAL	UTILITIES					.00	37.44	.00	
TOTAL	PFMD ZONE 4					.00	16,194.52	-16,157.08	
TOTAL	PFMD ZONE 4					.00	16,194.52	-16,157.08	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 255 - PFMD ZONE 5
BUDGET UNIT - 4875 - PFMD ZONE 5

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11035 -01	13599	7238 WESTSCAPES		699.00	-699.00	PFMD 05 MONTHLY LANDSCAPE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	699.00	-699.00	
4340	UTILITIES								
9 /22	03/24/22	21		13577	0363 PG&E		98.32	.00	01/21/22-02/21/22
TOTAL	UTILITIES					.00	98.32	.00	
TOTAL	PFMD ZONE 5					.00	797.32	-699.00	
TOTAL	PFMD ZONE 5					.00	797.32	-699.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 256 - PFMD ZONE 6
BUDGET UNIT - 4876 - PFMD ZONE 6

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11253 -01	13599	7238 WESTSCAPES		398.00	-398.00	PFMD 06 MONTHLY LANDSCAPE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	398.00	-398.00	
TOTAL	PFMD ZONE 6					.00	398.00	-398.00	
TOTAL	PFMD ZONE 6					.00	398.00	-398.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 257 - PFMD ZONE 7
BUDGET UNIT - 4877 - PFMD ZONE 7

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11029	-02 13599	7238 WESTSCAPES		81.00	-81.00	50% PFMD 07 MONTHLY LANDS
TOTAL	PROFESSIONAL CONTRACT SVC					.00	81.00	-81.00	
TOTAL	PFMD ZONE 7					.00	81.00	-81.00	
TOTAL	PFMD ZONE 7					.00	81.00	-81.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 258 - PFMD ZONE 8
BUDGET UNIT - 4878 - PFMD ZONE 8

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11033 -01	13599	7238 WESTSCAPES		557.00	-557.00	PFMD 01 MONTHLY LANDSCAPE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	557.00	-557.00	
TOTAL	PFMD ZONE 8					.00	557.00	-557.00	
TOTAL	PFMD ZONE 8					.00	557.00	-557.00	

CITY OF LEMOORE
EXPENDITURE TRANSACTION ANALYSIS

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 259 - PFMD ZONE 9
BUDGET UNIT - 4879 - PFMD ZONE 9

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11034 -01	13599	7238 WESTSCAPES		579.00	-579.00	PFMD 09 MONTHLY LANDSCAPE
TOTAL	PROFESSIONAL CONTRACT SVC					.00	579.00	-579.00	
4340	UTILITIES								
9 /22	03/24/22	21		13577	0363 PG&E		10.80	.00	01/21/22-02/21/22
TOTAL	UTILITIES					.00	10.80	.00	
TOTAL	PFMD ZONE 9					.00	589.80	-579.00	
TOTAL	PFMD ZONE 9					.00	589.80	-579.00	

SELECTION CRITERIA: transact.yr='22' and transact.fund between '001' and '800' and transact.batch='VM032522'
ACCOUNTING PERIOD: 9/22

FUND - 260 - PFMD ZONE 10
BUDGET UNIT - 4880 - PFMD ZONE 10

ACCOUNT	DATE	T/C	ENCUMBRANC	REFERENCE	VENDOR	BUDGET	EXPENDITURES	ENCUMBRANCES	DESCRIPTION
4310	PROFESSIONAL CONTRACT SVC								
9 /22	03/24/22	21	11023	-02 13599	7238 WESTSCAPES		89.50	-89.50	50% PFMD 10 MONTHLY LANDS
TOTAL	PROFESSIONAL CONTRACT SVC					.00	89.50	-89.50	
TOTAL	PFMD ZONE 10					.00	89.50	-89.50	
TOTAL	PFMD ZONE 10					.00	89.50	-89.50	
TOTAL REPORT						.00	280,014.54	-187,504.16	